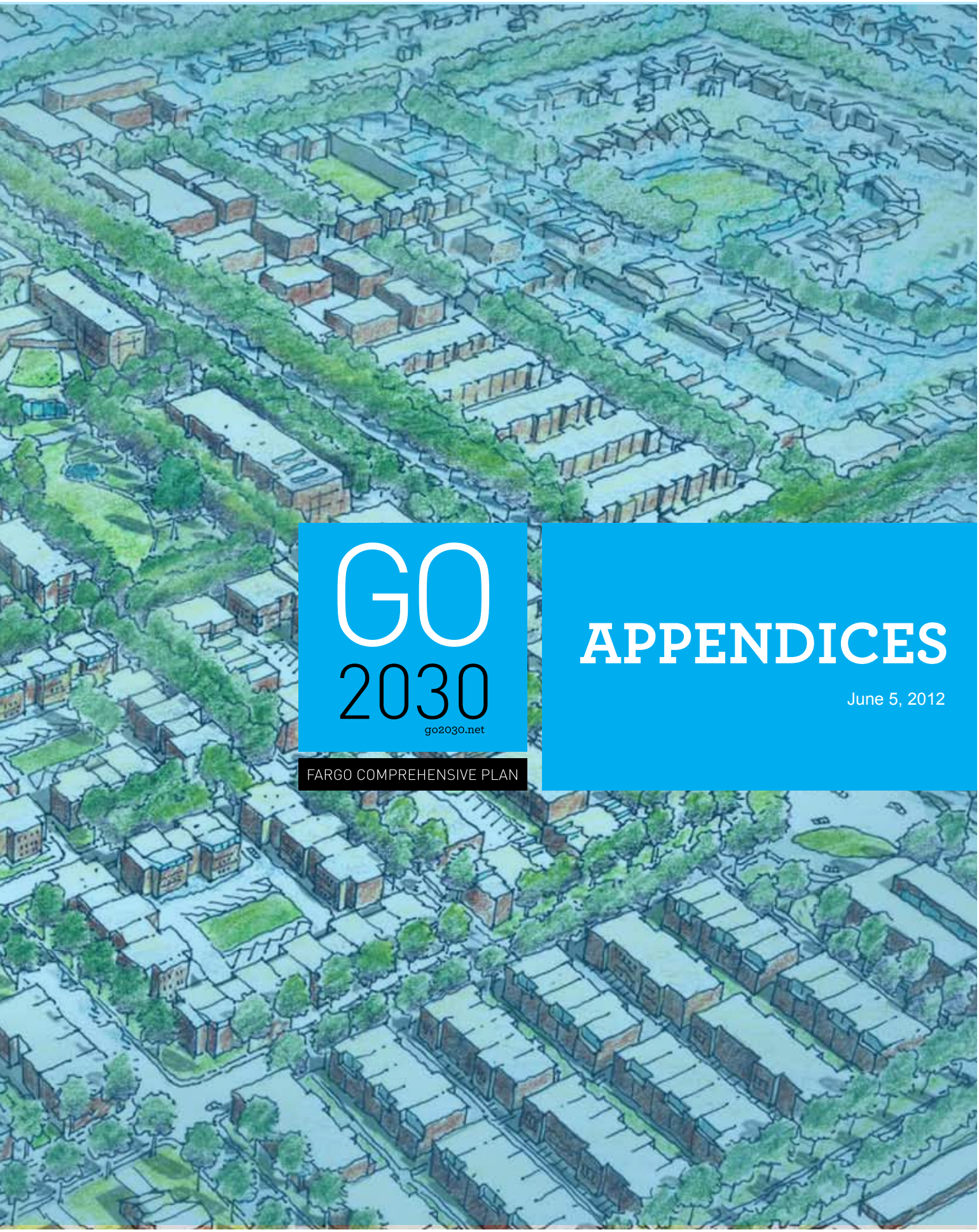

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FARGO COMPREHENSIVE PLAN

APPENDICES

June 5, 2012

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2030

Table of Contents

APPENDIX A
Baseline Reports 01

- **Infrasturcture** 02
- **Housing** 08
- **Economy** 18
- **Energy** 28
- **Health** 32
- **Downtown** 62
- **Transportation** 66
- **Parks** 68

APPENDIX B
Focus on Energy 73

APPENDIX C
Focus on Walkable Mixed Use Centers: Scenarios Impact Study 89

- **Introduction** 91
- **Approach** 101
- **Results Summary** 111
- **Revenue Comparisons** 129
- **Expense Comparisons** 147

APPENDIX D
MindMixer Idea Report 177

APPENDIX A

Baseline Reports

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INFRASTRUCTURE

CITY OF FARGO WATER SUMMARY

The City of Fargo Water Treatment Plant (WTP) currently operates a two-stage lime softening surface water treatment plant that was constructed in 1997 with a rated capacity of 30 million gallons per day (mgd). There are currently nine water towers with the tenth one under construction. The city serves its residents and the Cass Rural Water Users district with high quality drinking water. The recent annual average water demand is approximately 12mgd, and a recent peak day demand was approximately 18 mgd. The current trend of our maximum pumping capacity has a 1.5 peaking factor. History has shown us a 2.0 peaking factor with a peak capacity of 23 mgd. The current lowering of the peaking factor may be due to the wet cycle we are currently in and/or the cognizance of the general public on water conservation.

The City of Fargo is concerned about the quality of its source water due to increase flow projections from Devils Lake. The City obtains its water from both the Red River and Sheyenne River, and strategically selects the proper sources and blends of sources to provide its customers with high-quality drinking water. In recent years, there has been growing concern over the water quality in the Sheyenne River, primarily associated with elevated sulfate concentrations coming from the Devils Lake Emergency Outlet. Due to the anticipated elevated sulfate concentrations in the City's source water and the inability of the existing WTP to remove sulfates, the City of Fargo is implementing a pilot study to address treatment processes for the removal of sulfates and other dissolved solids.

Our WTP was designed for expansion from 30 mgd to 45 mgd with construction of an additional sedimentation basin, solids contact basin, ozone contactor, and gravity filters. The City also owns a 40-acre parcel of land in southwest Fargo that was planned, sited, and purchased for construction of a future satellite WTP, along with the 5.5 million gallon Ground Storage Reservoir and Pump Station that are currently under construction. The last three phases of the 36" transmission water line will be completed this year and the ground storage tank is scheduled to be completed in April of 2012. This will improve the water pressure in southwest Fargo and for Cass Rural Water Users in that area. The architecture of the new ground storage reservoir will match the existing water treatment plant.

Previous planning efforts have assumed that the existing WTP would be expanded prior to construction of a satellite WTP; however, this assumption may be readdressed due to the future need of sulfate removal from the Sheyenne water intake. The ultimate goal is to have I-94 split the service area of the satellite WTP/ ground storage reservoir and the existing WTP.

The City of Fargo currently implements a water main replacement program. This program replaces all cast iron pipe with pvc (plastic) pipe, due to the high number of water main breaks and the corrosiveness of our soil in relation to the cast iron pipe. The program targeted areas of the city with an excessive number of water main breaks. We have reduced our water main breaks from a peak of 603 in 1988 to 48 in 2010. Today we have replaced 58.6 miles of cast iron pipe with 45 miles remaining. We replace approximately 4 miles a year,

therefore all the cast iron pipe should be replaced in approximately 11 years.

CITY OF FARGO SANITARY SEWER SUMMARY

The City of Fargo wastewater treatment facility was constructed in a number of phases dating back to the 1930s. The facility currently consists of influent pumping, screening, grit removal, pre-aeration, primary clarification, BOD trickling filters, intermediate clarifiers, nitrification trickling filters, final clarification and chlorination. The solids removed from the process are further treated by primary and secondary digesters followed by dewatering in sand drying beds or belt filter presses. The stabilized biosolids are hauled to the city landfill for disposal.

The City of Fargo Wastewater Treatment Plant (WWTP) currently has the capacity to treat 15 million gallons per day (mgd). Our average current flow is 12 mgd. The peak pumping capacity is 29 mgd. Treated water is discharged by gravity flow directly to the Red River, however when the river reaches a flood stage of 20' it can no longer enter the river. The treated water is then pumped to the Wastewater Stabilization Ponds (WWSP). The WTP receives sewage from the residents of Fargo and the surrounding communities including; Frontier, Prairie Rose, Briarwood, Oxbow, Highland Park, Reile's Acres, North River, Harwood, and Rural southeast Cass Developments.

There are three main sewer interceptor lines; the Broadway line, the Westside interceptor, and the 45th Street interceptor. The Broadway line services the central part of the City, with the Westside serving west and south. The 45th Street Interceptor line was put into service in 2010. This line was designed to reduce flows in the existing Westside interceptor. The new 45th Street Interceptor line provides for expansion to the south and southwest. With the construction of the new sewer line two new lift stations were also constructed, lift station #60 at 30th Avenue and 43rd Street South and lift station #61 at County Road 20 (40th Avenue) and 37th Street North. Lift Station #61 was designed to send flows directly to the Waste Water Stabilization Ponds (WWSP) during wet weather flows and when the river is at a 20' flood stage. This reduces the flows at the WWTP.

The City of Fargo constructed the WWSP in the early 1970's. The WWSP consist of six cells, each approximately 95 Acres able to hold a total of 1.6 billion gallons. Today they are used for:

- effluent disposal during flood events when discharge to the river is not possible
- effluent disposal and polishing during periods when the plant cannot meet effluent limits
- wet weather flow diversion from lift station #61 when flows exceed the capacity of the wastewater plant.

Improvements are currently being made to the WWSP. We replaced valves, fixed control structures and stabilization issues in Cell 5, and patched paved areas that were breaking up.

CITY OF FARGO STORM SEWER SUMMARY

The storm sewer utility is part of the City of Fargo Engineering Department and directly managed by a senior engineer. The utility is funded through user fees with general budget support for capital projects.

Currently the department has 4.5 FTE and administers maintenance activities through our public works department.

System Profile (Estimate)	
Miles of pipe	350
Manholes	4,836
Inlets/catch basins	9,822
Lift Stations	72

The storm sewer system collects, transports, and discharges precipitation into the river and drains throughout the city. Managing surface runoff is challenging in our flat, flood prone landscape. To successfully move storm water we use a complex series of conveyance systems including natural and manmade features like natural coulees, legal drains, underground pipes, inlets, lift stations and retention ponds. Our lift stations usually only function during flooding events. When the river and drains are at a normal water elevation the storm sewer pipe will gravity flow to these river and drains, as the water elevations increase, gates close and the lift stations will start working to pump the water into the river and drains.

The system is large with over 350 miles of pipe ranging in diameter size from 4 to 132-inches. Even with this level of capacity not all of the rainfall can be drained quickly. Our storm sewer pipe is designed to a 2 year rainfall event using a 45% impervious factor which reflects normal residential development. Accordingly, to help meet increased volume quantities from larger rain events and more intense development, storm water retention ponds are required on a local and/or regional basis. The city adopted a storm water retention policy that requires all new developments and infill of existing lots to provide on-site or regional retention facilities. These facilities are sized to mitigate the increased runoff from rain events due to increased impervious area that results with development.

The storm sewer is a separate system from the sanitary sewer. Unlike the sanitary sewer system the storm system is not connected to a treatment plant, so whatever washes down the storm drain goes untreated into the Red River. The EPA recently mandated that these sites be designed to enhance storm water quality. Fargo is an EPA Phase II, MS4 community permitted through the North Dakota Health Department. Accordingly, the six minimum control measures of the program are aggressively pursued to promote water quality.

The storm water division also enforces and manages our flood plain development. The current base flood elevation (BFE) is river stage 38.3 feet. FEMA is in the process of remapping our flood plain and the new BFE will be 39.5 feet. Fargo currently requires that new buildings be constructed with a lowest opening of 2.5 feet above the proposed BFE (to a level of 42 feet) which is also approximately one foot higher than our flood of record (2009 event-40.84 feet). Fargo is currently pursuing through the Corps of Engineers a flood diversion project which would divert major flood events around the city and could reduce those flooding impacts and remove many properties from needing to purchase flood insurance as the new FEMA flood plain map is adopted.

CITY OF FARGO STREET LIGHTING SUMMARY

The City of Fargo Street Lighting Department is funded by utility fees paid for by all residential and business property owners. The utility fees generated pay for day to day operations of the department along with general maintenance of the street lighting system and all energy costs.

The City of Fargo Street Lighting Department currently has about 11,275 street lights in operation of which 10,075 are city owned and 1,200 are leased (utility

company owned).

The City of Fargo purchases power from two utility companies: Cass County Electric Cooperative (CCEC) and Xcel Energy. The cost of power provide by CCEC is metered and does not include any street light maintenance. The cost of power provided by Xcel Energy is mainly non metered and also include lamp replacement. The City is in the process of metering all feed points within the Xcel Energy area (a five year plan) and the metering will allow for a true power charge providing substantial money savings and timely maintenance of City owned street lights by the Street Lighting Department.

The City of Fargo generally designs street lighting light levels based on the Illuminating Engineering Society of North America (IES) recommendations. Lighting designs also take into account factors such as: traffic volume, crime prevention, pedestrian activity and neighborhood preferences. The City is also aware of negative effects of lighting such as glare and the reduced visibility of the night sky and has been installing semi or full cutoff fixtures in all applications possible over the last several years.

The street lighting styles used for residential neighborhoods, new developments, business and shopping districts vary from utilitarian to decorative. The use of these different styles is determined by the City along with input from developers, neighborhood associations and business associations. The initial installation costs of all street lighting systems are special assessed to all benefiting properties. The City of Fargo uses and maintains a selection of street light styles from utilitarian to decorative.

All of the existing residential street lighting in the City is provided by 100W or 150W High Pressure Sodium (HPS) decorative fixtures mounted on standards from 12' to 20'. The existing business and commercial areas have 250W or 400W HPS decorative, cobra head and tilt head fixtures mounted on standards from 26' to 50'.

Lighting technology has evolved tremendously over the last several years and the City has installed and tested numerous types of induction and LED luminaires. A project was recently completed that replaced (180) 175W Metal Halide fixtures with 96W LED retrofit fixtures and currently there are several more projects under construction that will have a variety of LED fixtures installed. With the advancements in technology and the costs of these new products continuing to drop, the City will continue to move in the direction of Solid State Lighting Systems saving the City between 35% and 50% in energy and maintenance costs.

CITY OF FARGO SOLID WASTE SUMMARY

The Solid Waste Division (SWD) is responsible for managing and directing all aspects of waste collection, disposal, and materials recycling which occurs in the City of Fargo. Specifically, the SWD provides solid waste services in the areas of Administration, Residential Collection, Commercial Collection, Roll-off Collection, Municipal Solid Waste Landfill, Recycling, and Household Hazardous Waste.

The residential collection service consists of automated, variable rate collection of refuse generated from single-family residences. In 2010, a total of 18,110 tons of refuse was collected from 22,423 residences and hauled to the City Landfill.

The commercial collection service consists of the collection of refuse via dumpsters and rear load trucks from multi-family units and businesses. In 2010, a total of 9,546 tons of refuse was collected from 752 commercial accounts. Additionally, other licensed private haulers can

provide commercial refuse service in the City of Fargo, with all collected commercial waste hauled to the City landfill.

The roll-off collection service consists of the collection of refuse via 20, 30, and 42 yard "roll-off" containers and is used primarily by business and the construction industry. In 2010 the Division performed 2,508 roll-off pulls generating 8,200 tons of refuse. Again, other licensed private haulers are able to compete for roll-off collection accounts, with all collected waste hauled to the City landfill.

The City of Fargo currently operates a 160-acre municipal solid waste (MSW) landfill facility that is operated pursuant to Chapter 23-29 of the North Dakota Century Code (Solid Waste Management and Land Protection Act), and Article 33-20 of the North Dakota Administrative Code (Solid Waste Management Rules). The landfill accepts residential, commercial, and industrial refuse from the City of Fargo and surrounding areas (including: West Fargo, Valley City, Mapleton, Casselton, Becker County of Minnesota, and rural Cass County of North Dakota).

The facility has been designed to accommodate 20 waste disposal cells, with 13 cells constructed and partially filled to date. The remaining cells contain an additional 3.3 million cubic yards of space, which translates to a life expectancy of approximately 14.7 years, given current waste volumes and trends. In 2010, the landfill took in a total of 207,423 tons of MSW from both private and public haulers.

Additionally, the City owns a 160-acre tract located immediately east of the currently landfill. The site was the former City landfill (1960-1990) and was operated prior to EPA Subtitle "D" regulations, which require an engineered liner and leachate collection system. In an effort to remove any significant long-term environmental liability to the City it has been decided to move forward with reclamation of the site.

The reclamation is proposed to be accomplished over a number of years, due to its large scope and budget needs. Conceptually, the plan involves excavating the waste and placing it into an active cell of the Current Landfill. Next, the excavated area would be rebuilt with an engineered liner and leachate collection system, utilizing current landfill engineering standards. This lined cell in the Old Landfill would then be filled with more waste excavated from adjacent areas of the Old Landfill. Cell development and excavation would continue until all waste would be consolidated onto liners built within the Old Landfill, and utilizing a much smaller footprint (using modern landfilling methods) would allow for future increased capacity and future landfill needs.

Given that the landfill operates under the directive of North Dakota Department of Health Permit SW-260, the State established waste stream reductions goals in 1991 which necessitated the development of additional recycling services aimed at reducing overall waste volumes. The recycling services operations included yard waste composting, wood waste reuse, separation and recycling opportunities for newsprint and magazines, aluminum and metal cans, #1 and #2 plastics, corrugated cardboard and glass. In 2010, these operations were able to divert 9,554 tons of yard waste, 7,113 tons of wood waste, and 24,231 tons of recyclable commodities form the landfill.

An extension of the recycling program was introduced in 1993 for the voluntary separation of household hazardous waste (HHW). The program was developed in an effort to keep specific household waste such as paints, cleaners, automotive fluids, pesticides, electronic waste, etc., out of the landfill stream. In 2010, HHW programs were able to

divert 290 tons of hazardous material from the landfill.

CITY OF FARGO PAVING SUMMARY

The Engineering department utilizes a Pavement Management System (PMS) as a tool in the continual effort to preserve the City's pavement assets. PMS is defined as "a system which involves the identification of optimum strategies at various management levels and maintains pavements at an adequate level of serviceability. These include, but are not limited to, systematic procedures for scheduling maintenance and rehabilitation activities based on optimization of benefits and minimization of costs." The street system includes about 430 miles of paved streets.

A citywide pavement distress survey was conducted by a consultant in the fall of 2008, the results of which were delivered to the Engineering Department in late 2009. The survey included ride quality data as well as pavement and right-of-way images for all city streets. Proprietary database software is used to analyze distress survey information and to aid in determining appropriate repair strategies.

The Engineering Department is currently taking steps to achieve a more effective and efficient PMS. One of the steps includes evaluating alternative software that enables the storage of a multitude of different data sets including historical data such as past street improvement projects, condition surveys, pavement types and thicknesses. The software also has the ability to forecast pavement conditions and run budget scenarios that help in planning future project types and locations, as well as allowing for the creation of user-defined charts, graphs, maps and reports from the stored and collected data.

In addition to the PMS software upgrade, alternative methods of pavement distress survey data collection are being evaluated. Past surveys have evaluated only a sample of each street segment, and were subjective in that the evaluator chose the sample location and used personal judgment in rating the distresses. The time between the field surveys and receiving usable data has also been an issue in the past. The goal is to use new technology for the distress surveys to achieve an objective, repeatable method of evaluating pavement conditions and ride quality on 100% of the pavement surface of the segments being evaluated.

CITY OF FARGO SIDEWALK SUMMARY

The City of Fargo has a sidewalk replacement policy. We cover a quarter section per year to address sidewalk replacement and ADA upgrades. Every year we go through one of these areas and determine what sidewalk panels need replacement and make sure that the ADA's meet the current federal requirements. We also monitor new developments to make sure homeowners are meeting the city ordinance that all properties will have sidewalk.

PRIVATE UTILITY INSTALLATION IN RIGHT OF WAY

The City of Fargo has a policy that all private utilities need a permit to place utilities in the City right of way. The City reviews placement and make recommendations accordingly. The current fee is $1/ foot for private utilities in the City Right of Way that do not have a franchise agreement with us.

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HOUSING

EXECUTIVE SUMMARY

Housing Market

The City of Fargo has enjoyed strong economic growth and strong household growth, both of which have helped the area maintain a strong housing market. Even during the recent economic downturn, the City has endured fewer layoffs than most parts of the country, and housing construction and rehab has continued at a steady pace with an increasing number of ownership units compared to rental.

Homeownership

Homeownership rates in Fargo are low. The City is likely to have a low homeownership rate relative to the state and national rates because of some of the characteristics of the population (high percent of student and elderly households, small household size) but the fact remains that the rate could be increased. Efforts to encourage minority homeownership and homeownership for low income households (50-80% of median income) are key initiatives in the City of Fargo. In addition, working to ensure a variety of homeownership options throughout the community will encourage an increase in homeownership across all income and age groups.

Affordability

Relatively speaking, housing in Fargo is affordable. Rents in Fargo have not increased, in real dollars since 1970 and incomes appear to be rising faster than housing costs. However, certain segments of the population do face significant affordability issues. Most rental households earning less than 30 percent of area median income face a severe cost burden. For homeownership to remain within reach for households earning less than 120 percent of area median income, additional new construction of affordable owner occupied housing is needed.

Poverty & Homelessness.

Data shows that extremely low income households face the most extreme cost burdens and overall life challenges. They are unlikely to own a home, and as such, are unlikely to be accumulating wealth in the form of a housing asset. Their lack of personal financial resources increases the difficulty associated with meeting basic food and shelter needs, as well as transportation and child care needs. In general, this group of people is living in a precarious situation. Efforts to support stability for extremely low income/poverty households are important because this is the group in greatest need. Homelessness is an issue that is unique in Fargo and North Dakota. More than any other state, North Dakota has escaped the worst effects of the country's recession. However, with its good fortune, have come issues of an increased number of homeless people, as job seekers flow into the state looking for work. Continuing the work to address crisis housing situations and to provide a robust continuum of housing options will allow people to move from homelessness to housing stability.

EXISTING PLANS

- *City of Fargo Consolidated Plan for Housing and Community Development* (2010-2014) http://www.cityoffargo.com/attachments/c89e109c-9f67-4c7c-935f-0daeb6187399/Consolidated%20Plan%2010-14%20-%20final.pdf

- *City of Fargo Housing Market Study* (2004) http://www.cityoffargo.com/attachments/6204319e-6ba4-4440-aa87-c9b4289db40e/FinalStudy.pdf
- *City of Fargo Rental Housing Survey* (2002) http://www.cityoffargo.com/Residential/Housing/HousingMarket/2002RentalHousingSurvey.aspx
- National Association of Homebuilders, The Metro Area Impact of Home Building in Fargo, ND-MN. *Comparing Costs to Revenue for Local Governments and Income, Jobs, and Taxes generated* (2006)
- *Regional Workforce Housing Profile for the FM Metro Area* (2006)
- *North Dakota Statewide Housing Needs Assessment*, ND Housing Finance Agency (2004)
- *2010 Metropolitan Profile*, FM Metropolitan Council of Governments http://www.fmmetrocog.org/index.php?option=com_docman&task=cat_view&gid=60&Itemid=3
- *Year-End Report on the Apartment Vacancies for the Fargo-Moorhead Metropolitan Area*, Fargo Moorhead Apartment Association (2010)
- *City of Fargo 10 Year Plan to End Long Term Homelessness* (2006) http://www.cityoffargo.com/attachments/125737da-dd35-42ba-bef3-53c6a7d9d4ab/Plan%20Final.pdf
- *Wilder Study on Homelessness in Fargo, ND and Moorhead, MN* (2010) http://www.wilder.org/reportsummary.0.html?&no_cache=1&tx_ttnews[swords]=north%20dakota&tx_ttnews[tt_news]=2354&tx_ttnews[backPid]=311&cHash=13272d23f2
- *City of Fargo Building Permit Summaries* (2010 & 2011) http://www.cityoffargo.com/CityInfo/Departments/Inspections/PermitsComparison/
- *City of Fargo Analysis of Impediments to Fair Housing Choice* (2010) http://www.cityoffargo.com/attachments/00606067-9fc3-4d38-80ef-9d823d654106/Analysis%20of%20Impediments%202010%20-%20final.pdf
- *"Know Your Neighborhood" Reports and Neighborhood Plans* http://www.cityoffargo.com/Residential/YourNeighborhood/
- *Planning Studies website* http://www.cityoffargo.com/Residential/YourNeighborhood/

EXISTING CONDITIONS

Housing Market

- Between 2000 and 2010, the city averaged 401 new owner occupied housing units per year and 544 rental housing units.
- Between 2000 and 2010, the annual number of total permitted housing units was 945 on average, and dipped only slightly in 2008.
- Single family detached units are still the predominant unit type for owner occupancy. However, between 2000 and 2010, attached housing represented 75% of all newly permitted units. 19% of the attached housing was in the form of twin homes, with the remainder being multiple unit dwellings and row houses.
- Between 2000 and 2010, housing prices have continued to slowly rise (dipping slightly in 2008) while the housing cost-to-income percentage decreased, indicating increasing affordability.

- The Fargo area enjoys a lower foreclosure rate than the Country's average.
- The Fargo Moorhead Apartment Association's 2010 year-end survey indicates that vacancies have been modestly increasing as supply exceeds demand. New construction of multi-family housing declined in 2010. Due to foreclosures in the national housing market having a minimal impact on the local area, there does not appear to be any increased demand for rental housing. Some of the increase in vacancies in 2010 has been attributed to tenants electing to purchase homes as a result of the low interest rates. In Fargo, rental markets are strongest in the fall, due to the impact of a large number of college students returning to the local area. Vacancy conditions tend to increase throughout the school year with the highest vacancy condition occurring in the summer.

Neighborhood Revitalization Initiative

In 2001, The City of Fargo designed a housing program, the Neighborhood Revitalization Initiative (NRI), to encourage the revitalization of targeted neighborhoods by investing in the existing housing stock. The concept is to stabilize the population in older neighborhoods and to attract families to move to designated established neighborhoods while creating more home ownership opportunities. The goal is to stabilize and attract families to established neighborhoods by creating opportunities for home ownership and rehabilitation of existing housing stock. NRI program impact:

- Encourages revitalization in older neighborhoods by providing low-interest loans for significant home improvements
- Spurs investment in Fargo's older housing stock by assisting more than 400 homeowners with more than $11M in improvements
- Promotes neighborhood stability by limiting conversions from ownership to rental use. Participating homeowners sign a land use agreement that requires the property to remain owner occupied
- In the NRI, properties qualify, not people - there are no income restrictions
- Eligible properties must be:
  - Located in a target neighborhood
  - Owner-occupied with at least 3 bedrooms
  - Valued at $135,000 or less
  - At least 40 years old and in need of significant rehabilitation

HUD Revitalization Area

The City of Fargo submitted an application to HUD to designate a Revitalization Area in the heart of the City, within the Neighborhood Revitalization Initiative area. Revitalization areas must show a housing need which includes a low home ownership rate or has a population with very low income, and has a history of HUD foreclosed properties. Properties in Revitalization Areas can access HUD's Good Neighbor Initiatives. In Fargo, HUD's Revitalization Areas are within the NRI area.

- Teacher Next Door and Officer Next Door – Teachers and police officers are able to purchase HUD homes in the Revitalization Area at 50% of fair market value
- Non Profit Purchase – Qualified non-profit organizations can purchase HUD homes in Revitalization Area at a 30% discount
- Dollar Homes – Allows the city or non-profits to buy, for one dollar, any HUD-foreclosed property that has been in the inventory for at least six months

Low Income Housing Tax Credits

Low Income Housing Tax Credits are targeted to households that earn a maximum of 60% of area median income but are frequently targeted to even lower income households. They can be used in mixed income developments but credits are only earned on costs associated with development of affordable units. In Fargo, Low Income Housing Tax Credits are a powerful tool for the creation of affordable housing for low and

very low income households. The North Dakota Housing Finance Agency gets approximately $2 million in credit authority annually. Currently $1 in LIHTC generates approximately $.75 in equity, depending on the economy and market.

HOME Partnership and Community Development Block Grant (CDBG)

The City of Fargo receives approximately $600,000 annually in Community Development Block Grant funds and $500,000 in HOME Partnership funds for projects benefiting housing needs for low and moderate income households. HUD grants are used to meet housing needs for low and moderate income households.

- Housing Rehab for Owner Occupants: $20,000 deferred loan for households earning 80% of median income or less
- Homebuyer Assistance: $5,000 deferred payment loan for down payment and closing costs
- Special Assessment Assistance: Helps alleviate the burden that special assessments can place on low-mod income homeowners while at the same time facilitating the improvement of neighborhood infrastructure; The assistance is allocated from both local and federal sources on an annual basis
- Snow Removal Assistance:
- Special Projects: Per unit grants for permanent supportive housing, transitional housing and housing for the senor frail elderly and extremely low income

Neighborhood Stabilization Program (NSP)

The City of Fargo was approved to receive $5.3 million in Neighborhood Stabilization Program (NSP) grant funds from the 2008 Housing and Economic Recovery Act. The NSP allocation is passed through the State of ND Department of Commerce. The funding identified in the City's NSP plan includes targeting the Federal assistance toward the acquisition and redevelopment of foreclosed, vacant and abandoned properties in Fargo. The goal is to help stabilize neighborhoods and preserve Fargo's affordable housing stock. Strong neighborhoods make for strong communities. NSP Projects and Partners:

- 10 Single-family Homes – Purchase/Rehab (4 units), Fargo Public School's Construction Technology Classes (4 units - Infill/New Construction) and Lake Agassiz Habitat for Humanity (2 units - Infill/New Construction)
- 2 Townhouse Developments – Beyond Shelter, Inc. (4 units - Infill/New Construction) and Lake Agassiz Habitat for Humanity (4 units - Infill/New Construction)
- Senior Rental Housing Developments – Beyond Shelter, Inc. (80 units at Crossroads and 80 units and Urban Plains - Infill/New Construction)
- Total Number of New and Affordable Housing Units: 178

Fannie Mae – Community Express

From 2003 to 2010, Fannie Mae offered Community Express to support public entities with development of single-family, multi-family, and mixed-use housing. The low interest, short term financing (24 months) Fannie Mae line of credit is backed by the City's general obligation authority, and was used for construction and bridge financing. Since the 2003 introduction of the product, Fargo closed more than $17 million in Community Express loans, totaling more than $37 million in assets on 315 new (246) or renovated (69) affordable housing units.

Scattered Site Tax Increment Financing (TIF)

The Purpose of Fargo's Scattered Site TIF is to address the need to eliminate and transform blighted residential properties in Fargo's NRI area. TIF pays for some of the costs of acquisition and clearance associated with the redevelopment of properties in the NRI area. State law gives communities the authority to establish Tax Increment Finance Districts. In ND, state laws say:

- Urban renewal projects are an appropriate economic development tool when employed to eliminate the

causes of unemployment, underemployment and joblessness
- Urban renewal can be used to prevent the spread of slum and blighted areas because “the prevention of slums and blight is a matter of state policy and state concern”. [NDCC 40-58-02]

Renaissance Zone

The Renaissance Zone incentive was created by North Dakota’s Legislature in 1999 as a way to spur development and increase investor confidence in communities around the State. It is an economic development program designed to revitalize communities by encouraging private sector investment in underdeveloped areas with tax incentives to projects that make a significant and comprehensive investment in real property. Fargo’s Renaissance Zone has 187 projects with improvements valued at $91,966,196 since 1999. Property and state income tax exemptions are available to property and business owners. State income tax exemptions are available to residential owners (if unit is primary residence).

Other Property Tax Exemptions

The City of Fargo has a number of property tax exemptions that may be available for qualifying residential properties. Some of the incentives are relief for disabled or elderly individuals on fixed incomes, others are for incentives to construct or preserve residential homes.
- *New Residences* – The first owner who resides in a newly constructed single family, duplex, townhome, or condominium property may be eligible for an exemption on part of their valuation for up to 2 tax years following the year construction began. Eligible properties receive an exemption on the building value up to $150,000.
- *Remodeling* – Residential properties and apartment buildings at least 25 years old are eligible for an exemption for up to five years of any value added due to certain remodeling projects. The exemption is limited to the value added by the City of Fargo Assessor for improvements made to the property.
- *Elderly & Disabled* – The homestead credit exemption is available for eligible senior citizens or disabled homeowners on a limited income. The amount of exemption is dependent on the annual income amount.
- *Individuals who are blind* – Individuals who are blind and own a home are eligible for an exemption of up to $160,000 of the building value.
- *People in Wheelchairs and Disabled Veterans* – Individuals permanently confined to a wheelchair are eligible for an exemption of up to $100,000 on the building portion of their property taxes and. The exemption is $120,000 if the individual is a paraplegic disabled veteran.

Core Neighborhoods and Downtown Housing

As public policy, the City of Fargo encourages housing revitalization in its older neighborhoods because strong neighborhoods make for a strong community. The City uses a variety of programs, incentives, partnerships and funding sources to help stabilize its older housing stock. Since 2000, programs like the, Neighborhood Revitalization Initiative (NRI), Renaissance Zone, HUD housing rehab and homebuyer assistance projects have partnered in the creation and renovation of 1,820 housing units in Fargo’s core neighborhoods, including downtown. These investments have resulted in new and improved housing assets valued at $171M, compared to an aggregate value of $75M for the properties in 2000.
- *Infill/New Construction* – Infill development is the process of developing vacant or under-used parcels in areas of the City that are already largely developed. In Fargo, some of the infill partnerships have involved the development of individual lots. Other projects have involved a cooperative partnership between the

development community, financial institutions, non-profit organizations, faith communities, neighborhood organizations and other resources to achieve infill success. Since 2000, the City has partnered in the development of 488 infill projects/new housing units in Fargo's downtown and surrounding neighborhoods. The total amount invested is $45M. The total value of the properties in 2010 is $48M; in 2000 the combined value was $8.6M.

- *Housing Rehabilitation/Homebuyer Assistance* – Housing rehabilitation and homebuyer assistance is at the foundation of the City's neighborhood revitalization efforts. The housing rehab projects range from addressing safety and code issues, to renovating a community eye-sore to carrying out a project that introduces green technologies and saves energy. Since 2000, the City has been a partner in the renovation and rehabilitation of 1,332 existing housing units and 1,050 of the homes also carry a land use deed that restricts the property to owner-occupancy. These projects represent an investment of $29M in Fargo's older neighborhoods. The total value of the properties in 2000 was $67M; in 2010 the value is $123M. In addition, the City encourages a policy of assisting households achieve the dream of homeownership through homebuyer education and downpayment assistance. Since 2000, 609 households have received a zero interest loan to cover downpayment and closing costs from the Fargo Homebuyer Assistance program.

Homeless Programs

Fargo's 10 year plan to end long-term homelessness "Going Home" implies that people have a place where they belong, where they feel safe and secure, and hopefully can find respite from the stresses of the day. For the health of our community and for the people living in it, the City believes that everyone should be able to say that they are "Going Home". There are 38 specific actions identified in Fargo's 10 Year Plan as necessary to end long term homelessness in our community. In the first 5 years, a number of items have been initiated to make the plan a reality.

Housing Partners

- Area lenders
- Bank of North Dakota
- Fargo Housing and Redevelopment Authority
- Fargo-Moorhead Realtors Association
- Fargo-Moorhead Apartment Association
- Homebuilders Association of Fargo-Moorhead (builders, appraisers, developers, remodelers)
- HUD/FHA
- North Dakota Housing Finance Agency
- North Dakota Department of Commerce
- Nonprofit housing developers (Beyond Shelter Inc, Lake Agassiz Habitat for Humanity, Lutheran Social Services Housing Division)
- Faith communities
- Neighborhoods

BASELINE REPORT

Tax Credit Rental Housing Construction

Demand supports approximately 30 units per year (excluding units targeted to special populations). Approximately 70-80 units per year may be needed to replace expiring units. In March 2001 the North Dakota Housing Finance Agency, which administers the Low Income Housing Tax Credit Program for the State, gave municipalities the authority to approve or not approve tax credit projects that are proposed within their city limits.

- *Unserved areas* – Preference is given to developments in areas of the community currently unserved or underserved by affordable rental housing.
- *Proximity to other subsidized housing* – A maximum of 30 tax credit units in an area that has a radius of 660 feet (1/4 square mile); this only applies when new tax credit units are being created. Small projects (less than 10 units) and projects that serve special

populations (ex. elderly, homeless) are not subject to concentration requirements.
- *Type of Building* – Preference is given to projects that preserve the affordability of existing subsidized housing, adaptive re-use of existing structures and buildings that provide individual walk-up/walk-in access to each unit.
- *Target Tenants* – While all projects must justify their choice of targeted populations based on market study data, preference is given to projects that propose to serve homeless individuals or families, large families, elderly households and extremely low income households.

Subsidized Housing Construction
Demand far exceeds supply in this market segment, with greatest need for deep subsidy housing units. Priorities in the metro area are for young families with children (because that group has the largest number of households showing a cost burden) and seniors. Affordability is a concern for households earning less than 30 percent of the area median income. The majority of this group rents, so rental affordability is key. In addition, elderly households earning less than 30% of median income exhibit significant cost burden at high rates.

Senior Housing
Fargo, like the rest of the country, will age as a community in the next 30 years. There is a good balance of supply and demand at the present time. Estimate approximately 24-28 units per year to maintain current 4-5% market penetration. Age-based projections over the next 20 years show younger population decreasing, with a large increase in senior, middle-aged, empty-nester households, which means shifting housing demand with a strong future bias toward home ownership.
- The number of people age 65+ will increase by 91% between 2000 and 2015.
- In 2010, 14.4% of Fargo's population is age 60+. In 2035, it is estimated to be 28%.
- The City will have in-migration from surrounding communities (75 mile service area) but, more of the people moving to Fargo from those areas will be over age 60 than in the past.
- 2020 is the 1st time we will see the true impact of the 'aging society' we've been talking about – the first Baby Boomer turns 65 in 2011.

Preservation of Affordable and Subsidized Rental Housing.
Fargo has low vacancy rates in subsidized buildings, so preservation of existing units is important and the subsidies are increasingly difficult to replace. Significant rehab needs in public housing must be addressed to maintain the community's inventory of subsidized units

Other Rental Needs
Special needs populations continue to have unmet housing needs.

Single Family Detached Housing
Estimate demand for 575-760 owner occupied units per year in the MSA. Fargo could expect to see about 50% of that production level, translating into 280-400 owner occupied units per year (approximately 155-200 of those units likely to be detached). The detached units are likely to be the higher priced units in the market.

Single Family Attached
Estimate approximately 55% of owner occupied housing starts (155-200 units per year in City of Fargo). Likely shift from twin homes to other styles as decade progresses. These types of units tend to serve a more affordable market.

Financing homeownership
Explore new models and continue with the existing (employer assisted housing, urban homesteading/

purchase rehab programs, lease to purchase options

Future lot development
Land availability is not a major issue in Fargo. There is a 2 ½ year supply of lots available or in the planning stages. This means that an additional 1,000 residential lots should be planned in the next few years to keep up with demand.

Owner Occupied Housing Rehabilitation
Continue to support efforts to preserve existing housing.

Acquisition/Demolition program
Continue working to facilitate infill housing development, in addition to leadership development within local ethnic communities (i.e., Native and New Americans) to facilitate self determined activity and successful integration into the community fabric.

Minority Homeownership
Develop programs aimed at increasing minority homeownership rates. Fargo is becoming a more diverse community. Immigrants come from two distinct groups – a highly educated and relatively affluent group associated with the metro area's universities and medical institutions, and a relatively disadvantaged group of refugees that have been resettled to the United States to avoid persecution in their native lands. In addition, Native Americans exhibit the most need (as measured by poverty, education levels, homeownership). Community systems and residents continue to adjust this diversity of language, culture, and need.

Homelessness
The most recent survey of homelessness in Fargo-Moorhead counted 760 homeless persons, 46 percent of whom could be considered chronically homeless. Even though Fargo makes up approximately 16 percent of the State's population, it is home to more than one-third of the state's homeless population. The City has a good emergency shelter system, some transitional housing and a permanent supportive housing option. However, continuing the work to address crisis housing situations and to provide a robust continuum of housing options will allow people to move from homelessness to housing stability. It is important to develop additional units of supportive housing as resources allow. This may include providing assistance to those who are coming out of non-permanent living facilities such as jails, hospitals and shelters to avoid discharging people into homelessness. Ensure culturally appropriate housing and support service solutions to maximize successful reduction in homelessness, particularly for the American Indian population which makes up a disproportionate share of the community's homeless.

Mobile Home
Consider programs to address the condition of mobile home units.

Hard-to-House Tenant issues
Look for ways to expand tenant training programs to address barriers facing tenants with poor rental histories, problem credit and criminal backgrounds, behavioral issues)

Slum and Blight
Address deteriorated property and blighted conditions in both residential neighborhoods and the central business district.

Promote "fair share" approach to affordable housing development in Fargo metro area
Work with communities throughout the metro area to ensure that affordable housing issues are addressed on a regional basis. Provide support to extremely low income households (<30 percent area median income) because they are the most precariously housed non-homeless.

Workforce Housing

The communities that make up the Fargo-Moorhead metropolitan area are fortunate to have a cost of living that is low compared to most other urbanized areas. However, a more in depth examination of the personal economic picture of area households would reveal affordability concerns for the lower income portion of the population. A group of public officials and housing advocates known as the Workforce Housing Coalition met a few years ago to discuss a follow-up on a "Common Sense Housing" workshop. The Workforce Housing Coalition felt that metro area communities should have a conversation on the need for workforce housing and the development of regional policies that can start to address that need. Why the housing supply/demand mismatch? This information is taken from an informal survey of employers/business owners, local workforce, private and public housing developers, real estate brokers, lenders, elected officials, local government staff and others.

- *Costs* – Zoning/subdivision regulations, special assessments, park land requirements, storm water, property taxes
- *Product* – Lack of diversity of product for sale, difficult to construct affordable housing with good materials (esp. rental units <$600), need additional housing options for diverse group of seniors
- *Level playing field* – Incentive competition, differing development requirements
- *Expectations/Perceptions/Misperceptions* – Developers feel buyers don't want what government officials think they want, buyers want what they can afford
- *NIMBY (Not-In-My-Backyard)* – Lack of community desire for affordable housing
- *Decentralization* – Longer commutes, moving to surrounding small towns, flight from older neighborhoods, investor pressure on affordable detached homes
- *Rental Housing* – Current oversupply, high rents for amenities offered, investor/redevelopment pressure on affordable units, high student demand

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ECONOMY

ECONOMIC FACTORS, DENSITIES AND AMENITIES

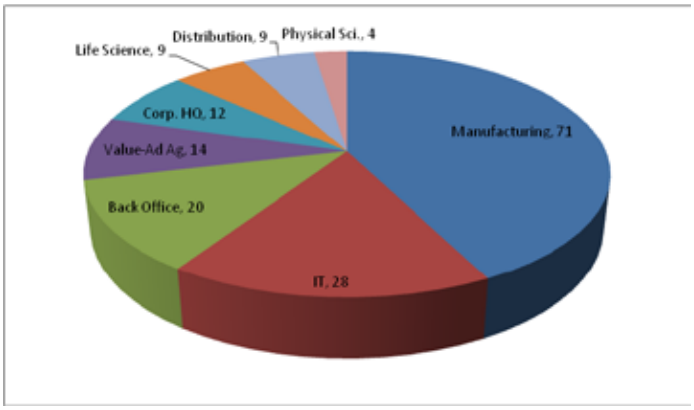
The city of Fargo is part of the Fargo Moorhead metropolitan statistical area (MSA), which is comprised of Cass County, N.D. and Clay County, Minn. Fargo is the largest city in North Dakota and is home to 16 percent of the state's population, as well as a large portion of its economic activity. The city's largest employers include Sanford Health, North Dakota State University, BlueCrossBlueShield/Noridian, and Microsoft.

Fargo withstood the global economic downtown of 2008-2009 with impressive strength. This was due in large part to the city's economic diversity. Fargo is a regional hub for goods and services such as education, healthcare, retail and financial services. In addition, Fargo has an impressive base of primary sector, wealth-creating industries such as manufacturing, back office operations and agricultural processing.

While there were layoffs during the recession, particularly in manufacturing and construction, the city maintained a relatively low unemployment rate. Many businesses were able to save jobs by cutting hours, instituting pay freezes and engaging in other temporary cost-saving techniques. Home foreclosure rates were quite low compared to other parts of the country.

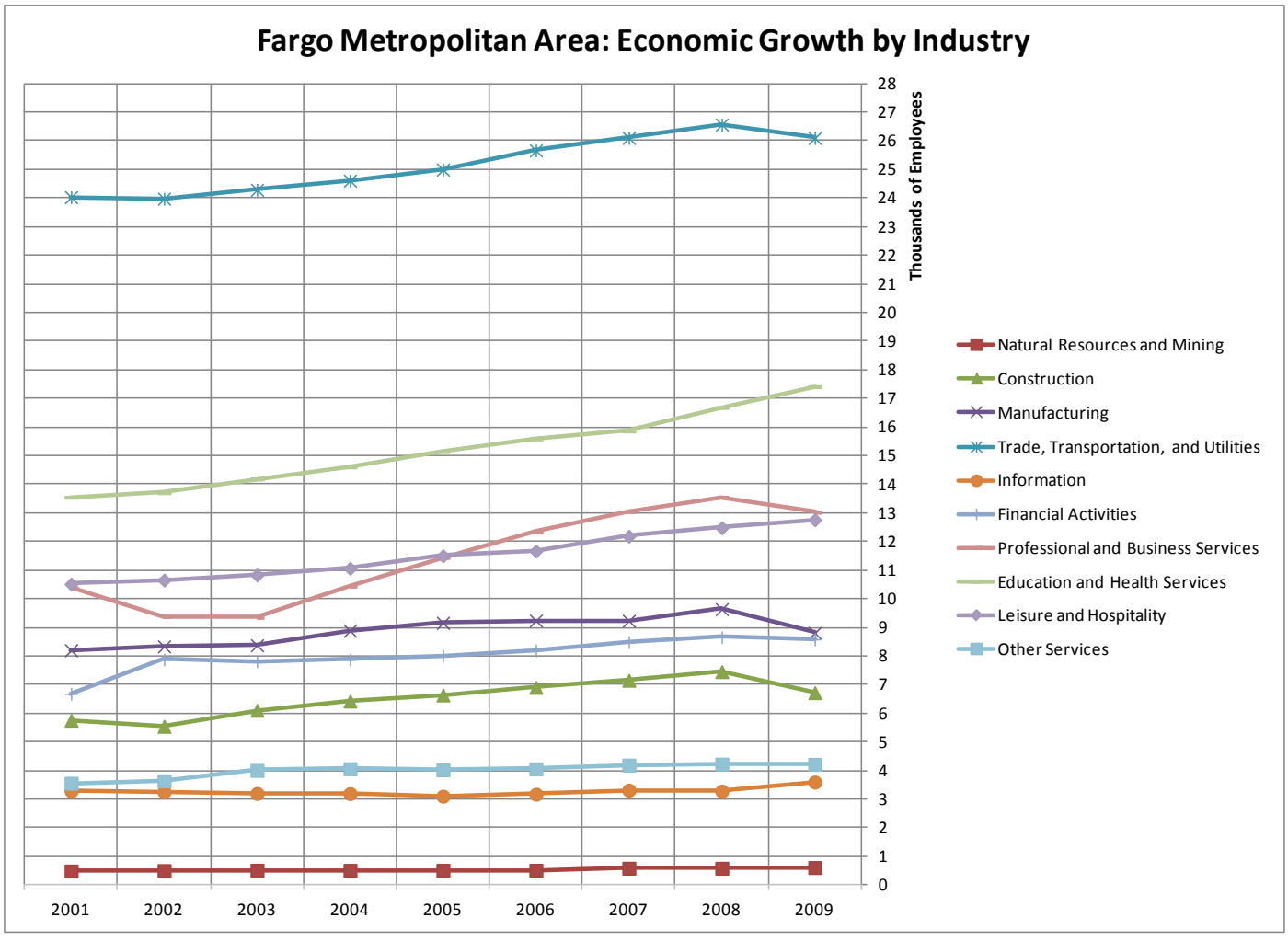
There were 6,199 business establishments in Cass County in 2007, according to the U.S. Census' 2007 County Business Patterns, the most recent year for which this data is available. (The next County Business Patterns census will be performed in 2012.) Establishments are those businesses that have employees, so self-employed individuals with no employees are not included in this number.

The base of the economy is the primary sector, or the wealth-creating portion of the economy. The primary sector is comprised of companies that export the majority of their goods and services outside the region and therefore bring new wealth into the community. These companies could be located anywhere because their customer base is not local. Examples of primary sector companies include manufacturers like CNH, Cardinal Glass and Phoenix International; technology companies like Microsoft and Navteq; value-added agricultural processors like Dakota Specialty Milling; and life science companies like Cetero Research and Aldevron. There are 167 primary sector companies in the Fargo MSA, of which XX are located in the city of Fargo. Of these 167 companies, the breakdown by industry is as follows:



EMPLOYMENT BY INDUSTRY

Industry	Employed March 2011
Total Nonfarm	121,100
Total Private	102,700
Goods-Producing	14,600
Service-Providing	106,500
Private Service-Providing	88,100
Mining, Logging and Construction	5,900
Manufacturing	8,700
Trade, Transportation and Utilities	26,400
Wholesale Trade	7,700
Retail Trade	14,400
Transportation, Warehousing, Utilities	4,300
Information	3,400
Financial Activities	8,500
Professional and Business Services	13,100
Education and Health Services	18,800
Leisure and Hospitality	12,900
Other Services	5,000
Government	18,400



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LABOR MARKET INFORMATION.

The Fargo Moorhead MSA consistently enjoys one of the lowest unemployment rates among metropolitan statistical areas in the nation.

APRIL 2011	LABOR FORCE	EMPLOYED	UN-EMPLOYED	UN-EMPLOY-MENT RATE
FARGO MOORHEAD MSA	118,227	113,865	4,362	3.7%
FARGO CITY	57,379	55,462	1,917	3.3%

Occupation	Employment
Management	5,080
Business & Financial Operations	4,700
Computer & Mathematical Science	3,940
Architecture & Engineering	1,970
Life, Physical & Social Science	Estimates not released
Community & Social Services	2,210
Legal	Estimates not releases
Education, Training & Library	6,530
Art, Design, Entertainment, Sports & Media	1,440
Healthcare Practitioners & Technical	5,800
Healthcare Support	3,650
Protective Service	1,420
Food Preparation & Service Related	11,100
Building and Grounds Cleaning & Maintenance	4,350
Personal Care & Service	3,990
Sales and Related	14,550
Office & Administrative Support	20,720
Farming, Fishing & Forestry	490
Construction & Extraction	5,890
Installation, Maintenance & Repair	4,760
Production	6,450
Transportation & Material Moving	8,500

INCOMES/WAGES.

According to the U.S. Census 2010 Fall Estimate:

	Per capita income ($)	Median household income ($)
City of Fargo	29,208	44,750
Fargo MSA	28,716	50,953

Incomes have grown steadily over the past 10 years, with only a slight dip during the recession in 2009.

2001	2002	2003	2004	2005
+2.2%	+5.5%	+4.9%	+6.5%	+5.9%

2006	2007	2008	2009	2010
+7.4%	+7.0%	+10.2%	+0.2%	+2.9%

Source: Moody's Economy.com.

LOCATION ASSETS FOR BUSINESS

Fargo has a number of assets as a business location.

Logistics: Fargo is well-connected by air, rail and highway to other population and commerce centers around the U.S., which is critical to business attraction, retention and growth. Fargo sits at the intersection of two interstate highways, 94 and 29; is served by the BNSF railroad, which includes an intermodal shipping facility (located in Dilworth); and is home to Hector International Airport.

Access to interstate highways and rail is critical for businesses that ship materials and products in and out of the region, specifically manufacturing and value-added agriculture. Air service is becoming increasingly more important for businesses whose clients, partners and employees may be located across the globe. Not only availability, but affordability and convenience of air travel options, is key to many business location decisions. There is no arguing that Fargo would not be able to retain or attract many of the businesses it does without air service infrastructure in our community.

Higher education: Fargo's higher education environment can compete with any in the nation. With three four-year institutions in the metro area (NDSU, MSUM and Concordia); Rasmussen College, which offers both two- and four-year degrees; workforce training institutions of Minnesota State Community & Technical College, North Dakota State College of Science – Fargo, and Minnesota School of Business; and University of Mary – Fargo Center, which offers accelerated graduate programs, Fargo is a regional destination for higher education.

These institutions play a number of important roles. First, they are a workforce generator, producing bachelors, masters and doctoral-degree educated workers as well as skilled and technical labor. Second, they contribute significantly to the economy in their own right, employing thousands of people and helping recruit thousands more into the community for educational opportunities. Third, university-industry partnerships in research and development help advance technology and competitiveness of local business, help recruit new businesses, and help create entrepreneurial start-ups. For example, the economic impact of the NDSU Research & Technology Park is included as an attachment of this report.

Workforce: The local labor pool is hard-working, productive, and highly stable. Turnover, tardiness and absenteeism is lower here than in most places around the country. We are also more highly educated than the nation as a whole: 70 percent of Fargo MSA residents have more than a high school education, compared with 55 percent nationwide.

Business costs: Costs of doing business in Fargo are around 15% lower than the national average.

UNEMPLOYMENT.

Job Service North Dakota was able to provide us with a "snapshot" of the unemployed in Cass County. This information is extracted from unemployment insurance claimant files, with the following caveats: not all claimants are necessarily unemployed (you can have earnings and still draw benefits payouts), and not all unemployed persons seek benefits. (Continued claims..?)

According to the report, there were 863 Cass County residents filing continued claims for unemployment during the month of March 2011. The majority of these claimants were white (89%), male (78%), and had a no more than a high school education (55%). Claimants represented a variety of industries, with construction (43%) by far the largest. Next on the list were unclassified (14%), manufacturing (7%), and wholesale trade and administrative and waste services (both at 5%). Details on claimant characteristics can be found in the attached spreadsheet.

DEMOGRAPHIC TRENDS, LOCAL AND REGIONAL FACTORS

2010 Census – population, diversity

The 2010 Census indicates that Fargo continues to grow in both population and diversity. Since 2000, Fargo has added 15,545 residents, an increase of 14.7%, for a population of 105,549.

Fargo is becoming more racially diverse. The table below shows the percentage of the population composed of various races, according to the 2000 and 2010 Censuses.

Race	% of population, 2000 Census	% of population, 2010 Census
White	94.2	90.2
Black	1.0	2.7
American Indian or Alaska Native	1.2	1.4
Asian or Pacific Islander	1.7	3.0
Some other race	0.5	0.6
2 or more races	1.5	2.1
Hispanic or Latino ethnicity	1.3	2.2
Not Hispanic or Latino	98.7	97.8

Urbanization (population consolidation)
Fargo has greatly benefited from national and global trends toward urbanization, the movement of people from rural areas to urban areas. Population trends show that many of the people who have moved to Fargo over the past ten years have come from rural areas of North Dakota and surrounding states.

Age
While the state of North Dakota continues to grow older, the city of Fargo's population has remained very stable. Since the 2000 census, the median age of a Fargo resident has not changed from 30.2 years. The median age state-wide is 37.0 years. According to the North Dakota State Data Center, individuals aged 65 and older constituted the fastest growing age group in the state, increasing by 32% between the years 2000 and 2008.

COMPETITIVE POSITION, NICHE POSITIONING

Nationally, the trend in economic development has been away from cost-driven industries like manufacturing, which are increasingly sending their operations overseas, and toward knowledge-intensive industries like information technology and life sciences. Fargo is uniquely positioned to succeed in both.

Contrary to popular belief, some parts of the United States continue to add jobs in manufacturing, and Fargo is among them. This is partly/largely due to the nature of our manufacturing industry, which is more diverse and advanced than most of the regions that have permanently lost manufacturing jobs. Fargo companies manufacture a variety of equipment and building products, as well as electronic components, items that are either 1) expensive to ship from overseas or 2) require advanced skills to produce. During the recession, Fargo lost ~ 1,000 manufacturing jobs. Since then, existing companies have ramped up hiring, replacing all the jobs that were lost as well as adding new positions.

Economic development planners recognize that in addition to traditional industries, the Fargo region must also participate in the high-growth, emerging industries of today's economy. These "knowledge-intensive" industries, such as information technology, engineering, science and healthcare, as well as corporate headquarters and creative endeavors, create the types of jobs that retain college graduates and attract new residents to the community, helping to reverse the "brain drain." Fargo has a strong base in software and electronics manufacturing, led by global corporations like Microsoft and Phoenix International, respectively. However, in order to help these companies attract and retain talent, as well as continue to grow and diversify the community's economy, we are being proactive to attract new businesses.

REAL ESTATE

The corporate real estate market in Fargo is strong in relation to many locations around the country, though soft compared to historical standards.
The Konrad Olson Commercial Real Estate 2011 Office and Industrial Surveys, provides the following assessment of the current market conditions:

2010 Review – Office:
The national office vacancy rate hit 17.6% in 2010. Fargo's overall vacancy rate in 2010 was 7.63%. This was down slightly from last year's 8.4%. Class B suburban vacancy decreased from 10.78% in 2009 to 8.59% for 2010. Total absorption was 84,818 sf indicating a 6 year supply. Compared to historical absorption of 205,896 sf and a two-year supply the momentum of our market is down 60%. A mere 35,782 sf in new construction was added to the market. About half of the remaining inventory consists of out-of-date, Class B space that is inefficient or requires extensive rehab to be competitive. Almost half of the Class B vacancy is within the CBD where vacancy is 12.8%. Vacant Suburban Class A space continues to be very tight at 2.10%.

2011 Forecast – Office:
Fargo continues its reputation of not being a speculative market. This lack of speculative building helped limit our overall vacancy rate. Tenants continue to reduce lease expenses by placing more employees in less space. This high utilization places additional stress on parking ratios and building resources. For buyers, strict underwriting policies will force many to make larger down payments or apply for SBA 504 loans. Medical office and small-scale startup companies are two areas where office absorption looks promising. A national recovery remains uncertain because of financing regulations and the perceived risk from over-reaching government policy. A note of caution, knowing the financial strength of your landlord in this market is just as important as picking your future office location.

2010 Review – Industrial:
The overall vacancy rate as of the Survey Date was 2.82% or 514,867 sf (including vacant sublease space). By comparison, the national vacancy rate ended the year at 14.3%. Forty-one buildings comprise the vacant space inventory. Sixty-six percent of that vacant space is in buildings containing less than 10,000 sf. Two large construction projects, started in 2009, were completed in 2010: Swanson Health with 95,409 sf and McNeilus Steel with 96,600 sf. New construction started and completed in 2010 was also primarily owner/user space and totaled 74,687 sf. One 97,500 sf spec warehouse building was started in 2010 and will be available in 2011.

2011 Forecast – Industrial:
While the timing, magnitude and durability of any national economic expansion is unclear, the Fargo industrial market vacancy rates remains consistent at 42 basis points above its historical average. Despite the low vacancy rate, demand for industrial space also remains at an all time low. As the economy turns the corner and demand increases, tenants needing to relocate or expand will have limited options, because there is little new construction in the pipeline. Based on the 2010 absorption rate there is about a one year inventory vacant, but much of the space has functional limitations or is smaller spaces. Tenants needing to expand or relocate should prepare for higher rental rates, reduced landlord concessions, and allow significant time to identify suitable space.

For additional information regarding inventory, availability and prices, Please see: Konrad Olson Commercial Real Estate 2011 Industrial Survey and 2011 Office Survey. Copyright 2011. Data collected by Konrad Olson, CCIM SIOR, Matt Durbin, Jay Nelson, CCIM SIOR, Sharon Sheils; and Neal Eriksmoen of Appraisal Services.

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TRENDS – INFORMATION FROM JIM BUUS, VP OF GOLDMARK SCHLOSSMAN COMMERCIAL REAL ESTATE SERVICES

Locations:

Over the past many years the majority of commercial and residential growth has taken place in the southwest quadrant of the Fargo area, for physical, environmental and political reasons. This will likely continue into the future. Key commercial growth areas within the city of Fargo will likely include the Urban Plains site, the area near Microsoft on 52nd Ave. S., and, on a smaller scale, the NDSU Research & Technology Park campus. (As well as the Veteran's Blvd area – but this is West Fargo. Flood control may greatly impact physical growth patterns as well.

Sanford Health, which merged with MeritCare Health Systems in 2009, has been and will continue to be a major force in commercial real estate, both directly and indirectly. Throughout 2009-2010 and early 2011, Sanford leased approximately 140,000 sf of non-medical (office and research) space downtown, at NDSU Research & Technology Park, and on 45th Street. Also, the planned new campus south of I-94 and repositioning of the downtown medical campus, are major commercial real estate events.

Downtown will likely continue to be stable but healthy, with the major presence of financial institutions, niche retail and new residential developments. A project at the site of the US Bank Plaza could be a major draw to the downtown area.

The NDSU Research & Technology Park will also continue to grow as it serves its niche (relationship with NDSU).

Office Construction:

Construction of major office facilities has slowed since the boom in the 1990's that brought several large-scale customer service and call center operations to Fargo. This is largely due to two reasons – 1) the trend nation-wide to outsource large-scale customer service centers to India and other low-cost, English-speaking locations, and 2) Fargo's low unemployment rate, and therefore, labor shortage. We expect this trend to continue for the moderate-term future.

Future demand will likely be in the mid-sized range, driven by local entrepreneurial enterprises, software development and other technology companies (research and development), and diverse medical facilities. The push for growth in the bioscience industry will also require more "wet" laboratory space.

Industrial Construction:

Development and absorption of land in the Fargo Industrial Park has been relatively consistent for the past 15 years and is expected to continue at a similar pace. In terms of trends, the majority of large-scale projects in recent history have been driven by the expansion of existing companies such as McNeilus Steel. As the EDC has moved away from actively recruiting large-scale manufacturing businesses, due to a changing economic environment and a tight labor market, it is unlikely that this will change in the near-term. However, the EDC is recruiting smaller, more niche-market manufacturers that require a smaller footprint and often prefer existing buildings.

Due to the makeup of the Fargo manufacturing sector, expansions will be driven by growth in the housing market (construction equipment and windows) and farming strength/commodity prices (farm equipment and value-added ag processors). Looking ahead, having adequate large tracts of industrial land that is flood protected and serviceable with utilities will be an issue in next 15-20 years.

Fargo, North Dakota: 2011 Office Survey

	Class A		Class B		
Inventory (sf)	**CBD**	**Outside CBD**	**CBD**	**Outside CBD**	**Total**
Total	499,403	1,686,837	1,497,041	3,045,742	6,729,023
Vacant (sf)	12,218	21,172	191,962	253,515	478,867
Vacant Sublease	12,094	14,320	0	8,247	34,661
Under Construction	0	0	0	78,605	78,605
Substantial Rehab	0	0	0	0	0
Net Absorption	-7,137	-27,755	21,348	98,362	84,818
Vacancy Rate	4.87%	2.10%	12.82%	8.59%	7.63%
Gross Rental Rates ($/sf not including janitorial)					
Lowest	$14.00	$16.00	$10.00	$10.00	
Highest	$16.00	$20.00	$13.00	$16.50	
Weighted Average	$15.00	$18.00	$11.50	$13.25	
Sales Prices ($/sf)[1]					
Lowest	$90.00	$125.00	$60.00	$75.00	
Highest	$105.00	$175.00	$90.00	$145.00	
Weighted Average	$100.00	$135.00	$75.00	$105.00	
Operating Expenses ($/sf not including janitorial)					
Lowest	$4.75	$5.35	$3.25	$3.85	
Highest	$6.60	$7.55	$4.50	$4.75	
Weighted Average	$5.67	$6.45	$3.90	$4.40	
Tax Expenses $/sf					
Lowest	$1.09	$1.29	$0.40	$0.60	
Highest	$2.75	$3.23	$1.76	$2.38	
Weighted Average	$1.36	$2.13	$1.08	$1.49	

Utility Rates: CBD $1.40 per SF
Outside CBD $1.40 per SF
Separately Metered

Parking Ratio:
CBD - 1 per 1000 SF
Outside CBD - 3.33/1000 SF

Standard Work Letter: $45.00 per SF

Operating Cost Escalation: Increases Over Base Year

Cap Rate: 8.5 to 10.00%

Mortgage Money Supply: Low

Prime Source of Financing:
SBA 504

Landlord Concessions: Parking, Additional Tenant Improvements, Rent Abatement

Leasing Activity Profile
Major Activity: Medical Admin

Minor Activity: No Trend

[1]Relatively small number of sales completed. Of these sales, a disproportionate amount was the sale of medical facilities.

Outlook

Absorption	Up 5-10%
Construction	Up 1-5%
Vacancies	Stable
Rental Rates	Stable
Landlord Concession	Up 1-5%
Sale Prices	
Class A CBD	Up 1-5%
Outside CBD	Up 1-5%
Class B CBD	Up 1-5%
Outside CBD	Up 1-5%

Reporter(s) and Staff

Konrad Olson, CCIM SIOR, Matt Durbin, Jay Nelson, CCIM SIOR, Sharon Sheils
Neal Eriksmoen of Appraisal Services

Survey is based upon available inventory on December 31, 2010

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Konrad Olson
COMMERCIAL REAL ESTATE

2010 Review

The national office vacancy rate hit 17.6% in 2010. Fargo's overall vacancy rate in 2010 was 7.63%. This was down slightly from last year's 8.4%. Class B suburban vacancy decreased from 10.78% in 2009 to 8.59% for 2010. Total absorption was 84,818 sf indicating a 6 year supply. Compared to historical absorption of 205,896 sf and a two-year supply the momentum of our market is down 60%. A mere 35,782 sq ft in new construction was added to the market. About half of the remaining inventory consists of out-of-date, Class B space that is inefficient or requires extensive rehab to be competitive. Almost half of the Class B vacancy is within the CBD where vacancy is 12.8%. Vacant Suburban Class A space continues to be very tight at 2.10%.

2011 Forecast

Fargo continues its reputation of not being a speculative market. This lack of speculative building helped limit our overall vacancy rate. Tenants continue to reduce lease expenses by placing more employees in less space. This high utilization places additional stress on parking ratios and building resources. For buyers, strict underwriting policies will force many to make larger down payments or apply for SBA 504 loans. Medical office and small-scale startup companies are two areas where office absorption looks promising. A national recovery remains uncertain because of financing regulations and the perceived risk from over-reaching government policy. A note of caution, knowing the financial strength of your landlord in this market is just as important as picking your future office location.

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Konrad Olson COMMERCIAL REAL ESTATE

Fargo, North Dakota: 2011 Industrial Survey

Market Data		
Inventory (sf)	Central City	Suburban
Total	317,784	18,272,910
Vacant	0	514,867
Vacancy Rates	0.00%	2.82%
Under Construction	0	147,000
Net Absorption	78,480	497,636
Site Prices ($/sf)	Central City	Suburban
Improved Sites		
Less than 2 acres	N/S	$3.00
2 to 5 acres	N/S	$2.10
5 to 10 acres	N/S	$1.50
More than 10 acres	N/S	$1.25
Unimproved sites		
Less than 10 acres	N/S	$0.75
10 to 100 acres	N/S	$0.35
More than 100 acres	N/S	$0.15

Prime source of Financing: Commercial Banks but with significant underwriting hurdles for borrowers.

Mortgage Money Supply: Shortage

Current Trends	
Composition of Absorption	
Warehouse/Distribution	80%
Manufacturing	13%
High Tech/R&D	7%
Composition of Inventory	
Warehouse/Distribution	75%
Manufacturing	25%
High Tech/R&D	0%
Rate of Construction	
Warehouse/Distribution	Up 1-5%
Manufacturing	Level
High Tech/R&D	Level
Dollar Volume - Sales	
Warehouse/Distribution	Up 1-5%
Manufacturing	Up 1-5%
High Tech/R&D	Level
Dollar Volume-Leases	
Warehouse/Distribution	Level
Manufacturing	Level
High Tech/R&D	Level

Outlook	
Sales Price	
Warehouse/Distribution	Up 1-5%
Manufacturing	Level
High Tech/R&D	Level
Lease Rates	
Warehouse/Distribution	Up 1-5%
Manufacturing	Level
High Tech/R&D	Level
Site Prices	Level
Absorption	
Warehouse/Distribution	Up 5-10%
Manufacturing	Up 5-10%
High Tech/R&D	Level
Construction	
Warehouse/Distribution	Up 5-10%
Manufacturing	Up 5-10%
High Tech/R&D	Level
Dollar Volume - Sales	Up 5-10%
Dollar Volume - Lease	Up 5-10%

2010 Suburban	Sales Prices ($/sf) Low	High	Net Lease Rates ($/sf) NOI 4.05 Suburban		Construction No Land ($/sf)	Vacancy Indicators
Less than 5,000 sf	$45.00	$52.00	$4.05	$4.68	$53.80	Balanced Market
5,000-19,999 sf	$38.00	$50.00	$3.42	$4.50	$47.53	Moderate Shortage
20,000-39,999 sf	$30.00	$42.00	$2.70	$3.78	$46.70	Shortage
40,000-59,999 sf	$30.00	$40.00	$2.70	$3.60	$47.14	Shortage
60,000-99,999 sf	$30.00	$38.00	$2.70	$3.42	$47.99	Shortage
100,000-250,000 sf	-	-	-	-	-	Shortage
More than 250,000 sf	-	-	-	-	-	Balanced Market
High Tech/R&D	-	-		-	-	Balanced Market

	Warehouse and Factories		Research and Development	
	Central City	Suburban	Central City	Suburban
Real Estate Taxes	N/S	$0.65-$1.45	N/S	N/S
Insurance (Fire and Liability)	N/S	$0.11-$0.20	N/S	N/S
Structural and Roof Maintenance	N/S	$0.20-$0.33	N/S	N/S
Common Area Maintenance	N/S	$0.35-$0.70	N/S	N/S

2010 Review

The overall vacancy rate as of the Survey Date was 2.82% or 514,867 sf (including vacant sublease space). By comparison, the national vacancy rate ended the year at 14.3%. Forty-one buildings comprise the vacant space inventory. Sixty-six percent of that vacant space is in buildings containing less than 10,000 sf. Two large construction projects, started in 2009, were completed in 2010: Swanson Health with 95,409 sf and McNeilus Steel with 96,600 sf. New construction started and completed in 2010 was also primarily owner/user space and totaled 74,687 sf. One 97,500 sf spec warehouse building was started in 2010 and will be available in 2011.

2011Forecast

While the timing, magnitude and durability of any national economic expansion is unclear, the Fargo industrial market vacancy rates remains consistent at 42 basis points above its historical average. Despite the low vacancy rate, demand for industrial space also remains at an all time low. As the economy turns the corner and demand increases, tenants needing to relocate or expand will have limited options, because there is little new construction in the pipeline. Based on the 2010 absorption rate there is about a one year inventory vacant, but much of the space has functional limitations or is smaller spaces. Tenants needing to expand or relocate should prepare for higher rental rates, reduced landlord concessions, and allow significant time to identify suitable space.

N/S - indicates no survey taken. Survey is based upon available inventory on December 31, 2010.

Reporter(s) and Staff
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Office Definitions

CBD - Central Business Districts space located near the historical urban core commonly associated with the traditional government and financial district. In Fargo, an area generally bordered by the Red River on the East; University Drive on the West; 8th Avenue North and 5th Avenue South.

Outside CBD - Includes both suburban areas and "urban clusters" with area of high office space concentrations which often rival nearby CBD's.

Class A - Excellent location, high-quality tenants, high-quality finish, well maintained, professionally managed and usually new, or older buildings that are competitive with new buildings.

Class B - Good location professionally managed, fairly high-quality construction and tenancy. Class B buildings generally show very little functional obsolescence and deterioration. In the Fargo market these buildings typically have residential style construction and mechanical systems.

Total Inventory - Total square footage of rentable space, vacant and occupied, ready for tenant finish, in our market area. Includes all owner-occupied space, except hospitals, government, and schools.

Vacant Inventory - Total square footage of vacant rentable space.

Sublease Inventory - Total square footage of vacant sublease space.

Under Construction - Total square footage of office space under construction. Ground must be broken; does not include projects that are still in the planning stage.

Substantial Rehabilitation - Repair/replacement of building interior finish and/or systems requiring temporary displacement of tenants.

Net Absorption - Net absorption is year over year change in occupied office space.

Lowest Rental Rate - Minimum quoted rental rate for competitive office space in each class.

Highest Rental Rate - Maximum quoted rental rate for competitive office space in each class.

Weighted Average Rental Rate - Estimate of the weighted average rental rate.

Rate of Return - The property's net operating income divided by the sales price. Does not include mortgage debt.

Rent Rates Per S.F. - Gross rental rate includes cost of operating expense but excludes janitorial expense for the tenants premises.

Operating Expenses/S.F. - Operating costs including real estate taxes but not janitorial expense within tenants premises.

Standard Work Letter: Specifications for how the final space will be delivered to the Tenant generally from its present condition. Usually determined by quantities to finish space based on size of space. This amount may include work the Landlord needs to compete before Tenant Improvement work begins.

Industrial/Manufacturing Definitions:

Central City/Suburban Areas - Central Business District space located near the historical urban core commonly associated with the traditional government and financial district. Renaissance Zone spurred conversion of many of these buildings into office and living units. We no longer follow this market segment.

High Technology - **R&D** - Refers to highly improved space with 50 percent or more office potential and higher-than-normal parking. Must have some industrial function to qualify; cannot be pure office.

Total Inventory - Total square footage of rentable industrial space (including R&D space), vacant and occupied, including owner occupied space, ready for tenant finish.

Vacant Inventory - Total square footage of vacant rentable industrial space, including sublease.

Net Absorption - Net absorption is the net year over year change in occupied space.

Construction - Ground must be broken. Projects that are still in the planning stage are not included.

Prime Industrial Building - Buildings in the top 25 percent of overall desirability of the existing inventory; such buildings are considered to be for general purpose uses such as industrial, research, warehouse and/or manufacturing.

Net Lease - Generally, a lease where the tenant bears the responsibility for real estate taxes, insurance and utilities and operating expense.

Gross Lease - A lease in which the Landlord pays real estate taxes operating costs, fire and extended coverage insurance, as well as maintenance of the roof structure and outside walls.

Improved Sites - Such sites are in a "ready-to-build" condition and are essentially level, graded and serviced with all necessary utilities.

Unimproved Sites - Sites are zoned for industrial use. Streets and utilities may not yet be installed but are reasonably close and available.

Construction Costs -Should reflect construction including costs such as general contractor, overhead, and profit but architectural and engineering fees, and financing. Does not include land.

GO 2030

ENERGY

EXECUTIVE SUMMARY

Across the United States, many communities have begun a process of developing energy management plans or climate action plans in the interest of fostering energy efficiency and environmental stewardship. Over the last decade, the City of Fargo has taken steps aimed at increasing public awareness of energy consumption and conservation. To-date, most of the efforts have been initiated through the City's Renewable Energy and Conservation Committee (RECC) which was founded in April, 2005. The RECC was founded with a mission "to pursue, plan and implement policies and/or programs that will foster conservation, utilize and develop renewable resources, and protect the environment". The RREC is a recommending body that studies and implements ways the City can best use and conserve natural resources, as well as, improve energy efficiency in municipal buildings. It is comprised of eight members which includes the following:

- City Commissioner
- City Administrator
- Enterprise Director
- Planning Director
- Public Works Director
- Chief Information Officer
- Fleet Services Manager
- At Large Member of the Public

Since the City does not produce or provide electricity or natural gas services to the community, it relies on two utility companies to meet the electricity and natural gas needs of the community. The two companies are Xcel Energy (electricity and natural gas) and Cass County Electric Cooperative (electricity). However, the City has initiated several of its own renewable energy/ resource recovery projects that utilize available municipal resources to produce renewable energy and reuse wastewater to benefit the community. These municipal projects are listed below and described in greater detail in Section 3.

- Landfill Gas Utilization Project
- Wastewater Treatment Digester Gas Utilization Project
- Geothermal Heating and Cooling Projects
- Wastewater Reuse as Industrial Water Supply Project
- Biodiesel and Ethanol Fueling Project
- Community Wind Turbine Project
- City Building Lighting Upgrades
- Street Light Upgrades

EXISTING PLANS

US Conference of Mayors Climate Protection Agreement

In 2007, Fargo's Mayor signed the US Conference of Mayors Climate Protection Agreement. Under the Agreement, participating cities have committed to taking the following three actions:

1. Strive to meet or exceed the Kyoto Protocol targets in their own communities through actions ranging from anti-sprawl land-use policies to urban forest restoration projects to public information campaigns.
2. Urge their state governments, and the federal government, to enact policies and programs to meet or exceed the greenhouse gas emission reduction target suggested for the United States

in the Kyoto Protocol (7% reduction from 1990 levels by 2012).
3. Urge the US Congress to pass bipartisan greenhouse gas reduction legislation to establish a national emission trading system.

Membership to the Chicago Climate Exchange (CCX)
On a more "grass roots" level, in 2008, the City became a member of the Chicago Climate Exchange (CCX) in an effort to sell carbon credits which the City earns through destruction of methane gas at the City landfill. Methane gas is considered to be one of the most potent of the greenhouse gases. Methane is about 21 times more powerful at warming the atmosphere than carbon dioxide. To gain membership with the CCX, the City had to make a commitment to reduce emissions from City owned stationary and non-stationary sources (6% reduction from 2000 levels by 2010). As a result, the City completed a baseline emissions report for it's stationary (buildings) and non-stationary (vehicles and equipment) sources for the year 2000.

The City landfill utilizes several methods to destroy it's methane gas that all provide significant financial benefits to the City. The methods are all based on methane gas use as an alternative fuel and include the following:

- Direct sale to Cargill for use as an alternative to natural gas
- Direct use to fuel a generator at the City landfill as an alternative to diesel fuel
- Direct use as fuel to heat the City landfill transfer station building

Registration with the Climate Action Reserve
In 2009, the City registered the landfill gas collection system with the Climate Action Reserve (CAR) to diversify the financial opportunities associated with the sale of carbon credits. CAR was formed with a mission "to ensure environmental benefit, integrity and transparency in greenhouse gas emissions inventory and reduction accounting, as well as progressive movement in climate change philosophy. Through certain CAR specific protocols, the City is able to earn Climate Reserve Tonnes (CRTs) for destroyed methane which can be sold or traded similar to the CCX platform.

EXISTING CONDITIONS

City Baseline Consumption

- Stationary Sources (Facilities and Buildings)
  - Xcel Energy Billing Report
  - CCEC Energy Billing Report
- Non Stationary Sources (Vehicles and Equipment)
  - CCX Annual Emissions Report

Landfill Gas Utilization
The City owns and operates a municipal solid waste (MSW) landfill situated in an industrial park in the northwest part of the community. In 2001, the landfill installed the first phase of an active gas collection system to capture gas that was being produced in the landfill. The first phase included 20 vertical gas extraction wells and piping interconnects to a central compressor station. In 2002, the system began capturing gas and selling it to a local seed processing industry for use as an alternative to natural gas. The annual amount of gas sold to industry is approximately 120 million BTUs.

Subsequent phases of gas collection system expansion resulted in additional gas becoming available with new opportunities for its beneficial use. When a new transfer station and baling building was constructed at the landfill in 2007, the City decided to utilize some of the new gas to heat the building. Two additional forms of available renewable energy were also included in the building project which included wind energy and solar energy. Thus, landfill gas was incorporated to heat the building and wind/solar energy were incorporated to offset some of the building's electrical load.

During the transfer station design, an evaluation was done to determine the amount of gas being produced at the landfill versus the amount being consumed by industry and the transfer station. It was determined that about 1/3 of the gas being captured was available for other uses which resulted in a methane generator being added at the landfill. Results of the evaluation showed that a methane generator could produce twice the amount of electricity than that being consumed at the landfill. In addition, the methane gas generator would produce sufficient waste heat to meet the heating needs of the transfer station. Thus, the transfer station ultimately incorporated renewable energy elements including landfill gas (generator waste heat), commercial wind turbine (electricity) and photovoltaic solar panels (electricity). All electricity produced by the methane gas generator (7.5 megawatts annually) is sold to Cass County Electric Cooperative as renewable energy.

The gas collection system expansion and generator acquisition were funded through a federal Clean Renewable Energy Bonds (CREBs) program. CREBs were interest free bonds that could be sold to finance eligible renewable energy projects that produce electricity. On an annual basis, the landfill realizes an economic benefit of more than $500,000 through its utilization of renewable energy resources including gas sales, electricity sales and avoided natural gas expenses.

WWTP Digester Gas Utilization

The Wastewater Treatment Plant (WWTP) utilizes three anaerobic digesters for biosolids treatment and storage. The anaerobic digestion process produces methane which is a usable form of energy. Methane gas from the WWTP digestion process is used to heat the biosolids control building, belt filter press building, biosolids pump station building, administration building, maintenance garage and influent lift station building.

On an annual basis, the WWTP utilizes about 29,500,000 cubic feet (193,000 therms) of digester gas resulting in a natural gas cost savings of more than $200,000.

Wastewater Reuse as Industrial Water Supply

In the summer of 2006, a new 100 million gallon (MG) ethanol plant was being planned approximately 25 miles west of Fargo near Casselton, North Dakota. The ethanol plant developers unsuccessfully searched for a local supply of water for the plant which included groundwater and surface water sources, as well as, purchasing treated water from two nearby rural water systems. Unfortunately, the water supply requirements for
the ethanol plant were estimated to range from 790,000 gallons per day (winter) to 1,400,000 gallons per day (summer) which exceeded the capacity limits of the two rural water systems. As a result, the ethanol plant developers contacted the City of Fargo to investigate the possibility of Fargo selling water from its Water Treatment Plant for the production of ethanol. Fargo had recently adopted a Drought Management Plan for the purpose of managing non-essential water usage during drought conditions and was concerned about supplying

the ethanol plant with water while restricting water use within the City. Therefore, Fargo suggested an optional solution which would provide treated wastewater effluent from its Wastewater Treatment Plant (wwtp) as a water supply. On a daily basis (average), the WWTP treats 12,000,000 gallons (effluent) of wastewater to meet EPA Clean Water Act standards before discharging it to the Red River. Thus, Fargo could divert a portion of the WWTP effluent to satisfy the water needs of the ethanol plant.

Since 2009, the City has been selling treated effluent from its WWTP as a water supply to the ethanol plant at a net profit of approximately $1 million dollars per year.

Geothermal Heating and Cooling

In 2009, the City began incorporating geothermal resources into several infrastructure facilities including two wastewater lift stations and a water storage reservoir/ pump station facility. The use of geothermal energy was included in the facility designs because of the benefits associated with utilization of this renewable energy resource. The benefits (simple payback and annual cost savings) were identified through facility specific evaluations comparing geothermal energy systems versus conventional heating and cooling systems.

On an annual basis, the City realizes an energy cost savings in excess of $50,000 per year.

Wind Turbine Project

As part of its renewable energy efforts, the City is planning to construct a community owned wind turbine for the production of electricity. The project will involve the construction of a 1.5-2.0 megawatt wind turbine near Oriska, ND. The electricity generated by the wind turbine will be sold to a local power cooperative with the proceeds used to offset the City's electrical costs. This project will be funded through a federal Qualified Energy Conservation Bonds (QECBs) program administered through the State of North Dakota. QECBs are interest free bonds that can be sold to finance eligible renewable energy projects that produce electricity. It is projected that the community wind turbine project will produce 5.5 million kilowatt-hours of electricity each year with a net economic benefit to the City in excess of $100,000.

GO 2030

HEALTH

EXECUTIVE SUMMARY

Residents in Fargo generally rank higher and rate their physical health better than most of North Dakota and the nation. Like the rest of the nation, however, Fargo faces public health challenges including chronic disease, diabetes and obesity issues. In Cass County 62.4% of adults are either overweight or obese. Health behaviors contributing to disease are of concern, with only half of adult residents meeting physical activity requirements and less than one fourth consuming recommended amounts of fruits and vegetables.

Having access to healthy food and recreational opportunities within the community can improve these behaviors, and a well designed community can improve health outcomes. The following issues regarding nutrition and healthy eating in Fargo are worth noting. Food insecurity is a concern. The number of residents accessing local food shelves and participating in SNAP (food stamps) has increased significantly over the past few years. Some neighborhoods in Fargo may be “out of balance” where it is much easier for residents to access unhealthy (convenience stores/fast food restaurants) verses healthy venues (grocery stores). There is a huge “local/good food” movement across the nation in which Fargo is at the very beginning. A city this size could support more farmers markets, community gardens, CSAs, etc. and would benefit from a strengthened local food system. The city has few, if any, policies or ordinances addressing access to healthy food, urban agriculture, or local foods. Being an agricultural region and having access to resources at North Dakota State University (NDSU) offers plenty of opportunity for the city in the area of local foods.

Fargo continues to work on building the infrastructure (bike lanes, trails, etc.) necessary to create a walkable and bikeable community, as well as to identify gaps and create a connected system. As the built environment changes to support a more active lifestyle, the need for education, promotion and maintenance has been increasing. Driver behavior, safety education, use of a bike lane, snow removal, etc. are often presented as issues needing to be addressed. There is the need to promote alternative modes of transportation and transit use. Even though there have been increases in transit use over the past few years, many more residents could utilize the system. In addition, few residents in Fargo walk, bike, or car pool to arrive at a destination. As Fargo grows it is important to assure recreational opportunities for residents and land dedicated for parks, trails, etc. The growth plan offers guiding principles but the city does not have ordinances requiring land dedication. Access to year round and indoor options for recreation continues to be an area of need for Fargo.

The health care system in Fargo offers numerous services as well as a high provider to patient ratio, yet access and transportation to services remains an issue in various at-risk populations. The aging population will increase over the next 20 years as Fargo continues to be the city many rural seniors relocate to for services and amenities. Health services, transportation, and recreational opportunities will be an increasing need for this population group. Mental health, depression, and excessive use of alcohol are concerns in the area and a community which offers recreation and a strong social support network will benefit residents dealing with these

issues. Fargo also has several New Americans relocating to the area bringing a unique aspect to the community. There is the need for culturally sensitive services to meet health needs and assist these groups in achieving self-sufficiency.

Fargo offers many amenities; good schools, clear air and water, and a safe environment with a fairly low crime rate. In addition, from a health standpoint, Fargo and the metro area is rich with resources includi.ng NDSU, Dakota Medical Foundation, and numerous community groups and organizations from both sides of the river who work well together. As Fargo continues to grow it will be important to continue collaborative efforts to maintain and enhance the sense of safety and community that makes Fargo a great place to live and raise a family.

EXISTING PLANS

Below is a listing of data sources, local studies, and information on local initiatives. Key findings and issues raised in these reports are listed either here or within the content areas of the baseline report.

Data and studies:

Fargo Cass Community Health Snapshot report - The purpose of the Fargo Cass Community Health Snapshot Report 2011 is to provide data that will assist Fargo Cass Public Health (FCPH) and other community leaders with goals for monitoring and improving community health. This report is used for public health and community planning. The report consists of eleven community goals; each goal has a number of indicators including data that is updated on a yearly basis.

North Dakota State Data Center at http://www.ndsu.edu!sdc! (NDSDC): The mission of the North Dakota State Data Center (NDSDC) is to provide objective socio-economic analysis and to support informed decisions in areas of resource allocation, business management, and public policy for people of North Dakota and beyond. This very useful site contains numerous data sets, studies, summarized US Census reports, ND Kids Count information, etc.

Other health data sources: Centers for Disease Control and Prevention (CDC): Behavior Risk Factor Surveillance System (BRFSS)/Youth Risk Behavior Survey (YRBS)/ Pediatric Nutrition Surveillance Survey (Ped NSS), USDA Food Environment Atlas, County Health Rankings

Nutrition Environmental Measures Survey (NEMS): The food, or nutrition environment, is widely believed to contribute to the increasing epidemic of childhood and adult obesity in the United States. The NEMS tools are observational measures of nutrition environments in stores and restaurants in a community and assess the type and location of food outlets, availability of healthier and less-healthy choices, pricing, promotions, and placement of healthier food products. In 2009, the survey was conducted throughout the metro area (Fargo, Moorhead, West Fargo); all grocery stores, convenience stores and restaurants were visited and surveyed. The effort was lead by North Dakota State University (NDSU) researchers and assisted by staff at FCPH. See Healthy Eating section for results.

North Dakota Department of Agriculture Local Foods Community Assessment Survey, 2009-2010. Small scale survey conducted in various communities, included Fargo. Aimed to assess the infrastructure and support for local foods within North Dakota communities. See Healthy Eating section.

Safe Routes To School 2008 Survey: Provides insight into student and parent perceptions regarding safe routes to school and barriers that prevent students from walking or bicycling to and from school. This study offers a city-wide perspective of all Fargo public schools as well as other school districts in the metro region. (Conducted by NDSDC and FM Metro COG - our local MPO). See Active Living section.

The North Dakota State University Bicycle and Pedestrian Access Study is available for viewing on Metro COG's website (www.fmmetrocog.org). The Study is complete and implementation of some recommendations will occur as soon as this summer.

Community Collaborative Study (2008) - Sanford Health (formerly MeritCare). The following priority areas were identified for their service area which includes Fargo: mental health, chronic disease, childhood obesity, aging, transportation issues. This study/assessment is currently being updated.

Existing plans and initiatives:

Fargo Cass Public Health, a division of the City of Fargo, does not have a single overall strategic plan to address health issues. Identified health issues are often addressed through collaborative efforts with partners and local initiatives. In addition, the health department has multiple funding sources which often drive the direction of services.

Cass Clay Healthy People Initiative - Active Living. Healthy Eating: A community collaboration formed in 2009 to improve the health of citizens in Cass County, ND and Clay County, MN. The initiative vision is to reduce overweight and obesity in 0-18 year olds by 10 percentage points by 2020. Strategies include: 1) developing and advocating for healthy eating and active living policy, system and environmental changes; 2) developing effective messaging; 3) advocating to strengthen school wellness policies; 4) working with childcare providers to promote healthy lifestyles; 5) promoting awareness of healthy living and community assets through events such as Streets Alive. Funded by the local Dakota Medical Foundation (DMF), numerous community partners are involved.

Cass Clay Food Systems Initiative - The general purpose of the initiative is to impact all levels of the community food system to assure Cass and Clay residents have access to safe, nutritious and affordable foods. Through this initiative the goal is to improve the production, sales, distribution, and consumption of healthy, locally grown foods within our region. Strengthening the local food system should positively impact health, food security, the economy and the environment in our community. This initiative was formed late 2010, is currently conducting parts of a local food assessment, and a community engagement event is planned for September 28, 2011. The initiative is currently unfunded and led by public health and extension services.

Pioneering Healthier Communities - Fargo is a Pioneering Healthier Community, a national joint effort between the YMCA and CDC. The advisory group is now part of the Cass Clay Healthy People Initiative advisory board. Pioneering Healthier Communities dollars are still being used for Wheels to Wellness, a program to provide transportation for school aged children to after

school programming at the YMCA. Also, the local YMCA of Cass and Clay Counties is an Activate America Y (nationwide movement to address obesity) and is part of LIVESTRONG at the Y (programming for cancer survivors).

The *Worksite Wellness Initiative* is a partnership of Dakota Medical Foundation (DMF), Blue Cross Blue Shield of North Dakota (BCBSND), and Healthy North Dakota. In 2009, an initiative director was hired and a statewide worksite well ness program has been developed. Worksites across North Dakota can receive assistance to implement worksite wellness programs or expand existing programs. Great Plains Food Bank Strategic Plan - aims to address gaps in service and reduce barriers in providing and accessing emergency food assistance.

Growth Plan 2007 - Minimally addresses quality of life and active living. The plan does encourage creating a walkable community, a place that is safe and easy to connect with other people, neighborhoods as planning units, multiple methods to connect people, and opportunities for public gatherings throughout the community. It does not address the local food system or any urban agriculture issues other than to remember the local agricultural heritage in plans and mentions the opportunities with NDSU and agriculture research. This plan offers guiding principles but is not strictly enforced (suggested but not required).

2011 Metropolitan Bicycle and Pedestrian Master Plan - (Currently being updated and in draft form.)
The plan is the Fargo-Moorhead Metropolitan Area's guidance document for bicycle and pedestrian planning and implementation for the next twenty-five years.
It includes existing conditions, gap analysis, system inventory, bike/pedestrian/transit trip generator maps, bicycle facility types, pedestrian facility map, bicycle and pedestrian networks performance information and crash data and bikeway network maps. Also included are key issues and recommendations. The plan is updated every five years and is developed and implemented by FM Metro COG. See Active Living section.

The following *nationally known speakers* have visited our community over the past 8 years and have provided a variety of presentations, workshops, and recommendations: Dan Burden, Michael Ronkin, Mark Fenton, Dom Nozzi, James Charlier, an America Walks speaker (Tom Samuels).

Complete Streets Policy - A Complete Street policy has been drafted through FM Metro COG - next step is to take it to local jurisdictions to be adopted. (Not sure where we are at with this in Fargo?)

Local Coalitions:
- SAFE - Smoke Free Air for Everyone (tobacco)
- Safe Communities Coalition (driver & passenger safety, prevent drinking & driving, limit youth access to alcohol)
- Safe Kids coalition (protect the children in our community; safety information relating to accidental childhood injury, car seat checks)

Partners and funding:
The Fargo area is rich with resources. Community partners work well together and many local health initiatives focus on improving the lives of residents living in both Cass County, ND and Clay County, MN. Key partners include public health, extension service, NDSU, the local schools, YMCA, health care agencies, BCBS, DMF, and many more. The area also has benefited from resources available to Moorhead/Clay County which includes MN State Health Improvement Funds (SHIP) to work on policy, environment and systems change around nutrition and physical activity issues. In addition,

Active in Moorhead (AIM), which is funded by MN BCBS with a goal of working to make Moorhead a more active and healthier place to live through community design, provides training and financial support to metrowide activities including Fargo. In 2009, Moorhead's Comprehensive Plan was updated to include Active Living language and a call to adopt a Complete Streets Policy.

Dakota Medical Foundation (DMF) focuses its efforts on improving health and access to medical and dental care in the region, with a special emphasis on children . Since 1996, the Foundation has invested nearly $40.4 million in 348 nonprofit organizations in the region.

CHRONIC DISEASE/LEADING CAUSES OF DEATH

Community level data was used when available, however, some health data is not typically collected at the community level, thus, it is often necessary to rely on data for Cass County as a whole. (Note: The Fargo Moorhead area is a SMART community forthe CDC Behavior Risk Factor Surveillance Survey and is referred to as "Metro" in some of the data sources; however, this metropolitan statistical area is actually Cass, NO and Clay, MN counties combined, so Cass County only data was used (per Melissa Parsons at the state 701 328-2787)}.

*Residents of Cass County live longer than those living in other parts of the United States. Life expectancy for Cass Count residents is 79.1 compared to the median for all US counties which is 76.5; ND is 77.6. (most current available per NDSDC, 2001)

Leading causes of death

Leading Causes of Death - Age adjusted Rates 2009		
	Cass County	North Dakota
Heart Disease	180.1	167.5
Cancer	137.6	157.9
Cerebrovascular Disease	32.2	35.4

Age-adjusted death rate per 100,000 in respective geographic areas
Source: North Dakota Department of Health
North Dakota

*Heart disease is a higher cause of death in Cass County as compared to the state with the cancer rate being lower than the state.

*Of the number of actual deaths in Cass County in 2009, 27.4% were attributed to diseases of the heart. (ND State Department of Health)

Premature death rate: YPLL

*Cass County has 5129 years of potential life lost before the age of 75 per 100,000 population (6330 ND, 5564 National bench mark) Source: County ranking 200S-07.

Incidence of diabetes

- In Cass County an estimated 6.4% of adults age 20 and older have diabetes compared to 8% for ND. (CDC BRFSS 2007-09, county Rankings)
- In 2009, 5% of Cass County adults reported they had been diagnosed with diabetes compared to 8.3% across the U.S. In the state of ND this number is 7.5% and another estimated 2.8% have diabetes but have not been diagnosed. (ND State Health Department/ Snap Shot).
- In recent years, Blue Cross Blue Shield of North

Dakota has seen a significant increase in the prevalence of diabetes in members 18 and younger, from 2.8 per 1,000 children in 2003 to 4.5 per 1,000 children in 2007. Of considerable concern, 31 percent of the children with diabetes have type 2 diabetes; a condition historically considered by CDC to be rare among children. Type 2 diabetes generally has been more common in adults who are overweight or obese and who have poor levels of activity. (Source: 2009 diabetes fact sheet, ND State Health Department)

Overweight/obesity

Obesity has physical, psychological and social consequences including coronary health disease, diabetes, cancer and stroke. Maintaining a healthy weight will significantly reduce these illnesses and in turn, increase both quality of life and life expectancy. (Snap Shot)

	Cass County	North Dakota	United States
Overweight adult - BMI 25-29.9	36.7%	37.8%	36.2%
Obese adult - BMI ~ 30	25.7%	28.4%	26.9%
Overweight youth grades 9-12 (>85th percentile and <95th percentile BMI)	11.1% (Fargo*)	13.5%	15.8%
Obese youth grades 9-12 (~95th percentile of BMI)	10.0% (Fargo*)	11.0%	12.0%

2009 data; Source Snap Shot (CDC BRFSS & DPI YRBS, both self reported);• Raw data is not weighted by age or gender for Fargo

*In 2009, just under two thirds (62.4%) of adults in Cass County were either overweight or obese. This is lower than both ND (66.2%) and the US (63.1%). (Snap shot, CDC BRFSS)

*In 2009, 21.1% of adolescents in grades 9-12 in Fargo were either overweight or obese. This is lower than both ND (24.5%) and the US (27.8%). (snap shot, CDC YRBS)

Local clinic data for children - overweight and obesity

Age	Overweight (>85th percentile and <95th percentile BMI)	Obese (~95th percentile of BMI)	Either Ow or Obese
2-5	16.28%	11.6%	27.9%
6-8	14.1%	18.4%	32.5%
9-12	15%	20.3%	35.3%
13-18	14.2%	19%	33.2%

2009 data; Source, local clinic data for patients within service area, includes Cass and Clay Counties

*Nearly one third (32%) of children 2-18 years of age who are patients at one of the local health care system clinics in the Fargo Moorhead area were either overweight or obese in 2009. (CCHPI)

*In 2009, 25.9% of Cass County children ages 2-4 on the WIC program (~185% or poverty) were either overweight or obese. (Data Source - ND State Dept. of Health, Ped NSS) (14.5% classified as overweight and 11.4% obese)

Current plans and initiatives:

Initiatives such as the Cass Clay Healthy People Initiative (CCHPI), the Cass Clay Food Systems Initiative (CCFSI) and others will have an impact on chronic disease and obesity through interventions which focus on healthy eating and physical activity. The primary focus of the CCHPI is the reduction of childhood obesity in our community. See the active living and healthy eating/nutrition sections for initiative activities.

GO 2030

ACTIVE LIVING

Physical Activity Data

Physical activity can help control weight, reduce the risk of type 2 diabetes, heart disease and some cancers, strengthen bones and muscles, and improve mental health. (CDC Diabetes data)

1. Adult

*In 2009, close to 1 in 5 adults (16.7%) in Cass County reported they did not participate in any physical activity during the last month. This has remained fairly constant over the last 7 years and is better than N D (26.8%) and the US (23.8%) where approximately a quarter report no physical activity.(snap shot - BRFSS)

*In 2009, just over half (51.7%) of residents in Cass county met the recommendations for physical activity. This is similar to ND (52.3%) and the US (51%). (Recommendations: 30+ minutes of moderate physical activity five or more days per week, or vigorous physical activity for 20+ minutes three or more days per week -CDC BRFSS).

2. Youth

Percent of students grades 9-12 who were physically activity for a total of at least 60 minutes per day on 5 or more of past 7 days:

	2007	2009
Fargo (raw data")	45.9	39.4
Region 5**	48.5	43.5
North Dakota	47.8	43.7
United States	34.7	37.0

*Region 5 includes the following North Dakota Counties: Cass, Ransom, Richland, Sargent, Steele and Trail.
**Raw data is not weighted by age or gender for Fargo, Sou rce Snap Shot (DPI YRBS, FPS)

*In 2009, only 39.4% of students in Fargo grades 9-12 met physical activity recommendations (Be physically activity for a total of at least 60 minutes per day on 5 or more of past 7 days)

*Frequency of physical activity decreases with age. In Region 5 (which includes Fargo) 60.3% of 7_8th graders met physical activity recommendations compared to 43.5% in grades 9-12. In addition, males are more active than females. This trend is seen throughout the nation. (2009 YRBS)

*In 2009, 31.2% of 7_8th grade and 23.9% of 9_12th grade students in Region 5 watched three or more hours per day of TV on an average school day. This is similar to teens across the state of ND: 33.1% and 25.6% respectively. (2009 ND YRBS) Note: TV viewing is an indicator in the 2011 CDC Children's Food Environment Report and tied to an increased prevalence of obesity. The link to obesity may occur through multiple mechanisms including displacement of physical activity, increased energy intake while viewing, or through greater exposure to television advertising of unhealthy foods which may affect food choices.

Active Design

The design of a community can determine the level of physical activity for residents and can create an ideal environment that encourages walking, bicycling and a sense of community. (Street design guidelines for healthy neighborhoods)

Walking and biking in Fargo: (general):

In 2010, Fargo was named one of the top 50 bike friendly cities in the U.S. by Bicycle Magazine. Walkability audits (using a modified version ofthe DOT tool) have been done periodically over the last several years through different programs and events in Fargo. Walking audits done on the Roosevelt neighborhood, as part of a recent grant program, show overall the neighborhood rated fairly

high. Main concerns were behavior, enforcement and maintenance issues: traffic safety - speeding was the largest complaint; maintenance issues - people keeping the walk clear from overhanging brush, vegetation, snow/ice and junk on abutting land. For structural issues (crosswalks, sidewalks) the focus was on just a few intersections.

The Pedestrian Environmental quality index has not been completed in our area.

The city does not have a policy/ordinance stating residents will be within a certain distance to an offstreet trail system or there will be a certain percent of bike lanes or trails per population. When new subdivisions are built next to an existing trail system developers are required to provide a means of public access to the trail system.

See Transportation report for maps of trails and bike lanes, sidewalk policies, etc ..

According to the Metro COG Bike and Pedestrian 2011 draft plan:

- Fargo had 129.03 miles of existing bikeway facilities which accounts for 57.2% of the miles of urbanized area bikeway network in the metro area. (Metro COG data, accurate to Dec. 2010)
- There are 792 miles of pedestrian facilities in the Metropolitan Urbanized Area. (This figure accurate to December 2008)
- Each of the cities in the metropolitan area have policies providing continuously linked walkways that encourage walking as a means oftransportation.
- In North Dakota, bicycles are legally recognized as vehicles and have the right to use any public right-of-way, except some interstate highways (i.e. North Dakota does except within urban areas such as Fargo). In rural areas, bicyclists are encouraged to ride on the shoulders.
- There are no inventories of existing bicycle parking spaces in the Metropolitan Area. It is known that there are bicycle lockers available to rent to the public in downtown Fargo.
- The bike and pedestrian counts from 2000-09 are not real reliable. More efficient means of collecting this data are being considered.

Factors to consider in Fargo: temperature and wind. Flat terrain with an annual average wind speed of 12.2 MPH; thus making wind a very real factor in the ease of moving through the Metropolitan Area by bicycle or foot, especially in the winter. January, the coldest month of the year averages a high of 16 F and a low of -2 F. (Bike pedestrian draft plan 2011)

Existing maintenance policies: City of Fargo (Bike pedestrian draft plan 2011)

- Sidewalk Clearing: Snow and ice must be cleared within 24 hours after the end of snowfall or owners are billed by the city.
- City Snow Clearing: Plow primary then secondary snow routes before conducting city-wide plowing.

Currently the City of Fargo sets aside $100,000 per year to continue to bring their sidewalks up to the American Disabilities Act standards by rehabilitating crosswalks with detectable warning panels. (Bike pedestrian draft plan 20 II) See 2007 Growth Plan.

As the city adds the infrastructure to enable more bicycle use, there is an increasing need for education for all levels of users on how to use bike lanes, rules of the road, etiquette, and bike safety.

Active Living: transportation (to destinations)

The relationship between land use and how viable walking and bicycling are as a form of transportation for commuter and utility trips is closely tied. National data

suggests that many people are open to walking X of a mile or more for commuting trips or errands; distances for bicycling are slightly higher at % to 1 mile for a one-way trip. (Bike pedestrian draft plan 2011)

General - all trips:
According to the American Community Survey for the period 2006-2008, 7 % of the households in the Fargo Moorhead Metropolitan area did not have access to a car, truck or van for private use. Multivehicle households were not rare. Forty-one percent had two vehicles and another 21% had three or more. (Bike pedestrian draft plan 2011)

Unknown: gross number of vehicle trips per resident per day, percent (or type) of commute trips made by walking, biking, transit, or other means.

Walk/bike to work:
*On average 1.05% of commute to work trips in Fargo are made by bicycle and 3.91% by foot; compared to Madison where 4.22% are by bicycle and 10.35% by foot and Minneapolis where 3.52% are by bicycle and 6.68% by foot. (Metro COG - American Communities survey 2005-09)

One of the recommendations from Mark Fenton after his 2008 visit was for Fargo Moorhead to consider an aggressive active commute program. Fargo currently does not have a transportation management organization, an active transportation coordinator or any type of “official” coordinated effort in this area. (Mark Fenton is a nationally recognized authority on walking and biking within communities.)

Transit use:
Research shows people using transit are more active. (webinar 2) On average, people are willing to walk up to 1200m (3/4 of a mile) to access a transit stop. (Arden Hills)

MATBUS and MAT Paratransit services gave a combined 2,059,184 rides during 2010, surpassing the 2 million ridership threshold for the first time in several decades and representing an increase of 6.7% over 2009 ridership statistics. January 2011 (www.matbus.com)

See transportation report for transit information and vehicle miles traveled by car.

Unknown: Percent of population using public transportation to work or portion of commute trips made by public transit. Also, unsure whether the city has a policy/ordinance stating households will be within a certain distance to transit.

Walking and biking to school:
Children who walk to school are in general more active (Health Impact Assessment webinar) .

According to the 2009 Safe Routes To School (SRTS) study (NDSDC):

- 62.2% of students within Fargo live a mile or less from their school. Nonetheless, three in four students in the Metro area are traveling to and from school by motorized vehicle (i.e., car,school bus, shuttle, or car pool).
- Less than one-fifth of parents in Fargo say their child walks (10.8%) or rides bicycle(5.1%) to school
- One-fourth of parents say their child walks (25.3%) or rides bike (5.8%) home after school.
- Most parents and students surveyed prefer a car, school bus, or shuttle for getting to and from school.

*As to why children are not walking or bicycling to and from school, the main concern among parents and students is that of unsafe intersections and street crossings. Weather issues, such as not having any

protection from the weather and icy or snow-covered sidewalks, are also among the top concerns for parents.

*When evaluating street crossings in their neighborhoods and on the route to school, parents give an overall rating of average. However, while parents express concerns with the safety of intersections and street crossings, the major concern they have is with too many distracted drivers; this outweighs concerns relating to infrastructure (e.g., pedestrian crosswalks and audible signals) by at least two to one.

Through Metro COG, Fargo has revised routes to school for all elementary schools within its jurisdiction (2009). Also, the city has received both infrastructure and education SRTS funding in the past.

Active living: Recreation

Both children and adults benefit from programs and facilities that promote active play and recreation. Open green space, neighborhood parks, and recreation facilities are all places where people can engage in physical activity. There is strong evidence that people who live near parks, playgrounds and other such facilities exercise more regularly. (Strategic Alliance ENACT) Different people have different ways of being physically active and a variety of environments support such activities. (Arden Hills)

Walkability, bikeability, trails - see above

Approximately 8.7% of land in Fargo is parks and recreation acreage; parks and recreation acres: 2223 of 25,456 in Fargo (200S Metropolitan Area Land Use Acreage/Percentages table - Bike pedestrian draft plan 2011) Note: Planning probably has more up to date data.

See Fargo Park District report for land dedication, funding, maintenance, park recreational facilities, etc.

2007 Growth Plan sets a goal to:

- have parks and green space 10% of property able to be developed.
- provide regularly spaced parks and open spaces such that no residential neighborhood is greater than 1/2 mile from a park or school playground and that no sub-neighborhood is more than ¼ mile from a small park.

Note: The 2007 Growth Plan offers guiding principles, they do not have to be enforced. The city does not have an ordinance mandating all residential areas or a portion of the population live within a certain distance to a park, trail or open space.

Access to year round and indoor options for physical activity is an identified need in our community. Currently there is a proposal at Fargo Parks Court's Plus (south Fargo) to remodel part of the facility to include an indoor playground open to members and the public. Other areas in our community could benefit from access to an indoor playground facility as well.

Twenty-five percent of churches in Cass County responding to a 2010 survey reported they have a gym open for public use, plus, some schools in the area offer weekend open gym opportunities in cooperation with Fargo parks. There are also opportunities for indoor walking at malls and indoor tracks. Utilizing existing indoor facilities (i.e. school and church gyms) for public recreation is an area that could be expanded, promoted and investigated further in Fargo.

Community gardens can be a means of recreation and a way to socially connect with others. Park land is not routinely used for community gardens with the exception of 2 areas - 1) as of this May 2011, there is a new community garden agreement with CHARISM to use park land for a garden located in the community homes

area -low income housing with a high population of New Americans; 2) the community gardens at Yunker Farm are on park land and is open to the public to rent. An agreement allows the Children's Museum to administer the gardens and use the rental income as a fundraiser.

*In 2008, Cass County had a rate of 9 recreational facilities per 100,000 population as compared to 12 for ND. (Recreational facilities are defined as establishments primarily engaged in operating fitness and recreational sports facilities, featuring exercise and fitness or recreational sports activities.) (County rankings)

According to the 2005 Metropolitan area framework study assessing the need and community support for additional sports and recreational facilities, walking/biking/recreation trails were of top importance. In addition, respondents indicated they would be most willing to fund with tax dollars - the renovation of walking and biking trails, development of a new indoor recreation center, and development of new trails.

Overall

Bicycle and Pedestrian 2011 draft plan key issues and recommendations:

- address network gaps
- bicycle safety education -note: this is an identified need that comes up often
- connected and balanced bikeway network, signage
- maintenance
- Safe Routes to School
- complete streets
- development of a transportation management organization

Current programs, initiatives, activities:

Fargo is a recognized "Let's Move" community - "Let's Move" is Michelle Obama's campaign to combat the epidemic of childhood obesity.

Streets Alive - Last year was the first year for this event; on 2 different days Fargo Moorhead closed 5 miles of streets to motorized traffic and opened them up to the community to walk, bike, roll or run. There were fun physical activities, healthy food, and entertainment on the streets along the route. The goal was to get people out and be active, plus, get people thinking about streets in a different way, open to all modes of transportation. The event is planned again for this year - 8/28/11 and 9/18/11. (CCPHI)

Fargo Marathon - The event has grown tremendously over the last decade. In 2002 there was a half marathon with 300 participants; in 2005 the jump was made to a full marathon with 2400 participants; in 2010, over 20,000 people participated. The event has changed the running culture in Fargo and has been a great way to promote the city.

Walk This Way - community walking program to get people out and moving and to expose them to the various trails and places to walk in the Fargo Moorhead area. This has been done the last 8 years, an average of 15 community walks are held in the spring and the Mayor of Fargo leads the kickoff walk.

Metro in Motion - website featuring calendar of physical activity and nutrition related events in the metro area. The site includes physical activity and nutrition educational information and resources. (Server - site is currently being "moved" onto the city website.) (FCPH)

School wellness policies - Strengthening and revising school well ness policies, which address nutrition and physical activity in schools, has been one of the primary goals of the Cass Clay Healthy People Initiative (CCHPI). Currently for Fargo Public Schools, the district wide policy was updated this past fall, with implementation

set to begin in all schools fall 2011. The policy has an emphasis on increasing physical activity throughout the school day; assuring recess, increase classroom physical activity, and before and after school activity opportunities (Le. intramurals, walking clubs, etc.) The district received wellness policy planning and implementation grants from DMF. The Fargo Catholic Schools Network is finalizing their wellness policy which should be complete by the end of the school year.

Daycares -Improving the nutrition and physical activity environment at daycares is another CCHPI focus. Local partners, along with Child Care Resource and Referral, are working to adapt the national quality rating and improvement system tool (ORIS) for Cass County. A healthy lifestyles section has been added to the tool and includes physical activity and healthy eating indicators and standards for daycares. This pilot is funded by the United Way.

On the Move - a healthy lifestyle program for 5th grade students,S week curriculum, participants earn circles to work their way around a county map by being physically active and eating healthy. (Public health and extension services)

Go Far Childcare - a program started in 2009 to work with childcare providers to find ways for them to increase physical activity during the day and offer healthier food choices. Activities include provider training, interactive blogs, and spring 2010 participating providers received a square foot garden box.

TNT Kid's Fitness received the Carol White PEP grant (3 year grant) to incorporate 15 minutes of physical activity into each hour of after school programming at TNT and several Boys and Girls (BGCRRV) club locations. TNT and BGCRRV are developing wellness policies to include this physical activity and to develop nutrition standards for the foods they serve.

Fargo Moorhead Active Transportation (FM ACT) - grassroots group dealing with biking and walking issues in the community.

F-M Community Bike workshop - restores bicycles, can put hours worked to "pay" for a bike.

Map of existing metropolitan bikeway network and existing bicycle and pedestrian network (in the 2011 Bicycle and Pedestrian draft plan and on the city website)

Active living studies have been complete in neighboring MN counties through the NDSDC. We have the template; need funding to complete the survey on the ND side.

HEALTHY EATING/NUTRITION

Poor diet is a risk factor associated with development of chronic disease, obesity and other health problems. Many dietary components are involved in the relationship between nutrition and health. Primary concerns include consuming too much sugar and saturated fat and too few fruits, vegetables, and whole grain products that are high in vitamins, minerals, fiber and other substances important to good health. (Snap Shot)

Fruit and Vegetable consumption

Fruits and vegetables, as part of a healthy diet, are important for optimal child growth, weight managements, and chronic disease prevention. (State Indicator report on F&V, 2009)

1. Adults

	Cass County	North Dakota	United States

Percent eating fruits and vegetables 5+ times/day*	21.6%	22.5%	23.4%

*Adults who have consumed fruits and vegetables five or more times per day - 2009 (BRFSS - CDC)

*78.4% of adults in Cass County do not consume daily recommended amounts of fruits and vegetables (below national average). (2009)

2. Youth

Percent of students grades 9-12 who ate fruits and vegetables 5+ time/day during last 7 days**

	2007	2009
Fargo*	18.3	17.2
Region 5**	17.7	15.6
North Dakota	16.6	13.7
United States	21.4	22.3

* Raw data is not weighted by age or gender tor Forgo
"Region 5 includes the following North Dakota Counties: Cass, Ransom, Richland, Sargent, Steele and Trail.
Data Source : Snap Shot (CDC YRBSS - Fargo Public Schools, NO DPI)

*In 2009, less than 1 in 5 students in Fargo (17.2%) report eating fruits and vegetables five or more times per day during the past seven days, this is below the national average of 22.3%.

Sugar sweetened drinks

The 2010 Dietary Guidelines for Americans recommends limiting the consumption of added sugar among Americans. The leading source of added sugar among children is sugar-sweetened drinks. (Children's Food Environment State Indicator Report, 2011)

1. Adults

-64 gallons of soft drinks are purchased per resident of the region in one year. (Soft drinks include regular and diet soda, fruit drinks (less than 100% fruit juice), poweraids, and drinks other than water. Atlas, 2006 - Region includes NO, SO,
KS, NE, MN, IA, MO)

2. Youth

2009 Youth Risk Behavior Survey data for students grades 9-12 in Region 5, which includes the Fargo area:

- 38.5% of students drank sugar-containing beverages one or more times per day during the past seven days (37.2% ND) As children move from elementary age to high school milk consumption decreases and is often replaced by soda and sugar sweetened beverages.
- Only 24% of students drank the recommended three or more glasses per day of milk during the past seven days (22.4% ND)
- 72.9% of students ate at a fast food restaurant one or more times during the past seven days (70.5% ND)

Access to healthy food

Studies have linked the food environment to consumption of healthy food and overall health outcomes.(county ran kings) Findings reveal that residents of food deserts, an area with little or no access to foods needed to maintain a healthy diet but often served by plenty of fast food restaurants or convenience stores, suffer worse diet-related health outcomes including diabetes, cancer, obesity, heart disease, premature death. Within a neighborhood, it is important to assess how easy or difficult it is to choose between food outlets offering healthy options (Le. grocery stores) and those that offer primarily unhealthy options (convenience stores/fast food) on a daily basis. (Sources: USDA, Mari Gallagher)

A food access map showing low income, minority, grocery stores, convenience stores, restaurants, schools and transit routes in the metro area was completed in 2009 using data from FCPH Environmental health inspection lists and NEMS (Metro COG map). Map shows potential

area where access may be an issue or may be “out of balance” - much easier to access convenience stores and fast food verses a grocery store. Map needs to be updated with recent changes Le. a grocery store closing, new ethnic grocery stores opening, farmers markets, and changes in transit routes.

Access to food - retail (grocery stores, super centers, convenience stores, restaurants)

As mentioned earlier, residents with better access to supermarkets and limited access to convenience stores may have a reduced risk of obesity, as well as healthier diets, including higher intakes of fruits and vegetables. (Healthier food retail, 2011 CDC report)

Grocery stores:

Distances to supermarkets have a clear effect on health. (Arden Hills, Andy Hamilton article, food desert reports)

- There are 10 grocery stores or super centers in Fargo and an additional 5 in the surrounding area (West Fargo, Moorhead, Dilworth).
- 8 of the 10 Fargo grocery stores or super centers are on a transit line
- A major grocery store located next to the community homes area (low income housing) closed in 2010
- Unknow: Proportion of population within Y2 mile of a supermarket or full service grocery store or within walking distance to healthy food source
- 1% of all households and 5% of low income households with no car live> 1 mile from a grocery store (Atlas, 2006 - this is Cass county)
- There currently are a number of specialty and ethnic food stores popping up around Fargo. According to the environmental health division there are about 12 of them located mainly in the central part of Fargo along Main Ave and along 25th St. Most are Asian and African; food inventories vary.

Fargo has no policies/ordinances/zoning that designates new residential developments or existing neighborhoods be located within Y2 mile (or a certain distance) of a supermarket or full-service grocery store.

- According to the 2009 Nutrition Environmental Measures Survey conducted in grocery stores within the metro area, the following are results for Fargo:
- • In general, grocery stores and super centers surveyed all carried a wide variety of healthy choices including fruits, vegetables, whole grains, low fat milk and reduced fat items
- • none of the ethnic grocers surveyed carried milk and many had limited options available

*Note: The tool had limited value when assessing ethnic grocery stores which often carry unique and different products, Le. they may not have apples but carry another type of fruit.

• healthy food options were available equally in grocery stores in all locations regardless of socioeconomic status (economic status based on free and reduced school lunch participants within school boundary area)

Convenience stores

Convenience stores are often used as a source of easy to access food for local residents. However, in most cases they do not carry healthy food options. Research shows that easy access to convenience stores may be associated with increased risk of obesity (Healthy food retail 2011)

According to the 2009 Nutrition Environmental Measures Survey conducted in convenience stores in the metro area, the following are results for Fargo:

- Only 9.5% of convenience stores carried fresh vegetables
- 19% carried some sort of fresh fruit
- 88% had fat free or 1% milk
- 93% carried some reduced fat/fat free items

- Overall, findings show convenience stores in Fargo are not a good source of fresh fruits and vegetables, lack healthy baked goods and have limited whole grain options
- When convenience stores did carry fruits and vegetables there were limited options and they were more expensive compared to grocery stores, milk prices however where sometimes comparable

Restaurants
Greater availability of fast food restaurants and lower prices of fast food restaurant items are related to poorer diet.

For Cass county residents from 2002 to 2007, the average expenditure spent on food eaten out increased 41% at fast food restaurants and 28% at full service restaurants. (Atlas -this is most recent)

According to the 2009 Nutrition Environmental Measures Survey conducted in eating establishments in the metro area, Fargo had 163 restaurants at the time of the survey; 79 were fast food and 84 full service.

- Only a quarter (24%) had nutrition information available on site at the time of purchase.
- Analysis of the Kid's menu showed only 44% offered a healthy entree choice, only 30% offered 1% or low fat milk, 96% offered free refills on unhealthy fountain drinks, and the majority of the "assigned" sides are unhealthy ones (Le. French fries instead of carrots)

Fargo does not have an ordinance requiring restaurants to label menu items.

Local Food Systems and infrastructure
Currently throughout the nation there is a huge "new food" or "good food" movement. "Good food" is defined by the Kellogg Foundation as food that is healthy, green, fair, and affordable. Common threads from research regarding local food systems is that residents often feel food is too industrial and that society should have a say in how the food system is operating. Communities will progress through various stages to make changes within their local food system. Fargo is at the very beginning of this progression. Over the past few years in the metro region there has been a rising interest in community gardens, the awareness of local foods, the desire to consume local foods, farmers markets, and food preservation. Work needs to be done locally to strengthen all facets of our food system which will take a collaborative effort and support from government and key leaders within the community. Being located in an agricultural region offers many opportunities including economic development, entrepreneurship and research around food and local food systems.

Fall 2010 the Cass Clay Food Systems Initiative (CCFSI) formed as the result of an identified need to strengthen our local food system. See information on this group earlier in this report. The initiative plans to work on 5 focus areas: urban agriculture (land use, policy, community gardens, farmers markets), food access (CSAs, co-ops, seasonal availability, gaps), food infrastructure (connecting producer to consumer and institutions, institutional use of local foods), economic development (improve entrepreneurship, production/processing/business development around agriculture), and education and outreach (education at all levels, promotion of local foods).

Many needs have been identified by the CCFSI and are reasons for forming the initiative:

- We are an agricultural area, however, we may not have enough producers to meet a growing demand
- A metro region this size could support more farmers markets, community gardens, etc.
- There are many barriers for facilities and institutions to

using local foods; there is not an efficient distribution system for local foods - not well connected or networked
- Land use and urban agriculture issues; the city has few if any policies, zoning, ordinances addressing this area
- Need for assessment and research in the area

* A North Dakota Department of Agriculture local foods assessment survey conducted summer 2010 showed very little use of local foods within institutions {schools, restaurants, etc.} in Fargo. Availability, competitive price, timely deliver, insurance, and storage space were identified as barriers to institutions using locally produced foods.

The city currently does not have a Food Policy Councilor Board to advise local government on policies relating to food access and local foods (It is a goal of CCFSI to establish one recognized by local governments).

Cass County and North Dakota are agricultural regions and may present business opportunities.
- Soybeans account for over half of the acres planted in Cass County in 2010, followed by corn which accounts for about one quarter. (USDA)
- Wheat is North Dakota's number one crop both in acreage and total value. North Dakota leads the nation in the production of spring wheat and durum, canola, lentil and dry peas, and barley production.

The 2007 Growth plan does not address the local food system or urban agriculture.

Resources and opportunities with NDSU: Fargo is fortunate to have North Dakota State University, the state land grant educational institution. There are several departments at the university with experts in food systems, plant and animal sciences, landscape architecture, etc. Just recently, May 2011, a symposium was held at the university to begin looking into potential research opportunities in the area of food systems. In addition, state extension is located here in Fargo (NDSU Extension Service) with education experts in many areas, as well as a food entrepreneur specialist who has just been hired.

Access to local foods: purchase and production (Farmers Markets, community gardens, CSAs, etc.)
Having adequate neighborhood access to fruits and vegetables has been shown to increase fruit and vegetable consumption. (CDC State indicator report on F&V 2009).

The following are some of the findings from the Cass Clay Food Systems Initiative assessment currently being conducted:

*8 CSAs serve the Fargo Moorhead area
- Delivery and drop off locations change from year to year
- CSAs are becoming more prevalent in the area, several are new within the last few years
- Unsure if people know much about them, could use more promotion

*9 local farmers sell direct to consumer in the Fargo area (varying products)

**Farmers Markets/mini markets:* With the exception of a couple of markets, Farmers Markets in the Fargo and Metro area are somewhat unstable and seem to change yearly. There is a potential in this region to support more markets, a larger scale market and/or more "mini markets"/produce stands. This upcoming season Fargo will have 2 Farmers Markets both located at Dike East; the Great Plains Producer Association (T, Th., Sat) and

a new one planned for 2011 called Down at the Dike (M,W,F). In addition, there are 2 other markets in the metro area, Sydney's in Moorhead (small, Fri. afternoon) and the Farmers Market & Beyond in West Fargo (Th. evening, Sat. morning). There is also the FM Market in West Fargo which is a nursery/farmer's market and 2 know "mini markets" or produce stands with one vendor (Veggie Barn and Blue bird gardens).

One farmer/vendor in Fargo at the local Farmer's Market (Great Plains Producers Market) accepted SNAP benefits in 2010 and plans to again in 2011.

The Dike East market is on 2 transit routes.

There is no WIC or Senior Farmers Market Program in Fargo or the state of North Dakota.

Don't know the proportion of households within % mile access to a farmers market, mini market stand. The city has no policy/ordinance/zoning addressing households being within a certain distance of a farmers market/mini market.

**Community gardens:* There is increasing interest in finding spots for community gardens in the Metro area.

Currently in the Metro there are:

- 5 known community gardens* in Fargo (Oak Grove**, Yunker Farm, Olivet/Methodist, and 2 that are new for 2011- Nativity/University and CHARISM/Jefferson neighborhood agreement with Fargo Parks); currently 1 in Moorhead with plans for 2 additional gardens this season
- Youth gardens* - 2 in Fargo, 1 in Moorhead
- 1 known roof top garden (the HoDo)

*A true community garden sells shares/plots to the community; it is open to the public. In Fargo there are a couple of other gardens which are sponsored by an organization and the gardens are available only to those who participate in that organization.

Land used for gardens at Wildflower Grove Park near Oak Grove. This is a lease with the city. The association that has the lease oversees that land, its use and the people in their membership.

The horticulturalist from Cass County Extension states that gardening and requests for consultation regarding gardening has really taken off this spring. He has worked with several faith groups and the Head Start program which plans to put in raised bed gardens this upcoming season.

Don't know the proportion of households within Xi mile access to a community garden. The city has no policy/ordinance/zoning addressing households being within a certain distance of a community garden.

*There is renewed interest nationwide in where food comes from. There currently is a very popular trend among college students to learn about and reconnect with agriculture.

Resources: master gardeners at Extension - there are currently over 100 Master Gardeners in Cass County. Once the Master Gardener class is completed they are required to give back 48 hours of community service the first year and 12 hours in subsequent years.

Land use and food access: Policies, zoning and ordinances relating to land use can impact food access. (health impact assessment webinar)

Approximately 33.2% of land in Fargo is agricultural/ vacant/no code - 8472 acres of 25,456 in Fargo (2008 Metropolitan Area Land Use Acreage/Percentages table

- Bike pedestrian draft plan 2011). Note: There may be something more up to date?

Within the city codes: there really are no ordinances/ zonings that address urban agriculture (residential/ individual). There are some zoning laws regarding use of auxiliary structures in a residential area (green houses, high tunnels); these tend to be specific to certain developments. Items such as possessing chickens and bees are not addressed. Small to medium agriculture is not addressed. Residents can have their own garden but can't sell what they grow (unless creative and have a rummage sale). There is nothing addressing vacant city lots being used for community gardens, etc.

Composting: For any business or institution producing food waste, this organic material can be easily decomposed into high quality compost. As landfill space decreases, there will undoubtedly be more pressure to compost food waste along with all organic waste. As it becomes more expensive to landfill, composting may be an attractive financial alternative as well as a value-added opportunity. (Univ. of Ga)

Residents can purchase backyard com posters (the Earth Machine) from the city. There have been over 1,000 com posters sold in the Fargo-Moorhead area. (city website).

There is a need to do more education and promotion around composting in Fargo.

Schools and food/nutrition

Schools are in the unique position to model and reinforce healthy eating behaviors. (CDC State indicator report on F&V, 2009)

Schools within Fargo

- One public school district: Fargo Public School District (22 buildings)
- Three parochial school "districts": The Catholic Schools Network, Oak Grove and Grace Lutheran
- 29 total school buildings

Fargo Public Schools District (FPS):

- Approximately 10,500 of students currently enrolled in the FPS system
- 90% participate in the school lunch program
- 28% of students on the school lunch program are on free and reduced lunch
- All schools in the Fargo School District offer breakfast
- 12 of the 14 elementary schools will participate in the Fresh Fruit and Vegetable Program (FFVP), a federally assisted program providing free fresh fruits and vegetables to students during the school day in the 2011-12 school year. A challenge for this program has been getting a variety of quality fresh produce in the winter months.
- FPS does not offer any summer feeding programs, there are an estimated 6 in the city administered by other organizations
- Elementary and middle schools are closed campuses during lunch, the high schools are open

According to the Cass Clay Food Systems Initiative Assessment (2011):

- None of the 29 school buildings in Fargo, public or parochial, have a school garden. Many however expressed interest. (CCSFI survey)
- 1 in 29 school buildings has a version of a farm to school program
- There are no community/public gardens on school land
- The Fargo Public School District has a district kitchen, the parochial schools have kitchens on site. Use of foods grown locally is limited. If local foods were used, school nutrition directors report using less than 10%
- At least 90% of schools report having a nutrition curriculum; Family and Consumer sciences classes are offered in the public but not parochial schools

Fargo does not have any zoning or ordinance limiting the distance or proximity of fast food restaurant, convenience stores, or mobile venders next to schools. Placement of fast food restaurants depends on the zoning category; they can be placed in commercial, not in residential. Schools are zoned differently, some may be zoned to residential and some may be public/commercial or something else. There are no restrictions for zoning categories that "butt up to" a different zone.

School wellness policies - As reported in the active living section, school wellness policies for schools in Fargo are being strengthened and updated. For nutrition, a portion of the policy addresses competitive foods which are those foods served outside the school lunch program - vending, school stores, a la cart. The new food standards are now much stronger and come close to meeting the recommendations from the Institute of Medicine. Fargo Public Schools have already taken pop and high sugar drinks out of school vending machines. Well ness policies also encourage programs such as Farm to School.

Childcare/Daycares

Daycares have the opportunity to participate in the federal Child Care and Adult Food Program. Similar to school lunch, this program reimburses participating childcare providers for meals served. Also similar to schools childcare providers are in the unique position to form healthy eating habits at an early age. As reported in the active living section, CCHPI is currently working to establish healthy living indicators in area daycares. These indicators address the quality of food served in daycares and would increase healthy food options, more fruits and vegetables, and limit options with high fat and sugar.

Food Security/insecurity

Great Plains Food Bank:

2010 Cass/Clay statistics (source: Missy Sobolik, Director of Member & Client Services, Great Plains food Bank):

- 1 in 10 people in the Cass Clay area are using the Great Plains Food Bank charitable feeding network; 41% are children. (The charitable feeding network includes the food pantries and the emergence feeding network is the hot meals served and includes group homes and non-profits that serve meals to low income individuals.)
- 21,789 unduplicated individuals were served through the Great Plains Food Bank in 2010
- Average monthly served is 12,820 (8,170 at emergency feeding programs)
- 70 partner agency sites (Includes food pantries, soup kitchens, shelters and other non-profit agencies that serve meals to low income people Le. group homes, etc):
    - provided 113,269 food baskets in 2010
    - served 1.68 million meals in 2010

Food Shelves				
	Individuals Served Fargo	Percent Change	Individuals Served Metro	Percent Change
2003	29,152	n/a	49,474	n/a
2004	30,886	+5.9%	52,437	+6.0%
2005	32,132	+4.0%	54,001	+3.0%
2006	30,897	+3.8%	55,706	+3.2%
2007	31,873	+3.2%	58,404	+4.8%
2008	41,653	+23.0%	66,322	+12.0%
2009	47,446	+12.0%	79,434	+17.0%
2010	51,213	+7.8%	90,299	+12.0%

Duplicated number of individuals served by shelter and non-shelter food shelves In respective geographiC areas. XMetro: Fargo, NO, West Fargo, NO - Moorhead, MN Data Source: Great Plains Food Bank.

Current Programs/initiatives

Back Pack Program: During the past 2009-10 school

year, 5301 children in the Fargo Moorhead and West Fargo school districts qualified for the Free School Lunch Program, but on weekends, many of these children struggled with hunger. Back Packs are filled with child friendly, nonperishable and easy to consume food and discreetly given to children on the last day before the weekend or school holiday. Currently 150 students in Fargo, 125 in West Fargo and 160 in Moorhead participate in the program.

Fill the Dome: Large scale food drive run by area youth

Hunger Free Garden initiative: Program to encourage the community and local farmers to donate fresh produce to the local food pantries (ND has a goal of 500,000 lbs of produce to be donated this season)

Cass Clay Hunger coalition: A community wide hunger relief network with a mission to educate the community about hunger, coordinate hunger-relief services and partner with community entities in order to produce systematic change and eradicate hunger.

WIC - The Women, Infants and Children program is a supplemental foods and nutrition education program. To qualify participants must be ~ 185% of poverty and at some sort of nutritional risk. (Source: Kim Vance, Cass County WIC Director)

- March 2011 Cass County enrollment: 2919 {eligible to get checks
- 4,796 unduplicated individuals were served on WIC in 2010
- There has been an increase in WIC participants over the last several years
- Average enrollment per month:
  - 2005 = 2158
  - 2006 = 2324
  - 2007 = 2499
  - 2008 = 2,706
  - 2009 = 2932
  - 2010 = 3013

Currently all ten large food stores in Fargo accept WIC vouchers.

None ofthe smaller ethnic/specialty stores in Fargo (i.e. Asian Markets) accept WIC. Note: WIC has prescriptive foods, often these stores often don't carryall of the WIC inventory.

SNAP: (formerly known as the food stamps program)

Cass County SNAP participation: Note - Fargo specific data not available, however, "most" clients live in Fargo and West Fargo. (Source-Alice Swenson, title, Cass county Social Services)

Month/date	households	individuals	$ issuance for January
January 2007	3,290	6860	$650,805
January 2008	3,704	7893	$804,001
January 2009	4,193	9,067	$1,042,895
January 2010	5,191	11,277	$1,513,751
January 2011	5,615	12,198	$1,605,635

State Fiscal Year 2010 (July 2009 - June 2010) most recent FY data for Cass County:

- Total Cass County Unduplicated Households served during this timeframe is 7,436, this is 20.19% of the state total
- Total Cass County Unduplicated Individuals is 16,263, this is 19.61 % of state total

- Percent of Cass County population receiving SNAP benefits = 11.35%
- Statewide data for FY 2010 = 82,948 individuals or 12.82% of State population receiving SNAP

According to Cass County Social Services, the vast majority of retailers in Fargo accept SNAP ... this includes most convenience stores, ethnic markets, Sam's Club, Wal-Mart and K Mart, and the grocery stores. You can use SNAP with the Schwann's trucks, Quality Meat trucks, Papa Murphy's Pizza as it is take and bake, CVS Pharmacy, Family Dollar Stores, etc ..

Considering how many vendors there are available in Fargo, social service staff feel that most households would have access to a food source within Y2 mile, however, the food source may not always be the most healthy or economical choice (higher priced convenience stores, for example).

As mentioned earlier, one farmer in Fargo at a local Farmer's Market accepts SNAP benefits.

Resource: Cass County Extension Services Food and Nutrition Program (FNP) provides nutrition and budgeting education to SNAP recipients and the Expanded Food and Nutrition Program (EFNEP) provides nutrition education to families with young children.

Current plans, programs, initiatives, resources:
Joint nutrition and physical activity efforts have been mentioned previously i.e. Cass Clay Healthy People Initiative's work on school wellness policies and work to improve the nutrition environment at local daycares.

Cass County Extension Service - agents work in agriculture, horticulture, financial management, food & nutrition, and 4-H youth development.

NDSU - in addition to food system opportunities mentioned earlier, NDSU has the Health, Nutrition and Exercise Science Department, which has a dietetics program and several programs that emphasize physical activity and exercise. Many of these students do internships in the area.

OTHER HEALTH BEHAVIORS - TOBACCO, ALCOHOL, DRUG USE

Alcohol

	Cass County	North Dakota	United States
Binge drinking* adults	21.7%	21.4%	15.8%
Binge drinking* youth grades 9-12	23.9% (Fargo**)	30.7%	24.2%

*Five or more drinks on an occasion, one or more times in the past month.
2009 data; Source Snap Shot (CDC BRFSS & DPI YRBS); **Raw data is not weighted by age or gender for Fargo

- In 2009, North Dakota adults had the second highest rate of binge drinking in the us. (Wisconsin and Guam had higher adult binge drinking rates than ND) Source: Safe Communities Coordinator
- For youth binge drinking, the territory of Palau was highest overall, but North Dakota had the highest rate of all the states. (Source: Safe Communities Coordinator)
- 24% of Cass County adults report either binge drinking or heavy drinking compared to 22% in ND (Source: County Rankings, 2003-09 data)

Density of take-out alcohol outlets rate in Cass County: Cass County has 16 liquor stores per 100,000 population, North Dakota has 15 per 100,000. (County Ranking - US Census, 2008)

Zoning for liquor store placement - there are some restrictions near schools, not a lot though.

Smoking

Cigarette smoking is the single most preventable cause of disease and death in the United States.

	Cass County		North Dakota		United States	
	2002	2009	2002	2009	2002	2009
Smoking adults**	21.1%	13.3%	21.5%	18.6%	23.0%	17.9%
Smoking youth*** grades 9-12	29.4%	20.3% (Fargo*)	35.3%	22.4%	28.5%	19.4%

*Raw data is not weighted by age or gender for Fargo; **Currently smoke; ***smoked cigarettes 1 or more days in the past 30 days
Source: Snap Shot (CDC BRFSS & DPI YRBS)

- Since 2000 Cass County smoking rates have been similar to the national rates for both adults and youth. Rates have been declining, youth rates are now starting to level off. (Source: SAFE Coalition members)

Exposure to second hand smoke can contribute to disease and death.

- City: Since 2008, Fargo has a comprehensive clean indoor air ordinance stating all indoor public work places must be smoke free. The city policy states that all buildings and grounds must be smoke free.
- Fargo Parks policy: Have an ordinance that states 1) There is no smoking inside any Park District Owned Facilities, 2) There is no smoking within 25 feet of a Park District Owned Playground, 3) Selected Special Events may also include a no smoking policy. These are typically children's events.

Drug use

- In 2009, 1 in 5 youth grades 9-12 in Fargo (20.3%) report using marijuana one or more times in the past 30 days; this compares to 16.9% in North Dakota and 20.8% in the United States. Source: Snap shot (DPI YRBS; Fargo data is raw data)

Current plans and initiatives: Active coalitions include the SAFE Coalition (Smoke Free Air For Everyone), addresses community tobacco issues; the Safe Communities Coalition, addresses alcohol and passenger safety.

OVERALL HEALTH AND HEALTH CARE

General health, adult:

In general, Cass County residents rank higher and rate their physical health better than most of ND and are often in the higher end when compared to other areas in the nation.

- According to the 2011 County Rankings, Cass County ranks 3 out of 42 counties in North Dakota in terms of overall health. (A county ranked number 1 is considered the healthiest county in the state.)
- Cass County adults report an average of 2.5 days out of 30 where physical health was not good, compared to 2.7 for North Dakota; this is better than the nation. (2003-2009 County rankings)
- 9% of adults in Cass county rate their health "fair" or "poor" as opposed to "excellent", very good" or "good" compared to 12% in NO. (2003-2009 County rankings)
- In 2008, Fargo was ranked the 2nd healthiest city in the US according to the C~C's city-by-city report based on annual health surveys. (CDC smart data)

According to the 2008 MeritCare Health Systems (now Sanford Health) community health snapshot, regional key stakeholder interviews identified the following concerns for their total service area (which includes Fargo): mental health, transportation, aging services, access to care, poverty and homelessness, and the under-served. Key focus areas include: mental health, childhood obesity and aging services.

Fargo has several hospitals and major health systems: Sanford Health, Essentia Health, the Veteran's Administration, Prairie St. Johns and Triumph Hospital. In addition it has at least 16 clinics with different focus areas such as sleep, dialysis, orthopedics, etc .. There is one local public health department which services the city of Fargo and Cass County residents, and the Family HealthCare Center, a federally qualified community health center devoted to improving access to health care in local communities. All but 2 of the agencies mentioned above are either on a transit line or within }{ mile of transit.

In 2008, Cass County had 288 providers which is a 487:1 resident to primary health care provider ratio (NO 665:1, national 631:1). This equates to a rate of 205 providers per 100,000 population (county ran kings) (number of primary care providers/100,OOO was a calculated and is an Am fitness indicator)

The Fargo Moorhead area has a minimum of 13 agencies providing home health services.

**Health Impact Assessments are becoming more popular and are a means to assess the impact a potential community development project may have on the health of residents. There have been approximately 119 of these assessments completed across the U.S. No health impact assessments have been completed for any projects in Fargo or throughout North Dakota.

Children's Health:
According to the national 2010 KIDS COUNT program, ND ranks 12th in the nation on child well-being indicators, down from being among the top 10 states nationwide. Areas of concern include teen death rate, infant death rate, a rising high school dropout rate, and a child poverty rate which has not improved. Positive areas for North Dakota include having the 4th lowest percentage of low-birth weight babies. (NDSDC)

In FY 2009, 21% of children ages 0-20 living in Cass County were on Medicaid compared to 24.9% in ND. (KidsCount). In January 2010,1.4% of children ages 0-18 living in Cass County were enrolled in Healthy Steps; 2.2% N D. (Healthy Steps is a benefit program for eligible NO children who do not qualify for Medicaid.)

Insurance:

- In 2009, 6.6% of Cass County adult residents reported having no health insurance in the past year, compared to 10.7 in North Dakota and 14.4 in the U.S. (Snap shot - BRFSS). The percent of residents without health insurance in Cass County had decreased slightly over the last 7 years.
- In Cass County, 5.7% of children ages 0-18 were uninsured (2006); 7.9% NO. (Kids Count 2010 report)
- Health disparities - (Dr Baird, Health Officerfor FCPH)
    - Transportation for certain high risk groups is an issue in the community
    - Different New American groups often live together in particular neighborhoods within Fargo
    - Consider cultural sensitivity within plans
    - There are some issues with the homeless population and Native American groups accessing care and knowing how to access special services

Communicable diseases/infectious disease
Immunizations - approximately 71.8% of Cass County children received recommended vaccinations by age 2 compared to 77% in North Dakota and 70.5% in the US. (Snap shot)

Dental health:
(from Gina, Clay County Public Health, former dental access program)

Similar to the nation, Cass County has a problem with

dental access. Most private dentists do not take Medicaid and Medicare does not cover dental care. Those without any insurance have to pay up front. There are limited resources such as the Family Healthcare Dental Clinic, MSCTC, Dental Access program, but these do not meet the needs and coverage for services has been decreasing.

MENTAL HEALTH

Although the link between land use and mental health is not yet completely understood, it is clearly a topic that can affect the overall health of a community. (CDC Healthy Places) Being physically active, living in a place that provides a sense of community and having access to views of green space serves to reduce stress and improve mental health. (Arden Hills)

Cass County specific data for mental health is hard to obtain. According to the Director of the Children's Consultation Network, mental health issues in the metro area are similar to those nationwide.

Adults:
Cass County adults report an average of 2.3 days out of 30 where their mental health was not good, compared to 2.5 in North Dakota (Source: County rankings)

Population to Mental Health Providers ratio is 1361:1 in Cass county; 2555:1 in NO, no national information (2008; County rankings)

Aggregate data supplied by BCBS of NO finds depression to be the number one treatment for years 2005-2007 (MeritCare Community snap shot report)

Suicide -In Cass County, 2% of deaths in 2009 werE~ from suicide; 1.5% in NO (NO State Health Dept.). The age adjusted death rate from suicide is 12.92 for Cass County and 13.84 for North Dakota.

Youth:
For 2009 In Fargo, 6.8% of youth grades 9-12 reported actually attempting suicide one or more times during the past 12 months; slightly higher than 5.7% for NO and 6.3% for the nation. This number has decreased in Fargo over the last 8 years. (Snap shot, YRBS, Fargo -raw data)

Also for 2009 In Fargo, 11% of youth grades 9-12 reported making a plan about how they would attempt suicide during the past 12 months; 10.5% NO and 13.8% for the nation. (Snap shot -YRBS, Fargo –raw data)

The city does not have any policy/zoning requiring green space. Space is "negotiated" when developing single family housing developments.

Current plans/initiatives/resources:
The Children's Consultation Network (CCN) (formally the Children's Mental Health Initiative) provides mental health screening, assessment, consultation, education, and early intervention services for children and their families. Funded through DMF, the Robert Wood Johnson Foundation and local funding partnerships. www.rvcscc.org

The Children's Services Coordinating Committee (CSCC): works with parents, policy makers, service providers, and community members to meet the needs of children and families in Cass and Clay Co.

Prairie St John's: addresses those suffering from mental illness and/or chemical dependency issues or addictions. Programs and services are available for all age groups. Services include problem identification, positive self-awareness, social skills and personal growth.

Southeast Human Service Center in Fargo provides a variety of services including mental health (see social

health section).

SPECIAL POPULATIONS/DEMOGRAPHICS

The population of Fargo has increased significantly over the past 10 years. In addition to these increasing numbers, it is important to consider the makeup of our population and keep in mind the needs of certain "groups" within our community as it grows.

Between the 2000 Census and the 2010 Census, the City's population increased by 16.5%. (2000 census 90,599; 2010 = 105,549) Age distribution changes during this time frame were fairly similar in most age categories; the largest percent change was in the 45-64 age group which went from 18.5% of the population in Fargo to 21. 7%. (NDSDC - Karen Olson at 231-1060, k.olson@ndsu. edu)

The median age in Fargo was 30.2 in 2010 which stayed the same as in 2000 (30.26) and is lower than Cass County and North Dakota (In 2008: Cass 31.8 and ND 38.8) (NDSDC)

Aging population:

According to the 2010 census:

- 10.1% of the population in Fargo was 65 years of age or older, this has stayed the same over the last 10 years (10.1% in 2000). (NDSDC). For ND 14.5% of the population was 65 or older. (According to the County rankings - in 2009, 10"10 in Cass County was 65 or older) Note: the aging population in Cass County and ND is worth noting since Fargo is often the place where many seniors tend to move to for services and amenities.
- The 45-64 year old age group had the largest percent Increase in Fargo and in ND; which over the next 20 years, this group will be moving into the over 65 age category.
- 16.3% of Fargo households have individuals 65 years and over

The estimate of non-working-age residents per 100 working-age residents shows an increase from 41.94 in 2009 to an estimated 58.86 in Cass County by 2020. Note: As the dependency ratio increases, so does potential for concern among communities faced with an older non-working population. (NDSDC)

Information from Valley Senior Services, formerly Fargo Senior Commission - Brian Arett, Executive Director, 293-1440, barett@valleyseniors.org:

- The aging population in the metro area will continue to grow. Fargo is where many seniors from rural areas in ND prefer to move to because of services, housing and other amenities.
- There is increasing demand for housing for this age group, for example, the 1ih Ave Crossroads Senior Living Center is not built yet but there is already a waiting list • There is an increasing need for transportation - currently Valley Senior Services operates 10 vehicles/vans in the metro and they are not meeting the need. Need more resources and funding. Females over 80 years are the majority of riders.
- MAT bus ridership is around 4.7% for seniors. They will use it if convenient, a distance within a block or two.
- There is a need to be more creative with the senior center network (senior sites) in terms of recreation - the concept has worked over the past 40 years, however, the type of senior is changing and they are seeing a more active and involved senior looking for recreational opportunities.
- They are currently meeting the .need for senior meals. Transportation is provided to meal site and meals are delivered when needed, no waiting list and well funded.
- Meals served have been modified to cut fat and sugar,

and include more whole grains.
- There is a need for nutrition education for this group on importance of eating balanced meals.
- Valley Senior Services offers service to a 6 county area and includes Fargo, West Fargo, Moorhead and Dilworth http://www.valleyseniorservices.org/

Valley Senior Services offers senior meals at 8 local sites in Fargo; 5 of these are senior centers which offer a variety of recreational, social and educational activities as well.

The Meals-on-Wheels Program provides one meal per day for those ages 60 and older who are homebound and meet eligibility standards. Volunteers deliver meals Monday through Friday throughout the counties in the service area. Meals are offered on a contributory basis. SNAP (food stamps) are accepted. Currently volunteers deliver meals to an average of 400 people a day within the service area.

Valley Senior Services provide demand-response transportation services Monday - Friday to ambulatory residents of the Fargo-Moorhead metro area; target cliental are residents age 60 years and older. Rides are given for any kind of need. In addition, a 25 passenger bus is used to transport seniors for grocery shopping and rides to senior centers. This service is not wheelchair accessible. Cost $2.50 one way.

New Americans:
Information from Lutheran Social Services (LSS) - Sinisa Milovanovic, Director of New American Services smilovanovic@lssnd.org. 701235-7341:
- Between Federal FY 1997 - 2010, there were 3303 New American arrivals to Fargo, 4949 total to North Dakota, through LSS.
- In FY 2010, 470 refugees who fled their country because of persecution resettled in North Dakota, 312 of them in Fargo.
- New Americans in Fargo have come from a total of 38 countries; the top 5 are Bosnia, Somalia, Bhutan, Sudan, Iraq

Lutheran Social Services of ND: New American Services works with the United States Government to help refugees establish a home in North Dakota after they are approved for admittance into our country. The goal is to help refugees achieve economic self-sufficiency as soon as possible.

Immigrant Development Center (IDC): Serves the Fargo Moorhead area with a mission “To build capacity of business and economic skills within the immigrant population, ultimately leading to economic selfsufficiency.” The IDC has been working to develop an international market, funding is currently an issue with the project, not sure when it will be up and running again.

Children and teens:
According to the 2010 US Census:
- 19.4% of the population in Fargo are children less than 18 years of age. (NDSDC)
- 24.2% of households in Fargo have individuals under 18 years of age

In Cass County, 9.8% of children ages 0-17 lived in poverty in 2008 compared to 14.2% in North Dakota. (2010 KIDS Count report)

ND has the third lowest percentage of children in single-parent families in the US. (2010 ND Kids Count) Seventy-one percent of North Dakota women who had a birth in the past year were employed in 2008. This compares with 59% of new mothers in the U.S. (1/2011 ND Kids Count report) SF and link to obesity. new law

In Cass County, 2009, 77% of mothers with children 0-5 and 86.2% with children 6-17 were in the labor force.

(Kid's count)

North Dakota has the highest percentage of married couples in which both spouses were working or looking for work (around 65%) in the nation. (2008 us census bureau)

Childcare: (Erica Kindem/CCR&R; 800 452-3646)

- With large numbers of working parents, child care remains an issue in the Fargo area. There is a high demand for infant and toddler care, current waiting lists are around 1 year to get into centers.
- There are 256 licensed childcare programs In Fargo. In Cass County there are 366 licensed programs with an enrollment of around 5336.
- Currently piloting an Early Childhood Rating and Improvement system for child care centers and homes in Cass County - funded through the United Way
- The above mentioned pilot includes a healthy lifestyles section to improve physical activity and nutrition environments in child care settings

Head Start: Administered by the South Eastern North Dakota Community Action Agency (SENDCAA) in Fargo, the Head Start program provides comprehensive child development services to economically disadvantaged children and families, with a special focus on helping preschoolers develop the skills they need to be successful in school. Currently in Cass County 258 children are enrolled in the regular 3-5year olds and 60 are in Early Head Start (birth-3 years of age). There are 6 head start sites in Cass County: 5 are in Fargo and 1 West Fargo. Transportation is available to get the students to and from the program.

There is a constant waiting list and the average number on the list depends on age group. Right now the highest demand for a position in the regular Head Start Program is in the 4 year old positions. For Early Head Start the waiting list is in the hundreds since they only have government funding for 60 positions.

*Improving the nutrition environment in daycares to enhance healthy eating and offer more opportunities for physical activity is a focus area of the Cass Clay Healthy People Initiative.

* An additional resource - the Childhood Needs Assessment for Cass-Clay completed in February 2010. The assessment provides a thorough assessment of resident needs in 3 theme areas: education, health, and income. (i.e. children in poverty, working parents, homelessness, Head Start, school readiness) (NDSDC)

*High school dropout rates have started to decline slightly in North Dakota (conflicting opinions on this). In Fargo the district currently graduates 85% of students (January 2011)

College students:

The top five health issues college students are concerned about are: mental health related to stress, consequences of alcohol consumption, exposure to infectious disease or illnesses, inactivity leading to weight gain, and lack of sleep. (American College Health Association survey)

Fargo is home to North Dakota State University (NDSU) which has over 14,000 students. In addition to NDSU, Fargo has several technical colleges/institutions in the area.

NDSU has the wellness center with state of the art work out equipment, a variety of workout classes, student health services, etc.

SOCIAL/EMOTIONAL HEALTH

Poor family support, minimal contact with others, and limited involvement in community life are associated with

increased morbidity and early mortality. Furthermore social support networks have been identified as powerful predictors of health behaviors, suggesting that individuals without a strong social network are less likely to participate in healthy lifestyle choices.

*According to the County Rankings, 14% of adults in Cass County report they do not get the social and emotional support they need compared to 17% of adults in North Dakota. (2005-09)

Family meals can provide social and emotional support. Research shows children and teens who eat frequent family meals consume a healthier diet, are less likely to develop an eating disorder, have less substance use, fewer depressive symptoms, less suicide involvement, and better grades. (nutrition.gov)

*In 2009, 69.1% of Fargo students in grades 9-12 reported they ate a meal with their family the day before, this is similar to teens across North Dakota (70.4%). (Snap shot - DPI YRBS)

Since children are the most vulnerable population, child abuse and neglect is a measure of the community's capacity for protection and support.

*In 2009, it was estimated that 4.9% of all children and adolescents ages 0-17 in Cass County were suspected victims of child abuse and neglect, same as the state of ND (4.9%). (Snap shot - ND Kids Count)

The North Dakota Department of Human Services operates eight regional human service centers. Each serves a designated multi-county area, providing counseling and mental health services, substance abuse treatment, disability services, and other human services. The Human Service Center that provides services to Region V is located in Fargo. In addition, the Cass County Social Service offices provide: Food Stamps, Temporary Assistance for Needy Families (TANF), heating assistance, Medicaid, children's health services, basic care assistance, child care assistance, home and community-based services and supports for elderly and disabled individuals, personal care assistance and child welfare services.

ENVIRONMENTAL HEALTH

Air:

According to the CDC, asthma is on the rise in this country, jumping more than 12 percent over a period of just eight years. Exposure to certain environmental factors such as air pollutants, mold and second hand smoke can worsen asthma symptoms or trigger an asthma attack.

*In 2009, 7.2% of adults in Cass County report they currently have asthma, compared to 8.8% in ND and the US. (CDC BRFSS)

*Air quality in Fargo and Cass County remains very good. From 2003 - 2009, 0% of samples exceeded federal standards for inhalable particulates and there were no air quality standard violations. (Snap shot ND Dept. of Health)

*Unknown: Do we have any businesses that disproportionately contributes pollutants (dry cleaners automotive paint, manufacturing) or neighborhoods or schools that are very close to these types of businesses? Also not sure if there are any policy or zoning regulations that requires schools or residential areas to be a certain distance away from these types of businesses??

*There are not many employees in Cass County who carpool to work; 83% of workers in Cass County 16 years of age and older drive a car, truck, or van alone to their job. (78% in ND) (County rankings 2005-09 - U.S. Census

Bureau's American Community Survey's most recent 5-year estimates)

Distance from major roadways: Studies show decreasing particulates and fewer respiratory diseases and premature births as distance from major roads increases. Residential areas, schools and playgrounds are key environments for sensitive populations. The city does not have any policy/ordinance/zoning saying residential areas, schools, day care facilities, playgrounds and sports fields should be more than a certain distance from a major road. (Health impact assessment - Arden Hills)

Smoking in public places/2nd hand smoke: see other health behaviors/smoking section.

Water:
Water quality in Fargo remains good. Yearly since 2005, the percent of Fargo water samples in which coliform bacteria was detected has been .5% or lower, and was .09% in 2010. Cass County during this same period has been 1.1% or lower and was .3% in 2010. (Snap shot - FCPH)

Food safety:
In 2010, 5% of food establishment inspections had 2 or more critical violations as defined by the FDA Food Code. Note: Critical violations, if in noncompliance, are more likely than other violations to contribute to food contamination, illness or an environmental health hazard. (Snap shot - FCPH)

The state of ND and local environmental health inspectors have just completed a set of guiding principles for foods sold at Farmers Markets. This will allow some value added products (foods with some processing) to be sold at local markets.

Other/general:
(From FCPH Director of Environmental Health)

- The city follows federal guidelines for air, water, and food safety.
- Vector control issues - keeping mosquitoes under control is an issue in Fargo (mosquitoes keep us inside sometimes in the summer)
- Animal control including noise and clean up is a major complaint for FCPH Environmental Health.
- Very few complaints on other noise, if there are any they are usually not traffic related and are isolated incidents
- Lead in homes is not an big issue; a few years ago a random sampling was conducted which showed this is not a problem with homes in Fargo, isolated incidents were connected to previous exposure from outside the area or a family member's job (i.e. working on car batteries)
- No Brownfields projects/grants he is aware of in the area

The Environmental Division at Fargo Cass Public Health provides environmental services for the City of Fargo and several surrounding counties. A wide variety of services including Inspections, consultation, licensing and regulations, are provide in a number of different areas. Areas include, but are not limited to, air and water quality, food safety, hazardous materials, septic systems, etc. See the following website for specific services within an area: http://www.ci.fargo.nd.us/Residential/CityServices!Healthservices!EnvironmentalHealth/

PUBLIC SAFETY

Motor vehicle/bike/pedestrian crashes, Injuries, fatalities
*Cass County had a total of 3,265 motor vehicle crashes in 2009. Of those 2,475 were property damage only crashes; 785 were injury crashes causing 1,067 injuries; 5 were fatal crashes causing 6 fatalities. (Safe Communities Coordinator - Robyn)

*Seatbelt use: 85.3% of residents in Cass County wore seat belts in 2010. (Safe Communities -BRFSS)

* Bicycle and Pedestrian Crash Data within the FM Metropolitan Area, North Dakota side, from Jan. 1, 2005 through December 31,2009 (this would be Fargo and West Fargo areas). There were 183 bicycle crashes and 88 pedestrian crashes; 253 resulted in injury and 4 deaths. Of these crashes, 78% occurred at arterial roadways with 67% occurring at intersections.

*A goal within the draft bicycle and pedestrian plan is to reduce the number of crashes between motor vehicles and bicycles or pedestrians by 10% by the year 2015.

There is an Identified need for a coordinated bicycle and pedestrian safety education effort.

Emergency preparedness:
Fargo and Cass County are part of a six-county region established by the state to plan for public health emergencies. A coordinator and a public information officer based in Fargo serve these counties. Their work is funded in part by federal grants.

The Emergency Preparedness Division at FCPH focuses on planning, training and conducting training exercises for all public health-related emergencies such as bioterrorism, pandemic flu and natural disasters. They also provide educational materials on preparing for emergencies at home and at work.

Crime:
A community needs safe places to live, play and be active. Health impacts of crime and fear of crime increases physical injury, decreases mental health, and decreases physical activity. Land use impacts - design has a bigger impact on crime than density and mixed-use development can reduce crime. (Health Impact Assessment webinar/Am Fitness Indicator)

- Violent crime rate:
  - Fargo: 323.4
  - Cass County: 259.9
  - ND: 200.7
  - US: 429.9

Source - Snap shot/2006-09 ND Attorney General/rate per 100,000 population

Fargo has a higher violent crime rate than Cass County and N.D. but lower than the U.S.

The city has zoning that prohibits businesses with sexually explicit content being located close to schools.
Food safety - see environmental health area

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DOWNTOWN

CIVIC SPACES

The primary publicly-owned civic space in downtown is Island Park. It is owned, programmed, and maintained by the Fargo Park District.

The most used, and most well-know civic space is the US Bank Plaza which is on the comer of Broadway and 2nd Ave. The property is owned and maintained by the US Bank, but is regularly made available for a variety of public functions such as fund raisers, musical entertainment, and street fair; and is a common place for individuals to sit and have lunch during the summer months. This property is currently under option for purchase. The long-term goal has been to see development occur on this block. In fact, an international design competition was conducted by the Kilbourne Group (the group that holds the purchase option) and essentially all of the approximately 160 entries retained a civic space to some degree.

There is a public green space adjacent to City Hall on 4th Street. This space is used very little but is home to an occasional protest, public display, or rally.

There is civic space along the Red River, with the area near the Midtown Dam being the most heavily used. During the summer many people go there to fish, picnic, and lay in the sun. It is intersected by one of the most popular bike trails in the metro area.

Immediately north of the dam is the Main Avenue Bridge plaza. It begins on the west bridge approach with a landscaped area, seating, a statue, stairs, and a concrete/ brick path. There is a great meadow between the west approach and the channel. Although programming was anticipated in this location, none has occurred to date. The approach connects to the mid-span plaza on the deck of the bridge and further east to a small civic space on the Moorhead side. Occasionally there are bi-state ceremonies, demonstrations, or other gatherings that take place on the bridge.

Wildflower Grove Park is located in the floodplain on the extreme NE edge of the downtown. This space is bisected by same trail that travels near the Midtown Dam, and is heavily used. It is also adjacent to Oak Grove Park which provides a bike/ped link between Fargo and Moorhead. Wildflower Grove contains several community gardening plots and an open meadow. Oak Grove Park provides excellent picnic space, Frisbee golf, horseshoe pits, playground, and a shelter.

Any other civic spaces are small (such as the pocket park on NP Ave near the parking lot, Depot Plaza, Great Northern Park, Ole Tangen Park) and primarily utilized for rest stops, passive viewing, or an occasional programmed event.

PUBLIC ART

There is a smattering of public art throughout the downtown:

- Statues in Island Park;
- Statue at the west approach to the Main Ave Bridge (Statue of Liberty);
- Statue at the GTC (Earth & Heaven: Prairie Sky);
- Statue on NP Ave near NP Ave Parking Lot (Industrial Man);

- Mural in Skyway (Commerce);
- Ten Commandments Monument in the Civic Square;
- Statue at the Plains Art Museum (Space Monster);
- Herd About the Bison (several around downtown indoors and outdoors);
- Statue near Barry Hall (Rollo);
- Federal Courthouse window mural; and
- Island Park Ramp stairwell application (Atlanter).

There may be a few more on display and at least one more in storage (Sodbuster). There is a concrete pad on the comer of3rd Ave and 5th St N that is awaiting an opportunity for another sculpture.

There is not a mechanism for promoting public art such as a 1 % program or other method.

ARTS & CULTURE

There are several facilities in or near downtown that present or promote arts and culture:

- The Fargo Theater is the most iconic of all of the facilities. The theater presents movies, concerts, dramatic productions, public meetings, lectures, receptions, and a host of other events. A second screen was added to allow the theater to continue to show films while taking advantage of opportunities to book entertainment. In addition, the image of the theater has become synonymous with the City of Fargo. It is owned and operated by a 501 c3 with a board of directors;
- The Fargo Moorhead Community Theater presents dramatic productions and concerts. They recently received a $400,000 award from a local benefactor for facility upgrades;
- The Plains Art Museum;
- Theater B is a privately owned building that is primarily programmed by a local independent acting company;
- All three of the higher education institutions on the F-M area contribute to arts and culture throughout the area; especially NDSU - on the main campus as well as at their downtown sites;
- F-M Opera; and
- F-M Symphony.

AESTHETICS

Beyond the Land Development Code's district regulations, there are no design standards for downtown development. Much of the Downtown is in a designated historic district and there are requirements for development when specific programs (such as Renaissance Zone and CDBG programs) are utilized.

QUALITY OF LIFE

Education

Education is a key to good quality of life;

- NDSU has provided a steady positive influence in the community for several years. More recently NDSU's presence downtown has been an important driving force for redevelopment and revitalization downtown. Redevelopment is evident in the buildings (Renaissance Hall, Barry Hall, and Klai Hall) that have become home to Arts, Architecture, Landscape Architecture, and Business. In terms of additional impact to the downtown and the larger community, NDSU students, faculty, and staff have embraced the use of transit for travel between downtown and the

main campus as well as for daily use to travel around the FM area. Ridership system-wide has quadrupled in the past 8-10 years. There is a strong and positive student presence in and around downtown in the housing market, and the nightlife is an attraction region-wide.

- K-12 education is critical to the health of the neighborhoods and the city at large. Students demonstrate their commitment to the community in many ways; but in no way is it more visible than during the all-to-frequent flood fights that our community has had to wage in the past few years. The junior high and high school students participated in filling sandbags and constructing dikes; the K-6 grades contributed "sandbag art" that was an inspiration.

Healthcare

Healthcare is a critically important component of our quality of life. It contributes to our physical well-being, provides good jobs, and participates in community events and initiatives that improve life for everyone.

COMMUNITY GATHERING PLACE

There is a need for a comfortable, accessible, predictable, safe, gathering place. Downtown serves that purpose in many formal and informal events; however space and facilities need to be expanded in order to grow this essential community resource .. There are many programmed events that the Downtown Community Partnership coordinates. The Marathon and Streets Alive also stage major community events that take advantage ofthe facilities and openness that downtown offers.

Current spaces that seem to draw (or could draw) crowds are:

- The US Bank Plaza;
- Dike East;
- Island Park;
- NP Depot Plaza:
- GN Depot Park; and
- Broadway (Street Fair, Cruising Night);

CREATIVE COMMUNITY

The idea of a creative community came up during our initial discussions at Parking Commission, and it has caught energy. The premise was: "What types of activities and facilities do we need to foster a creative community?" In order to identify artists, promoters, entrepreneurs, and other creative types, a list of individuals who might meet our limited definition was developed and forwarded to the Comprehensive Plan consultants at BNIM and they will be contacted by Nathan from Mindmixer. I don't quite know where this will lead us, but the concept is one that engendered support and excitement.

PARKING

Current Downtown Parking Supply

- 1329 On-street Parking Spaces
- 4953 Off-street Parking Spaces
- 6357 Total Parking Spaces
- 2039 City-owned Off-street Spaces
  - 3 Structures
  - 8 Surface Lots

Until recently parking supply has been adequate, but poorly placed. There has been a change with an uptick in retail, office, and residential development that has strained the parking supply on the north end of downtown. There is support from the business community to build a parking structure. The Parking Debt table below shows the outstanding debt.

Parking Facility Debt

Description Principle Annual Payment Debt Retired
IP Ramp RIB 341 $ 3,920,000 176,976 May-1s
3 RR Lots{purchase) GRB 394 $ 1,130,000 113,892 Nov-21
3rd st Lot{Purchase &
Special Ass. $ 382,877 32,936 May-19
Improve
Totals $ 5,432,877 323,804

EXISTING PLANS

Framework Plan
http://www.cityoffargo.comlCitvlnfo/
DowntowniFrameworkPlani

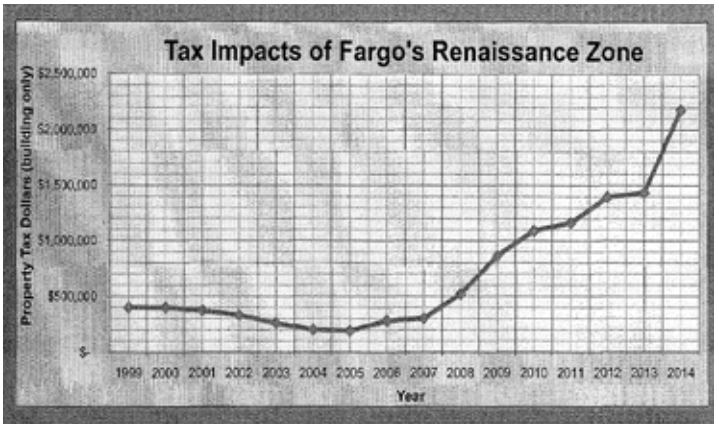
Renaissance Zone Development Plan
The Renaissance Zone program (RZ) was initiated in 2000 and has been highly successful in promoting downtown redevelopment. The RZ is an economic development tool that provides property and state income tax exemptions for qualifying activities. Projects can qualify for the following activities: commercial or residential rehabilitation, purchase of commercial or residential property, and lease of commercial property in the RZ. The Summary Totals presents the amount invested in rehabilitation or purchase projects, the value of those properties prior to improvements, and finally the current assessed value.

Summary Totals			
	Value of Improvements	Pre-Project Building Value	Assessor's Value
Totals	$94,466,169	$16,552,520	$97,647,990

The Tax Impacts line graph illustrates the impact to the City's property tax revenue before, during, and after the exemption period.

The page entitled Downtown Property Values shows the property value change in the RZ (both improved and not improved) during the past 10 years.

Downtown Property Values	
	value
2000	$125,785,000
2010	$244,630,500
Difference	$128,845,500
% Increase	95%



The Renaissance Zone Development Plan can be accessed at the following link:
http://www.cityoffargo.comlattachments/5fb3b4ec-b794-40ad-8l9bd-19225bf7734/Plan2003.pdf

Riverfront Development Plan
http://www.cityoffargo.com!attachments/3db91126-f8db-46ce-bOe6-24494125bbb7/Riverfrontbookpdf

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TRANSPORTATION

TRAFFIC AND STREETS

Most of the city is built on the grid network, but the areas developed since the 1980's have added quite a few culdesacs. MetroCOG estimates that in 2008 we had 551 lane miles, and 1,845,042 of daily vehicle miles traveled. The mode split is most likely in the 2% - 3% range. Our average commute time is roughly 14 minutes. We are a long and narrow city, roughly 4 miles wide and 12 miles long, and we have two interstates, 2 main BNSF rail lines, a river, 2 main coulees, and an airport located within the city to complicate land development. These items have shaped how we travel within the city. We have arterials located on the section lines and collector streets located on the quarter section lines for the most part throughout town. University Drive is our north-south arterial backbone that is located about a mile from the river, and it carries around 32,000 AADT near I-94, and splits into a one-way pair with 10th Street at 13th Avenue S and proceeds north to NDSU in this fashion. 25th Street and 45th Streets are also important north-south arterials. 19th Avenue N, Main Avenue, 13th Avenue S, 32nd Avenue S and 52nd Avenue S are our east-west major arterials that carry anywhere from 12,000 to 25,000 trips a day. We have 2 areas of the city where there are no public local street network river crossings, from Broadway to 1st Avenue N, and from Main Avenue to 52nd Avenue S. The lack of river crossings has pushed most traffic intercity to either I-94 and to Main Avenue. The interstate system has a system interchange within the city and both interstates located within the city lend themselves to be ideal "super" arterial of sorts for local trips.

INTELLIGENT TRANSPORTATION SYSTEMS

Traffic Signals

The city has roughly 165 traffic signals and 98% of them are connected by city-owned fiber optic cable so that we run coordinated signal timing plans on the arterial streets. We have completely swapped out all of our incandescent vehicle and pedestrian signal heads with Light Emitting Diode (LED) heads, and the annual cost of operate our signal system is around $70,000. We also are adding pedestrian countdown heads in all school areas and in high traffic locations to help pedestrians understand the crosswalk signal times better. We have installed 2 High Intensity Activated Crosswalk (HAWK) pedestrian beacons within the city near 2 schools.

Fiber Optic Cable

Our fiber optic cable is used by Traffic Engineering and the Information Services Department. We have roughly 40 miles of cable and is installed on most arterial roadways. This fiber ties all of our field signal controllers as well as our camera equipment. Our de-facto traffic operations center is located at our Sign & Signal Shop, which houses our signal master controllers and the central signal software.

Cameras

We have roughly 36 traffic cameras mounted at our key intersections in the city. These cameras are used for Engineering and Public Works staff to view traffic operations and weather conditions on a yearly basis. They also are very useful during our flooding events, as our various operation centers can "see" what is happening in the field from their desks.

BICYCLES AND PEDESTRIANS

Shared Use Paths and Sidewalks

We have an extensive shared use path (SUP) network along the river and in the south and southwestern part of the city. MetroCOG estimated in 2008 that we had 88.7 miles of SUP. I have attached a map of the shared use path network. Our sidewalk policy is robust; it requires all streets to have sidewalks installed on both sides of them, with ADA compliant ramps at the block corners. We have an annual program to bring all street corners up to ADA compliance until the entire city is complete.

On-Street Bicycle Lanes

We began striping on-street bicycle lanes in 2010 and have a plan to keep adding them on an annual basis. We added 5.3 miles of on-street lanes in 2010, and will be adding 7.44 miles of bicycle lanes, and 25.3 miles of shared lane markings in 2011.

Complete Streets

MetroCOG adopted a complete streets policy in 2010 and the city will be adopting a version of the MetroCOG policy in 2011. Street designs since 2009 have been designed with complete streets in mind. The Long Range Transportation Plan (LRTP) was adopted in 2009 and did not include the complete streets policy but the next one, set for 2013, will have it.

Safe Routes to School

We work closely with the Fargo School District on their transportation needs and implement safety improvement projects when requested. We have an extensive set of school zone flashing beacons near each school, and we have developed walking and biking route maps for each elementary and middle school within the city for students and parents to review.

Railroad

We have a “Whistle Free Zone” established along the main BNSF railroad line through Fargo. We established it in 2007 and it allows us to improve our livability in and around the CBD and may also allow us to become more dense in the area near the rail line.

GO 2030

PARKS

HISTORY/MISSION

Since 1910 the Fargo Park District (Park District) has been committed to providing quality recreational and leisure services at an affordable price to improve the quality of life for all residents of Fargo. The Park District's first board meeting was held November 1, 1910 with Island Park being its first property. What started as a patch of land has flourished into a city-wide visual treat.

The Park District is a separate government agency from the City of Fargo (City). Its primary purpose is to acquire and care for park property and facilities, and to provide recreational and leisure programs for Fargo's citizens and visitors. The Park District's mission is to provide quality recreational and leisure services at an affordable price to improve the quality of life for all residents of Fargo. The goals of the Park District include: 1) Providing the highest level of recreational programming; 2) Building and maintaining a variety of facilities available for use by organizations and individuals; 3) Developing partnerships with community members to offer programs, provide facilities and fund programs; and 4) Maintaining programs and facilities at the highest level possible.

FACILITIES/PROGRAMS

Currently the Park District takes care of over 2,100 acres of park land, maintains 90 miles of recreation trail, operates 110 facilities, plants approximately 110,000 annual flowers, and cares for thousands of trees located on park property. The 110 facilities include five golf courses, three pools, the Pepsi Soccer Complex, Anderson Softball Complex, Tharaldson Baseball complex, the Southwest Youth Ice Arena, Courts Plus Fitness Center, the South Arena, the Coliseum and Lindenwood Campground. The Park District takes pride in maintaining the numerous facilities, beautiful green space and parks of Fargo.

The impact of the Park District goes far beyond green grass and pretty flowers. We also offer over 850 different programs and special events impacting the community in many different ways. Whether it is lessons, team competition, art classes, individual and family recreation, senior programs and special interests the Park District provides programming for youth and adults alike. The Park District offers approximately 61 free admission special events each year, hosts 60 art classes and approximately 730 sessions of recreational leagues and lessons. Over 215,000 people participated in at least one Park District program or event in 2010.

MARKETING

With our semi-annual brochures and by accessing our website, residents of Fargo have the opportunities to discover for themselves the programs that are available. Our year-round events also provide exciting activities for the community from Winterfest to the Fishing Derby, from Santa Village to the Island Park Show. There is never a problem finding something fun and exciting to do in Fargo. Regardless of age or the season the Park District offers access to fun events and diverse facilities providing wonderful opportunities for all to enjoy. The Park District continues to expand its communication with the residents and guests. E-newsletters, blogs, and Facebook are utilized. The Park District continues to push itself to include the latest technology in its communication plan.

COMMISSIONERS

The Park District has an elected committee of five board members meeting in both small committee groups and monthly as an entire board. The commissioners discuss current issues facing the Park District and establish Park District policies. The elected board members hold 4 year terms. Elections are held in June along with the City and County elections. The positions are open to residents of Fargo who submit the needed signatures and/or fees.

The Park District is an autonomous political body who has powers extended by the state legislatures, including the power to levy property taxes. The State of North Dakota along with several other states, are unique in having State enabling legislature providing for the creation of City Park Districts and elected Park District Boards responsible for providing parks and recreational facilities. This is different than most states that call for the provision of parks and recreation facilities to be directly under city government. The Park District as a separate entity is able to provide for the parks and facilities without the competition of other important social and municipal departments and programs.

STAFF

The day to day operations are managed by the Park District Staff. The Park District employs 93 full-time benefited employees, 11 part-time benefited employees and over 1,060 seasonal, part-time employees. There are 650 volunteers that provide a variety of services to the Park District, including park clean up, event support, special event staff, tree planting, coaching and other tasks as needed.

The Park District is led by an Executive Director and it is divided into six departments. These departments are Parks, Human Resources and Finance, Recreation, Cultural Activities, Courts Plus Fitness Center and the Fargo Senior Commission. The Director of Parks guides the maintenance, development, planning and planting for park facilities, parks and trails. The Director of Human Resources and Finance oversees the needs of the full-time and part-time staff, budget creation through year end reports, and golf. The Director of Recreation manages the programs that are related to sports, warming houses, tournaments, outdoor recreation, adaptive programs, facility rentals and related special events. The Director of Cultural Activities administers festivals, art classes, teen programming and facility rentals. The Director of Courts Plus Fitness Center guides the planning and operations for the center and tennis programs. The Director of the Valley Senior Services oversees programs for people age 60 and older that reside in Cass County, Ransom County, Richland County, Sargent County, Steele County, and Trail County. Valley Senior Services oversees a transportation program in these counties and a separate program that extends service routes in Fargo and West Fargo to Moorhead and Dilworth.

DEFINING PARKS

The Park District is responsible for over 2,100 acres of land. Some of the land is owned and operated by the Park District. Some of the land is owned by the Park District and leased to other entities like the Red River Zoo or Children's Museum at Yunker Farm. Some of the land is owned by others and the Park District maintains it for recreational purposes. An example of this is the

Pepsi Soccer Complex. The land is owned by the Airport Authority and leased to the Park District.

These partnerships allow for a diverse array of community access to facilities and programming. Shared use agreements and lease arrangements can only happen with cooperative leaders and community organizations that embrace the ideals of cooperation for the good of the community. This joint responsibility makes it imperative that the relationship between the partnering organizations represent a good working environment.

The Fargo Planning Commission is responsible for the subdivision and platting of land for new development including the size and location of city parks. To maintain the level of communication necessary to have a good working environment, the Park District has a representative that attends the Fargo Planning Commission meetings regularly. By attending the meeting the Park District can provide input on the matters that relate to park development in advance of Planning Commission action. The Park District also hosts two meetings annually with representatives of the City, Fargo Public Schools, West Fargo Public Schools, Cass County, Riverkeepers and City of Moorhead to discuss plans for projects that could effect present or future planning for facilities, parks and recreational paths.

The Park District has a system of defining its parks to help balance the green space in the city of Fargo. Community/ Regional Parks are defined as 15+ acres. Neighborhood Parks are 5-15 acres. Mini parks are 3-4 acres. Linear parks, conservancy parks, and special use parks do not have standard dimension but do need to have desirable characteristics.

MANDATORY LAND DEDICATION

The City does not have mandatory land dedication for parks. Mandatory land dedication for parks is used throughout the United States, where ordinances are enacted requiring land developers to dedicate a set percentage of their land or make a payment to the City or Park District in an amount that reflects the value of the land that would have been dedicated. It has been a long standing practice in the City to have private land developers gift land to the Park District for neighborhood parks. This practice has worked well over the years.

The voluntary land dedication approach still requires that care be taken to ensure that the land that is dedicated is suitable in condition, size, shape and at the proper location for neighborhood park use. Offers of voluntary dedication are reviewed with City and Park District staffs to ensure that the needs of the developing neighborhood are meet. The Park District has a definition of parks that it uses to successfully negotiate the park spaces. Donations of conservancy areas are welcome but are not accepted as fulfilling the needs of a neighborhood development.

PAYING FOR PARKS

As a political subdivision the Park District has the power to levy taxes against the taxable valuation of property located with the City, its legally designated boundary. The City continues to group and develop the taxable valuations of its property. The Park District mill levy value is calculated from the Park District's budget divided by the City's total taxable value. Since 2006, the Park District has committed to lowering the number of mills it spends annually.

In addition to paying for parks from the mill levy, neighborhood park improvements in newly developed areas of the City can be paid for by the use of special assessment financing. The Park District began this practice in 1990. Prior to 1990 improvements in neighborhood parks were budgeted out of the annual Park District property tax mill levy. It assures that the improvements to parks will be made in a timely manner

as development takes place. The success of this means of financing is dependent on early agreements being reached between the private land developer involved, the City and the Park District. The improvements to be made, the cost of the improvements and the amount to be assessed against each parcel of the land area to be developed is agreed upon by the City and the land developer prior to any land being sold. The special assessment would therefore be made against the undeveloped land on a lot by lot basis and payment for specials is the responsibility of the land developer until such time as lots are sold for development. At the time of sale, the remaining assessment cost goes with the property and payment becomes the responsibility of the new owner. Special assessment financing has also been used for improvements on existing property with proper agreement among all property owners.

For large tracks of land required for regional parks. The Park District does not rely on voluntary land dedications. The Park District budgets funds for the purchase of land for this use. Land required for regional parks are identified and purchased well in advance of surrounding land development. This approach allows for the selection of the best location in addition to purchasing the land at a reasonable cost. After purchase, the land may be leased for farming until the time the park improvements are needed. If the location proves to be undesirable because of unanticipated surrounding private development, it can be sold.

The Park District does coordinate land purchases with the Fargo Public Schools. This assures development of trails, complexes and neighborhood parks to compliment the needs of each neighborhood. Land purchases for these purposes are negotiated and agreed upon by each entity prior to the purchase of the land. It may require one entity to reimburse the other for the expenses and development.

SHARING FACILITIES

Maintenance agreements for existing parks and trails are created with the City and the Fargo Public Schools to define responsibility of the various maintenance needs. The Park District generally cares for trails within parks and major greenway trails. The City is generally responsible for the trails located on boulevards along major arteries, collectors and adjacent to strips of publicly owned property. The Fargo Public Schools and Park District share public use of the facilities. Agreements are in place for open gym use by the public after school hours through the Park District programs. The Fargo Public School programs utilize ice arenas, golf courses and other facilities for their athletics programs. The ultimate goal is to offer diverse programming for the residents by maximizing the public facilities available throughout the city.

PARTNERSHIPS

Partnerships are a key component to the overall success of the Park District. We pride ourselves in a long history of teaming with various community organizations. These partnerships lend themselves to fuller development of parks, facilities and land for the community. Complexes are planned in areas that can support visitors, parking, easy access and lighting. Neighborhood parks are planned within developments that have recreation trails to support access. As Fargo expands, the Park District intends to be there and be an integral part of the plan as the community grows.

We believe the Park District benefits are endless. For over 100 years, we have been committed to providing quality recreation and leisure services at an affordable price. With great pride in our community, our staff is committed to creating the best park district possible. As a result, life in Fargo is bursting in diverse opportunities for young and old alike. Whether it is winter, spring, summer, or fall, there are always four seasons of fun with the Fargo Park District.

APPENDIX B

Focus On Energy

GO2030: FOCUS ON ENERGY

The Fargo Comprehensive Plan aims to increase the quality of life in Fargo and lead the way to sustianable prosperity. Energy is a integral part of the future vision for Fargo, and recommendations that increase energy efficiency and led to renewable generation are woven throughout the plan. This supplement to the Comprehensive Plan compiles the parts of the plan that deal directly with energy.

ENERGY

Across the United States, many communities are developing energy management plans or climate action plans in the interest of fostering energy efficiency and environmental stewardship. Over the last decade, the City of Fargo has taken several steps toward an increase in public awareness of energy consumption and conservation. To-date, most of the efforts have been initiated through the City's Renewable Energy and Conservation Committee (RECC) which was founded in April, 2005 with a mission "to pursue, plan and implement policies and/or programs that will foster conservation, utilize and develop renewable resources, and protect the environment". The RECC is a recommending body that studies and implements ways the City can best use and conserve natural resources, as well as, improve energy efficiency in municipal buildings.

Coal is the primary source fuel for generating electricity supplied to Fargo. The production of electricity using coal as fuel results in various emissions and heavy metals such as lead and mercury. The concentration of these emissions in food supplies can have an adverse effect on human health, especially in children. While planning for growth, it is important to consider ways of reducing the waste of energy through energy efficiency and make wise choices of how to produce energy.

In 2007, Fargo's Mayor signed the US Conference of Mayors Climate Protection Agreement. Under the Agreement, participating cities have committed to dramatically reduce emissions and to work with other communities to advocate for CO2 emission reductions.

Since the City does not produce or provide electricity or natural gas services, it relies on two utility companies to meet the electricity and natural gas needs of the community. The two companies are Xcel Energy (electricity and natural gas) and Cass County Electric Cooperative (electricity). However, the City has initiated several of its own renewable energy/resource recovery projects that utilize available municipal resources to produce renewable energy and reuse wastewater to benefit the community. The initiatives in this comprehensive plan are an opportunity to improve the efficiency of both the public and private sector and pursue strategies to bolster renewable energy generation. Working together to make the very best use of energy as a precious resource will protect the air, water, and land we all use.

CATALYST

ENERGY EFFICIENCY AND RENEWABLE GENERATION

Energy efficiency and renewable generation initiatives will give Fargo a competitive edge as energy prices continue to be volatile in the future. Pursuing energy efficiency and renewable energy generation will protect Fargo citizens and businesses from rising energy costs and support national goals of energy independence and green house gas reductions.

Benefits:

- Gives Fargo a competitive edge against an uncertain energy future.
- Encourages development in an emerging economic sector, supporting the economic guiding principle.
- Supports national goals of energy independence and green house gas reductions.

VISION AND GUIDING PRINCIPLES

IN 2030 FARGO WILL BE A VIBRANT AND SUSTAINABLE CITY WITH A HIGH QUALITY OF LIFE, ROBUST ECONOMY, AND WELCOMING COMMUNITY ATMOSPHERE.

WATER AND ENVIRONMENT

Fargo will create permanent flood protection and ensure the quality and supply of this precious resource through water conservation. We will celebrate water by embracing the Red River of the North and the Sheyenne River and integrating sustainable rainwater management techniques into the fabric of the city. We will protect our natural resources and preserve the health and beauty of our environment.

ENERGY

Fargo will aggressively seek innovative strategies to support national energy independence. The community will find energy savings through efficiency measures and invest in renewable sources for the future.

ARTS AND CULTURE

Fargo will increase the presence of public art in the city and access to cultural events and educational opportunities. Fargo will flourish with a stronger arts and culture movement that increases the quality of life for all residents.

HEALTH

Fargo will encourage healthy choices and improve the health of residents by enhancing awareness, increasing year-round recreational opportunities, increasing access to healthy food, and ensuring access to quality healthcare.

TRANSPORTATION

Fargo will transform its transportation system to encourage walking, biking, and transit. The City will coordinate infrastructure investments and land use policy in a supportive and synergistic way.

ECONOMY

Fargo will build on its agricultural and manufacturing heritage and will be known as a cutting-edge creative economy. We will educate and retain the best workforce in the nation and foster an innovative entrepreneurial environment.

NEIGHBORHOODS, INFILL, AND NEW DEVELOPMENT

Fargo will promote attractive and welcoming neighborhoods by promoting a diverse and affordable housing stock. Fargo will support neighborhoods where residents can age in place, children can walk to school, and essential services are only a short walk away. Fargo will promote infill development, planned growth, and increasing density and vitality in its established neighborhoods.

EDUCATION

Fargo will uphold and improve its world class K-12 education system. Fargo will continue to embrace the universities and post secondary education institutions and acknowledge their positive influence on the economy, workforce, and culture of Fargo.

SAFETY

Fargo will ensure safety through excellent police and fire service. The design of neighborhoods, districts, and public spaces will work to promote safety by increasing visibility and eyes on the street.

GO 2030

WATER AND ENVIRONMENT

EFFICIENT STREETLIGHTS

LIGHT POLLUTION RECOMMENDATIONS

- Continue the recent utilization of full-cutoff, LED streetlight fixtures.
- Promote minimal up-lighting of building facades.

The City of Fargo Street Lighting Department currently has about 11,275 street lights in operation. All of the existing residential street lighting in the City is provided by 100W or 150W High Pressure Sodium (HPS) decorative fixtures. The existing business and commercial areas have 250W or 400W HPS decorative, cobra head and tilt head fixtures. With the advancements in technology and the costs of these new products continuing to drop, the City will continue to move in the direction of Solid State Lighting Systems saving the City between 35% and 50% in energy and maintenance costs.

60% Streetlights can account for as much as sixty percent of a municipal government's total electricity use.

70% LED streetlights saved the City of Greensburg, Kansas seventy percent in energy and maintenance compared to the traditional lamps they replaced.

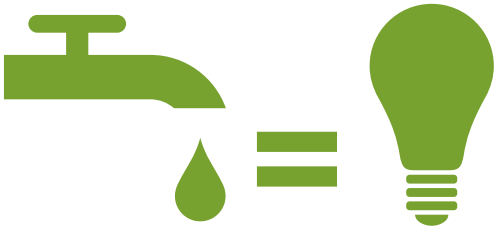
WATER AND ENVIRONMENT

WATER CONSERVATION

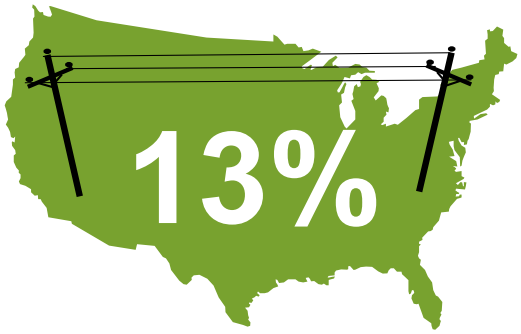
RECOMMENDATIONS

- Craft a Water Efficiency Plan (refer to: http://www.epa.gov/watersense/pubs/community.html).
- Improve and tighten the distribution system to maximize efficiency
- Provide information about, and access to, water efficient appliances and fixtures utilizing the resources of the EPA WaterSense program.
- Provide education and investigate incentives for using landscaping which requires minimal water.
- Explore additional wastewater reclamation and reuse systems for drinking, irrigation, and industrial use.
- Educate Consumers about water conservation.
- Optimize lawn watering schedules to reduce water loss due to evaporation and runoff.
- Evaluate water utility rate increases that discourage excessive use and promote water conservation.
- Set a good example by using water efficient equipment in City facilities.

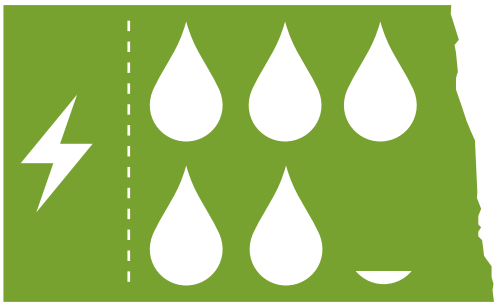
Water and energy use are intertwined. Treating and transporting water and waste water is an energy intensive activity. Thirteen percent of the electricty consumed in the United States is related to water. Additionally, producing electricity consumes a large amount of water. In North Dakota each Kilowatt Hour of power consumes 5.13 Gallons of water. Letting a faucet run for five minutes uses about as much energy as letting a 60-watt light bulb run for 14 hours. That same 60-watt bulb can consume up to 6,000 gallons of water a year. Reducing water use and energy use are mutually reinforcing, less energy wasted means less water consumed. Less water consumed means less energy demand.



5 min **14 hrs**



13 % of the electricy consumption in the United States is related to water.



5.13 Gallons/KwH
In North Dakota, every kilowatt hour of energy produced consumes 5.13 Gallons of water.

CATALYSTS / TRANSPORTATION

SUSTAINABLE TRANSPORTATION

ACTIVE LIVING STREETS

Active living streets are key corridors in Fargo and have the potential to support multiple modes of transportation, incorporate green stormwater infrastructure, and become great public spaces with attractive streetscapes. These streets can support pedestrians, bicycles, advanced cyclists, transit, and vehicles. They connect major employment centers in Fargo, providing sustainable transportation options for Fargoans going to work. Whereas signature complete streets are destinations, active living streets prioritize mobility for all modes of travel.

BIKE/PED RECOMMENDATIONS

- Identify existing and future roadways for the placement of on-street bicycle lanes and share-the-road designations.
- Require placement of 10-foot off-street side paths or 8-foot multi-use paths along new and reconstructed arterial and collector streets.
- Review site plans for opportunities to provide on-site connections to sidewalks and bicycle paths.
- Seek funding sources that are aimed at bicycle and pedestrian infrastructure, such as Transportation Enhancement Funds, and Transportation, Community, and System Preservation (TCSP) Funds.

TRANSIT RECOMMENDATIONS

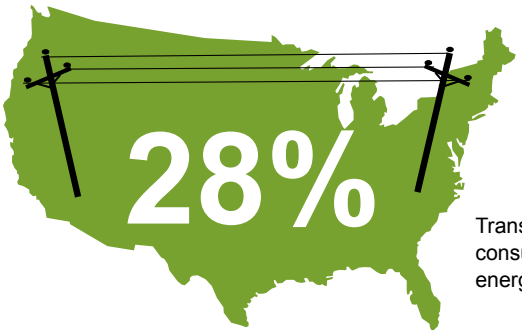
- Use the 5-year Transit Development Plan (TDP) to conceptually identify options for improving efficiency of the transit system.
- Study the system in detail to examine options for efficiency, and focus on trip origins and destinations that currently require the greatest amount of out-of-the-way time and mileage.
- Ensure that strategic density areas are easily served by transit and that the physical form accommodates buses, and that pedestrian and bicycle routes lead to transit stops.
- Encourage density and reduce minimum parking requirements along arterials and collectors that are designated as transit corridors.

The United States uses 28% of its energy to move people and goods from one place to another. The transportation sector includes all modes of transportation—from personal vehicles (cars, light trucks) to public transportation (buses, trains) to airplanes, freight trains, barges, and pipelines. One might think that airplanes, trains, and buses would consume most of the energy used in this sector but, in fact, their percentages are relatively small—about 9% for aircraft and about 3% for trains and buses. Personal vehicles, on the other hand, consume more than 60% of the energy used for transportation.

86% of all the energy used in this sector comes from gasoline and diesel fuels, a troubling fact. Combustion of gasoline and diesel fuel emits carbon dioxide, as well as particulate matter, oxides of nitrogen (a prime component of “smog”), carbon monoxide, and unburned hydrocarbons. Indeed, whenever any fossil fuels are burned, carbon dioxide is released into the atmosphere, where it functions as a heat-trapping greenhouse gas. Also of concern is that we are dependent on foreign sources for two-thirds of our oil supplies.

Source: http://needtoknow.nas.edu/energy/energy-use/

Active Living Streets - See Catalysts Chapter, Fargo Comprehensive Plan for full map.



Transportation consumes 28% of all energy in the US.

60%

Personal vehicles consume 60% of all energy spent on transportation.

86%

Gasoline and diesel fuels provide 86% of the energy in the transportation sector.

67%

The U.S. is dependent on foreign sources for two-thirds of all oil supplies.

GO 2030

ECONOMY

GREEN JOBS

WORKFORCE TRAINING RECOMMENDATIONS

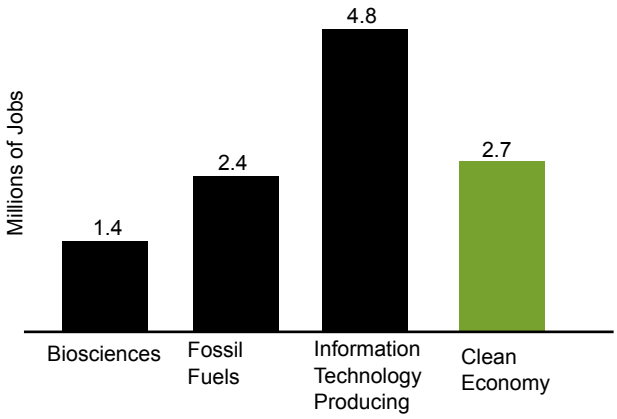
- Partner with universities and colleges to create workforce training programs.
- Evaluate programs offered by the Greater Fargo Moorhead Economic Development Corporation to determine successful strategies that may be applied in North Dakota to increase workforce training efforts.
- Monitor changes in the Fargo economy and workforce needs to ensure the development of workforce training programs which meet those needs.
- Direct workforce training programs to new residents and immigrants in Fargo.
- Develop cross-sector partnerships that address language, math and job skills along with cultural acclimation and on-the-job social skills.

Workforce training initiatives can prepare workers for emerging "green" or "clean" sector of the economy. Federal and state resources dedicated toward the development of green jobs began with the federal Green Jobs Act in 2007, which authorized $125 million per year to create an Energy Efficiency and Renewable Energy Worker Training Program as an amendment to the Workforce Investment Act. Green jobs target energy efficiency retrofits, construction and renewable energy production.

The Minnesota Green Jobs Act, adopted in 2008, includes five policy mechanisms to assist the statewide emerging green economy and provides a regional case study for green jobs development. As of November 2011, growth in hiring demand for green jobs averaged 30 percent, virtually identical to growth of the overall economy. 54 percent of positions were new, rather than caused by employees' leaving. Green jobs hiring represented 2.5 percent of overall hiring demand, mostly represented by small firms.

Most green jobs are middle skill jobs which require education levels between high school diplomas and four year degrees, though some do require bachelor degrees. Workforce training that prepares green job employees should build on existing educational infrastructure and programming. Fargo can work with other jurisdictions, institutions and the State of North Dakota to target workforce training partnerships for key green industries. Existing green jobs training includes geothermal energy workshops through the International Ground Source Heat Pump Association, wind power training through Interstate Renewable Energy Council and the North American Board of Certified Energy Practitioners. Energy auditor training is available through the Association of Energy Engineers and Everblue. The US Green Building Council offers LEED certification.

THE CLEAN ECONOMY COMPARED WITH OTHER SECTORS OF THE U.S. ECONOMY



Source: Sizing the Clean Economy. A national and Regional Green Jobs Assessment Biosciences: Metropolitan Policy Program at Brookings. 2011

CATALYSTS / NEIGHBORHOODS, INFILL, AND NEW DEVELOPMENT

ENERGY EFFICIENT BUILT ENVIRONMENT

Increasing the energy efficiency of the built environment is an important pillar of meeting Fargo's future energy needs. Following green building standards, such as the U.S. Green Building Council's LEED rating system can have an significant impact on the energy consumption of the built environment. Additionaly, compact development can reduce energy use both in the building sector by reducing heating and cooling costs and in the transportation sector by reducing the amount of driving trips residents take.

INFILL RECOMMENDATIONS

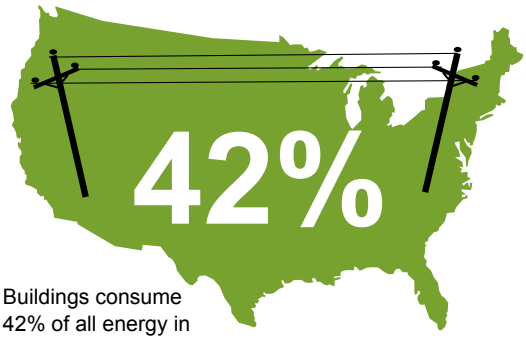
- Provide incentives for infill development.
- Ensure development regulations are compatible with infill development.
- Create an Infill Taskforce of individuals and organizations that are involved in development.
- Create design guidelines for infill development.

DESIGN STANDARD RECOMMENDATIONS

- Create design standards that enhance the character of the public realm.
- Create standards for patterns of development that lead to walkable neighborhoods and districts.

QUALITY NEW DEVELOPMENT RECOMMENDATIONS

- Support homebuilders and developers that construct high quality, energy efficient buildings.
- Require new development meet site design standards that result in well-designed, livable new neighborhoods.
- Investigate the 2012 model energy efficiency code for potential adoption.
- Where appropriate put minimal design guidelines in place to ensure connected and attractive neighborhoods.



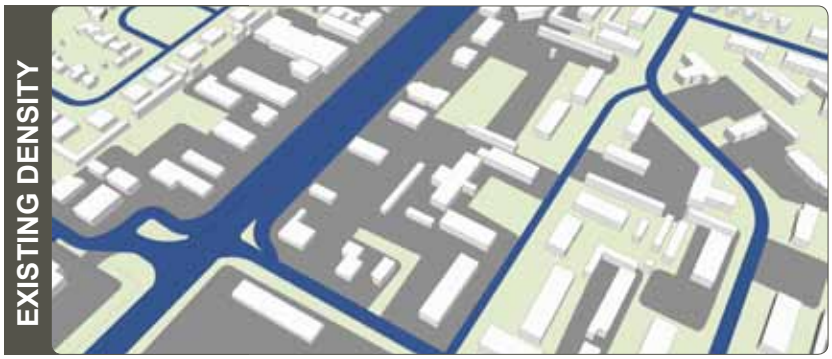
Buildings consume 42% of all energy in the US.

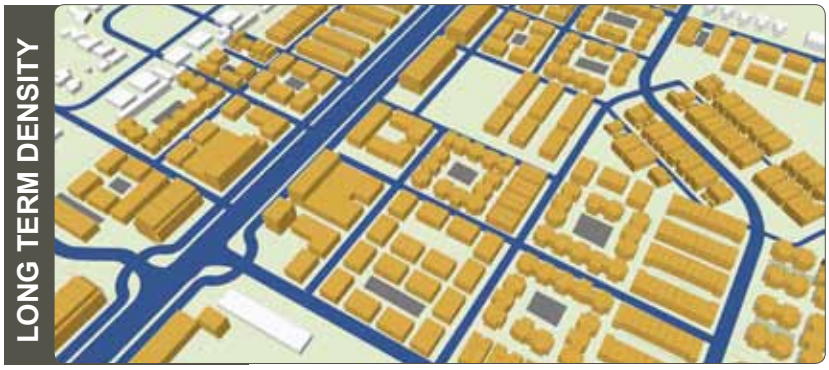
Compared with conventional buildings, LEED buildings reduce:

Energy use by
24-50%
CO2 emissions by
33-39%
Water use by
40%
Waste by

CATALYST - WALKABLE MIXED USE AREAS

Walkable mixed use centers will be unique, dense, and amenity-rich areas. These areas are strategic because they build on existing strengths, such as urban grid-pattern streets, access to commercial services, and existing infrastructure. This kind of development will conserve energy and support sustainable transit. This typical walkable mixed use center illustrates how infill development, changing patterns of development, and amenities can transform areas in Fargo to support growth and quality of life improvements. This example demonstrates how a density node could develop around South University Drive, but the principles of development can apply to any density node. **Compact development can reduce vehicle miles traveled by 20-40%** according to "Growing Cooler," a 2008 study by the Urban Land Institute.





GO 2030

ENERGY

PROMOTE COMMUNITY-WIDE ENERGY EFFICIENCY AND RENEWABLE ENERGY PRODUCTION

RECOMMENDATIONS

- Create incentives and innovative financing for energy efficiency retrofits.
- Ensure building codes and other regulations are consistent with energy efficiency goals and encourage green development through incentives and innovative strategies.
- Encourage sustainable transportation options.
- Encourage renewable energy production.

DESCRIPTION

This initiative aims at increasing energy efficiency and renewable energy production for the city as a whole. The following strategies are examples of programs and policies that could be used to accomplish community goals through incentives, education, and competition. The scope of community-wide energy efficiency and renewable energy production includes residential single family and multifamily buidlings, commercial and industrial buildings, and public buildings and utilities. Fargo's strategy for reducing energy waste throughout the community while encouraging renewable production includes four main components: energy retrofits, increased efficiency of new buildings, sustainable transit options, and renewable energy production.

ENERGY RETROFITS

The first strategy for improving energy efficiency in Fargo is to reduce energy waste from existing buildings. The City should form partnerships with energy providers and state and federal governments and explore the following programs:

- Establish a green retrofit program for homes and other private buildings.
- Establish a rebate system for efficient lighting, refrigerators, and HVAC systems.
- Work with State legislature to pass property assessed clean energy (PACE) financing. PACE programs allow municipalities to issue bonds to pay for energy retrofits of individual energy users in the city. The bonds are paid back with the energy savings.
- Set up monitoring and displays at commercial and industrial buildings to encourage competition for energy efficiency.

INCREASED EFFICIENCY OF NEW BUILDINGS

New construction should meet high energy efficiency standards. Fargo can requrie certain energy standards thorugh the building code and incentivize green development by providing subsidies to green developments and/or requiring all development receiving public funding to meet certain energy standards. The city should explore the following energy strategies:

- Evaluate energy efficiency standards in existing building code.
- Require all buildings receiving public funding to meet LEED Platinum rating standards, or some other green building rating system.
- Work with developers to orient new buildings and houses with optimum solar orientation and southern roof exposures for solar panels.
- Provide fast track permitting for green buildings.
- Provide a one stop, green resource center free to developers, builders, and homeowners.

SUSTAINABLE TRANSPORTATION OPTIONS

Transportation consumes 28% of the nation's energy. 86% of this energy comes from gasoline and diesel sources. Encouraging sustianable transportation options such as walking, biking, and taking transit can reduce the amount of energy spent in Fargo on transportation. Leading the transition to electric vehicles can also have a major impact on the amount of energy and negative environmetnal, health, and political consequences of gasoline reliance.

- Encourage walking, biking, and transit use through infrastructure investment and development policies.
- Encourage electric vehicles use by installing recharging stations around the city.

RENEWABLE ENERGY PRODUCTION

The final component of Fargo's community-wide energy strategy is encouraging renewable energy production. Fargo will work with the energy providers, Xcel and Cass County Cooperative, to increase renewable sources and encourage individuals and businesses to invest in renewable sources. Fargo will explore providing incentives for solar panels and other renewable energy generation technologies.

BENEFITS

Energy efficiency and renewable energy production benefits the environment, the health of residents by reducing pollution, and businesses by reducing costs of energy. As the city government leads efforts to reduce energy use, successful strategies can be expanded to the private sector. This city-wide initiative has the potential to have significant impact on these issues, far exceeding the potential of the city acting alone.

INITIATIVE 02

CITY LED ENERGY EFFICIENCY AND REDUCED EMISSIONS

RECOMMENDATIONS

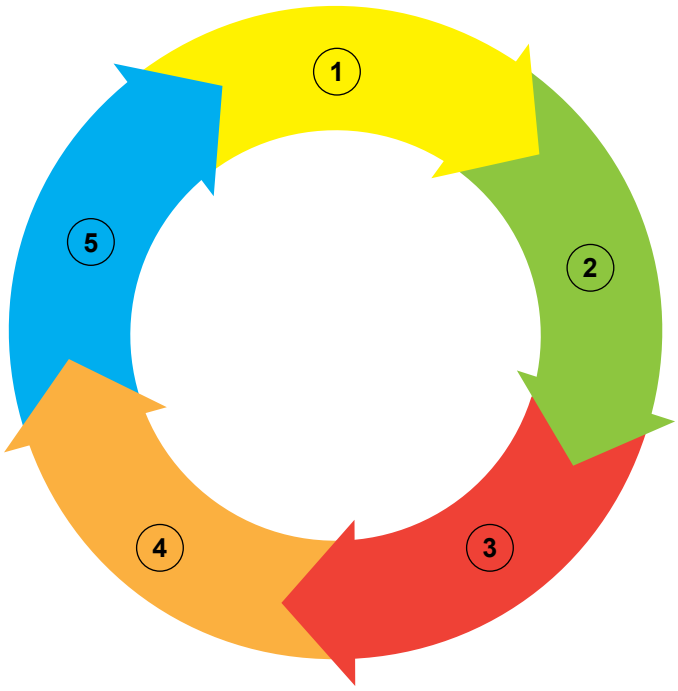
- Conduct energy and emissions inventory of city-wide operations.
- Renovate existing city buildings to improve energy efficiency.
- Create energy standards for new government buildings.
- Explore alternative fuels and electric vehicles for Municipal vehicles. Install electric recharging stations around the city for the municipal government's fleet that are also available for general use.
- Expand use of Hybrid MAT buses in Fargo.
- Explore renewable energy generation opportunities.
- Explore financing options including a revolving fund that is financed by energy savings.

DESCRIPTION

The City of Fargo will lead the way in increasing energy efficiency and reducing emissions related to its activities. The strategy to provide this leadership can be divided into four areas: efficiency of existing buildings, efficiency of new building, transportation, and renewable generation. The City should select specific actions based on return on investment and cost of savings. The City should also explore creating a revolving fund financed by energy efficiency savings.

EXISTING BUILDINGS

The first element of Fargo's energy strategy is to increase energy efficiency of existing buildings. It is much less expensive to save energy than it is to generate energy. The following diagram illustrates the process for improving the energy efficiency of existing City buildings.



1 Establish Energy Baseline

This step in the process defines the starting condition of a building or complex's total energy consumption. Using utility bills, meter readings, or other records, a picture of existing energy use is created with indices such as Btu per person/ year or Btu/ square foot/ year. Tracking these indices will show progress toward goals.

2 Conduct Paper Energy Audit for Each Building

The next step involves creating more detail about energy use for each building by month including meter reading data such as time period of use, peak usage, and cost. This can be made easier with utility bill tracking software such as Energy CAP software used by the US Energy Star program for buildings. http://www.energyCap.com/

3 Technical Audit End Use Measurements

After determining how much energy the building uses, the next level of detail required is how this energy used. Isolating energy use by "end use" involves measuring each major equipment or system. For a home that would breakdown energy use by lights, refrigerator, furnace, air-conditioning etc. This information will indicate the largest sources of savings opportunities. Typical indices for this effort are Watts/ square foot or Btu/ square foot and kW/ton (a/c) for each system. This will show the efficiency of each system and reveal opportunities for improvement. killawattplus.com www.theenergydetective.com

4 Evaluate Energy Saving Measures

This step involves putting cost information into the decision making process. Now that we know how efficient a system is (such as lighting), we can shop for more efficient lamp selections, motion detectors, timers and other energy saving equipment. Comparing the cost of upgrade to the potential energy saved can determine the cost of savings. This indice will provide a means to prioritize the energy saving measures by "least cost" savings.

5 Implement and Monitor Program

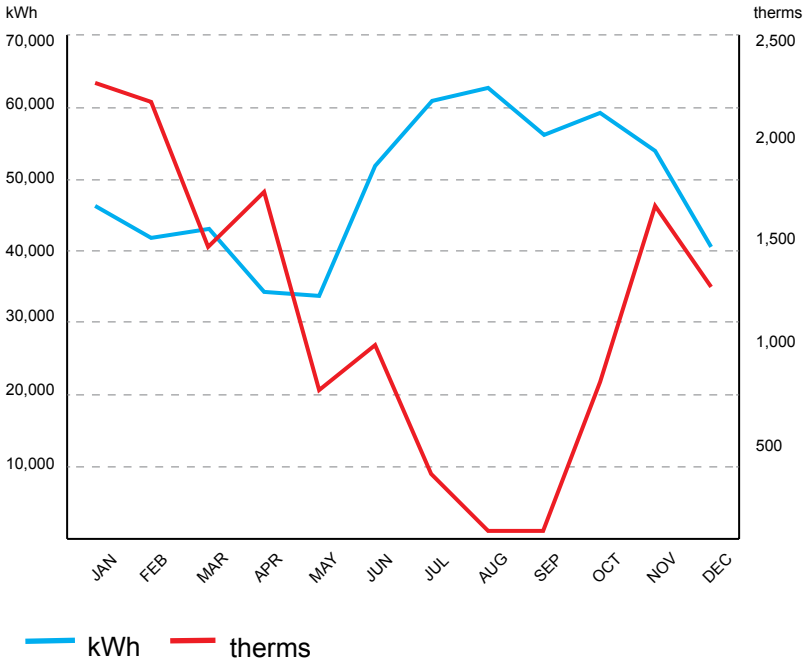
Monitoring the actual savings provides confidence and information for further savings opportunities. "You get what you measure" is a wise observation by quality control experts and is very true in the case of energy efficiency improvement programs. Knowing where we started, we can monitor our savings each month and see and celebrate our successes and minimize our failures. Publishing and benchmarking this data will inform and encourage others to under take their own programs. http://www.energystar.gov/.

GO 2030

EXISTING BUILDINGS (CONT.)

The planning team established an energy baseline and conducted a paper energy audit for a Police station in Fargo to understand the best strategies to increase energy efficiency in Fargo's climate. This is a good estimate of how all public buildings in Fargo use energy. The following graph shows the energy use for the year 2011. The total energy use was 69,000 Btu/sqft/yr in natural gas and electrical energy. The chart below indicates that all the gas energy is used for heating (space & water).

ENERGY BASELINE IN A TYPICAL PUBLIC FACILITY



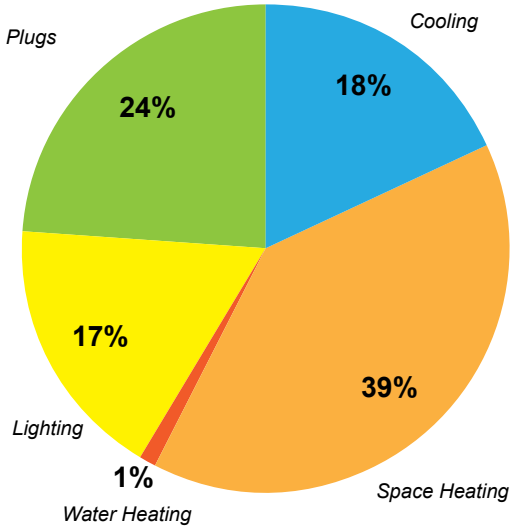
Based on this analysis, the City of Fargo should explore the following smart load reduction measures to save energy and demonstrate green technology for existing buildings:

- Improve the tightness and insulation of building envelopes.
- Improve heating and cooling equipment efficiency.
- Add efficient lighting and equipment.
- Set up monitoring and information displays.

The next step will be to perform a technical audit and end use measurements.

The following graph shows the energy use of the typical public facility by use category. The planning team assumed that all energy not used for heating or cooling was used for lights and plugs. Lights were assumed to use 1.2W/sqft for 8 hours a day. Plugs were assumed to use 1.65 W/sqft.

ENERGY CONSUMPTION IN A TYPICAL PUBLIC FACILITY



USE	KBTU/SQFT/YEAR
Cooling	12.6
Space Heating	27.2
Water Heating	0.8
Lighting	12.0
Plugs	16.4
Total	69.0

NEW BUILDINGS

The City should take advantage of the latest in green building technology when constructing new building. One of the most effective strategies is to set energy standards for all new public buildings. For example, the City could consider requiring all new public buildings to increase efficiency by 30% over standard buildings, be LEED Platinum certifiable, or use some other green building rating system.

TRANSPORTATION

The City of Fargo should transition to hybrid and electric vehicles. In addition to reducing Fargo's carbon footprint, these vehicles improve air quality, have lower costs of operations, and have lower maintenance. The City government can lead the transition to electric vehicles by installing recharging stations around the city that are also available for general use. The City can also make the bus system greener by expanding the use of Hybrid MAT buses.

RENEWABLE GENERATION

Fargo relies on two energy companies, Xcel Energy and Cass County Cooperative, for the bulk of energy used in the city. However, the city government has recently implemented a few innovative renewable energy production projects. These include using methane gas from the landfill and wastewater treatment plant, geothermal heating and cooling in a few public facilities, and the construction of a 1.5-2.0 megawatt wind turbine near Oriska, ND. The City should continue to take advantage of innovate energy production opportunities and encourage its providers to do the same.

BENEFITS

The City of Fargo's support for reducing energy use through efficiency measures and renewable generation improves the environment, health, and national security now while positioning Fargo's economy to excel in the future.

ENERGY

SMART GRID

RECOMMENDATIONS

- Collaborate with utility providers, federal, and state governments to invest in smart grid technology.
- Explore new business models with utilities to make smart grid technology economically feasible.

DESCRIPTION

The third element of Fargo's energy strategy, beyond increasing efficiency and renewable generation of the municipal government's operations and the activities of individual households and businesses in Fargo is upgrading Fargo's energy infrastructure. Fargo will develop strategies to promote a smart grid (a computerized network of energy lines that more efficiently transports and delivers energy based on its understanding of supply and demand). Fargo does not own the energy infrastructure in the city, and will need to partner with Xcel Energy and Cass County Cooperative to explore strategies to modernized the grid.

Smart grid technology can facilitate other advances beyond energy efficiency including enhancing reliability, dynamic pricing, shifting of large energy uses to off-peak hours, actively managing solar, wind, and other renewable sources, and actively managing a network of electric vehicle charging stations. This infrastructure system could allow individuals to generate renewable energy and sell energy back to the grid.

BENEFITS

Smart Grid technology increases energy efficiency and reliability, results in savings for energy consumers, and provides better support for renewable energy sources and electric vehicles. A smart grid would improve the environment by reducing wasted energy and associated pollution and make Fargo more attractive for industry.

CASE STUDIES / SMART GRID

Municipalities across the nation are realizing the potential of smart grid technology. The following case studies represent a handful of cities that are investing in smart grids.

Austin, TX

Austin began implementing smart grid technology in 2003. In 2009 the local utility managed 500,000 smart meters, smart thermostats and other sensors serving 1 million consumers and 43,000 businesses. The Pecan street project in Austin's Mueller neighborhood received 10.4 million in stimulus funding.

FortZED (Zero Energy District)

Fort Collins, CO

Fort Collins is investing in smart grid technology is a targeted district. The goal of the district is to turn the downtown into a net zero energy district that generates as much thermal and electric power as it uses. The smart grid makes this goal possible by actively managing diverse sources of energy.

Sacramento, CA

The Municipal Utility District in Sacramento has smart Grid technology and 600,000 homes and businesses use smart meters. The work is projected to serve all homes and businesses by smart grid by mid-2011.

PowerCentsDC, Washington, D.C.

This smart meter pilot project served 900 customers. It became so popular that more than $45 million will go toward building it out.

Worcester, MA

In Worcester, Massachusetts, a $57 million Smart Grid pilot project involves 15,000 customers around New England using smart meters, programmable thermostats, and E-billion for power bills.

GO 2030

CASE STUDIES / EFFICIENT LIGHTING

Los Angles, CA

The City of Los Angeles is currently involved in a $57 million capital program that will span from 2009-2013. The program focuses on replacing cobrahead fixtures on residential streets with full cutoff, Dark Sky Friendly LED fixtures. Streetlights consume approximately 29% of the City's total operating budget, and the program is projected to save $35 million in energy savings and $13 million in maintenance savings.

LED Street Light Research Project, Remaking Cities Institute, Pittsburgh, PA

The City of Pittsburgh intends to replace its entire inventory of 40,000 streetlights with LED fixtures over the next 5-10 years. The finished project is expected to save annually an estimated $1.7 million in energy in maintenance costs per year.

http://www.cmu.edu/rci/projects/current-projects/Pittsburgh-LED.html

CASE STUDIES / SUSTAINABLE TRANSPORTATION

Minneapolis, MN

In recent years, Minneapolis, Minnesota has been placed at or near the top of many nationwide rankings of bicycle friendly cities. The city has taken strides in the last ten years to construct infrastructure and improve safety for both bicyclists and motorists. There are 46 miles of dedicated on-street bicycle lanes and 84 miles of off-street bicycle paths throughout the city. Over 20 bicycling programs and initiatives are currently active in the Minneapolis area, contributing to the City's success.

Nice Ride MN is a non-profit organization with bike stations scattered around the city. Users can pick up a bike at any location and return it wherever they like. With a subscription, the first 30 minutes of use are free.

Source: http://www.minneapolismn.gov/bicycles/index.htm and https://www.niceridemn.org/how_it_works/

Tri Met

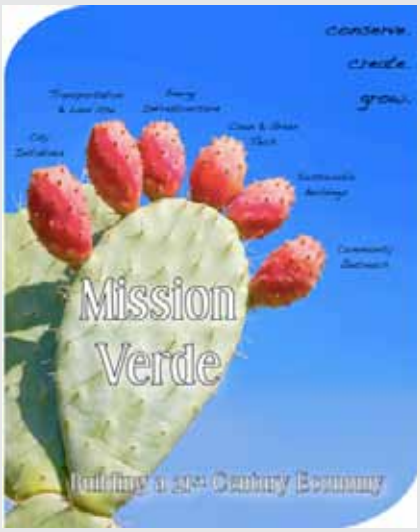
Portland, Oregon

The Tri Met System of Portland combines bus and rail service to create a system that is considered both radial and hub and spoke. The bus system has a number of routes that radiate from the Portland City Center into the greater metropolitan area. Once routes are out of the City Center, a hub and spoke network is used to reach a variety of areas in the fringe. The light rail system utilizes a radial network originating in the Portland City Center. The combinations of these systems allow for the City Center to remain a vital destination while providing flexibility to populations in the fringe areas.

CASE STUDY / CITY-LED ENERGY EFFICIENCY

Mission Verde Sustainability Plan

San Antonio, TX



The Mission Verde Sustainability plan is based on the principle that meeting today's needs cannot compromise the ability of future generations to meet their needs. The plan includes sections on energy infrastructure, clean and green technology development, sustainable buildings, transportation and land use, community outreach, and a chapter about San Antonio leading by example by improving city internal operations.

The San Antonio City Council formally adopted the Mission Verde Sustainability Plan on February 4, 2010.

CASE STUDIES / COMMUNITY-WIDE ENERGY EFFICIENCY

The Rural Energy Savings Program

The Rural Energy Savings Program is a federal program that allows rural electric coops to finance energy efficiency retrofits and for the user to pay off the loan automatically from the energy savings realized from the energy retrofit.

Property Assessed Clean Energy (PACE) financing

PACE financing allows municipalities to offer bonds to investors then loan the money to consumers for energy retrofits. The loans are paid back via an assessment on the loan recipient's property tax bill. Usually the property owners have a net gain with the energy savings even with the increased property tax. North Dakota does not currently have PACE legislation.

FROM MINDMIXER

We have the Red River Valley Research Corridor here. Why can't WE design and build affordable solar panels/shingles for residents in our state and the surrounding states?
– Kay S

FROM MINDMIXER

Fargo should strive to power itself completely with sustainable energy (wind, solar, etc.). It is the responsible thing to do. Not only would we be making a positive impact on the future, but we could also serve as a national example to other communities in the nation. – Todd H

FROM MINDMIXER

A smart grid would provide Fargoans with incentive to create local, clean, renewable power, and keep the money here. Microsoft has already piloted the program, but all we need is the city to step it up. Win-win-win." – Drew FM

FROM MINDMIXER

"Geothermal heat is far less expensive on new construction than as a retrofit and district- wide geothermal now out-competes the cost of fossil fuel generated heat. To green our grid, let's require geothermal heat for all new neighborhoods. This will also encourage development of local expertise related to geothermal construction in our city which would support a local green economy." –Cat

FROM MINDMIXER

Fargo has so many older buildings that are literally throwing money out the window due to the lack of efficiency. Efforts so far have focused too much on new regulation instead of retrofitting to solve the problem. –Sam N

FROM MINDMIXER

It'll reduce the strain on our local grid and also allow the owners to sell back the energy they don't use to the utilities."– fmmetroplex

APPENDIX C

Focus On Walkable Mixed Use Centers: Scenarios Impact Study

Introduction

The Fargo Comprehensive Plan aims to increase the quality of life in Fargo and lead the way to sustianable prosperity. Creating walkable, mixed use centers is a integral part of the future vision for Fargo and recommendations that lead to this goal are woven throughout the plan. This supplement to the Comprehensive Plan compiles the parts of the plan that deal directly with walkable, mixed-use centers and explores the impacts of walkable, mixed-use centers on the City of Fargo.

VISION AND GUIDING PRINCIPLES

IN 2030 FARGO WILL BE A VIBRANT AND SUSTAINABLE CITY WITH A HIGH QUALITY OF LIFE, ROBUST ECONOMY, AND WELCOMING COMMUNITY ATMOSPHERE.

WATER AND ENVIRONMENT

Fargo will create permanent flood protection and ensure the quality and supply of this precious resource through water conservation. We will celebrate water by embracing the Red River of the North and the Sheyenne River and integrating sustainable rainwater management techniques into the fabric of the city. We will protect our natural resources and preserve the health and beauty of our environment.

ENERGY

Fargo will aggressively seek innovative strategies to support national energy independence. The community will find energy savings through efficiency measures and invest in renewable sources for the future.

ARTS AND CULTURE

Fargo will increase the presence of public art in the city and access to cultural events and educational opportunities. Fargo will flourish with a stronger arts and culture movement that increases the quality of life for all residents.

HEALTH

Fargo will encourage healthy choices and improve the health of residents by enhancing awareness, increasing year-round recreational opportunities, increasing access to healthy food, and ensuring access to quality healthcare.

TRANSPORTATION

Fargo will transform its transportation system to encourage walking, biking, and transit. The City will coordinate infrastructure investments and land use policy in a supportive and synergistic way.

ECONOMY

Fargo will build on its agricultural and manufacturing heritage and will be known as a cutting-edge creative economy. We will educate and retain the best workforce in the nation and foster an innovative entrepreneurial environment.

NEIGHBORHOODS, INFILL, AND NEW DEVELOPMENT

Fargo will promote attractive and welcoming neighborhoods by promoting a diverse and affordable housing stock. Fargo will support neighborhoods where residents can age in place, children can walk to school, and essential services are only a short walk away. Fargo will promote infill development, planned growth, and increasing density and vitality in its established neighborhoods.

EDUCATION

Fargo will uphold and improve its world class K-12 education system. Fargo will continue to embrace the universities and post secondary education institutions and acknowledge their positive influence on the economy, workforce, and culture of Fargo.

SAFETY

Fargo will ensure safety through excellent police and fire service. The design of neighborhoods, districts, and public spaces will work to promote safety by increasing visibility and eyes on the street.

GO 2030

WALKABLE MIXED USE CENTERS

Walkable mixed use centers will be unique, dense, and amenity-rich areas. These areas are strategic because they build on existing strengths, such as urban grid-pattern streets, access to commercial services, and existing infrastructure. This kind of development will conserve energy and support sustainable transit.

DOWNTOWN NEIGHBORHOOD

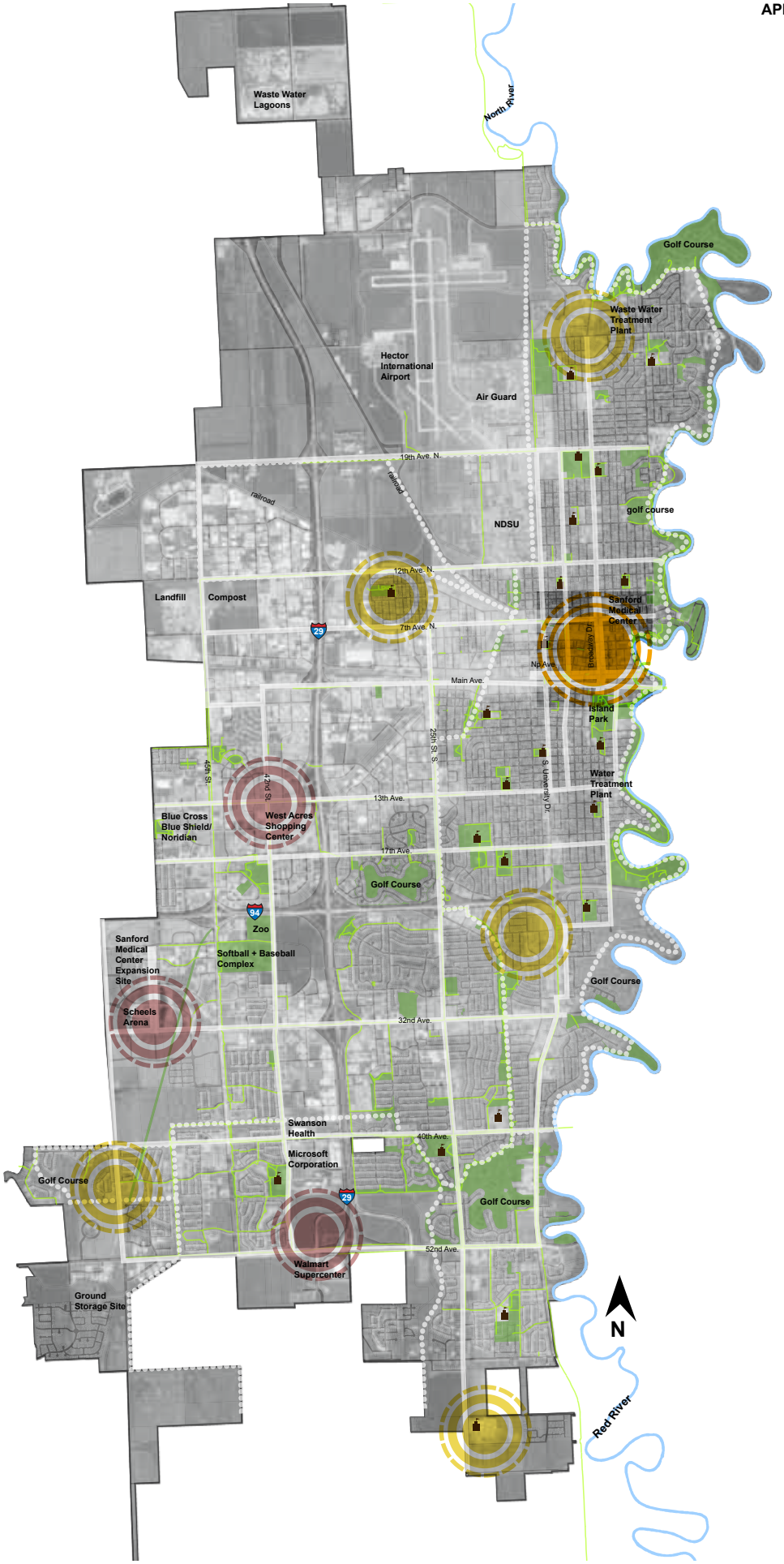
The downtown neighborhood has the potential to become more dense with infill development and incorporate a broader mix of uses including residential, neighborhood services, retail, and offices. This area will have high quality infrastructure that supports pedestrians, cyclists, cars, and transit and will feature public art and landscaping.

SUSTAINABLE RETAIL MIXED USE AREA

These areas have the potential to become denser and incorporate more retail space. These areas can incorporate more dense residential uses, walkability improvements, and public art to become a true mixed use center and a destination for shopping and entertainment.

NEIGHBORHOOD CENTER

These areas are more residential in character and will be less dense than other density areas with a mix of single family detached houses, town homes, rowhouses, and apartments. These areas will incorporate more neighborhood services, schools, parks, and walkability enhancements.


Waste Water Lagoons
North River
Golf Course
Waste Water Treatment Plant
Hector International Airport
Air Guard
19th Ave. N.
railroad
railroad
NDSU
golf course
12th Ave. N.
Landfill
Compost
Sanford Medical Center
7th Ave. N.
29
Broadway Dr.
Np Ave
Main Ave.
Island Park
25th St. S.
45th St.
42nd St.
S. University Dr.
Water Treatment Plant
13th Ave.
Blue Cross Blue Shield/ Noridian
West Acres Shopping Center
17th Ave.
Golf Course
94
Zoo
Sanford Medical Center Expansion Site
Softball + Baseball Complex
Golf Course
Scheels Arena
32nd Ave.
Swanson Health
40th Ave.
Microsoft Corporation
Golf Course
Golf Course
29
52nd Ave.
Walmart Supercenter
Ground Storage Site
N
Red River

WALKABLE MIXED USE CENTER

This typical walkable mixed use center illustrates how infill development, changing patterns of development, and amenities can transform areas in Fargo to support growth and quality of life improvements. This example demonstrates how a density node could develop around South University Drive, but the principles of development can apply to any density node.

1. Pedestrian oriented, mixed use streetscape
2. Strong pedestrian access point across busy automobile corridor
3. Walkable block sizes (250' - 450')
4. Building and parking development patterns that create people oriented spaces and street frontage which encourages a walkable environment
5. Connection to greenway
6. Neighborhood park or other prominent neighborhood feature
7. High Quality Construction

24TH AVENUE SOUTH
SOUTH UNIVERSITY DRIVE
NEW CONNECTION
NEW CONNECTION
NEW CONNECTION
NEW CONNECTION
26TH AVENUE SOUTH
27TH AVENUE SOUTH
15TH STREET SOUTH
2
4
4
1
1
6
2
2
4

GO 2030

BENEFITS OF WALKABLE MIXED USE CENTERS

Fargo is a growing city with a strong outlook for the future. As the city continues to expand, it is important to pay attention to the quality of the built environment. How we build impacts the way we live including how we get around, our health, the social capital of the community, the availability of affordable housing, and how we feel about the places we inhabit. The design of a community can even boost the local economy. Walkable Mixed Use Centers have the following benefits, which have been well documented in past research:

Lower infrastructure costs
Dense development lowers infrastructure costs because each mile of road or sever line serves more development. Mixing uses also creates infrastructure efficiencies because it eliminates the need to provide parallel infrastructure systems to residential and nonresidential areas.

Positive fiscal impact on city budget
In addition to lower infrastructure costs, dense, mixed-use development generates more revenue and fewer costs for the city budget. Multifamily housing produces more tax revenue and requires less infrastructure and service costs per unit. Denser retail and office developments also produce more property and sales tax revenue.

Saves agricultural land and habitat
Dense development consumes less land and saves open space for agriculture and habitat. Studies from around the country have found that dense development alternatives consume between 10-40 percent less land.

More aesthetically pleasing
Higher density, mixed use areas are more aesthetically pleasing than homogenous, low density areas. Walkable mixed use centers support promoting and cherishing places with distinct identities, character, and appearance. Regardless of the pattern of development, it is important that future growth in Fargo incorporate signage, landscaping, and other elements that enhance the visual appearance of the city.

Greater Economic Development Potential
“It has been well documented that a community viewed as having a high quality of life will attract and retain individuals.” Additionally, walkable mixed use centers provide a greater range of local services and amenities and encourage people to walk, shop, and grab dinner on the town.

Stronger sense of community and greater cultural opportunities
Denser development leads to more interaction between neighbors as they pass each other on the sidewalk, and meet up at neighborhood shops, restaurants, and cafes. Denser areas are better able to support museums and other cultural institutions. Savings on infrastructure and development costs leave more resources to invest in public art and cultural amenities.

Greater safety
Dense, mixed use areas have more eyes on the street, which reduces opportunities for crime. People who live in walkable, mixed use centers spend less time in the car and are less likely to have an automobile accident.

More energy efficient
Dense mixed use development wastes less energy, especially gasoline through fewer vehicle trips,

Less time in the car
A study of Florida county found “that households living in the most accessible areas spend about 40 minutes less per day traveling by vehicle than do household living in the least accessible locations.”

Less stressful
“Because people spend more time driving, they have less free time and more stress.” According to another study greater “travel impedance, as measure by commuting distance and time” has a statistically significant negative effect on job satisfaction, work absences due to illness, overall incidence of colds or flu, mood at home in the evening, and chest pain.” Other studies have linked travel impedance to high blood pressure, negative mood, and overall life satisfaction.

Greater historic preservation
Greater density means that older areas are not abandoned, and therefore have higher property values. Higher property values make it much more financially feasible to preserve historic structures.

See Key Initiatives:

Neighborhoods, Infill, and New Development
- Promote Infill
- Design Standards
- Quality New Development

Arts and Culture
- Public Gathering Spaces

Economy
- Amenities and Beautification as an Economic Development Tool
- Promote Connections and Infill in West Acres Commercial Area

Approach

GO 2030

IMPACT OF WALKABLE MIXED USE CENTERS

There is an extensive and diverse body of research and analysis from across the nation that explores the many fiscal, transportation, land use, quality of life, and social impacts of compact, mixed-use development in a community. There is also broad-based agreement on many of these impacts, ranging from land conservation, to personal travel savings, to reduced energy consumption, to employment accessibility. Many of these impacts are summarized on pages 10-11. The purpose of this impact analysis is to explore one aspect in particular – the fiscal impact of compact, walkable, mixed use development scenarios for the City of Fargo. This analysis explores the implications of Go2030's proposed mixed use development patterns for the City's major categories of costs and revenues, and uses Fargo's actual land use and budget data to tailor the analysis to conditions in Fargo.

To understand the fiscal impacts of Go2030's land use recommendations, this analysis compares two different development scenarios under a variety of conditions. The first scenario - "Current Trends" - assumes that future development will continue with generally the same mix of uses and densities that currently exist in Fargo. The second scenario - "Mixed Use Centers" - assumes that in specific activity centers throughout Fargo, development patterns will be characterized by compact, walkable, mixed use development. In the "Mixed Use Centers" scenario, development outside these identified activity centers is assumed to follow existing land use patterns.

In each of these two scenarios, this analysis explores the impact on a variety of City costs and revenues:

COSTS:

- Capital Costs – Facilities (Police, Fire, Water, Sanitary Sewer, Solid Waste, Libraries, and Miscellaneous City Facilities)
- Capital Costs – Infrastructure (Roads, Water Lines, Sanitary Sewer Lines)
- Interest / Debt Service
- General Service Expenditures

REVENUES:

- Property Tax
- Sales Tax
- Utility Fees
- Miscellaneous Fees, Fines, & Other Revenues
- Special Assessment Revenues

Costs and revenues for both the “Current Trends” scenario and the “Mixed Use Centers” scenario are explored for a several different conditions:

DEFINED BUILD-OUT AREA

For this condition, the analysis identified the same build-out area for both the “Current Trends” and “Mixed Use Center” scenarios, and projected the different land use, population, and employment characteristics for each scenario within that build-out boundary. Based on those projections, the analysis explores the fiscal impacts to the City.

EQUAL AMOUNT OF POPULATION/EMPLOYMENT GROWTH

For this condition, the analysis identified a specific level of population and employment growth, and projected the different land use and land consumption characteristics for each scenario. Because the “Mixed Use Centers” scenario is characterized by more compact development, it requires less total land to accommodate the same level of growth as the “Current Trends” scenario. Again, the fiscal impacts to the City are explored under these conditions.

SPECIFIC DEVELOPMENT SITE

This analysis explores fiscal impacts at the scale of an individual, forty acre development site to understand where and what type of development maximizes the fiscal benefit to the City. The cost and revenue implications are compared for an equivalent acreage of conventional greenfield development, mixed use greenfield development, and mixed use infill development. The conventional greenfield site is composed of equal parts commercial and single family development. The mixed use sites evaluate mixed use development in a greenfield situation, where new infrastructure is necessary, and an infill situation, where existing infrastructure is already in place to serve the development.

The Results Summary section of this report synthesizes the outcomes of this analysis for each of these cost and revenue categories under a variety of conditions. Following the Results Summary, the methodology, assumptions, and process for each category of costs and revenues is explained in greater detail.

The complete picture of how the City of Fargo collects revenues, and spends resources to provide services and construct vital infrastructure is extremely complex. This analysis explores land use - one of many important factors that affect the City’s fiscal health. Tax policy, national economic conditions, changing demographic trends, and Fargo’s future growth rate are just some of the many other variables that contribute to City’s fiscal equation. The following analysis is not intended to be a complete fiscal impact analysis for the City of Fargo, or to project future growth. Its purpose is to explore at a conceptual level how land use decisions affect and relate to the long term fiscal health and prosperity of the City.

GO 2030

SCENARIO 1 CURRENT TRENDS

The current trends scenario looks at the existing mix of uses and densities in Fargo and assumes that this pattern of development will continue in the growth area. Table 1 lists the current uses in Fargo and the acres, total value, square feet/housing units, and population/employment associated with each land use. Figure 1 maps out the existing land uses.

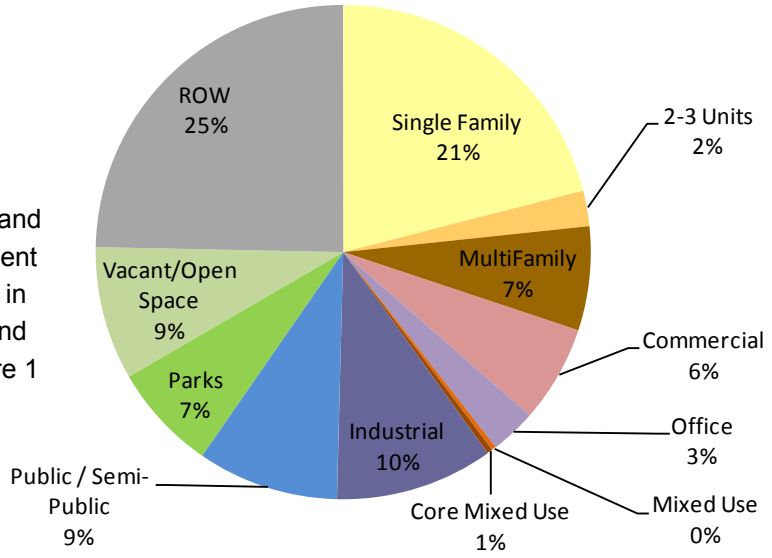
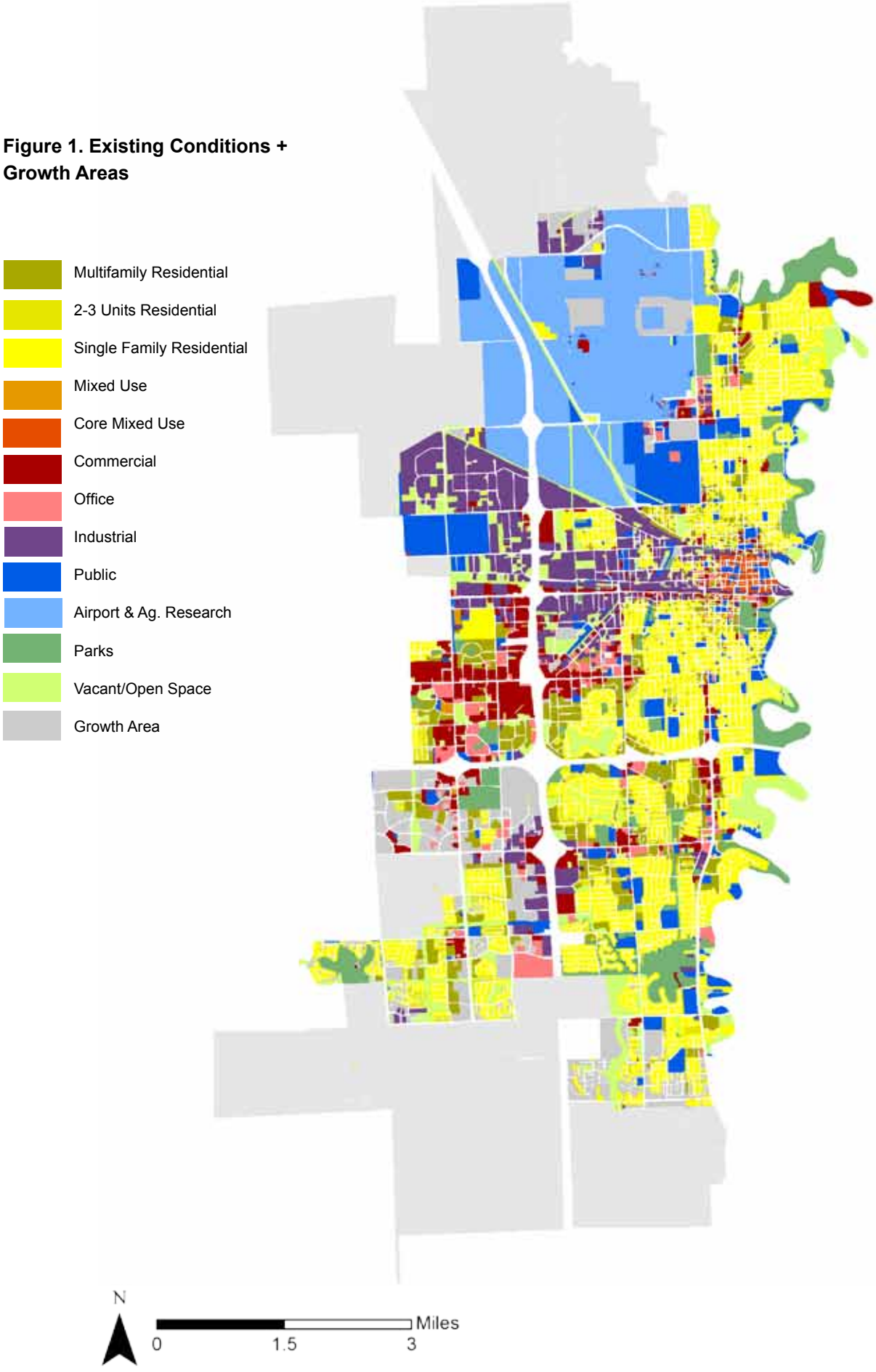


Table 1. Existing Conditions + Growth Areas

Land Use Category	Acres	% of Total Developed Area	Total Value	Total Value / Acre	Residential Units	Non-Residential Square Feet	Population	Employment
Single Family	7,561	20.99%	$5,605,694,087	$741,383	33,025	-	66,530	-
2-3 Units	837	2.32%	$810,760,457	$968,240	5,374	-	10,746	-
MultiFamily	2,453	6.81%	$2,597,039,435	$1,058,658	42,562	-	85,103	-
Commercial	2,283	6.34%	$1,579,265,624	$691,665	-	16,357,019	-	40892.54822
Office	1,077	2.99%	$938,370,086	$871,641	-	7,877,040	-	26256.80156
Mixed Use	101	0.28%	$161,685,535	$1,602,140	358	1,655,871	716	4139.676973
Core Mixed Use	134	0.37%	$333,617,756	$2,483,389	1,099	4,157,814	2,198	10394.53501
Industrial	3,711	10.30%	$1,244,548,196	$335,398	-	32,995,978	-	41244.9728
Public / Semi-Public	3,324	9.23%	$1,412,663,690	$425,046	-	4,868,696	-	12171.74083
Airport & Ag. Research	3,536	-	$2,659,600	$752	-	-	-	-
Parks	2,510	6.97%	$102,429,811	$40,813	-	-	-	-
Vacant/Open Space	3,144	8.73%	$120,520,127	$38,333	-	-	-	-
Total Developed Area	39,559	100.00%		$376,889	82,418	67,912,419	165,292	135,100

Figure 1. Existing Conditions + Growth Areas



GO 2030

SCENARIO 2 WALKABLE MIXED USE CENTERS

Scenario 2, walkable mixed use centers, creates districts of more compact, mixed use development both within the existing areas of the city (infill), and in the growth areas. The walkable mixed use centers cover 3,405 acres of existing development and 3,268 acres of land in the growth area.

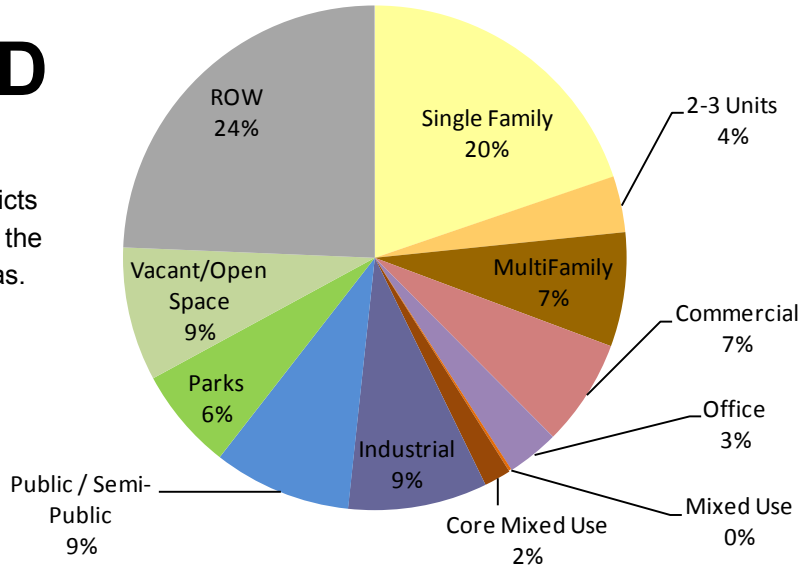
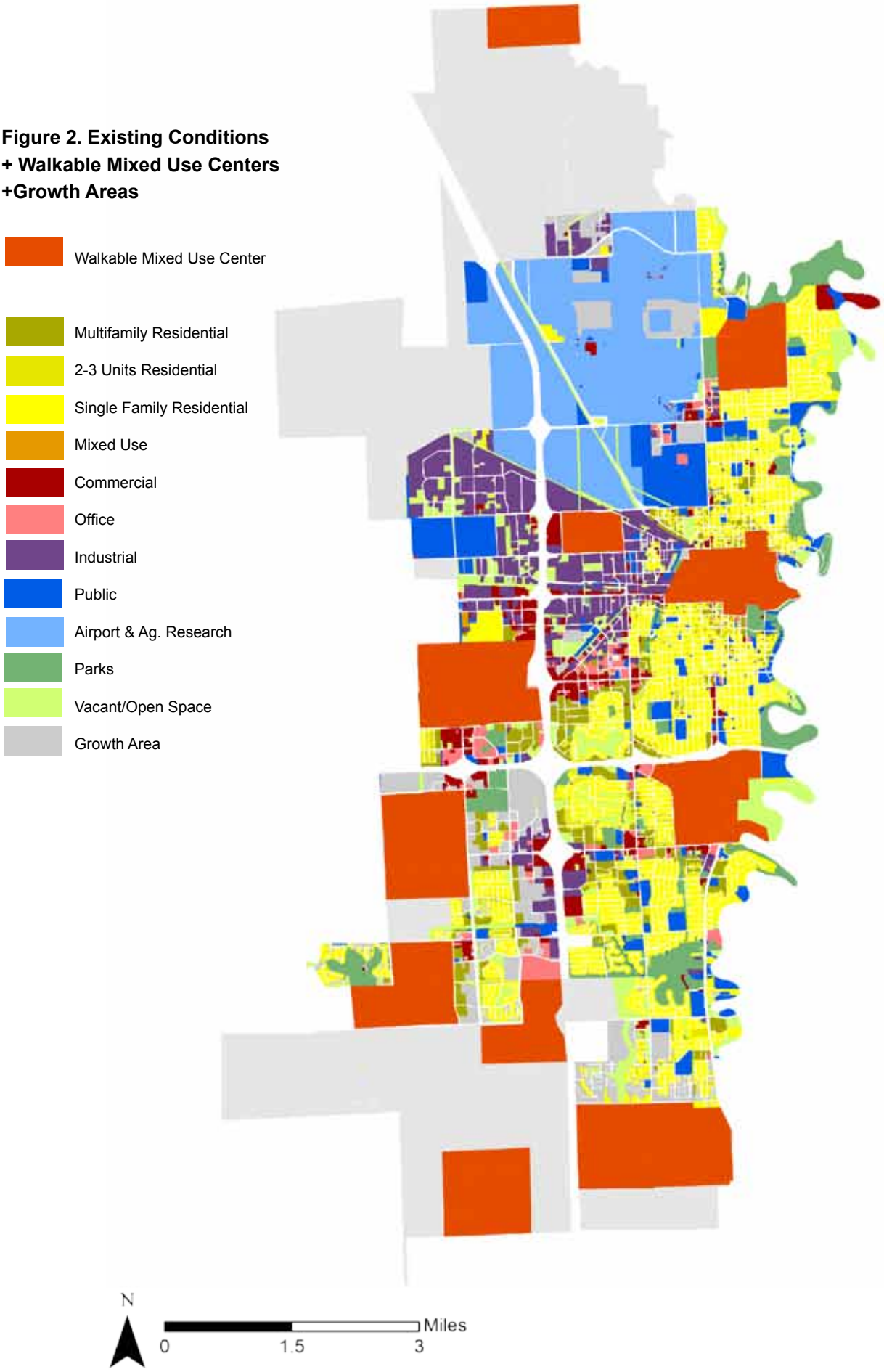


Table 2. Walkable Mixed Use Centers

Land Use Category	Acres	% of Total Developed Area	Total Value	Total Value / Acre	Residential Units	Non-Residential Square Feet	Population	Employment
Single Family	7,121	19.77%	$5,279,665,688	$741,383	31,104	-	62,661	-
2-3 Units	1,294	3.59%	$1,253,145,337	$968,240	8,307	-	16,609	-
MultiFamily	2,645	7.34%	$2,800,053,145	$1,058,658	45,889	-	91,755	-
Commercial	2,463	6.84%	$1,703,542,134	$691,665	-	17,644,196	-	44,110
Office	1,206	3.35%	$1,051,237,662	$871,641	-	8,824,494	-	29,415
Mixed Use	64	0.18%	$102,875,817	$1,602,140	228	1,053,583	456	2,634
Core Mixed Use	619	1.72%	$1,536,894,138	$2,483,389	5,063	19,154,016	10,124	47,885
Industrial	3,206	8.90%	$1,075,199,244	$335,398	-	28,506,129	-	35,633
Public / Semi-Public	3,181	8.83%	$1,351,863,242	$425,046	-	4,659,150	-	11,648
Airport & Ag. Research	3,536	-	$2,659,600	$752	-	-	-	-
Parks	2,358	6.55%	$96,231,907	$40,813	-	-	-	-
Vacant/Open Space	3,100	8.61%	$118,835,739	$38,333	-	-	-	-
ROW	8,765	24.33%						
Total Developed Area	39,559	100.00%	$16,372,203,654	$413,871	90,591	79,841,567	181,605	171,325

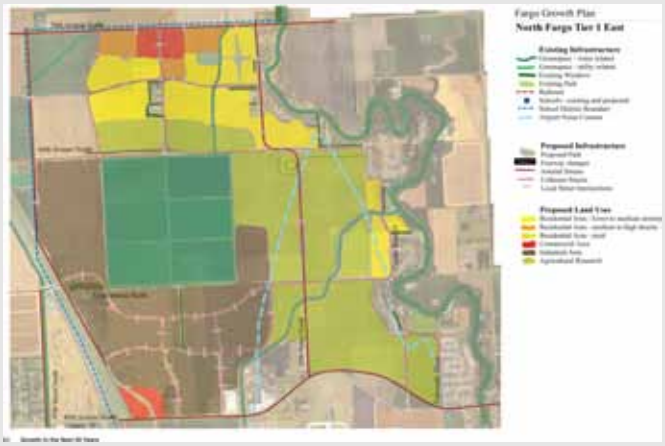
Figure 2. Existing Conditions + Walkable Mixed Use Centers +Growth Areas



GO 2030

Walkable Mixed Use Centers and the Fargo Growth Plan

The 2007 Growth Plan For the City of Fargo informed the location of the walkable mixed use centers in the growth areas.



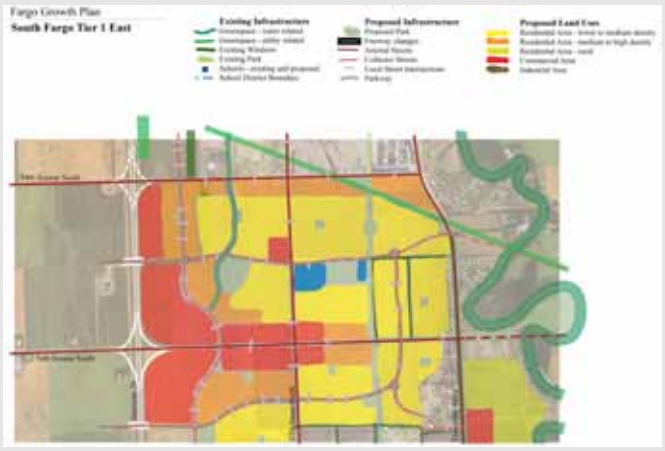


Figure 3. Future Land Use Diagram of Walkable Mixed Use Centers

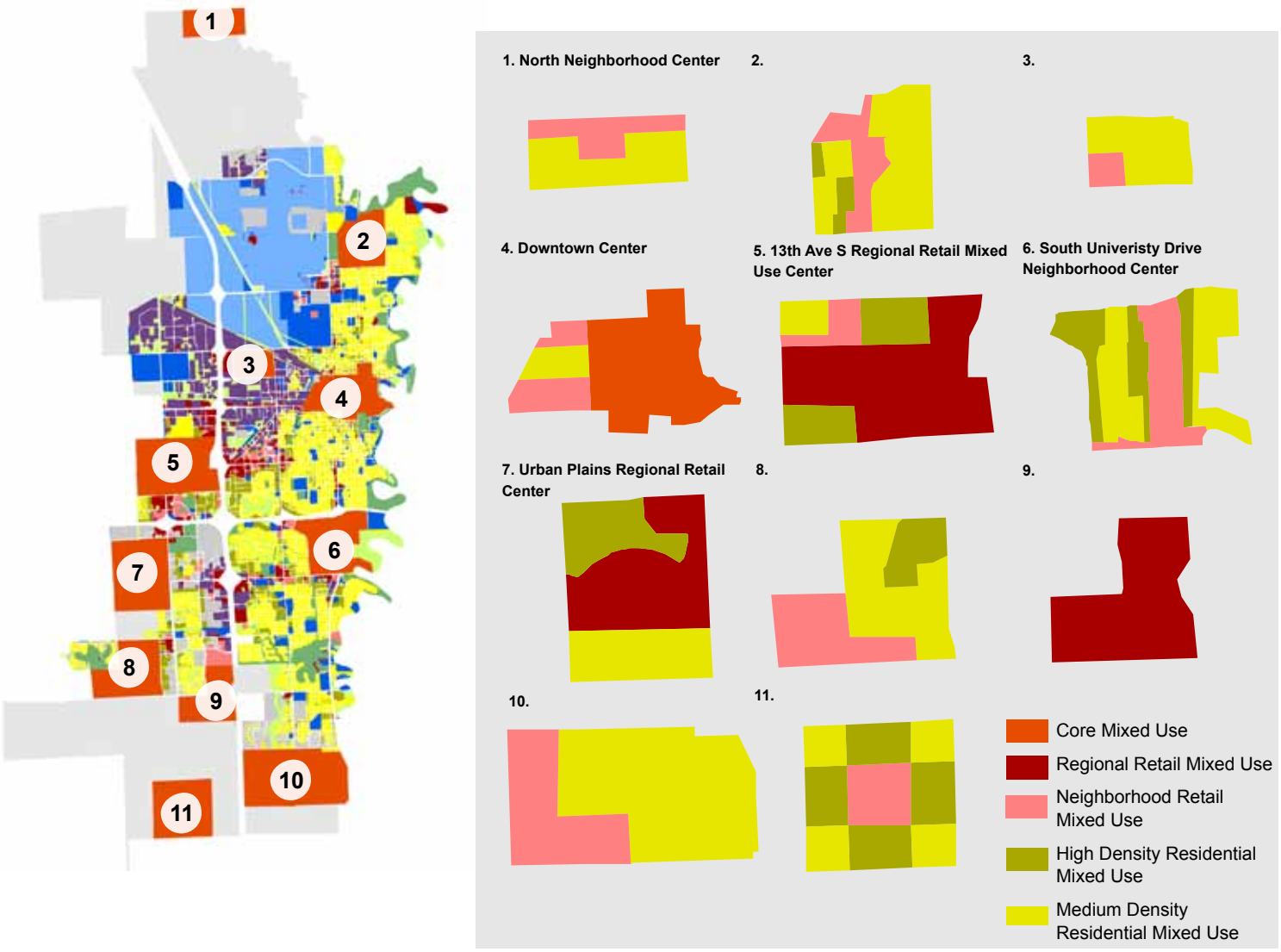


Table 3. Composition of Land Uses in Walkable Mixed Use Centers

New Mixed Use Types	Core Mixed Use	Commercial	Office	Industrial	Multifamily	2-3 Units	Single Family	Total
Core Mixed Use	100%	-	-	-	-	-	-	100%
Regional Retail Mixed Use	25%	40%	15%	-	20%	-	-	100%
Neighborhood Retail Mixed Use	10%	50%	15%	-	10%	15%	-	100%
Dense Residential Mixed Use	-	10%	5%	-	60%	15%	10%	100%
Medium Residential Mixed Use	-	5%	5%	-	15%	25%	50%	100%

Results Summary

Whether the fiscal impact is measured within a specific geographic area, or according to a certain level of growth, whether the impact is examined city wide or at a development-site scale, this analysis indicates that compact, mixed use development has a greater positive fiscal impact for the City than conventional development patterns. A variety of factors drive this result:

Within a defined build-out area or development site, compact, mixed use development is able to accommodate more intensive development with a greater number of residents and employees. All of these conditions result in increased revenue for the City, and more efficient use of available infrastructure. With equal growth for a “Current Trends” scenario and “Mixed Use Centers” scenario, compact, mixed use development is able to accommodate the same number of residents and employees in a smaller geographic area, resulting in lower costs for infrastructure and some geography-based services. The following results summarize and compare the cost and revenue impacts for each scenario under a variety of conditions.

GO 2030

DEFINED BUILD-OUT AREA

Within a defined build out area, mixed use centers result in:

- **More revenue**
- **More efficient infrastructure and services**
- **Net fiscal benefit for the city**

Table 4. Summary of scenarios under defined buildout area

	Current Trends	Walkable Mixed Use Centers
Average Annual Population Growth	1500	1500
Build-Out Capacity	59,743	76,056
Years to Build-Out	40	51

MORE REVENUE

Analysis of existing property value in Fargo indicates that higher intensity development, including mixed use areas and multifamily housing, has the highest property value per acre, and consequently produce more property tax revenue per acre for the City. Lower density commercial, industrial, and single-family residential uses produce less property tax revenue per acre. Because the “Mixed Use Centers” scenario has a higher percentage of these higher intensity uses, it generates more property tax revenue for the City than the “Current Trends” scenario.

Other revenue sources including sales tax, utility fees, and miscellaneous fees and fines are based on the number of residents and employees in the community. More people means more shopping (sales tax), use of utilities (utility fees), and use of services (other miscellaneous revenue). Because the “Mixed Use Centers” scenario can accommodate more residents and employees within the same build-out area, it results in more revenue for the City.

Special assessment revenue is slightly lower for the walkable mixed use centers because the infrastructure is amortized over a longer builtout . The other revenue sources more than compensate for this loss of special assessment revenue. The revenue from special assessments does not cover the true cost of infrastructure because sales tax is used to supplement infrastructure expansion. Hence, the more the city relies on extending infrastructure to generate special assessment revenue, the further it falls behind fiscally.

Figure 4. Annual revenue summary of the scenarios at build-out.

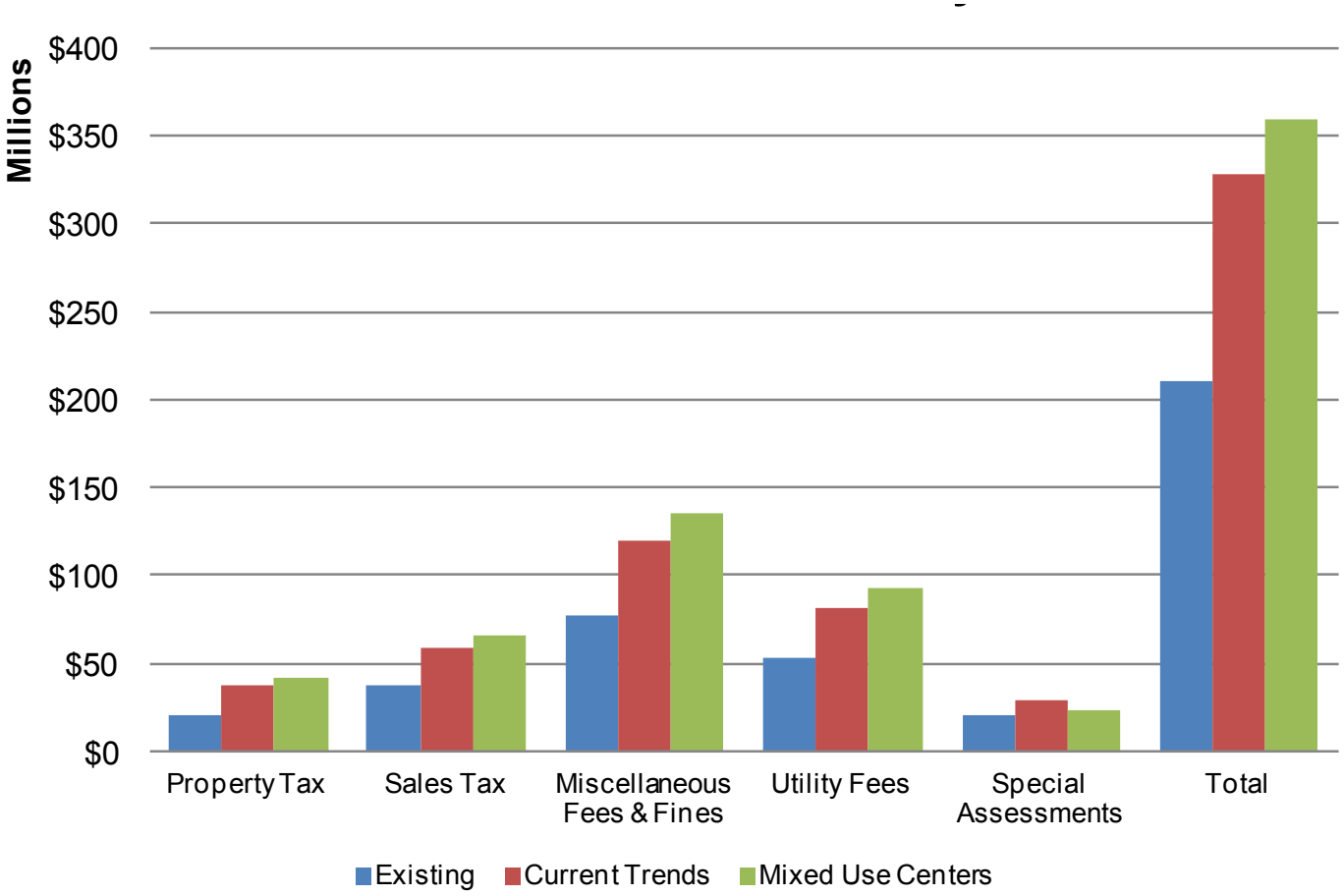
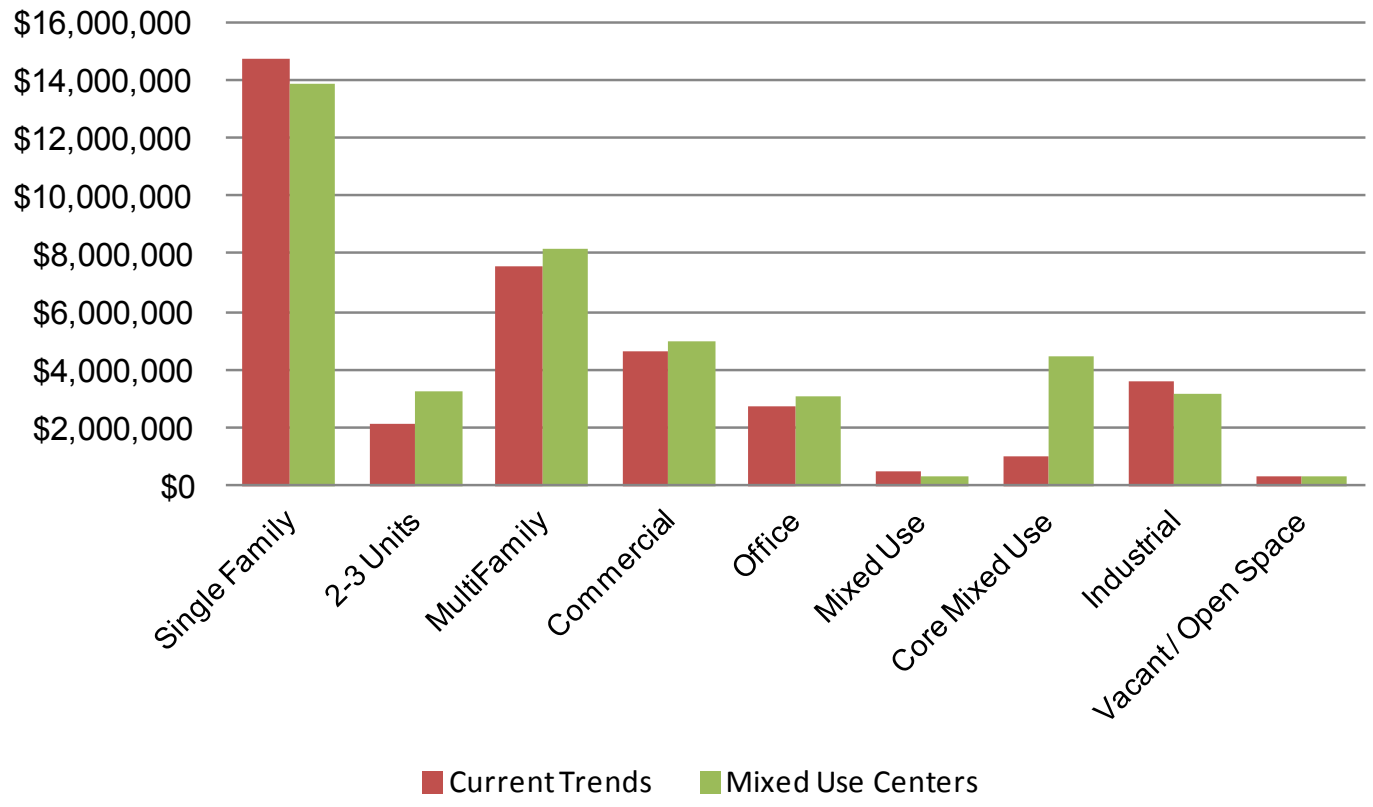


Table 5. Summary of Annual Revenue at Build-out

	Existing	Current Trends	Mixed Use Centers	Existing Per Capita	Current Trends Per Capita	Mixed Use Centers Per Capita
Property Tax	$21,353,314	$37,133,955	$41,556,039	$166	$186	$185
Sales Tax	$37,562,272	$58,390,477	$65,845,024	$293	$293	$293
Miscellaneous Fees & Fines	$77,351,747	$120,243,136	$135,594,237	$603	$603	$603
Utility Fees	$52,856,000	$82,164,546	$92,654,262	$412	$412	$412
Special Assessments	$20,743,084	$29,491,960	$23,166,633	$162	$148	$103
Total	**$209,866,417**	**$327,424,073**	**$358,816,194**	**$1,636**	**$1,642**	**$1,596**

Figure 5. City property tax revenue by land use at build out

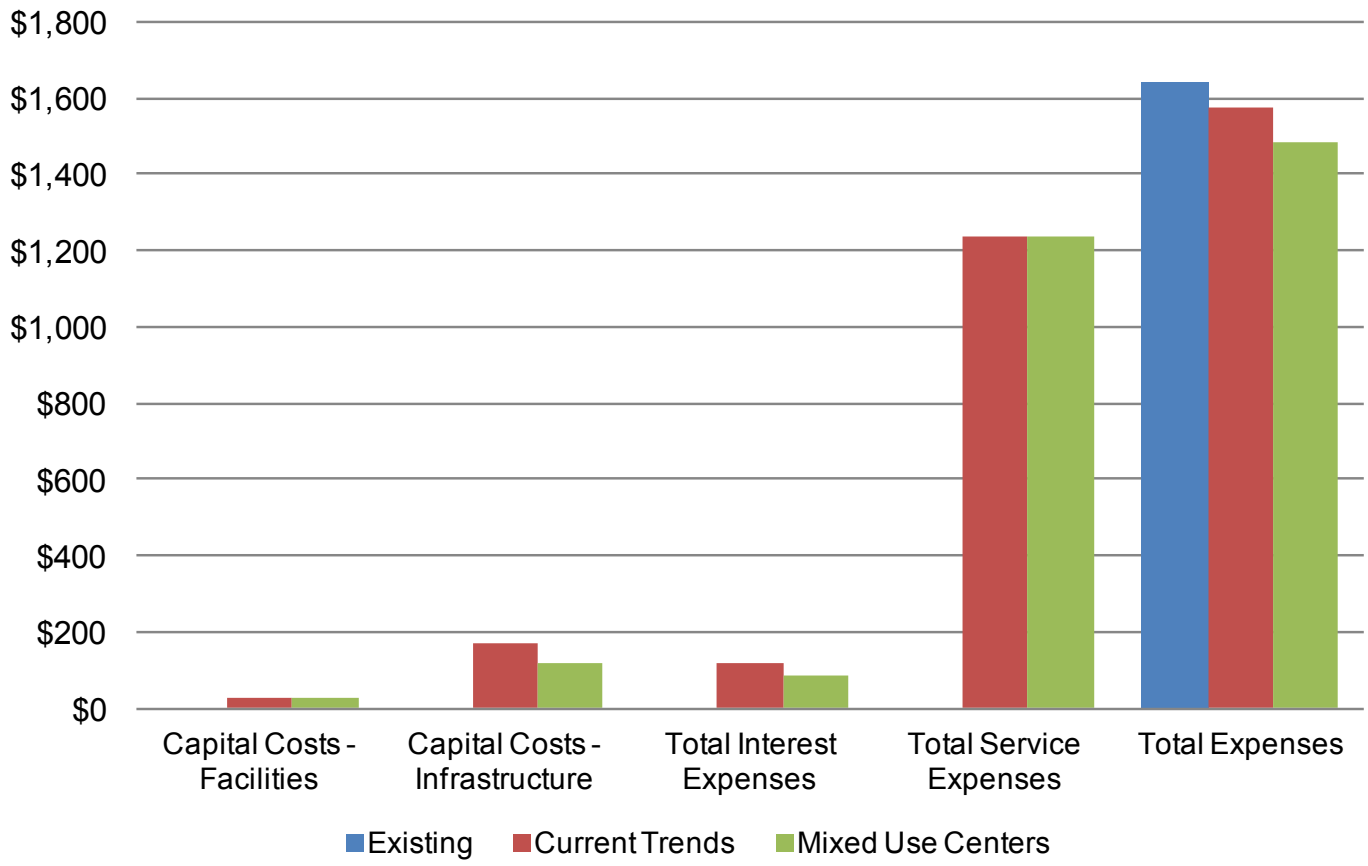


MORE EFFICIENT INFRASTRUCTURE AND SERVICES

Because a greater number of people are able to utilize the same infrastructure and some geography-based services with the “Mixed Use Centers” scenario, and because full build-out and the associated infrastructure costs occur over a longer period of time, the “Mixed Use Centers” scenarios results in more efficient use of infrastructure services, and lower infrastructure and service costs per capita, compared to conventional development trends.

The infrastructure necessary to serve the full build-out area has the same geographic coverage for both the “Current Trends” and “Mixed Use Centers” scenarios. Analysis also indicates that there is surplus capacity for more intensive development where infrastructure already exists. The result is that the same infrastructure investments are able to serve more people (who are generating more revenue) with the “Mixed Use Centers” scenario. Also, because build-out occurs over a longer period, infrastructure costs can be spread out, resulting in lower annual infrastructure costs with the “Mixed Use Development” scenario.

Figure 6. Per capita annual expense summary of scenarios at build out



Some facilities, such as police stations and fire stations are located based on geography. The key factor for the location of police and fire facilities is response time, and this is driven by location of these facilities. As with infrastructure, these geography-based facilities are more efficiently utilized under the "Mixed Use Centers" scenario, where more people can be served by the same facilities, compared to the "Current Trends" scenario. This reduces the per capita cost for these facilities. (Police and fire services, by contrast, are assumed to increase proportional to the population and employment.)

The need for other facilities and services is based on their use. With the "Mixed Use Centers" scenario, the number of residents and employees is greater, resulting in higher use of these facilities and services, and greater cost total cost. However, the longer build-out period for the "Mixed Use Centers" scenario mitigates this cost increase, and per capita, annual expenses are lower in the "Mixed Use Centers" scenario compared to build out with "Current Trends."

Table 6. Summary of Annual Expenses at Build-out

	Existing	Current Trends	Mixed Use Centers	Existing Per Capita	Current Trends Per Capita	Mixed Use Centers Per Capita
Capital Costs - Facilities		**$5,209,014**	**$6,073,533**		**$26**	**$27**
Water		$596,282	$955,431		$3	$4
Sanitary Sewer		$701,090	$909,660		$4	$4
Solid Waste		$1,497,397	$1,772,079		$8	$8
Library		$219,639	$172,532		$1	$1
Misc City Government		$1,920,433	$2,048,464		$10	$9
Fire		$123,528	$97,034		$1	$0
Police		$150,644	$118,335		$1	$1
Capital Costs - Infrastructure		**$33,855,356**	**$26,594,184**		**$170**	**$118**
Streets		$23,099,732	$18,145,387		$116	$81
Water Lines		$6,639,166	$5,215,222		$33	$23
Sanitary Sewer Lines		$4,116,458	$3,233,575		$21	$14
Flood Control		$5,021,472	$3,944,485		$25	$18
Total Capital Expenses	**$37,387,636**	**$44,085,842**	**$36,612,202**	**$291**	**$221**	**$163**
Total Interest Expenses	**$20,100,791**	**$23,701,961**	**$19,683,893**	**$157**	**$119**	**$88**
Total Service Expenses	**$152,548,516**	**$246,115,420**	**$277,536,280**	**$1,189**	**$1,234**	**$1,234**
Total Expenses	**$210,036,943**	**$313,903,223**	**$333,832,375**	**$1,637**	**$1,574**	**$1,485**

NET FISCAL BENEFIT FOR THE CITY

The net fiscal impact of the "Mixed Use Centers" scenario (the total revenues minus the total expenditures) is greater than with the "Current Trends Scenario." The "Mixed Use Centers" scenario results in more revenue, and while total costs are higher (because there are more people demanding more services), the longer build out period and efficiencies with infrastructure and geography-based services mean that the cost disparity is smaller than the revenue disparity. The net result is that at build out, the "Mixed Use Centers" scenario provides approximately $12 million more in net fiscal benefits than the "Current Trends" scenario.

Table 7. Net fiscal Impact at build-out

	Current Trends	Walkable Mixed Use Centers
Annual Revenue	$327,424,073	$358,816,194
Annual Expenses	$313,903,223	$333,832,375
Net Fiscal Impact	**$13,520,850**	**$24,983,818**

Figure 7. Annual revenues and expenses of scenarios at buildout

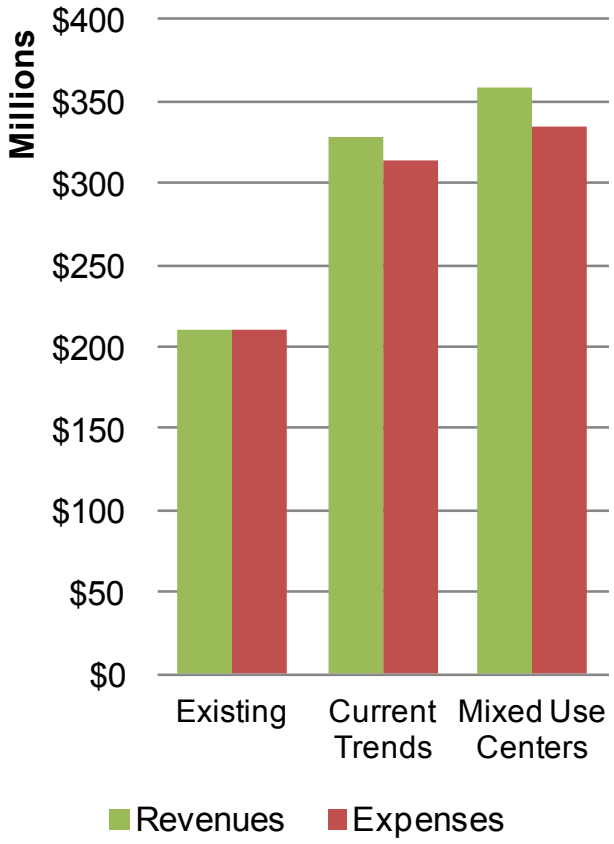


Figure 8. Net annual fiscal impact of the scenarios

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EQUAL AMOUNT OF POPULATION/ EMPLOYMENT GROWTH

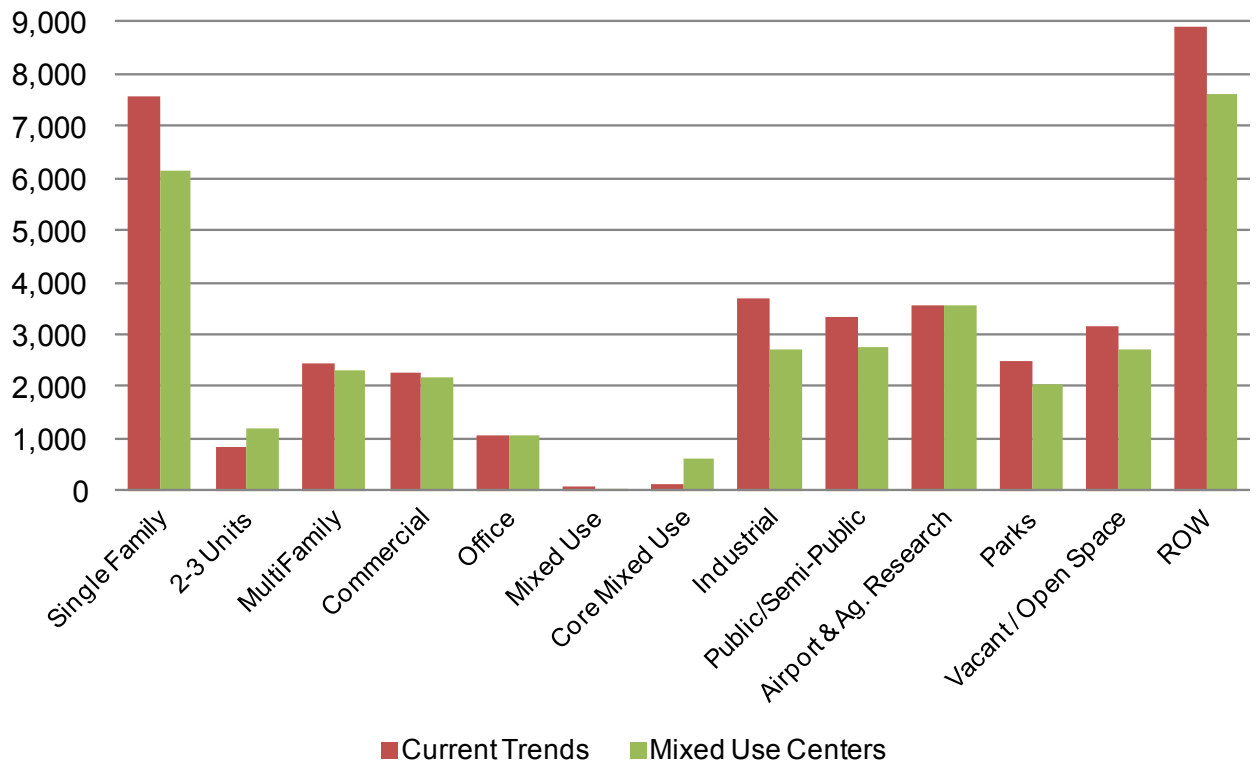
With a defined amount of population and employment growth, mixed use centers result in:

- **Less land consumed**
- **Lower costs for infrastructure and services**
- **Net fiscal benefit for the city**

LESS LAND CONSUMED

Because the “Mixed Use Centers” scenario includes a higher ratio of mixed use and multifamily land uses, it is able to accommodate a defined amount of growth in a smaller area. The net result 4,600 fewer acres of land consumed.

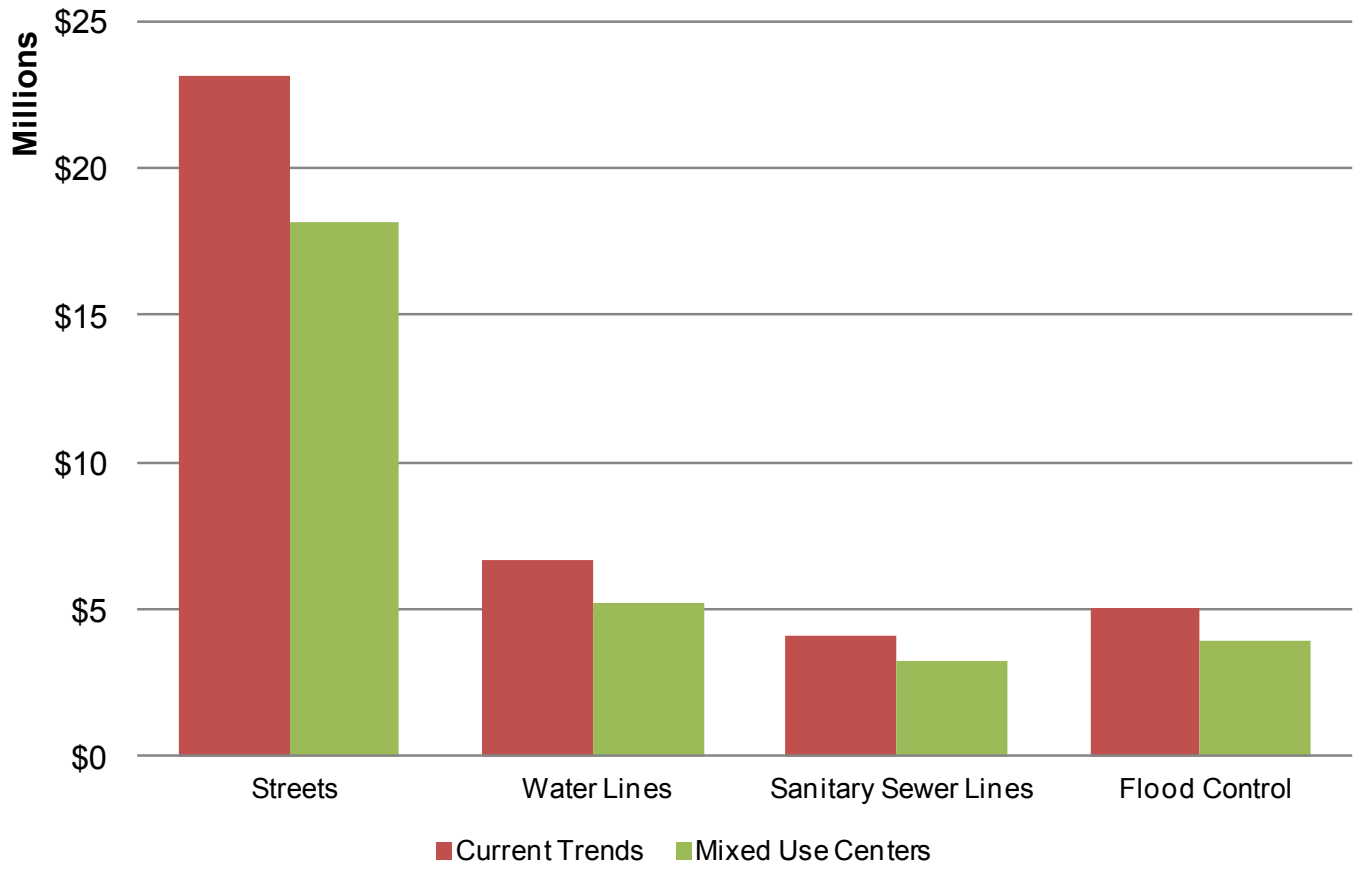
Figure 9. Acres of land consumed with equal populaiton/employment growth



LOWER COSTS FOR INFRASTRUCTURE AND SERVICES

With more compact development patterns, the "Mixed Use Centers" scenario is able to accommodate the same amount of growth in a smaller area. The result is that fewer miles of streets, water lines, and sewer lines are necessary to serve the same population, reducing total infrastructure costs. Other geography-based facilities such as police and fire stations also have lower costs with a smaller service area in the "Mixed Use Centers" scenario. With equal amounts of growth, both scenarios incur the same fiscal impact for facilities and services where the cost is based on the use. With the same number of residents and employees, demand for these services remains roughly equivalent. Overall, the net effect is lower total costs for the "Mixed Use Centers" scenario compared to the "Current Trends" scenario. .

Figure 10. Annual infrastructure costs of scenarios with equal population/employment growth



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NET FISCAL BENEFIT FOR THE CITY

The net fiscal impact of the "Mixed Use Centers" scenario (the total revenues minus the total expenditures) is greater than with the "Current Trends Scenario." The roughly equivalent number of residents and employees in both scenarios means that the revenue sources that are driven by the number of people in the community, including sales tax, utility fees, and miscellaneous fees, are also roughly the same. While the "Current Trends" scenario has more acres generating property tax revenue for the City, the mix of land uses generating property taxes in the "Mixed Use Centers" scenario results in greater property tax revenues per acre. The net effect is that property tax revenues are also roughly equivalent.

With a defined amount of growth, while revenues are generally equivalent in both scenarios, costs for the "Mixed Use Centers" scenario are considerably lower. Less land area developed means less need for infrastructure and geography-based services. The net effect is approximately $## million dollars more in net fiscal benefits for the "Mixed Use Centers" scenario compared to the "Current Trends" scenario.

Figure 12. Annual revenues and expenses with equal population/employment growth

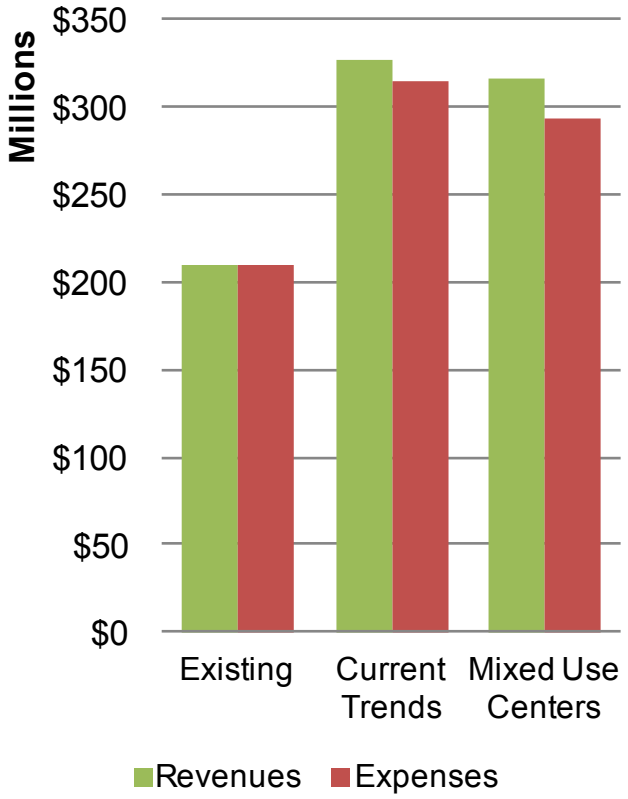

Figure 11. Net annual fiscal impact with equal population/employment growth

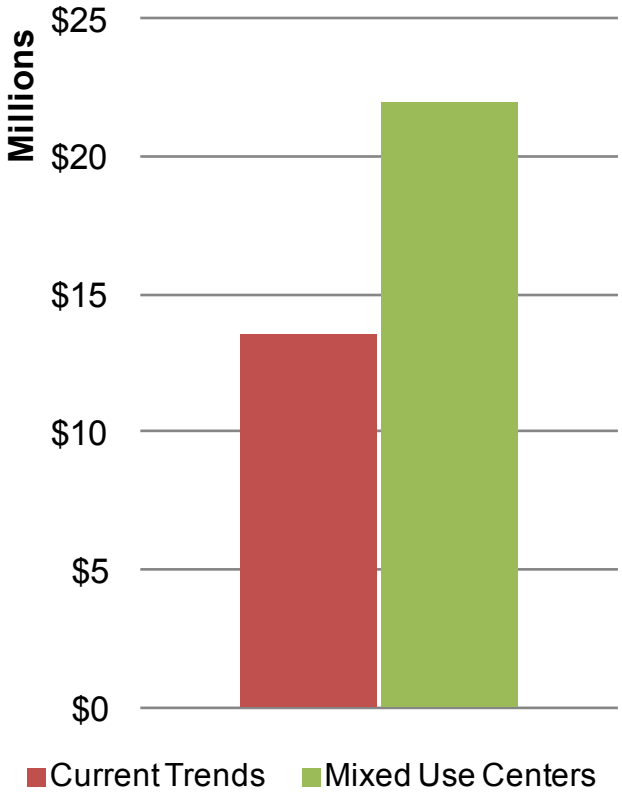

Table 8. Summary of annual revenue and Expense at equal population/employment growth

Revenue	Existing	Current Trends	Mixed Use Centers
Property Tax	$21,353,314	$37,133,955	$36,814,745
Sales Tax	$37,562,272	$58,390,477	$58,389,680
Miscellaneous Fees & Fines	$77,351,747	$120,243,136	$120,241,496
Utility Fees	$52,856,000	$82,164,546	$82,163,426
Special Assessments	$20,743,084	$29,491,960	$18,098,085
Total	**$209,866,417**	**$327,424,073**	**$315,707,433**
Expenses	**Existing**	**Current Trends**	**Mixed Use Centers**
Capital Costs - Facilities		**$5,209,014**	**$5,147,041**
Water		$596,282	$596,216
Sanitary Sewer		$701,090	$701,041
Solid Waste		$1,497,397	$1,497,377
Library		$219,639	$219,639
Misc City Government		$1,920,433	$1,920,359
Fire		$123,528	$61,764
Police		$150,644	$150,644
Capital Costs - Infrastructure		**$33,855,356**	**$25,797,206**
Streets		$23,099,732	$13,251,637
Water Lines		$6,639,166	$4,644,429
Sanitary Sewer Lines		$4,116,458	$2,879,668
Flood Control		$5,021,472	$5,021,472
Total Capital Expenses	**$37,387,636**	**$44,085,842**	**$30,944,247**
Total Interest Expenses	**$20,100,791**	**$23,701,961**	**$16,636,619**
Total Service Expenses	**$152,548,516**	**$246,115,420**	**$246,112,064**
Total Expenses	**$210,036,943**	**$313,903,223**	**$293,692,930**
		Current Trends	**Mixed Use Centers**
Annual Revenue		$327,424,073	$315,707,433
Annual Expenses		$313,903,223	$293,692,930
Net Fiscal Impact		**$13,520,850**	**$22,014,502**

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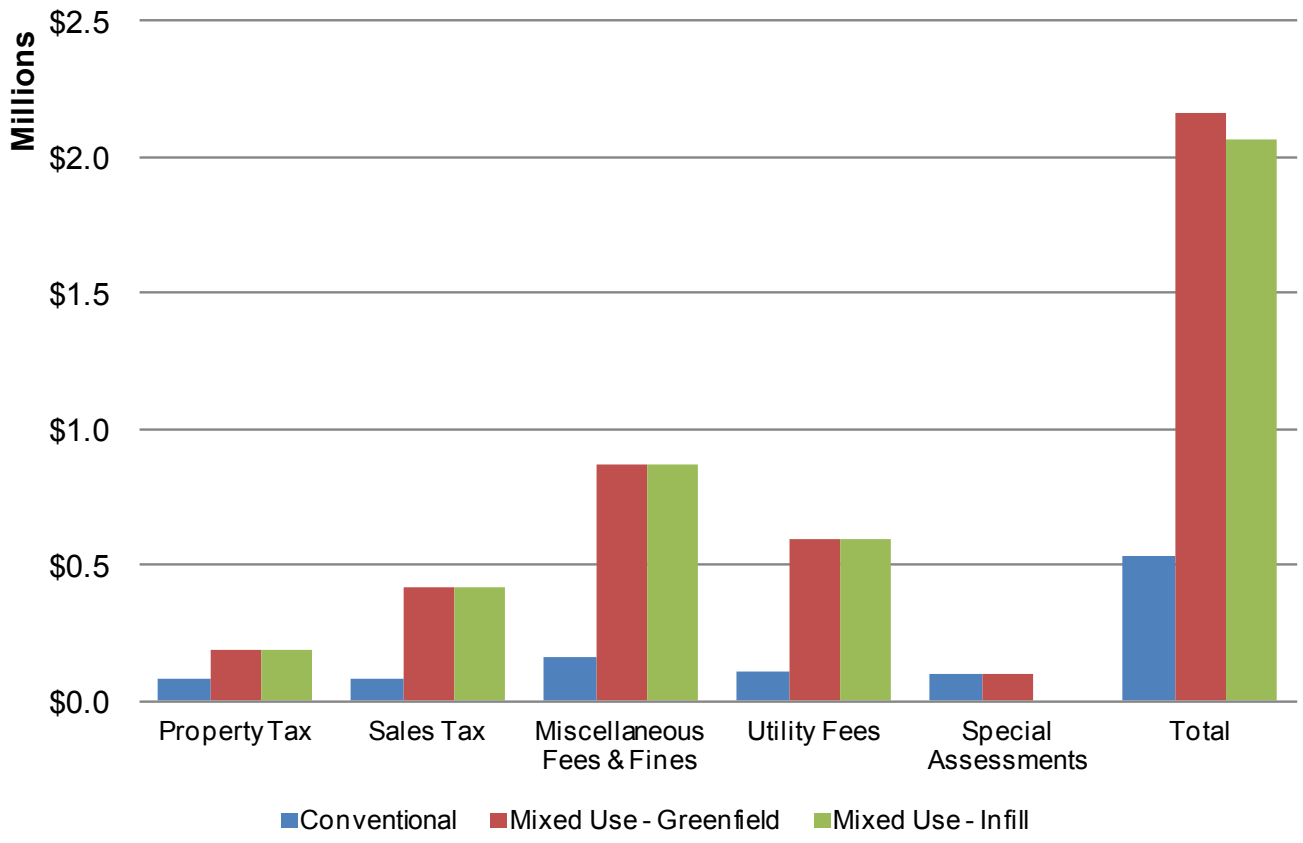
SPECIFIC DEVELOPMENT SITE

For a specific development site, mixed use development produces a greater net fiscal benefit to the City than conventional development of commercial and single family use. Because mixed use development accommodates more residents and employees within the specific development site, it also generates greater sales tax, utility fees, and other revenues, while using available infrastructure more efficiently. Infill development reduces overall costs by using existing infrastructure, resulting in additional fiscal benefits for the City.

MIXED USE DEVELOPMENT MAXIMIZES REVENU:
Mixed Uses generate the highest property tax per acre of any land use in Fargo, while single-family and commercial uses are among the lowest property tax generators. As a result, the Mixed Use – Greenfield and Mixed-Use Infill sites generate much more property tax revenue than the Conventional Development site. With more residents and employees, the mixed use development sites also generate more sales tax and other revenues that are assumed to increase on a per capita basis.

Figure 13. Annual Revenue Summary of 40 acre site with different development scenarios



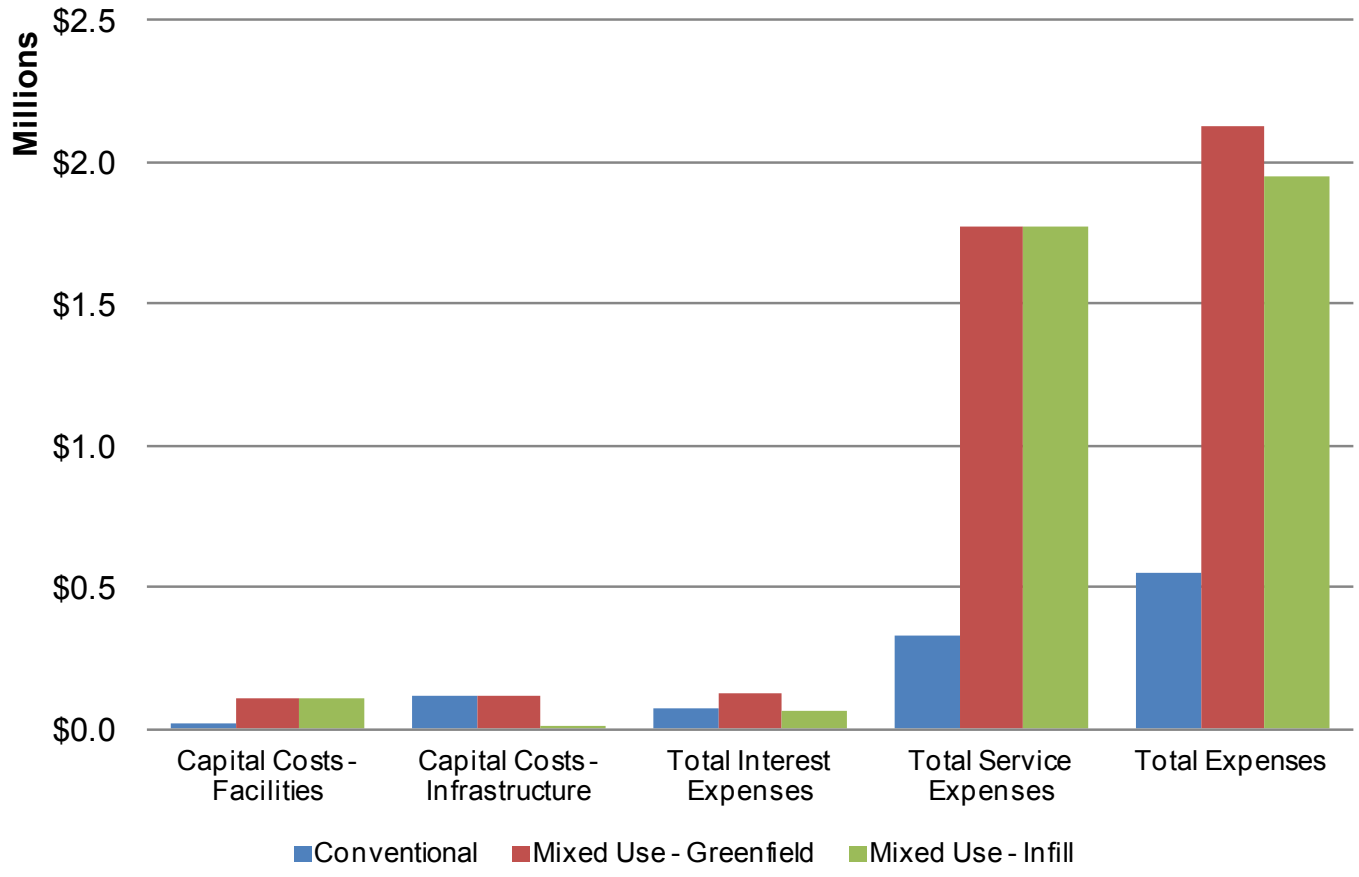
MIXED USE DEVELOPMENT RESULTS IN MORE EFFICIENT SERVICE

Mixed use development sites are able to serve a greater number of people with the same infrastructure that is required for conventional development sites, resulting in a more efficient use of infrastructure, and lower per-capita costs overall. For infill sites where this infrastructure is already existing, the efficiencies are even greater.

INFILL DEVELOPMENT REDUCES COSTS BY USING EXISTING INFRASTRUCTURE

Capital and interest expenses for infrastructure (streets, water mains, sanitary sewer mains) and facilities (police stations, fire stations, and others) represent a major component of development costs. Because infill sites are able to take advantage of infrastructure and facilities that are already in place, they are able to reap all of the revenue benefits of new development, while minimizing new development costs. The result for this analysis is that while the Mixed Use – Greenfield development and Mixed – Use Infill development are comprised of the same uses, population, infrastructure and so on, the infill development has a greater net fiscal benefit for the City.

Figure 14. Annual cost summary of 40 acre site with different development scenarios



NET FISCAL BENEFIT

This analysis indicates that both mixed use development sites result in a significantly greater net fiscal benefit for the City than the conventional development site. Furthermore, infill development results a in a greater net fiscal benefit than greenfield development. Assuming infrastructure costs are spread over 40 years (the build out time period of the City-wide analysis), the conventional development scenario results in a net cost to the City of approximately, $17,600. The Mixed Use Greenfield development results in a net benefit of $38,700 annually, while the Mixed Use Infill produces the greatest net fiscal benefit at $115,200.

While revenue estimates from taxes, fees, and fines are estimated on an annual basis throughout this analysis, costs for infrastructure and facilities are derived initially from what is necessary to serve the ultimate build-out area. Population projections are then used to estimate the length of time necessary for build out in order to amortize the costs and derive annual cost estimates. This methodology creates an additional challenge for site-specific analysis, where site development is likely to occur more rapidly than the build out period for the City's infrastructure at large. For this analysis, site specific infrastructure and facility costs are estimated using the same amortization period as the full City build-out analysis. This period could be shortened or lengthened to alter the level of annual cost. However, what is most important is that assumptions about build out time do not affect the overall relationship between the three development approaches. Mixed use development always produces a greater net fiscal benefit for the City than conventional development, and infill development always produces a greater net fiscal benefit than greenfield development.

Figure 15. Net annual fiscal impact of 40 acre site with different scenarios

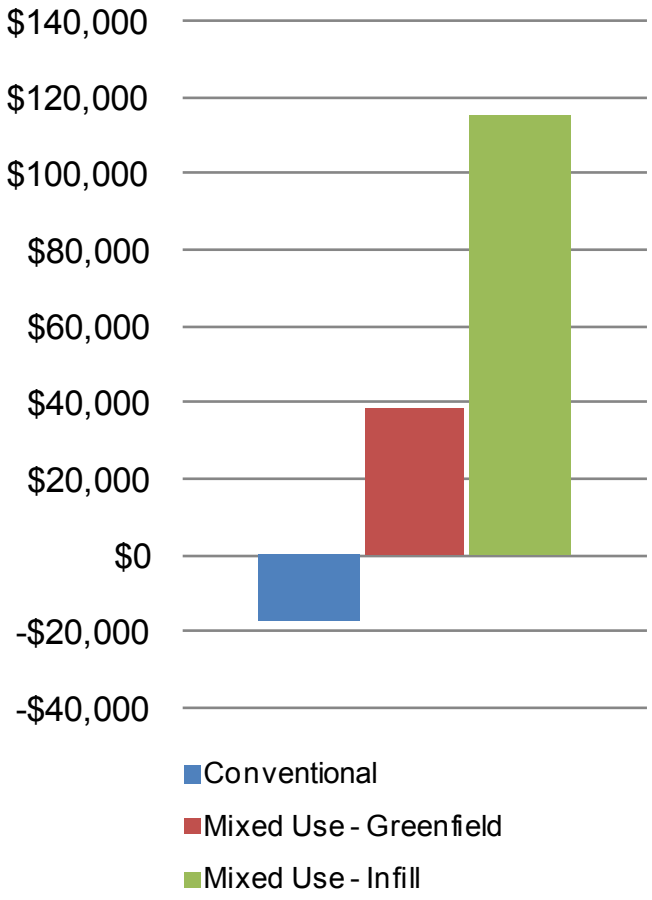


Figure 16. Annual revenues and expenses of 40 acre site with different scenarios

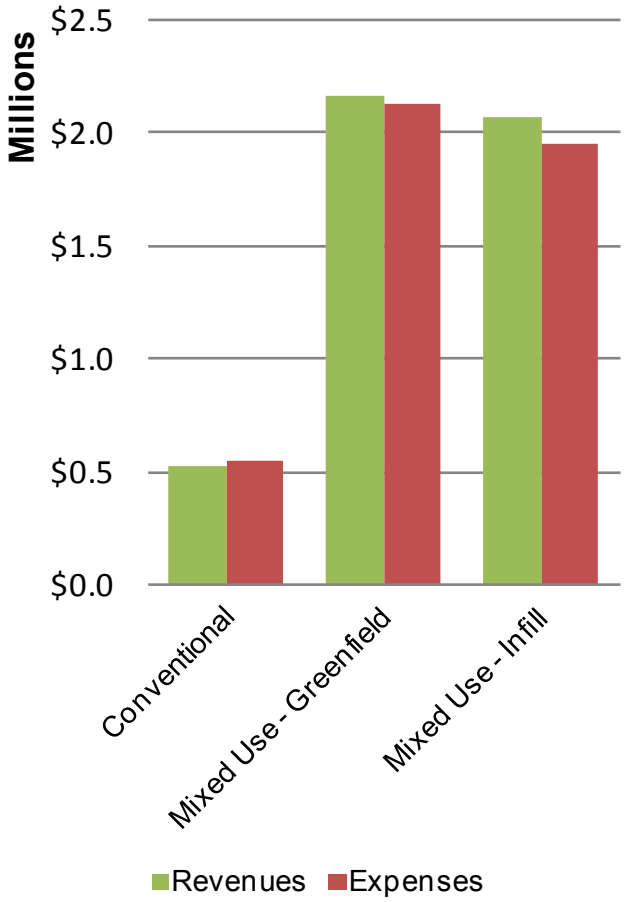


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Table 9. Summary of Annual Revenue for a specific site under different scenarios

Annual Revenue Summary	Conventional	Mixed Use - Greenfield	Mixed Use - Infill
Property Tax	$79,157	$186,649	$186,649
Sales Tax	$78,086	$420,398	$420,398
Miscellaneous Fees & Fines	$160,802	$865,722	$865,722
Utility Fees	$109,879	$591,565	$591,565
Special Assessments	$100,011	$100,011	$0
Total	**$527,934**	**$2,164,346**	**$2,064,335**
Annual Cost Summary	Conventional	Mixed Use - Greenfield	Mixed Use - Infill
Capital Costs - Facilities	$20,868	$110,169	$110,169
Water	$6,467	$34,816	$34,816
Sanitary Sewer	$4,766	$25,659	$25,659
Solid Waste	$1,969	$10,600	$10,600
Library	$221	$221	$221
Misc City Government	$7,169	$38,596	$38,596
Fire	$124	$124	$124
Police	$152	$152	$152
Capital Costs - Infrastructure	$119,864	$119,864	$5,056
Streets	$85,291	$85,291	$0
Water Lines	$17,605	$17,605	$0
Sanitary Sewer Lines	$11,913	$11,913	$0
Flood Control	$5,056	$5,056	$5,056
Total Capital Expenses	**$140,731**	**$230,032**	**$115,224**
Total Interest Expenses	**$75,662**	**$123,673**	**$61,948**
Total Service Expenses	**$329,131**	**$1,771,973**	**$1,771,973**
Total Expenses	**$545,525**	**$2,125,678**	**$1,949,146**
Net Annual Fiscal Impact	**-$17,590**	**$38,668**	**$115,189**

Figure 17. Summary of impacts for a specific site under different scenarios

	FARGO CONVENTIONAL DEVELOPMENT SCENARIO	FARGO MIXED USE INFILL SCENARIO
Size of Site (acres)	**40**	**40**
Total Revenues to City	**$527,934**	**$2,064,335**
Total Costs to City	**$545,525**	**$1,949,146**
Net Fiscal Impact to City	**-$17,590**	**$115,189**

Revenue Comparisons

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PROPERTY TAX REVENUE

METHODOLOGY

Property Tax Revenue is calculated by using existing parcel data to determine the average value per acre of various land uses in Fargo. This value is multiplied according to Fargo's existing property tax mill levies to estimate the property tax generated.

RESULTS

An analysis of existing property information indicates that certain uses have a higher value per acre than other uses. This higher value translates into more property taxes generated. Generally, the higher density categories such as mixed use and multifamily residential uses generate the highest property value per acre, while lower density categories such as industrial and single family residential uses generate the lowest property value per acre.

Because the Mixed Use Centers: Buildout scenario contains a larger proportion of high value per acre uses, compared to the Current Trends scenario, the Mixed Use centers: Buildout scenario generates greater property tax revenue. For the Mixed Use Centers: Equal Growth scenario, property values per acre are higher than in the Current Trends scenario. However, the Mixed Use Centers Equal Growth scenario has less total area to collect property tax, resulting in slightly less property tax revenue than the Current Trends scenario (This lower revenue is more than offset by increases in other revenues and reductions in infrastructure costs).

Table 10. Existing Property Tax Summary

Land Use Category	Acres	% Developed Acres	Total Value	Total Value per Acre
Single Family	4,348	20.99%	$3,223,468,850	$741,383
2-3 Units	482	2.32%	$466,215,430	$968,240
MultiFamily	1,411	6.81%	$1,493,387,900	$1,058,658
Commercial	1,313	6.34%	$908,132,600	$691,665
Office	619	2.99%	$539,595,400	$871,641
Mixed Use	58	0.28%	$92,974,800	$1,602,140
Core Mixed Use	77	0.37%	$191,841,800	$2,483,389
Industrial	2,134	10.30%	$715,658,450	$335,398
Public/ Semi-Public	1,911	9.23%	$812,330,700	$425,046
Airport & Ag. Research	3,536	-	$2,659,600	$752
Parks	1,443	6.97%	$58,900,700	$40,813
Vacant / Open Space	1,808	8.73%	$69,303,260	$38,333
ROW	5,111	24.67%	-	-
Total	**24,250**	**100.00%**	**$8,574,469,490**	**$353,579**

Table 11. Existing Mill Levies

Mill Levies	
State	3.83
Water	6.00
Cass County	65.75
City of Fargo	58.25
Park District	31.34
School District	221.59

Assess-ment Rate	Total Taxable Value	State Tax	Water District Tax	Cass County Tax	City of Fargo Tax	Park District Tax	School District Tax	Total Tax	City Tax per Acre
0.045	$145,056,098	$555,565	$870,337	$9,537,438	$8,449,518	$4,546,058	$32,142,981	$56,101,897	$1,943
0.045	$20,979,694	$80,352	$125,878	$1,379,415	$1,222,067	$657,504	$4,648,890	$8,114,107	$2,538
0.05	$74,669,395	$285,984	$448,016	$4,909,513	$4,349,492	$2,340,139	$16,545,991	$28,879,135	$3,083
0.05	$45,406,630	$173,907	$272,440	$2,985,486	$2,644,936	$1,423,044	$10,061,655	$17,561,468	$2,014
0.05	$26,979,770	$103,333	$161,879	$1,773,920	$1,571,572	$845,546	$5,978,447	$10,434,696	$2,539
0.05	$4,648,740	$17,805	$27,892	$305,655	$270,789	$145,692	$1,030,114	$1,797,947	$4,666
0.05	$9,592,090	$36,738	$57,553	$630,680	$558,739	$300,616	$2,125,511	$3,709,837	$7,233
0.05	$35,782,923	$137,049	$214,698	$2,352,727	$2,084,355	$1,121,437	$7,929,138	$13,839,403	$977
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
0.05	$3,465,163	$13,272	$20,791	$227,834	$201,846	$108,598	$767,845	$1,340,186	$112
-	-	-	-	-	-	-	-	-	-
-	**$366,580,503**	**$1,404,003**	**$2,199,483**	**$24,102,668**	**$21,353,314**	**$11,488,633**	**$81,230,574**	**$141,778,675**	**$1,743**

Figure 18. Existing property tax per acre by land use

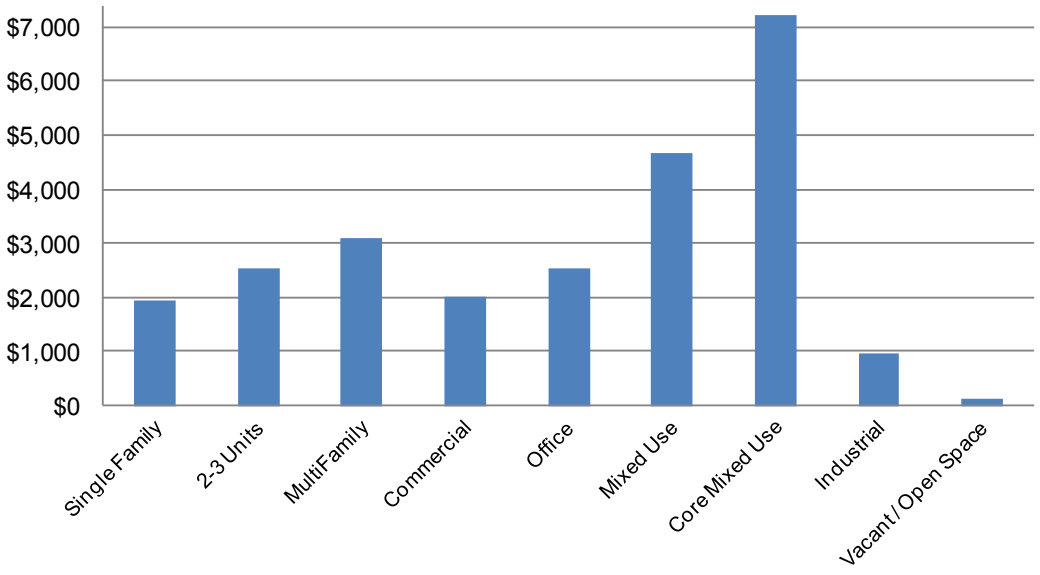


Table 12. Current Trends Scenario - Property Tax Summary

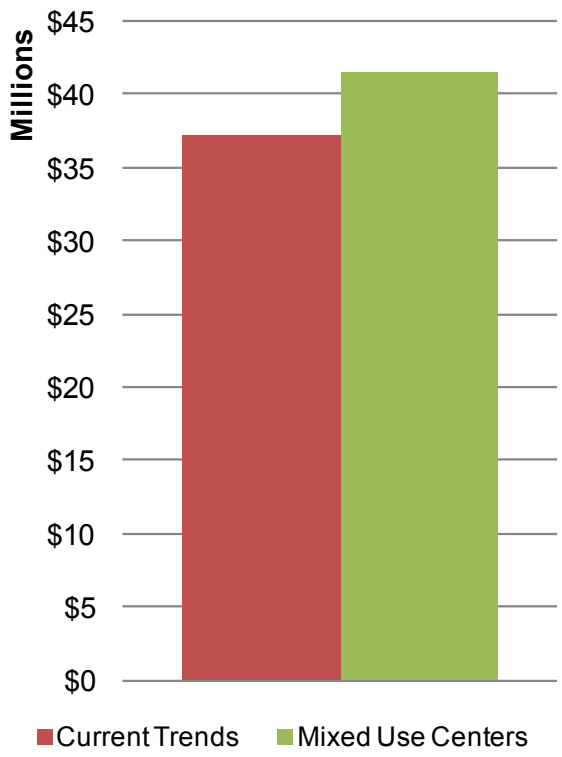
Land Use Category	Acres	% Developed Acres	Total Value	Total Value per Acre	Assess-ment Rate	Total Taxable Value	State Tax	Water District Tax	Cass County Tax
Single Family	7,561	20.99%	$5,605,694,087	$741,383	0.045	$252,256,234	$966,141	$1,513,537	$16,585,847
2-3 Units	837	2.32%	$810,760,457	$968,240	0.045	$36,484,221	$139,735	$218,905	$2,398,838
MultiFamily	2,453	6.81%	$2,597,039,435	$1,058,658	0.05	$129,851,972	$497,333	$779,112	$8,537,767
Commercial	2,283	6.34%	$1,579,265,624	$691,665	0.05	$78,963,281	$302,429	$473,780	$5,191,836
Office	1,077	2.99%	$938,370,086	$871,641	0.05	$46,918,504	$179,698	$281,511	$3,084,892
Mixed Use	101	0.28%	$161,685,535	$1,602,140	0.05	$8,084,277	$30,963	$48,506	$531,541
Core Mixed Use	134	0.37%	$333,617,756	$2,483,389	0.05	$16,680,888	$63,888	$100,085	$1,096,768
Industrial	3,711	10.30%	$1,244,548,196	$335,398	0.05	$62,227,410	$238,331	$373,364	$4,091,452
Public/ Semi-Public	3,324	9.23%	$1,412,663,690	$425,046	-	-	-	-	-
Airport & Ag. Research	3,536	-	$2,659,600	$752	-	-	-	-	-
Parks	2,510	6.97%	$102,429,811	$40,813	-	-	-	-	-
Vacant / Open Space	3,144	8.73%	$120,520,127	$38,333	0.05	$6,026,006	$23,080	$36,156	$396,210
ROW	8,888	24.67%	-	-	-	-	-	-	-
Total	**39,559**	**100.00%**	**$14,909,254,405**	**$376,889**	**-**	**$637,492,792**	**$2,441,597**	**$3,824,957**	**$41,915,151**

Table 13. Mixed Use Centers: Build Out Scenario - Property Tax Summary

Land Use Category	Acres	% Developed Acres	Total Value	Total Value per Acre	Assess-ment Rate	Total Taxable Value	State Tax	Water District Tax	Cass County Tax
Single Family	7,561	20.99%	$5,605,694,087	$741,383	0.045	$252,256,234	$966,141	$1,513,537	$16,585,847
2-3 Units	837	2.32%	$810,760,457	$968,240	0.045	$36,484,221	$139,735	$218,905	$2,398,838
MultiFamily	2,453	6.81%	$2,597,039,435	$1,058,658	0.05	$129,851,972	$497,333	$779,112	$8,537,767
Commercial	2,283	6.34%	$1,579,265,624	$691,665	0.05	$78,963,281	$302,429	$473,780	$5,191,836
Office	1,077	2.99%	$938,370,086	$871,641	0.05	$46,918,504	$179,698	$281,511	$3,084,892
Mixed Use	101	0.28%	$161,685,535	$1,602,140	0.05	$8,084,277	$30,963	$48,506	$531,541
Core Mixed Use	134	0.37%	$333,617,756	$2,483,389	0.05	$16,680,888	$63,888	$100,085	$1,096,768
Industrial	3,711	10.30%	$1,244,548,196	$335,398	0.05	$62,227,410	$238,331	$373,364	$4,091,452
Public/ Semi-Public	3,324	9.23%	$1,412,663,690	$425,046	-	-	-	-	-
Airport & Ag. Research	3,536	-	$2,659,600	$752	-	-	-	-	-
Parks	2,510	6.97%	$102,429,811	$40,813	-	-	-	-	-
Vacant / Open Space	3,144	8.73%	$120,520,127	$38,333	0.05	$6,026,006	$23,080	$36,156	$396,210
ROW	8,888	24.67%	-	-	-	-	-	-	-
Total	**39,559**	**100.00%**	**$14,909,254,405**	**$376,889**	**-**	**$637,492,792**	**$2,441,597**	**$3,824,957**	**$41,915,151**

City of Fargo Tax	Park District Tax	School District Tax	Total Tax	City Tax per Acre
$14,693,926	$7,905,710	$55,897,459	$97,562,621	$1,943
$2,125,206	$1,143,415	$8,084,538	$14,110,637	$2,538
$7,563,877	$4,069,561	$28,773,898	$50,221,549	$3,083
$4,599,611	$2,474,709	$17,497,473	$30,539,839	$2,014
$2,733,003	$1,470,426	$10,396,671	$18,146,201	$2,539
$470,909	$253,361	$1,791,395	$3,126,675	$4,666
$971,662	$522,779	$3,696,318	$6,451,500	$7,233
$3,624,747	$1,950,207	$13,788,972	$24,067,073	$977
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
$351,015	$188,855	$1,335,303	$2,330,618	$112
-	-	-	-	-
$37,133,955	**$19,979,024**	**$141,262,028**	**$246,556,712**	**$1,743**

Figure 19. Total annual city property tax: build out



City of Fargo Tax	Park District Tax	School District Tax	Total Tax	City Tax per Acre
$14,693,926	$7,905,710	$55,897,459	$97,562,621	$1,943
$2,125,206	$1,143,415	$8,084,538	$14,110,637	$2,538
$7,563,877	$4,069,561	$28,773,898	$50,221,549	$3,083
$4,599,611	$2,474,709	$17,497,473	$30,539,839	$2,014
$2,733,003	$1,470,426	$10,396,671	$18,146,201	$2,539
$470,909	$253,361	$1,791,395	$3,126,675	$4,666
$971,662	$522,779	$3,696,318	$6,451,500	$7,233
$3,624,747	$1,950,207	$13,788,972	$24,067,073	$977
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
$351,015	$188,855	$1,335,303	$2,330,618	$112
-	-	-	-	-
$37,133,955	**$19,979,024**	**$141,262,028**	**$246,556,712**	**$1,743**

Figure 20. City property tax per taxable acre: build-out

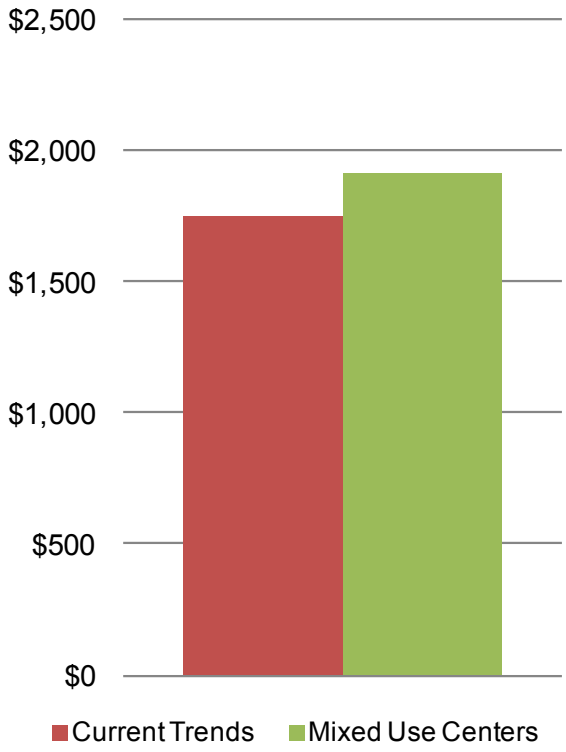
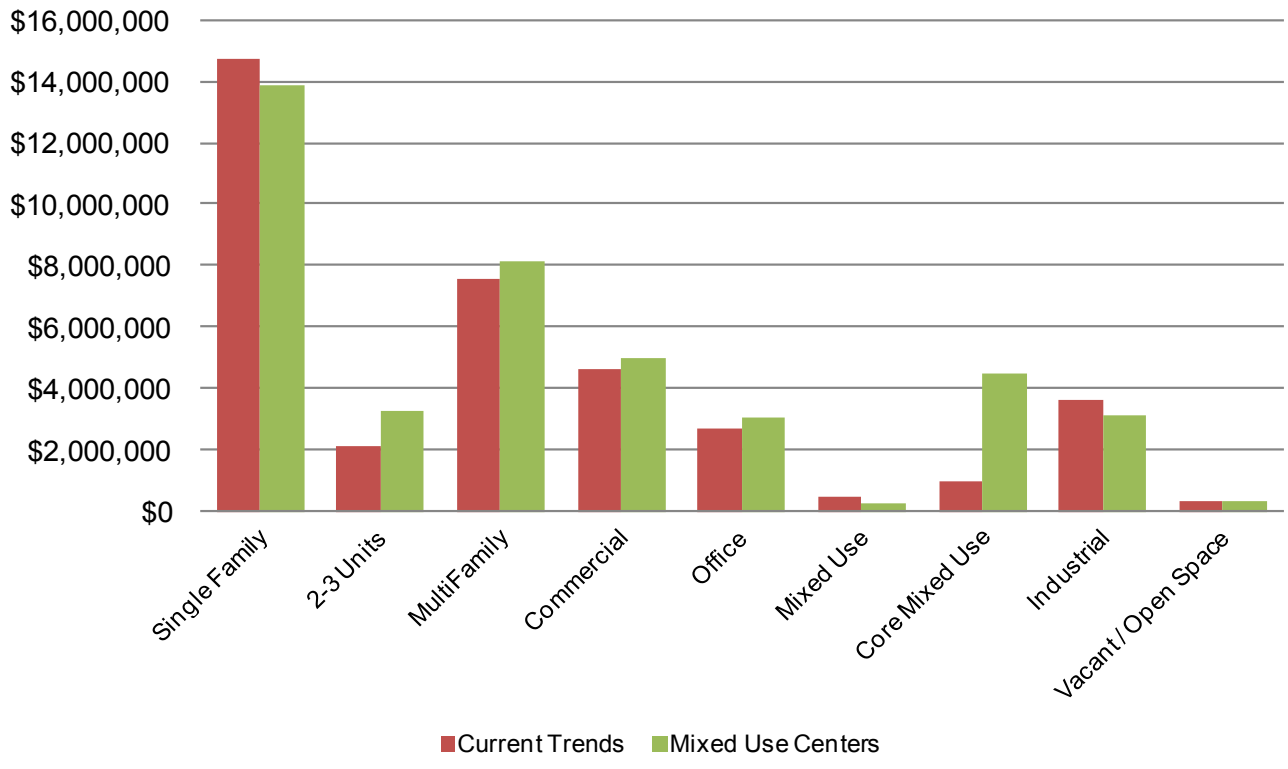


Table 14. Mixed Use Centers: Build Out Scenario - Property Tax Summary

Land Use Category	Acres	% Developed Acres	Total Value	Total Value per Acre	Assess-ment Rate	Total Taxable Value	State Tax	Water District Tax	Cass County Tax
Single Family	6,156	19.59%	$4,563,926,125	$741,383	0.045	$205,376,676	$786,593	$1,232,260	$13,503,516
2-3 Units	1,187	3.78%	$1,149,626,785	$968,240	0.045	$51,733,205	$198,138	$310,399	$3,401,458
MultiFamily	2,332	7.42%	$2,468,461,046	$1,058,658	0.05	$123,423,052	$472,710	$740,538	$8,115,066
Commercial	2,171	6.91%	$1,501,900,220	$691,665	0.05	$75,095,011	$287,614	$450,570	$4,937,497
Office	1,069	3.40%	$931,425,809	$871,641	0.05	$46,571,290	$178,368	$279,428	$3,062,062
Mixed Use	51	0.16%	$82,231,677	$1,602,140	0.05	$4,111,584	$15,747	$24,670	$270,337
Core Mixed Use	602	1.91%	$1,494,297,552	$2,483,389	0.05	$74,714,878	$286,158	$448,289	$4,912,503
Industrial	2,732	8.69%	$916,294,322	$335,398	0.05	$45,814,716	$175,470	$274,888	$3,012,318
Public/ Semi-Public	2,756	8.77%	$1,171,493,198	$425,046	-	-	-	-	-
Airport & Ag. Research	3,536	-	$2,659,600	$752	-	-	-	-	-
Parks	2,037	6.48%	$83,153,586	$40,813	-	-	-	-	-
Vacant / Open Space	2,699	8.59%	$103,447,632	$38,333	0.05	$5,172,382	$19,810	$31,034	$340,084
ROW	7,631	24.28%	-	-	-	-	-	-	-
Total	**34,959**	**100.00%**	**$14,468,917,552**	**$353,579**	**-**	**$632,012,794**	**$2,420,609**	**$3,792,077**	**$41,554,841**

Figure 21. City property tax by land use: build out



City of Fargo Tax	Park District Tax	School District Tax	Total Tax	City Tax per Acre
$11,963,191	$6,436,505	$45,509,418	$79,431,483	$1,943
$3,013,459	$1,621,319	$11,463,561	$20,008,334	$2,538
$7,189,393	$3,868,078	$27,349,314	$47,735,100	$3,083
$4,374,284	$2,353,478	$16,640,303	$29,043,746	$2,014
$2,712,778	$1,459,544	$10,319,732	$18,011,912	$2,539
$239,500	$128,857	$911,086	$1,590,196	$4,666
$4,352,142	$2,341,564	$16,556,070	$28,896,726	$7,233
$2,668,707	$1,435,833	$10,152,083	$17,719,300	$977
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
$301,291	$162,102	$1,146,148	$2,000,470	$112
-	-	-	-	-
$36,814,745	**$19,807,281**	**$140,047,715**	**$244,437,268**	**$1,938**

Figure 23. Total annual city property tax: Equal growth

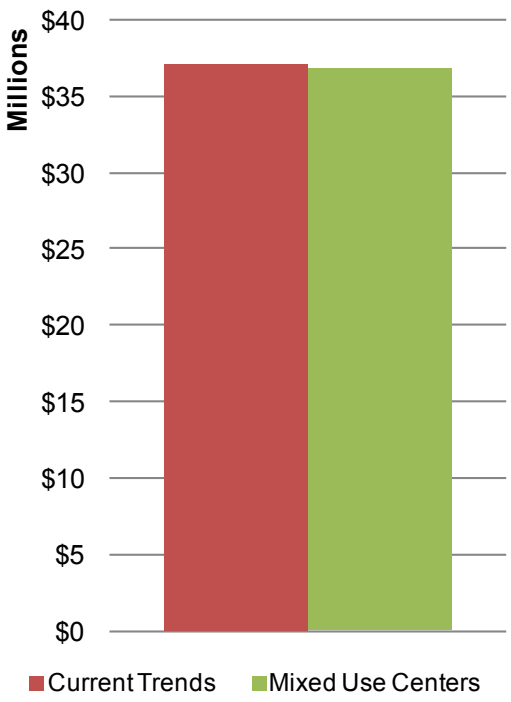


Figure 22. City property tax by land use: Equal growth

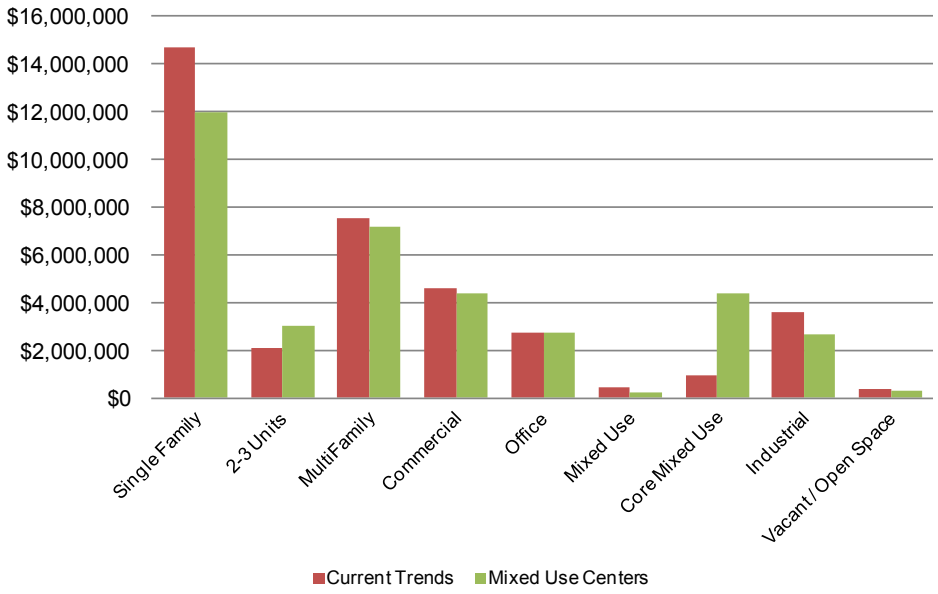
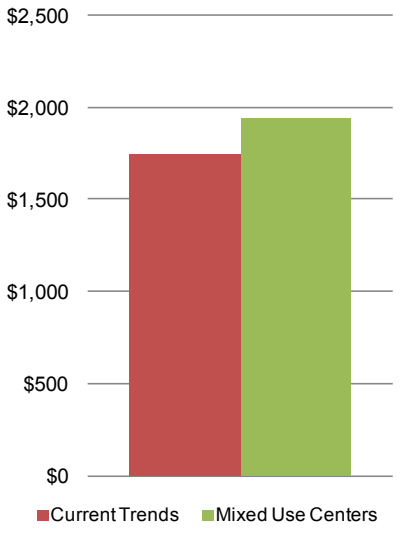


Figure 24. City property tax per taxable acre: equal growth



GO 2030

SALES TAX REVENUE

METHODOLOGY

For the purpose of this analysis, sales tax is based on the number of residents and employees in the City. Existing sales tax information from the City's budget is correlated with population and employment data to establish how much on average each resident and employee spends in sales tax each year. This per capita figure is then applied to each of the scenarios to estimate sales tax revenue, based on the number of new residents and employees anticipated for each scenario. Most employees in Fargo also live in Fargo. To ensure these residents are not double counted, a factor is used to estimate the percentage of Fargo employees who are non-residents (based on commuting statistics from the ??? plan). Generally, more residents and employees results in more purchases, which results in greater sales tax revenue.

RESULTS

Because the Mixed Use Centers: Build Out scenario has a higher proportion of high density land use categories, such as mixed use and multi-family residential, within the same geographic area as the Current Trends scenario, the Mixed Use Centers: Build Out scenario accommodates a much higher number of residents and employees. This translates to higher sales tax revenue, as each of these residents and employees make purchases within the City.

Because the Mixed Use Centers: Equal Growth scenario assumes an equal number of residents and employees to the Current Trends scenario, it results in an equal amount of sales tax revenue (albeit in a much smaller geographic area).

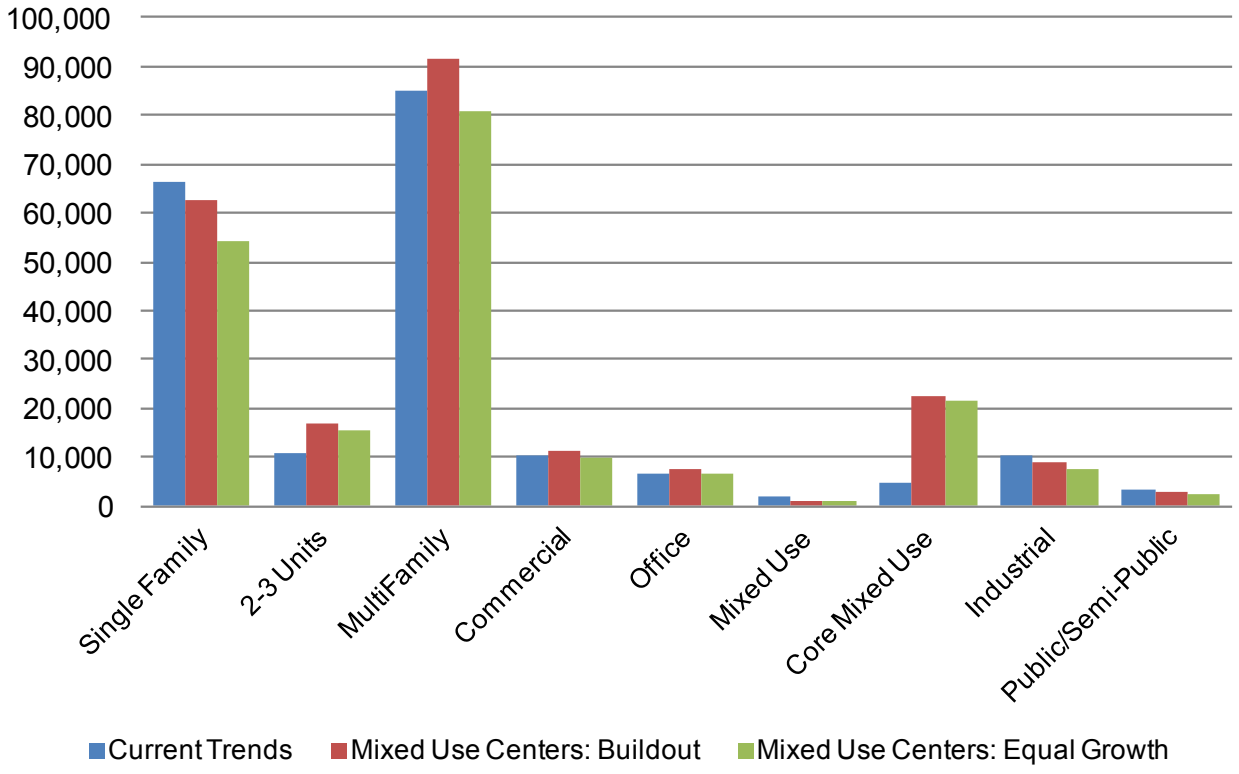
Table 15. Demographic data

Existing Demographic Data	
Population	105,549
Employment	90,010
Non-Resident Employment	22,721
Total Residents & Non-Resident Employees	128,270
% Non-Resident Employment	25.24%
Average Household Size	2.15
Single Family Occupancy	93.70%
Multifamily Occupancy	93.00%
Commercial Sq. Ft. / Employee	400
Office Sq. Ft. / Employee	300
Industrial Sq. Ft. / Employee	800
Public Sq. Ft. / Employee	400

Table 16. Existing Sales Tax Summary

Land Use Category	Acres	Residential Units	Residential Units / Acre
Single Family	4,348	19,018	4.37
2-3 Units	482	4,246	8.82
MultiFamily	1,411	26,097	18.50
Commercial	1,313	-	-
Office	619	-	-
Mixed Use	58	206	3.55
Core Mixed Use	77	632	8.18
Industrial	2,134	-	-
Public/Semi-Public	1,911	-	-
Airport & Ag. Research	3,536	-	-
Parks	1,443	-	-
Vacant/Open Space	1,808	-	-
ROW	5,111	-	-
Total	**24,250**	**50,199**	**-**

Figure 25. Residents and non-resident employees by land use



Residential Units / Acre (non-center)	Non-Residential Square Feet	Non-Residential Sq. Ft. / Acre	Non-Residential Sq. Ft. / Acre (non-center)	Residents	Employees	Non-Resident Employees	Residents & Non-Resident Employees	Sales Tax
4.37	-	-	-	38,313	-	-		$11,219,391.18
6.42	-	-	-	8,490	-	-		$2,486,153
17.35	-	-	-	52,181	-	-		$15,280,529
-	11,477,484	8,742	7,164	-	28,695	7,243		$2,121,139
-	5,295,022	8,553	7,317	-	17,649	4,455		$1,304,646
-	952,211	16,408	-	412	2,380	601		$296,584
-	2,390,922	30,950	-	1,273	5,977	1,509		$814,678
-	19,318,424	9,054	8,892	-	24,149	6,096		$1,785,094
-	4,782,528	2,502	1,465	-	11,954	3,018		$883,669
-	-	-	-	-	-	-		-
-	-	-	-	-	-	-		-
-	-	-	-	-	-	-		-
-	-	-	-	-	-	-		-
-	**44,216,592**	**-**	**-**	**100,669**	**90,805**	**22,922**		**$36,191,883**

Table 18. Sales tax summary - Mixed use centers: build out scenario

Land Use Category	Acres	Res. Units	Res. Units / Acre	Res. Units / Acre (non-center)	Non-Res. Square Feet	Non-Res. Sq. Ft. / Acre	Non-Res. Sq. Ft. / Acre (non-center)	Residents	Employees	Non-Resident Employees
Single Family	7,121	31,104	4.37	4.37	-	-	-	62,661	-	-
2-3 Units	1,294	8,307	8.82	6.42	-	-	-	16,609	-	-
MultiFamily	2,645	45,889	18.50	17.35	-	-	-	91,755	-	-
Commercial	2,463	-	-	-	17,644,196	8,742	7,164	-	44,110	11,135
Office	1,206	-	-	-	8,824,494	8,553	7,317	-	29,415	7,425
Mixed Use	64	228	3.55	-	1,053,583	16,408	-	456	2,634	665
Core Mixed Use	619	5,063	8.18	-	19,154,016	30,950	-	10,124	47,885	12,088
Industrial	3,206	-	-	-	28,506,129	9,054	8,892	-	35,633	8,995
Public/ Semi-Public	3,181	-	-	-	4,659,150	2,502	1,465	-	11,648	2,940
Airport & Ag. Research	3,536	-	-	-	-	-	-	-	-	-
Parks	2,358	-	-	-	-	-	-	-	-	-
Vacant/Open Space	3,100	-	-	-	-	-	-	-	-	-
ROW	8,765	-	-	-	-	-	-	-	-	-
Total	**39,559**	**90,591**	**-**	**-**	**79,841,567**	**-**	**-**	**181,605**	**171,325**	**43,247**

Table 17. Sales tax summary - Mixed use centers: equal growth scenario

Land Use Category	Acres	Res. Units	Res. Units / Acre	Res. Units / Acre (non-center)	Non-Res. Square Feet	Non-Res. Sq. Ft. / Acre	Non-Res. Sq. Ft. / Acre (non-center)	Residents	Employees	Non-Resident Employees
Single Family	6,156	26,887	4.37	4.37	-	-	-	54,166	-	-
2-3 Units	1,187	7,620	8.82	6.42	-	-	-	15,237	-	-
MultiFamily	2,332	40,455	18.50	17.35	-	-	-	80,889	-	-
Commercial	2,171	-	-	-	15,555,718	8,742	7,164	-	38,889	9,817
Office	1,069	-	-	-	7,818,748	8,553	7,317	-	26,062	6,579
Mixed Use	51	182	3.55	-	842,160	16,408	-	364	2,105	531
Core Mixed Use	602	4,923	8.18	-	18,623,143	30,950	-	9,843	46,558	11,753
Industrial	2,732	-	-	-	24,293,175	9,054	8,892	-	30,366	7,665
Public/ Semi-Public	2,756	-	-	-	4,037,511	2,502	1,465	-	10,094	2,548
Airport & Ag. Research	3,536	-	-	-	-	-	-	-	-	-
Parks	2,037	-	-	-	-	-	-	-	-	-
Vacant/Open Space	2,699	-	-	-	-	-	-	-	-	-
ROW	7,631	-	-	-	-	-	-	-	-	-
Total	**34,959**	**80,068**	**-**	**-**	**71,170,455**	**-**	**-**	**160,500**	**154,075**	**38,893**

Residents & Non-Resident Employees	Sales Tax
62,661	$18,349,396
16,609	$4,863,787
91,755	$26,869,344
11,135	$3,260,671
7,425	$2,174,371
1,121	$328,167
22,211	$6,504,285
8,995	$2,633,985
2,940	$861,017
-	-
-	-
-	-
-	-
224,852	**$65,845,024**

Figure 26. Total annual sales tax revenue: build out

Figure 27. Per capita sales tax revenue: build out

Residents & Non-Resident Employees	Sales Tax
54,166	$15,861,854
15,237	$4,462,005
80,889	$23,687,382
9,817	$2,874,718
6,579	$1,926,553
896	$262,314
21,596	$6,324,012
7,665	$2,244,706
2,548	$746,137
-	-
-	-
-	-
-	-
199,393	**$58,389,680**

Figure 28. Total annual sales tax revenue: equal growth

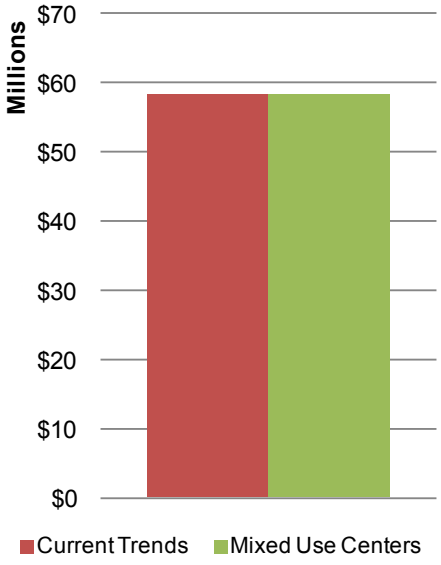


Figure 29. Per capita sales tax revenue: equal growth scenario

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MISCELLANEOUS FEES, FINES, AND OTHER REVENUE

METHODOLOGY

Like sales tax, fees, fines, and other miscellaneous revenue are based on the number of residents and employees in the City. Existing City budget information is correlated with population and employment data to establish how much on average each resident and employee spends in fees and fines each year. This per capita figure is then applied to each of the scenarios to estimate miscellaneous revenue, based on the number of new residents and employees anticipated for each scenario. Most employees in Fargo also live in Fargo. To ensure these residents are not double counted, a factor is used to estimate the percentage of Fargo employees who are non-residents (based on commuting statistics from the ??? plan). Generally, more residents and employees results in more use of services, which results in greater fee, fine, and miscellaneous revenue.

RESULTS

The Mixed Use Centers: Build Out scenario has a higher proportion of high density land use categories within the same geographic area as the Current Trends scenario, resulting in a much higher number of residents and employees. Having more residents and employees results in greater demand for services. As a result, fees, fines, and other revenue are larger in the Mixed Use Centers: Build Out scenario. Because the Mixed Use Centers: Equal Growth scenario assumes an equal number of residents and employees to the Current Trends scenario, it results in an equal amount of fees, fines, and miscellaneous revenue, even though the total geographic area is smaller.

Table 19. Resident and Employment data

Resident & Employment Data	
Residents	105,549
Employment	90,010
Non-Resident Employment	22,721
% Non-Resident Employment	25.24%
Population & Non-Resident Employment - Existing	128,270
Population & Non-Resident Employment - Current Trends	199,396
Population & Non-Resident Employment - Mixed Use Centers (Build Out)	224,852
Population & Non-Resident Employment - Mixed Use Centers (Equal Growth)	199,393

Figure 30. Total fees, fines, and misc. revenue: build out

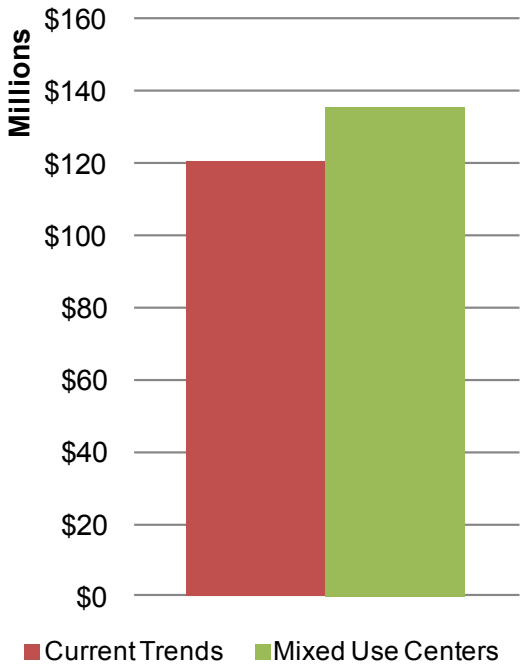

Table 20. Miscellaneous fees, fines, and other revenue

General Fund	
Franchise Fees	$4,349,000
Licenses & Permits	$2,904,002
Intergovernmental	$21,308,000
Charges for Services	$14,979,766
Fines & Forfeits	$2,715,000
Investment Income	$1,600,000
Miscellaneous	$552,232
Transfers In	$9,616,000
Total General Fund Miscellaneous Revenue	**$58,024,000**
Special Revenue Funds	
Total Special Revenue Fund Miscellaneous Revenue	$10,703,662
Debt Service Fund	
Interest & Transfers	$8,624,085
Total Miscellaneous Fees, Fines & Other Revenue - Existing	**$77,351,747**
Per Capita Miscellaneous Fees, Fines & Other Revenue	**$603**
Total Miscellaneous Fees, Fines & Other Revenue - Current Trends	**$120,243,136**
Total Miscellaneous Fees, Fines & Other Revenue - Mixed Use Centers (Build Out)	**$135,594,237**
Total Miscellaneous Fees, Fines & Other Revenue - Mixed Use Centers (Equal Growth)	**$120,241,496**

Figure 31. Per capita fees, fines, and misc. revenue: build out

Figure 32. Total fees, fines, and misc. revenue: equal growth

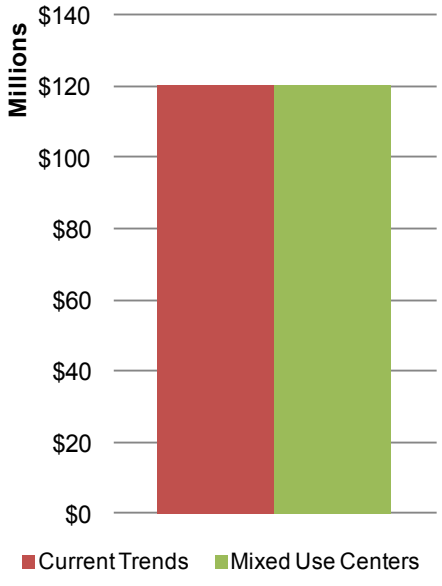

Figure 33. Per capita fees, fines, and misc. revenue: equal growth

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UTILITY FEE REVENUE

METHODOLOGY

Utility fees are based on the number of residents and employees in the City. Existing City budget information is correlated with population and employment data to establish how much on average each resident and employee spends in utility fees each year. This per capita figure is then applied to each of the scenarios to estimate miscellaneous revenue, based on the number of new residents and employees anticipated for each scenario. Most employees in Fargo also live in Fargo. To ensure these residents are not double counted, a factor is used to estimate the percentage of Fargo employees who are non-residents (based on commuting statistics from the ??? plan). Generally, more residents and employees results in more use of utilities, which results in greater utility fee revenue.

RESULTS

The Mixed Use Centers: Build Out scenario has a higher proportion of high density land use categories within the same geographic area as the Current Trends scenario, resulting in a much higher number of residents and employees. Having more residents and employees results in greater demand for utilities. As a result, utility fees are larger in the Mixed Use Centers: Build Out scenario. Because the Mixed Use Centers: Equal Growth scenario assumes an equal number of residents and employees to the Current Trends scenario, it results in an equal use of utilities, and equal amount of utility fee revenue, even though the total geographic area is smaller.

Table 21. Existing utility data

Resident & Employment Data	
Residents	105,549
Employment	90,010
Non-Resident Employment	22,721
% Non-Residential Employment	25.24%
Population & Non-Resident Employment - Existing	128,270
Population & Non-Resident Employment - Current Trends	199,396
Population & Non-Resident Employment - Mixed Use Centers (Build Out)	224,852
Population & Non-Resident Employment - Mixed Use Centers (Equal Growth)	199,393
Utility Revenues - Existing	
Water	$19,182,000
Solid Waste	$12,721,000
Wastewater	$11,526,000
Water Bond	$3,965,000
Storm Sewer	$1,500,000
Southeast Cass	$36,000
Vector Control	$642,000
Street Lighting	$1,614,000
Forestry	$1,670,000
Total Utility Funds	**$52,856,000**
Per Capita Utility Fund Revenue	**$412**
Utility Revenues - Current Trends	**$82,164,546**
Utility Revenues - Mixed Use Centers (Build Out)	**$92,654,262**
Utility Revenues - Mixed Use Centers (Equal Growth)	**$82,163,426**

Figure 37. Total utility revenues: build out

Figure 36. Per capita utility revenues: build out

Figure 35. Total utility revenues: equal growth

Figure 34. Per capita utility revenues: equal growth

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SPECIAL ASSESSMENT REVENUE

METHODOLOGY

Special assessment revenue is calculated based on the estimated cost of street, water, and sewer infrastructure for each scenario. These categories of infrastructure are assumed to be the predominant use of special assessment funding. City budget information was evaluated to determine what proportion of special assessment expenses are covered through special assessment revenues. In the proposed 2012 budget, special assessment expenses were estimated at approximately $23.8 million, while special assessment revenues only amounted to $20.7 million, or 87% of the total cost. The remainder of the special assessment costs is covered through sales tax and other revenues. For the purpose of this analysis, it is assumed that special assessment revenue will amount to 87% of special assessment expenses, which is calculated by adding the total street, water, and sewer costs.

RESULTS

Because the Current Trends Scenario and the Mixed Use Centers: Build Out scenario cover the same geographic area, the geography-based infrastructure needs such as streets, water mains, and sewer mains are the same (use-based infrastructure and facilities are higher for the Mixed Use Centers: Build Out scenario, where more residents and employees drive higher demand for services). Because the street, water main, and sewer main infrastructure needs are the same, the total special assessment revenue is also equivalent. However, because the Mixed Use Centers: Build Out scenario can accommodate more residents and employees, its build out occurs over a longer period of time (51 years compared to 40 years). The result is that -annual- special assessment revenues are lower.

Because the Mixed Use Centers: Equal Growth scenario occurs in a smaller geographic area, the infrastructure needs are lower, resulting in lower infrastructure costs, and consequently, lower special assessment revenue.

While special assessment revenue is lower in the mixed use scenarios, this is due to infrastructure costs being lower or more efficient over time. With the current budget structure special assessment revenues do not cover the full cost of the infrastructure for which they are created. This means that lower infrastructure costs, and lower special assessment revenues results in a smaller revenue shortfall. The result is that lower special assessment revenues imply a net fiscal benefit to the City.

Table 22. Special assessment data

Special Assessment Data	
Total Refunding Improvement Bond Special Assessments	$20,278,084
Total Sidewalk Bond Special Assessments	$465,000
Total Special Assessment Revenue	**$20,743,084**
Total Special Assessment Expenses	**$23,812,066**
Special Assessment Revenue:Expense Ratio	**87.11%**

Table 23. Special assessment reveune

	Current Trends	Mixed Use Centers (Build Out)	Mixed Use Centers (Equal Growth)
Total Road, Water Line, Sewer Infrastructure Cost	$33,855,356	$26,594,184	$20,775,734
Expended Special Assessment Revenue	$29,491,960	$23,166,633	$18,098,085

Figure 41. Special assessment revenues: build out

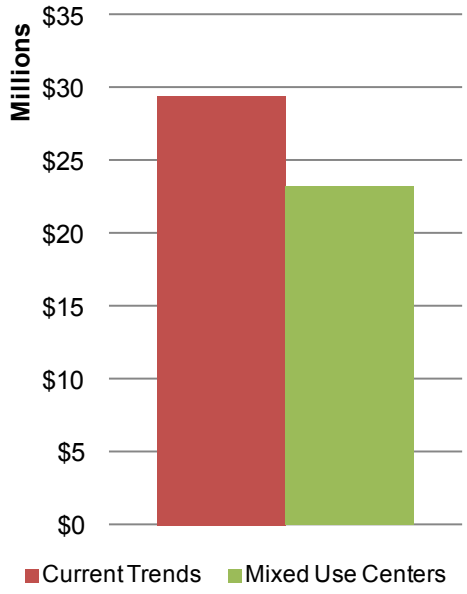

Figure 40. Per capita special assessment revenues: build out

Figure 39. Total special assessment revenue: equal growth

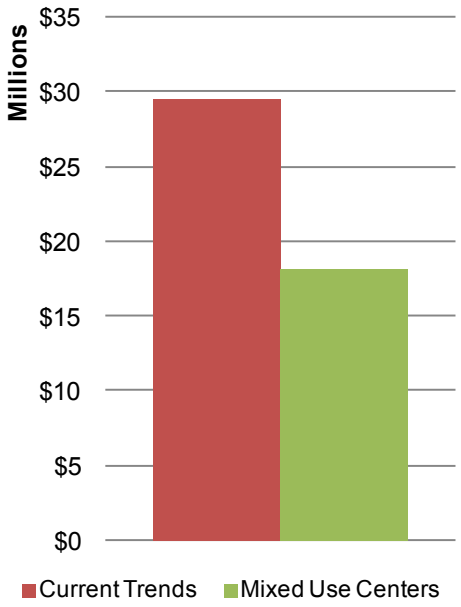

Figure 38. Per capita special assessment revenues: equal growth

Expense Comparisons

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STREET COSTS

METHODOLOGY

To determine street infrastructure needs under different development scenarios, this analysis included two approaches. The first was to determine the capacity needs of the street system that the proposed development would create. The second was to project future street system needs by analyzing the existing density of roadways.

Generally, this analysis is based on the following assumptions: new development results in new residents and employees. New residents and employees generate trips on the street network. The number of trips generated determines the capacity needs of the street network (number of lanes). Based on the number of lanes necessary, costs for street infrastructure can be estimated.

Values for trip capacity on various road types and trip generation rates of various land uses were based on standards developed by the Institute of Transportation Engineers, as well as Fargo's existing transportation studies. Existing street and land use information was used to understand how much capacity exists on the current street system. For each of the proposed scenarios, traffic demand was calculated based on proposed land uses, which indicated the number of new street lane miles needed.

Recent study indicates that trip generation for mixed use areas is less than the sum generation of each of a mixed use areas individual uses. More people use alternative modes like walking or biking, and more trips occur internal to the development without ever impacting the broader street network. For this analysis, a 20% reduction of trips was assumed in mixed use areas. It is also understood that the street network is not perfectly efficient – surplus road capacity in one part of Fargo does not necessarily alleviate congestion in a different part of Fargo. To account for this basic inefficiency, capacity was estimated based on maximum use of each road. Capacity was calculated in order to maintain a level of service C on arterial streets (roughly 80% capacity) and a level of service A on local streets (roughly 60% capacity).

Capacity needs are not the only consideration when calculating street infrastructure costs. Where new areas are developed, it is necessary to serve them with streets, even if the trips the new development would generate could be accommodated elsewhere on the street network. For that reason, this analysis also evaluated the existing density of streets in Fargo as a baseline for necessary street network in a developing area.

RESULTS

Street costs were estimated in two ways: based on traffic demand, and based on geographic coverage. For all of the development scenarios, the necessary street infrastructure to provide geographic coverage to the projected growth area was greater than the street infrastructure that would be required to accommodate increased traffic demand (In fact, according to this analysis, all of the new traffic demand for the Current Trends scenario could be accommodated within the existing street network). Therefore, this analysis conservatively used the geographic coverage estimates to determine street costs.

Both the Current Trends and Mixed Use Centers: Build Out scenarios cover the same geographic area. As a result the street infrastructure necessary to cover this geographic area is the same. Because the Mixed Use Centers: Build Out scenario can accommodate more residents and employees, its build out occurs over a longer period of time (51 years compared to 40 years). The result is that -annual- sanitary sewer infrastructure costs are lower. With more residents and employees, the cost for street infrastructure is divided amongst a larger population, resulting in a lower per capita cost as well.

Because the Mixed Use Centers: Equal Growth scenario occurs in a smaller geographic area, the street infrastructure needs are lower, resulting in lower street costs.

Table 24. Fargo street data

Fargo Street Data	
Fargo Total Vehicle Miles Travelled (VMT)	2,157,655
Developed Area Acres	24,250
Growth Area Acres: Build Out	15,308
Growth Area Acres: Mixed Use Centers Equal Growth Scenario	10,709
Vehicle Mile Capacity (VMC): Developed Area	5,170,737
Vehicle Mile Capacity (VMC): Undeveloped Area	964,016
VMC per Acre: Developed Area	213
Cost per new road lane mile	$2,000,000
Cost per new VMC	$400

Table 25. Existing street capacity: developed area

Street Type	Miles	ADT Capacity	Total VMC	VMC: Local Level of Service A; Major Level of Service C
Local	301	8,000	2,406,666	1,443,999
Collector	67	10,000	665,298	532,238
Major Collector	0	10,000	1,919	1,535
Minor Artery	62	14,000	874,051	699,241
Primary Artery	43	28,000	1,207,655	966,124
Undesignated	2	8,000	15,148	9,089
Total	**475**	**-**	**5,170,737**	**3,652,227**

Table 26. Existing street capacity: undeveloped area

Street Type	Miles	ADT Capacity	Total VMC	VMC: Local Level of Service A; Major Level of Service C
Local	33	8,000	266,862	160,117
Collector	3	10,000	31,950	25,560
Major Collector	6	10,000	58,339	46,671
Minor Artery	7	14,000	101,051	80,841
Primary Artery	4	28,000	125,751	100,601
Undesignated	48	8,000	380,063	228,038
Total	**102**	**-**	**964,016**	**641,828**

Table 27. Existing trip generation

Use	Acres	Units	Square Feet	ADT / Unit	Unit of Measure	Daily Trips	% New	Net Trips	Avg Length	VMT	Note
Single Family	4,348	19,018	-	9.57	DU	182,002	100%	182,002	3.98	362,199	
2-3 Units	482	4,246	-	5.81	DU	24,669	100%	24,669	3.98	49,094	
MultiFamily	1,411	26,097	-	6.65	DU	173,545	100%	173,545	3.98	345,368	
Commercial/ Retail	1,313	-	11,477,484	50.00	1000 SF	573,874	60%	344,325	3.98	685,232	
Office	619	-	5,295,022	11.01	1000 SF	58,298	100%	58,298	3.98	116,018	
Mixed Use (Res Component)	58	206	-	6.65	DU	1,096	100%	1,096	3.98	2,181	20% reduction in Mixed Use areas
Mixed use (Non-Res Component)	-	-	952,211	50.00	1000 SF	38,088	60%	22,853	3.98	45,479	20% reduction in Mixed Use areas
Core Mixed Use (Res Component)	77	632	-	6.65	DU	3,362	100%	3,362	3.98	6,691	20% reduction in Mixed Use areas
Core Mixed Use (Non-Res Component)	-	-	2,390,922	50.00	1000SF	95,637	60%	57,382	3.98	114,195	20% reduction in Mixed Use areas
Industrial	2,134	-	19,318,424	6.00	1000 SF	115,911	100%	115,911	3.98	230,671	
Public/ Semi-Public	1,911	-	4,782,528	20.00	1000 SF	95,651	100%	95,651	3.98	190,352	
Airport & Ag. Research	3,536	-	-	-	Enplane-ments/ day	1,505	100%	1,505	3.98	2,995	
Parks	1,443	-	-	2.50	Acres	3,608	100%	3,608	3.98	7,180	
Vacant/Open within City	1,808	-	-	-	-	-	-	-	-	-	
ROW	5,111	-		-	-	-	-	-	-	-	
Total	**24,250**	**50,199**	**44,216,592**	**-**	**-**	**1,367,247**	**-**	**1,084,207**	**-**	**2,157,655**	

Table 28. Trip generation - current trends scenario

Use	Acres	Units	Square Feet	ADT / Unit	Unit of Measure	Daily Trips	% New	Net Trips	Avg Length	VMT	Note
Single Family	7,561	33,025	-	9.57	DU	316,047	100%	316,047	3.98	628,959	
2-3 Units	837	5,374	-	5.81	DU	31,224	100%	31,224	3.98	62,139	
MultiFamily	2,453	42,562	-	6.65	DU	283,037	100%	283,037	3.98	563,265	
Commercial/ Retail	2,283	-	16,357,019	50.00	1000 SF	817,851	60%	490,711	3.98	976,552	
Office	1,077	-	7,877,040	11.01	1000 SF	86,726	100%	86,726	3.98	172,592	
Mixed Use (Res Component)	101	358	-	6.65	DU	1,906	100%	1,906	3.98	3,793	20% reduction in Mixed Use areas
Mixed use (Non-Res Component)	-	-	1,655,871	50.00	1000 SF	66,235	60%	39,741	3.98	79,087	20% reduction in Mixed Use areas
Core Mixed Use (Res Component)	134	1,099	-	6.65	DU	5,847	100%	5,847	3.98	11,636	20% reduction in Mixed Use areas
Core Mixed Use (Non-Res Component)	-	-	4,157,814	50.00	1000SF	166,313	60%	99,788	3.98	198,585	20% reduction in Mixed Use areas
Industrial	3,711	-	32,995,978	6.00	1000 SF	197,976	100%	197,976	3.98	393,987	
Public/ Semi-Public	3,324	-	4,868,696	20.00	1000 SF	97,374	100%	97,374	3.98	193,782	
Airport & Ag. Research	3,536	-	-	-	Enplane-ments/ day	1,505	100%	1,505	3.98	2,995	
Parks	2,510	-	-	2.50	Acres	6,274	100%	6,274	3.98	12,487	
Vacant/Open within City	3,144	-	-	-	-	-	-	-	-	-	
ROW	8,888	-	-	-	-	-	-	-	-	-	
Total	**39,559**	**82,418**	**67,912,419**	**-**	**-**	**2,078,315**	**-**	**1,658,156**	**-**	**3,299,858**	

Table 29. Trip generation - mixed use centers scenario: build out

Use	Acres	Units	Square Feet	ADT / Unit	Unit of Measure	Daily Trips	% New	Net Trips	Avg Length	VMT	Note
Single Family	7,121	31,104	-	9.57	DU	297,666	100%	297,666	3.98	592,378	
2-3 Units	1,294	8,307	-	5.81	DU	48,262	100%	48,262	3.98	96,045	
MultiFamily	2,645	45,889	-	6.65	DU	305,162	100%	305,162	3.98	607,297	
Commercial/ Retail	2,463	-	17,644,196	50.00	1000 SF	882,210	60%	529,326	3.98	1,053,399	
Office	1,206	-	8,824,494	11.01	1000 SF	97,158	100%	97,158	3.98	193,351	
Mixed Use (Res Component)	64	228	-	6.65	DU	1,213	100%	1,213	3.98	2,413	20% reduction in Mixed Use areas
Mixed use (Non-Res Component)	-	-	1,053,583	50.00	1000 SF	42,143	60%	25,286	3.98	50,321	20% reduction in Mixed Use areas
Core Mixed Use (Res Component)	619	5,063	-	6.65	DU	26,936	100%	26,936	3.98	53,604	20% reduction in Mixed Use areas
Core Mixed Use (Non-Res Component)	-	-	19,154,016	50.00	1000SF	766,161	60%	459,696	3.98	914,831	20% reduction in Mixed Use areas
Industrial	3,206	-	28,506,129	6.00	1000 SF	171,037	100%	171,037	3.98	340,376	
Public/ Semi-Public	3,181	-	4,659,150	20.00	1000 SF	93,183	100%	93,183	3.98	185,441	
Airport & Ag. Research	3,536	-	-	-	Enplane-ments/ day	1,505	100%	1,505	3.98	2,995	
Parks	2,358	-	-	2.50	Acres	5,895	100%	5,895	3.98	11,731	
Vacant/Open within City	3,100	-	-	-	-	-	-	-	-	-	
ROW	8,765	-	-	-	-	-	-	-	-	-	
Total	**39,559**	**90,591**	**79,841,567**	**-**	**-**	**2,738,529**	**-**	**2,062,324**	**-**	**4,104,184**	

Table 30. Trip generation - mixed use centers scenario equal growth

Use	Acres	Units	Square Feet	ADT / Unit	Unit of Measure	Daily Trips	% New	Net Trips	Avg Length	VMT	Note
Single Family	6,156	26,887		9.57	DU	257,313	100%	257,313	3.98	512,072	
2-3 Units	1,187	7,620		5.81	DU	44,275	100%	44,275	3.98	88,111	
MultiFamily	2,332	40,455		6.65	DU	269,024	100%	269,024	3.98	535,378	
Commercial/ Retail	2,171		15,555,718	50.00	1000 SF	777,786	60%	466,672	3.98	928,712	
Office	1,069		7,818,748	11.01	1000 SF	86,084	100%	86,084	3.98	171,315	
Mixed Use (Res Component)	51	182		6.65	DU	969	100%	969	3.98	1,929	20% reduction in Mixed Use areas
Mixed use (Non-Res Component)			842,160	50.00	1000 SF	33,686	60%	20,212	3.98	40,223	20% reduction in Mixed Use areas
Core Mixed Use (Res Component)	602	4,923		6.65	DU	26,189	100%	26,189	3.98	52,119	20% reduction in Mixed Use areas
Core Mixed Use (Non-Res Component)			18,623,143	50.00	1000SF	744,926	60%	446,955	3.98	889,476	20% reduction in Mixed Use areas
Industrial	2,732		24,293,175	6.00	1000 SF	145,759	100%	145,759	3.98	290,072	
Public/ Semi-Public	2,756		4,037,511	20.00	1000 SF	80,750	100%	80,750	3.98	160,699	
Airport & Ag. Research	3,536				Enplane-ments/ day	1,505	100%	1,505	3.98	2,995	
Parks	2,037			2.50	Acres	5,094	100%	5,094	3.98	10,137	
Vacant/Open within City	2,699										
ROW	7,631										
Total	**34,959**	**80,068**	**71,170,455**			**2,473,361**		**1,850,801**		**3,683,237**	

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Table 32. Street infrastructure costs (based on demand)

	Current Trends	Mixed Use Centers: Build Out	Mixed Use Centers: Equal Growth
Existing Capacity	3,652,227	3,652,227	3,652,227
Projected VMT	3,299,858	4,104,184	3,683,237
Necessary VMC	0	451,957	31,011
Local Road VMC % Total System	40%	40%	40%
Major Road VMC % Total System	60%	60%	60%
Necessary Local Road VMC	0	180,783	12,404
Necessary Major Road VMC	0	271,174	18,606
Net Necessary Local Road VMC	0	301,305	20,674
Net Necessary Major Road VMC	0	338,968	23,258
Total Net Necessary VMC	0	640,272	43,932
Total Cost	$0	$256,108,881	$17,572,715
Per Capita Total Cost	$0	$1,139	$88
Annual Cost	$0	$5,051,088	$441,204
Per Capita Annual Cost	**$0**	**$22**	**$2**

Table 31. Street infrastructure costs (based on growth area)

	Current Trends	Mixed Use Centers: Build Out	Mixed Use Centers: Equal Growth
Growth Area Acres	15,308	15,308	10,709
Developed Area VMC / Acre	213	213	213
Total Necessary VMC	3,264,111	3,264,111	2,283,513
Existing Growth Area VMC	964,016	964,016	964,016
Net Necessary VMC	2,300,096	2,300,096	1,319,497
Net Necessary Lane Miles	460	460	264
Net Cost	$920,038,280	$920,038,280	$527,798,911
Per Capita Total Cost	$4,614	$4,092	$2,647
Annual Cost	$23,099,732	$18,145,387	$13,251,637
Per Capita Annual Cost	$116	$81	$66

Figure 45. Annual street costs: build out

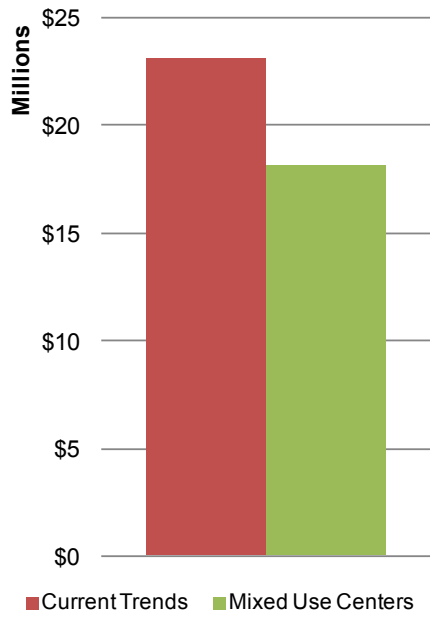


Figure 44. Per capita street costs: build out

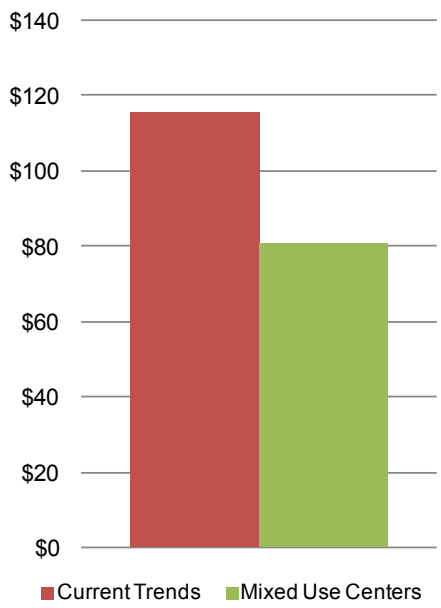


Figure 43. Total street costs: equal growth

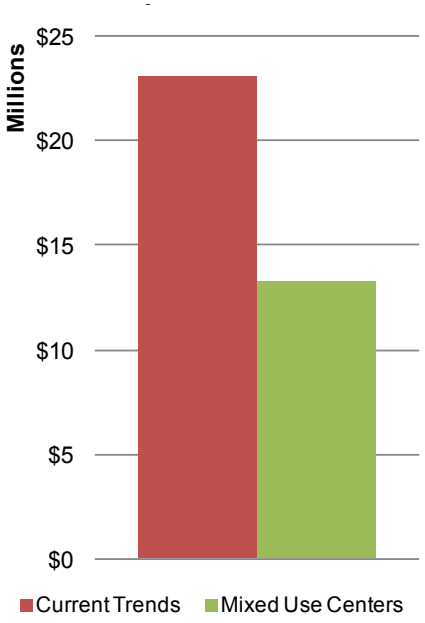
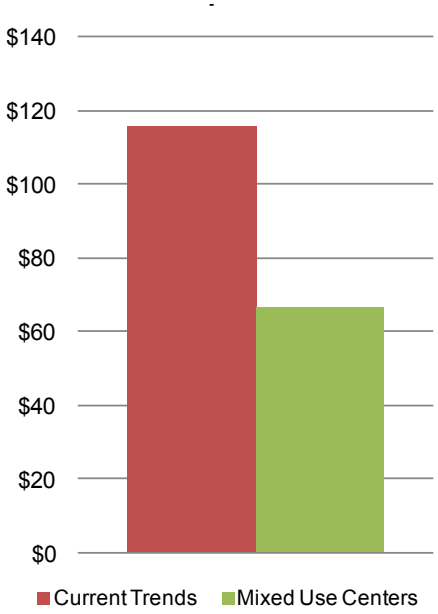


Figure 42. Per capita street costs: equal growth



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WATER COSTS

METHODOLOGY

There are two components to water costs: water treatment facilities, and water infrastructure. Water treatment costs are based on the number of residents and employees in the City. Existing usage of the City's water system was correlated to existing demographic data to determine a per capita figure for peak water demand. This figure was compared to existing water treatment capacity to determine how much growth could be accommodated within the existing system. Finally, population and employment projections from the various proposed scenarios were used to estimate the ultimate water treatment demand beyond existing capacity, and subsequent costs for water treatment facilities.

Water infrastructure was estimated based on the geography of the proposed development scenarios. The existing density of water mains in Fargo was used as a baseline for necessary water mains in developing areas.

RESULTS

Because the Mixed Use Centers: Build Out scenario accommodates more residents and employees than the Current Trends scenario, there is greater demand for water in the community. This results in larger water facility costs for the Mixed Use Centers: Build Out scenario. Per capita costs for water facilities are also higher because a lower percentage of water treatment demand can be accommodated by existing surplus capacity.

Because the Mixed Use Centers: Equal Growth scenario has an equal number of residents and employees, the demand for water, and consequent water facility costs are the same.

With regard to water infrastructure, both the Current Trends and Mixed Use Centers: Build Out scenario cover the same geographic area. This results in an equivalent need for water main infrastructure. However, because the Mixed Use Centers: Build Out scenario can accommodate more residents and employees, its build out occurs over a longer period of time (51 years compared to 40 years). The result is that -annual- water infrastructure costs are lower.

Because the Mixed Use Centers: Equal Growth scenario occurs in a smaller geographic area, the water infrastructure needs are lower, resulting in lower water infrastructure costs.

Table 35. Resident and Employment Data

Residents	105,549
Employment	90,010
Non-Resident Employment	22,721
% Non-Residential Employment	25.24%
Population & Non-Resident Employment - Existing	128,270
Population & Non-Resident Employment - Current Trends	199,396
Population & Non-Resident Employment - Mixed Use Centers (Build Out)	224,852
Population & Non-Resident Employment - Mixed Use Centers (Equal Growth)	199,393
Developed Area	24,250
Growth Area - Build Out	15,308
Growth Area - Equal Growth	10,709

Table 34. Water Treatment Data

Water Treatment Data	
Current Peak Day Demand (MGD)	22
Maximum Peak Day Capacity (MGD)	30
Cost Per Additional Peak Day MGD	$5,656,000
Per Capita Peak Demand (gallons)	172

Table 33. Water Treatment Costs

	Current Trends	Mixed Use Centers (Build Out)	Mixed Use Centers (Equal Growth)
Total Demand (gallons)	34,198,956	38,565,040	34,198,490
Additional Capacity Needed (gallons)	4,198,956	8,565,040	4,198,490
Total Cost	$23,749,295	$48,443,866	$23,746,657
Per Capita Total Cost	$119	$215	$119
Annual Cost	$596,282	$955,431	$596,216
Per Capita Annual Cost	$2.99	$4.25	$2.99

Figure 47. Annual water facility costs: build out

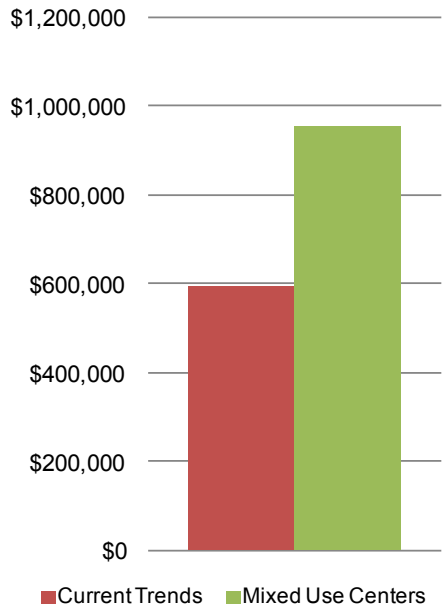


Figure 46. Per capita annual water facility costs: build out

Figure 49. Annual water facility costs: equal growth

Figure 48. Per capita annual water facility costs: equal growth

Table 37. Water Main Data

Water Main Data	
Water Mains - Developed Areas (Miles)	444.25
Water Mains (Miles) / Developed Area (Square Miles)	11.72
Water Mains - Growth Area (Miles)	5.27
Water Mains (Miles) / Growth Area (Square Miles)	0.22
Water Main Cost per Mile	$961,000

Table 36. Water Infrastructure Costs

	Current Trends	Mixed Use Centers (Build Out)	Mixed Use Centers (Equal Growth)
Necessary Water Mains (Miles)	275.16	275.16	192.49
Total Cost	$264,431,068	$264,431,068	$184,982,760
Per Capita Total Cost	$1,326	$1,176	$928
Annual Cost	$6,639,166	$5,215,222	$4,644,429
Per Capita Annual Cost	$33.30	$23.19	$23.29

Figure 53. Annual water infrastructure costs: build out

Figure 52. Per Capita Water infrastructure costs: build out

Figure 51. Annual water infrastructure costs: equal growth

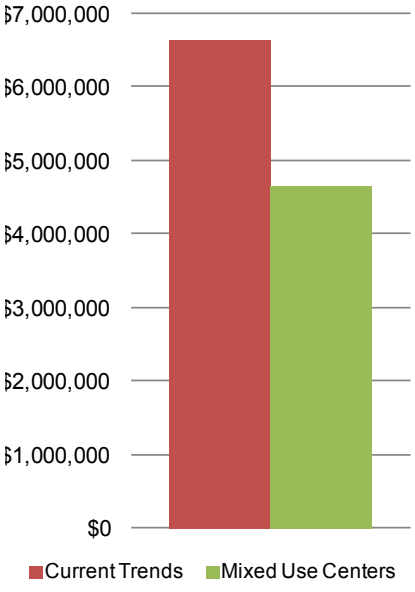


Figure 50. Per capita annual water infrastructure costs: equal growth

GO 2030

SANITARY SEWER COSTS

METHODOLOGY

There are two components to sanitary sewer costs: wastewater treatment facilities, and sanitary sewer infrastructure. Wastewater treatment costs are based on the number of residents and employees in the City. Existing usage of the City's sewer system was correlated to existing demographic data to determine a per capita figure for average sewer demand. This figure was compared to wastewater treatment capacity to determine how much growth could be accommodated within the existing system. Finally, population and employment projections from the various proposed scenarios were used to estimate the ultimate wastewater treatment demand beyond existing capacity, and subsequent costs for wastewater treatment facilities.

Sanitary sewer infrastructure was estimated based on the geography of the proposed development scenarios. The existing density of sanitary sewer mains in Fargo was used as a baseline for necessary sanitary sewer mains in developing areas.

RESULTS

Because the Mixed Use Centers: Build Out scenario accommodates more residents and employees than the Current Trends scenario, there is greater demand for sewer services in the community. This results in larger wastewater facility costs for the Mixed Use Centers: Build Out scenario. Per capita costs for wastewater facilities are also higher because a lower percentage of wastewater treatment demand can be accommodated by existing surplus capacity.

Because the Mixed Use Centers: Equal Growth scenario has an equal number of residents and employees, the demand for sewer services, and consequent wastewater facility costs are the same.

With regard to sanitary sewer infrastructure, both the Current Trends and Mixed Use Centers: Build Out scenario cover the same geographic area. This results in an equivalent need for sanitary sewer main infrastructure. However, because the Mixed Use Centers: Build Out scenario can accommodate more residents and employees, its build out occurs over a longer period of time (51 years compared to 40 years). The result is that -annual- sanitary sewer infrastructure costs are lower.

Because the Mixed Use Centers: Equal Growth scenario occurs in a smaller geographic area, the sanitary sewer infrastructure needs are lower, resulting in lower sewer infrastructure costs.

Table 40. Resident and employment data

Resident and Employment Data	
Residents	105,549
Employment	90,010
Non-Resident Employment	22,721
% Non-Residential Employment	25.24%
Population & Non-Resident Employment - Existing	128,270
Population & Non-Resident Employment - Current Trends	199,396
Population & Non-Resident Employment - Mixed Use Centers (Build Out)	224,852
Population & Non-Resident Employment - Mixed Use Centers (Equal Growth)	199,393
Developed Area	24,250
Growth Area - Build Out	15,308
Growth Area - Equal Growth	**10,709**

Table 39. Wastewater treatment data

Wastewater Treatment Data	
Current Average Day Demand (MGD)	12
Current Average Day Capacity (MGD)	15
Cost Per Additional Average Day MGD	$7,642,000
Per Capita Average Day Demand (gallons)	93.55

Table 38. Wastewater treatment costs

	Current Trends	Mixed Use Centers (Build Out)	Mixed Use Centers (Equal Growth)
Total Demand (gallons)	18,653,976	21,035,476	18,653,722
Additional Capacity Needed	3,653,976	6,035,476	3,653,722
Total Cost	$27,923,684	$46,123,110	$27,921,740
Per Capita Total Cost	$140	$205	$140
Annual Cost	$701,090	$909,660	$701,041
Per Capita Annual Cost	$3.52	$4.05	$3.52

Figure 54. Annual wastewater facility costs: build out

Figure 56. Per capita wastewater facililty costs: build out

Table 42. Sanitary sewer main data

Sanitary Sewer Main Data	
Sanitary Sewer Mains - Developed Areas (Miles)	400.68
Sanitary Sewer Mains (Miles) / Developed Area (Square Miles)	10.57
Sanitary Sewer Mains - Growth Area (Miles)	25.53
Sanitary Sewer Mains (Miles) / Growth Area (Square Miles)	1.07
Sanitary Sewer Main Cost per Mile	$721,000

Table 41. Sanitary sewer infrastructure costs

	Current Trends	Mixed Use Centers (Build Out)	Mixed Use Centers (Equal Growth)
Necessary Saitary Sewer Mains (Miles)	227.40	227.40	159.08
Total Cost	$163,954,217	$163,954,217	$114,694,176
Per Capita Total Cost	$822	$729	$575
Annual Cost	$4,116,458	$3,233,575	$2,879,668
Per Capita Annual Cost	$20.64	$14.38	$14.44

Figure 55. Annual wastewater facility costs: equal growth

Figure --. Per capita annual wastewater facility costs: equal growth

Figure 60. Annual sewer infrastructure costs: build out

Figure 59. Per capita annual sewer infrastructure costs: build out

Figure 58. Annual sewer infrastructure costs: equal growth

Figure 57. Per capita annual sewer infrastructure costs: equal growth

GO 2030

SOLID WASTE COSTS

METHODOLOGY

Solid waste facility costs are driven by the number of residents and employees that are accommodated in each of the development scenarios. It is assumed that solid waste service collection increase proportionally with the population. Current City collection rates from within and outside Fargo are correlated with demographic information to determine a per capita collection rate. This per capita rate is applied to the population and employment estimates for each scenario.

Because collection is measured is annual and landfill capacity is measured in total, the ultimate buildout time period for each scenario is also incorporated in order to determine annual costs for additional landfill capacity.

RESULTS

Because the Mixed Use Centers: Build Out scenario accommodates more residents and employees than the Current Trends scenario, there is greater demand for solid waste services in the community. This results in larger solid waste facility costs for the Mixed Use Centers: Build Out scenario. Per capita costs for solid waste facilities are also higher because a lower percentage of solid waste demand can be accommodated by existing surplus capacity.

Because the Mixed Use Centers: Equal Growth scenario has an equal number of residents and employees, the demand for solid waste services solid waste facility costs are the same.

Table 43. Resident and employment data

Resident and Employment Data	
Residents	105,549
Employment	90,010
Non-Resident Employment	22,721
% Non-Residential Employment	25.24%
Population & Non-Resident Employment - Existing	128,270
Population & Non-Resident Employment - Current Trends	199,396
Population & Non-Resident Employment - Mixed Use Centers (Build Out)	224,852
Population & Non-Resident Employment - Mixed Use Centers (Equal Growth)	199,393
Developed Area	24,250
Growth Area - Build Out	15,308
Growth Area - Equal Growth	10,709

Table 44. Solid waste data

Solid Waste Data	
Current Collection Rate - Within Fargo (Tons/Year)	149,600
Current Collection Rate - Outside Fargo (Tons/Year)	70,400
Percentage of Collection from within City of Fargo	68%
Per Capita Collection Rate (Tons/year)	1.21
Current Remaining Landfill Capacity (Tons)	2,640,000
Expansion Cost ($/1,000 Tons of Landfill Capacity)	$6,100

Table 45. Table --. Solid waste costs

	Current Trends	Mixed Use Centers (Build Out)	Mixed Use Centers (Equal Growth)
Collection Rate (Tons/Year)	241,358	272,172	241,355
Net Collection Rate (+ Outside Collection)	311,758	342,572	311,755
Estimated Build-Out Years	40	51	40
Estimated Solid Waste Collection	12,417,013	17,369,666	12,416,882
Necessary Additional Capacity	9,777,013	14,729,666	9,776,882
Total Cost	$59,639,777	$89,850,964	$59,638,978
Per Capita Total Cost	$299	$400	$299
Annual Cost	$1,497,397	$1,772,079	$1,497,377
Per Capita Annual Cost	$7.51	$7.88	$7.51

Figure 61. Annual solid waste facility costs: build out

Figure 64. Per capita solid waste facility costs: build out

Figure 63. Annual solid waste facility costs: equal growth

Figure 62. Per capita annual solid waste facility costs: equal growth

GO 2030

FLOOD MITIGATION COSTS

METHODOLOGY

It is estimated that the City of Fargo's portion of the diversion costs for Fargo-Moorehead Red River Diversion Project is approximately $200 million. For the purpose of this analysis, it is assumed that this costs remains constant for all scenarios.

RESULTS

While project costs remain constant across scenarios, the Mixed Use Centers: Build Out scenario can accommodate more residents and employees, which means that per capita diversion costs are lower than in the Current Trends scenario. Also, because buildout occurs over a longer period, the -annual- cost is reduced. Because the Mixed Use Centers: Equal growth center includes the same number of residents and employees, and develops over the same time period, the flood mitigation costs are equivalent to the Current Trends scenario.

Table 46. Resident and employment data

Resident and Employment Data	
Residents	105,549
Employment	90,010
Non-Resident Employment	22,721
% Non-Residential Employment	25.24%
Population & Non-Resident Employment - Existing	128,270
Population & Non-Resident Employment - Current Trends	199,396
Population & Non-Resident Employment - Mixed Use Centers (Build Out)	224,852
Population & Non-Resident Employment - Mixed Use Centers (Equal Growth)	199,393
Developed Area	24,250
Growth Area - Build Out	15,308
Growth Area - Equal Growth	10,709

Table 47. Flood Mitigation Costs

City of Fargo Portion of Diversion Costs	Current Trends	Mixed Use Centers (Build Out)	Mixed Use Centers (Equal Growth)
Total Cost	$200,000,000	$200,000,000	$200,000,000
Per Capita Total Cost	$1,003	$889	$1,003
Annual Cost	$5,021,472	$3,944,485	$5,021,472
Per Capita Annual Cost	$25.18	$17.54	$25.18

Figure 68. Annual flood mitigation costs: build out

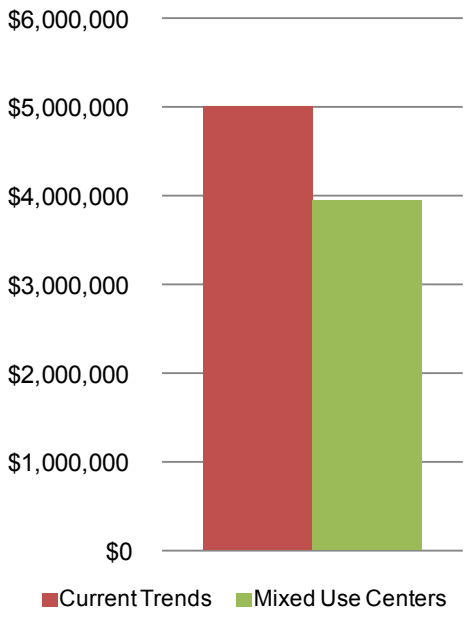


Figure 67. Per capita annual flood mitigation costs: build out

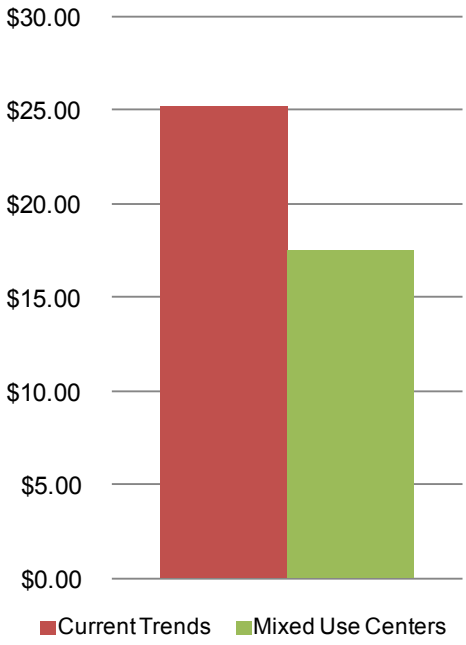


Figure 66. Annual flood mitigation costs: equal growth

Figure 65. Per capita annual flood mitigation costs: equal growth

GO 2030

MISCELLANEOUS CITY FACILITY COSTS

METHODOLOGY

This section analysis evaluated the cost impact of various types of City facilities necessary to serve new development. Police stations, fire stations, libraries, city government, and other miscellaneous facilities were evaluated. Different types of facilities were assumed to have different criteria determining their need. For example, the location of police and fire stations was assumed to be based on the need to maintain low response times. This implies that the need for these facilities is based on the geographic area covered by each development scenario. Other types of facilities such as libraries and city government facilities are not based on geographic area, but rather on use. The need for these facilities is based on the number of residents (for libraries) or residents and employees (city government and other miscellaneous facilities).

Recent construction costs for police, fire, and, library facilities in Fargo were used to estimate the cost for new facilities. For general City government facilities, the total property value of existing facilities was correlated with existing demographic data to determine the per capita cost of new City government facilities.

RESULTS

Police Station Costs

Both the Current Trends and Mixed Use Centers: Build Out scenario cover the same geographic area. This results in an equivalent need for police facilities. However, because the Mixed Use Centers: Build Out scenario can accommodate more residents and employees, its build out occurs over a longer period of time (51 years compared to 40 years). The result is that -annual- cost for police facilities is lower. Because there are more residents and employees in the Mixed Use Centers: Build Out scenario, per capita police facility costs are also lower.

Because the Mixed Use Centers: Equal Growth scenario occurs in a smaller geographic area, the police facility needs are lower. However, it was conservatively estimated that at least one additional police station would be necessary with new growth in this scenario, resulting in equivalent police facility costs to the Current Trends scenario.

Table 48. Resident and employment data

Resident and Employment Data	
Residents	105,549
Employment	90,010
Non-Resident Employment	22,721
% Non-Residential Employment	25.24%
Population & Non-Resident Employment - Existing	128,270
Population & Non-Resident Employment - Current Trends	199,396
Population & Non-Resident Employment - Mixed Use Centers (Build Out)	224,852
Population & Non-Resident Employment - Mixed Use Centers (Equal Growth)	199,393
Developed Area	24,250
Growth Area - Build Out	15,308
Growth Area - Equal Growth	10,709

Table 49. Police station costs

	Current Trends	Mixed Use Centers (Build Out)	Mixed Use Centers (Equal Growth)
Estimated Cost of New Police Station	$6,000,000	$6,000,000	$6,000,000
Existing Number of Police Stations	2	2	2
New Stations Needed to Cover Growth Area	1	1	1
Total Cost	$6,000,000	$6,000,000	$6,000,000
Per Capita Total Cost	$30	$27	$30
Annual Cost	$150,644	$118,335	$150,644
Per Capita Annual Cost	$0.76	$0.53	$0.76

Figure 69. Annual police facility costs: build out

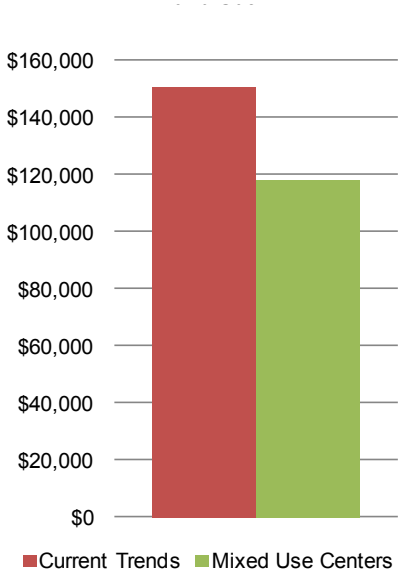


Figure 72. Per capita police facility costs: build out

Figure 71. Annual police facility costs: equal growth

Figure 70. Per capita annual police facility costs: equal growth

Fire Station Costs

Both the Current Trends and Mixed Use Centers: Build Out scenario cover the same geographic area. This results in an equivalent need for fire facilities. However, because the Mixed Use Centers: Build Out scenario can accommodate more residents and employees, its build out occurs over a longer period of time (51 years compared to 40 years). The result is that -annual-cost for fire facilities is lower. Because there are more residents and employees in the Mixed Use Centers: Build Out scenario, per capita fire facility costs are also lower.

Because the Mixed Use Centers: Equal Growth scenario occurs in a smaller geographic area, the fire facility needs are lower. It is estimated that the Equal Growth scenario would only require one additional fire station, compared to two new fire stations with the Current trends scenario. This results in lower fire facility costs.

Table 50. Fire station costs

	Current Trends	Mixed Use Centers (Build Out)	Mixed Use Centers (Equal Growth)
Estimated Cost of New Fire Station	$2,460,000	$2,460,000	$2,460,000
Existing Number of Fire Stations	7	7	7
New Stations Needed to Cover Growth Area	2	2	1
Total Cost	$4,920,000	$4,920,000	$2,460,000
Per Capita Total Cost	$25	$22	$12
Annual Cost	$123,528	$97,034	$61,764
Per Capita Annual Cost	$0.62	$0.43	$0.31

Figure 73. Per capita fire facility costs: build out

Figure 74. Per capita fire facility costs: build out

Figure 76. Per capita fire facility costs: build out

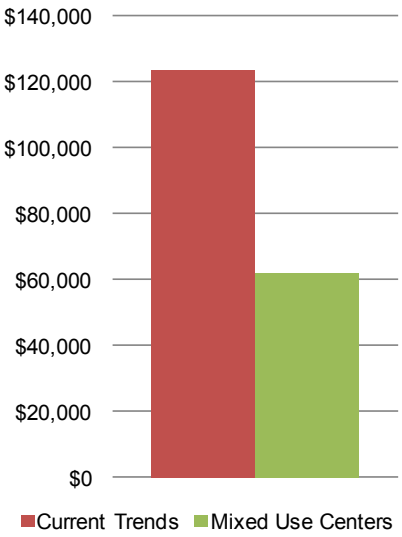
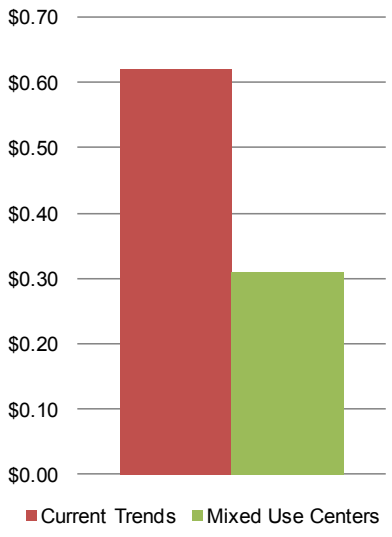


Figure 75. Per capita fire facility costs: build out



Library Costs

Existing branch libraries in Fargo serve on average 35,000 residents each (the Central Library is considered a unique, single-location facility for the purpose of this analysis). Based on this threshold, it is estimated that the Current Trends scenario would require two additional branch libraries at full build out. While the Mixed Use Centers: Build Out scenario accommodates more residents than the Current Trends scenario, the difference is not enough to require additional library facilities beyond what the Current Trends scenario demands. As a result, total library facility costs are the same for each scenario. However, because the Mixed Use Centers: Build Out scenario can accommodate more residents and employees, its build out occurs over a longer period of time (51 years compared to 40 years). The result is that -annual- cost for library facilities is lower. Because there are more residents and employees in the Mixed Use Centers: Build Out scenario, per capita fire facility costs are also lower.

Because the Mixed Use Centers: Equal Growth scenario has an equal number of residents, the demand for library facilities and library costs are the same.

Table 51. Library station costs

	Current Trends	Mixed Use Centers (Build Out)	Mixed Use Centers (Equal Growth)
Estimated Cost of New Library	$4,374,000	$4,374,000	$4,374,000
Existing Branch Libraries	2	2	2
Population Served Per Library	35,183	35,183	35,183
Population Added	59,743	76,056	54,951
New Branch Libraries (per 35,000 new residents)	2	2	2
Total Cost	$8,748,000	$8,748,000	$8,748,000
Per Capita Total Cost	$44	$39	$44
Annual Cost	$219,639	$172,532	$219,639
Per Capita Annual Cost	$1.10	$0.77	$1.10

Figure 77. Per capita library facility costs: build out

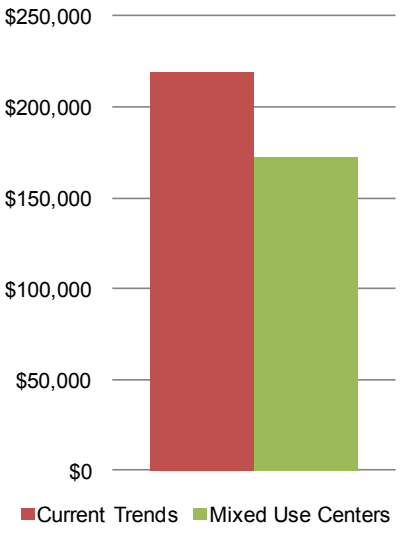


Figure 78. Per capita library facility costs: build out

Figure 80. Per capita library facility costs: build out

Figure 79. Per capita library facility costs: build out

City Government and Miscellaneous Facility Costs

The Mixed Use Centers: Build Out scenario accommodates a much higher number of residents and employees. This translates to higher demand for city facilities, as each of these residents and employees contributes to the overall city facility needs. However, because the Mixed Use Centers: Build Out scenario can accommodate more residents and employees, its build out occurs over a longer period of time (51 years compared to 40 years), which mitigates the annual cost discrepancies between the scenarios. Because there are more residents and employees in the Mixed Use Centers: Build Out scenario, per capita City facility costs are also lower.

Because the Mixed Use Centers: Equal Growth scenario assumes an equal number of residents and employees to the Current Trends scenario, it results in an equal amount of City facilities and City facility costs (albeit in a much smaller geographic area).

Table 52. City government and misc. facility costs

	Current Trends	Mixed Use Centers (Build Out)	Mixed Use Centers (Equal Growth)
Total Value of City Government Facilities	$137,942,500	$137,942,500	$137,942,500
Per Capita Value of City Government Facilities	$1,075	$1,075	$1,075
Total Cost	$76,488,840	$103,864,683	$76,485,916
Per Capita Total Cost	$384	$462	$384
Annual Cost	$1,920,433	$2,048,464	$1,920,359
Per Capita Annual Cost	$9.63	$9.11	$9.63

Figure 84. Annual gov. facility costs: build out

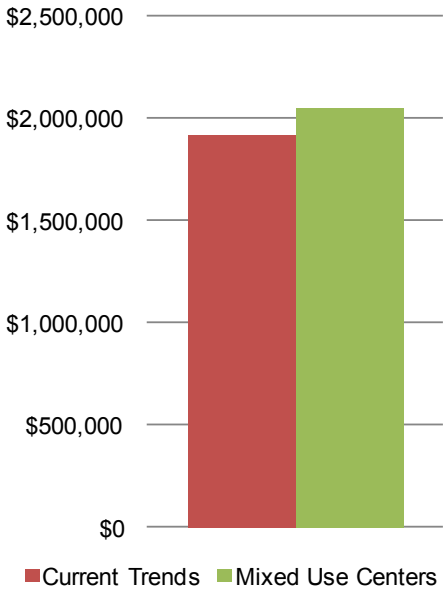


Figure 83. Per capita annual gov. facility costs: build out

Figure 82. Annual gov. facility costs: equal growth

Figure 81. Per capita annual gov. facility costs: equal growth

GO 2030

SERVICE COSTS

METHODOLOGY

For the purpose of this analysis, service costs are based on the number of residents and employees in the City. Existing service cost information from the City's budget is correlated with population and employment data to establish how much on average each resident and employee costs across a range of services each year. This per capita figure is then applied to each of the scenarios to estimate annual service costs, based on the number of new residents and employees anticipated for each scenario. Most employees in Fargo also live in Fargo. To ensure these residents are not double counted, a factor is used to estimate the percentage of Fargo employees who are non-residents (based on commuting statistics from the ??? plan). Generally, having more residents and employees results in greater demand for services, which results in greater service costs.

The service costs calculated as part of this analysis include the service components of fire, police, libraries, utilities, and other areas where infrastructure and facility costs have been calculated separately. For example, while it is assumed that fire station needs are based on response time, and tied to the geography, the personnel and equipment components of fire service are assumed to increase proportionally to population and employment.

RESULTS

Because the Mixed Use Centers: Build Out scenario has a higher proportion of high density land use categories, such as mixed use and multi-family residential, within the same geographic area as the Current Trends scenario, the Mixed Use Centers: Build Out scenario accommodates a much higher number of residents and employees. This translates to higher service costs, as each of these residents and employees contributes to the overall service needs. However, the per capita service costs are equivalent for the Mixed Use Centers: Build Out and Current Trends scenarios.

Because the Mixed Use Centers: Equal Growth scenario assumes an equal number of residents and employees to the Current Trends scenario, it results in an equal amount of service demand, and service costs (albeit in a much smaller geographic area).

Table 53. Resident and employment data

Resident and Employment Data	
Residents	105,549
Employment	90,010
Non-Resident Employment	22,721
% Non-Residential Employment	25.24%
Population & Non-Resident Employment - Existing	128,270
Population & Non-Resident Employment - Current Trends	199,396
Population & Non-Resident Employment - Mixed Use Centers (Build Out)	224,852
Population & Non-Resident Employment - Mixed Use Centers (Equal Growth)	199,393
Developed Area	24,250
Growth Area - Build Out	15,308
Growth Area - Equal Growth	**10,709**

Table 55. Service cost data

Service Cost Data	
General Fund Expenses	
General Government	$12,441,406
Public Safety	$27,394,568
Public Works	$8,308,377
Public Health & Welfare	$8,671,267
Recreation & Culture	$3,720,749
Unallocated	$272,000
Public Transportation	$6,600,029
General Support	$1,385,540
Transfers Out	$1,333,064
Total General Fund	$70,127,000
Special Revenue Fund Expenses	$11,536,908
Debt Service Fund Transfers	$29,685,538
Utility Fund Expenses	
Non-Capital Expenses	$41,199,070
Total Service Expenses	$152,548,516
Per Capita Service Expenses	$1,234

Table 54. Service Costs

	Current Trends	Mixed Use Centers (Build Out)	Mixed Use Centers (Equal Growth)
Total Cost	$246,115,420	$277,536,280	$246,112,064
Per Capita Total Cost	$1,234	$1,234	$1,234

Figure 85. Per capita service costs: build out

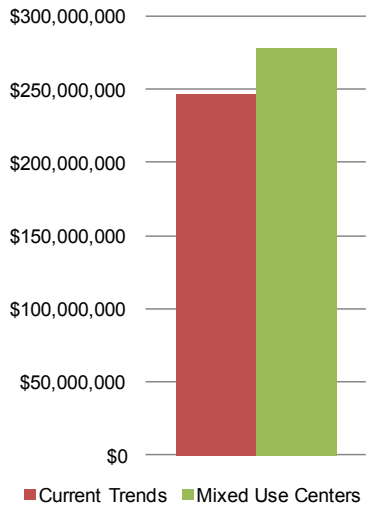


Figure 86. Per capita service costs: build out

Figure 88. Per capita service costs: build out

Figure 87. Per capita service costs: build out

APPENDIX D

MindMixer Idea Report

GO 2030

Topic Name	***Housing and Neighborhoods***
Idea Title	Walkable Neighborhoods
Idea Detail	There is much well-deserved talk in recent years of the pressing importance of creating “Complete Streets” in communities. That is, streets designed not just for cars, but also for bicyclists, pedestrians, transit users, and the handicapped. But if we were to select one form of travel to efficiently and effectively improve community quality of life, public health, civic pride, conviviality, happiness, safety and independence for seniors, young children and the handicapped, our local economy, as well as achieving a lower tax burden, that form of travel—that lynchpin—would be walking. Indeed, the pedestrian is the design imperative – particularly in town centers, but also in all other parts of a community. A quality transit system is nearly impossible without a high-quality walking environment. Lovable building architecture unavoidably slips away when a community is not walkable. Walkability inevitably delivers human-scaled design, which town designers have long recommended as a recipe for place-making. For convenient, sustainable town design. It is no coincidence that nearly all of the greatest cities in the world boast a high quality pedestrian environment. One could go as far as to say that the walkability of such cities is the fundamental reason why these cities are superb, and loved the world over. It is no coincidence that studies have recently found that those societies which walk regularly are those societies whose citizens are the most long-lived on earth. It is no coincidence that the most walkable communities were those which best weathered the recent housing and economic downturns. If you seek to make your city great, the first place to start is by making your city exceptionally walkable. Walkability creates communities we are compelled to
Idea Author	Tyrone G
Number of Seconds	13
Number of Points	40
Number of Comments	7
Comment 1	Walkability means creating an area that first and foremost encourages walking by making an intersting and inviting public realm and second provides sidewalks and bike lanes, etc. Fargo has done a lot of work improving sidewalk and biking facilities but has missed the mark on making the areas a place you would actually want to go for a walk. Basic urban design focusing first on people's needs would go a long way to making Fargo more walkable. | By Mike J
Comment 2	In the 70's, the Prairiewood development was somewhat controversial because of "wasted space". Today, people are walking and biking at all times of the day because of the design. We should find a way to build more neighborhoods like Prairiewood. | By Connie I
Comment 3	Stockholm. Google it B P. What do you think the differences is between cold and warm climates? We might have to wear thicker clothes is all that I can see. There are days that are too hot to be out in warm climates, just like there will be days too cold here. We'll only have problems if we just give up on ourselves, on our town. Let's believe in what we can do, what we can be, and how we could live. | By Tyrone G
Comment 4	Really like this--but how do you adapt this to Fargo's climate? What are the successful Scandinavian or Russian cities where this is happening well that can be shown as feasible examples? | By Beth F
Comment 5	Just wish this were possible now! Wish to walk but have to get into my car to walk - kills any enthusiasm and does not help the environment! | By Ronaldo `
Comment 6	Thanks Durdon. Don't feel it is unachievable though. Bogotá made huge changes in this area to become a "poster" example in just 3 years. | By Tyrone G
Comment 7	LOVE this! It's just a little sad that it'll take a long time to become a city like this. But it should definitely be our vision and goal! | By Durga V
Idea Title	Allow Granny-Flats
Idea Detail	One way to increase density in existing neighborhoods of the city would be to allow granny flats as a subordinate dwelling unit within a single family home or as a stand-alone small dwelling unit on the same site. This could be limited to zoning districts that have medium to large lots. As our population ages, it will be more and more important to provide affordable housing options for senior citizens and would help to strengthen peoples' ability to care for their extended family. With care, I think this could be done in a way that doesn't have a negative impact on the rest of the neighborhood.
Idea Author	Cindy G
Number of Seconds	11
Number of Points	26
Number of Comments	4
Comment 1	Limit them to 400 sq ft though. once you get beyond that size now it can accomodate a family and you introduce issues with too many people, cars, stuff using the space and negatively impacting the main hose owners | By Mike J
Comment 2	Outstanding idea. Even small lot homes could do this- you just have a courtyard rather than a backyard. Density is a big deal in Fargo. Our city will save millions of dollars in infrastructure costs if we can add just 9% density. | By Catherine V
Comment 3	Great idea...such flats could also help retired folks hang on to their homes rather than having to sell cuz they can no longer afford them! (granny flats = small rentals in this case) | By Alvin E
Comment 4	Totally agree with this! | By Andrew M
Idea Title	Strengthen historic preservation incentives
Idea Detail	Fargo has some beautiful historic neighborhoods, with an architectural character of the houses, beautiuful woodwork, and mature vegetation that cannot be duplicated today. I would like to suggest that Fargo consider establishing a historic preservation program that would provide incentives for homeowners to list their homes and neighborhoods on the National Register of Historic Places, and provide further incentives to restore their older homes in ways that maintain their historic character. (The city's current NRI program in older neighborhoods has no historic design standards). Sioux Falls, South Dakota, serves as an excellent example of what might be done in Fargo.
Idea Author	Paul G
Number of Seconds	11
Number of Points	25
Number of Comments	4
Comment 1	This idea would bit beautifully under the auspices of a public art commission within the city government. | By Bradley B

Comment 2	How about making a voluntary set of standards that would raise the bar quite high in historic preservation. If you meet these standards Fargo would provide a plaque to hang on your house to designate it and also provide the homeowner bragging rights. Presevation standars would include maintaning original siding and roof materials (don't replace shakes with asphalt), original restored windows, historic paint colors, proper fencing, proper exterior lighting, etc. Too many people move to the historic neighborhoods for the character and then slap up vinyl siding, swap out the windows for ugly vinyl, replace the original front door with cheap metal hollow core door. In doing so they are removing all the character. If you want a new house then buy one, otherwise preserve the original character. | By Mike Z
Comment 3	Fargo has obviously choose to support or at least allow sprawl and cookie cutter development. We should at least protect the historic areas where the homes were thoughtfully designed to stand the test of time. If you let anything happen downtown or in the old neighborhoods then you undermine what makes them great. | By Mike Z
Comment 4	+1! These standards should address the basic "form" of infill development or additions. Zoning completely misses the point and does not address how a house of commerical property would look. For example a strip mall would is commerical, but it would look completely out of place downtown. Same with a mcmansion or twin home being built in a historic neighborhood. | By Mike Z
Idea Title	start mixing it up
Idea Detail	Instead of making areas strictly "residential", allow them to have small scale shops and restaurants so that these areas become "parts of town" and a "way of life". I love my neighborhood, with mature trees, and 60 year old houses... but there is nothing for me to do here except walk my dog. I can't walk to get a coffee and sit out on a patio, or stroll in and out of shops. I don't spend any time in my neighborhood because real life needs me to run errands or be out and about doing other things.
Idea Author	rachel G
Number of Seconds	22
Number of Points	24
Number of Comments	8
Comment 1	There was a time when all neighborhoods had local shops that were within walking distance. Remnants of those days can still be seen as most have been converted into homes. It would be nice to encourage mixed use zones where small businesses are encouraged to build in the residential areas, supplying needed local resources. It would also give teens an opportunity to find jobs within walking distance. | By John J
Comment 2	@Durdon… I couldn't agree more! I also don't think it's too late for Fargo. Even if we do have all this land around us, we can still start to see the potential in the space we already have – air space. This will make it easier to get around on foot, bus, or even someday maybe light rail. We can leave that land for the farmers who, based on the opinions on this website, we seem to be begging to broaden their markets in our city. We are still small enough to make some changes. Imagine how potentially less windy we could be within the city :) | By rachel G
Comment 3	@Jerseygirl--I agree 100% about urban design that allows us to incorporate exercise into our errands. When I was an exchange student in France, I obviously didn't have a car but I was able to walk everywhere or take the bus/metro to get around. Not once did I work out or set aside an hour each day to "exercise," but I freakin' lost 10pounds! haha I think the Europeans lucked out, in the sense that they were constrained by limited space, so they were essentially forced to build high density cities that lent itself beautifully to mass transit and enjoyable to walk in. But we, on the other hand, have all this land that we can just sprawl outward forever! (and probably become like LA bleeehh!) Unless we become smart and stop building for cars :D | By Durga \
Comment 4	The gum in the works here isn't the zoning laws, but rather that we don't have a design review board. Without design review, if we zone 'commercial' near residential property it is typically a building set far from the street and surrounded by a sea of asphalt, flashing LED signs and a slew of tacky signs. This can make for a miserable environment and nobody wants that near their home. We also need developers with the same vision because they are often the ones that decide *exactly* where things get built and (at the moment) how it looks. Lower taxes, of course means fewer parks and fewer community services. You can have lower taxes if you leave the city but you might have to wait three days to get your street plowed in winter and 'hang tight' for a while if you have a fire. | By Catherine W
Comment 5	I must confess, I 'loves me some' walkable communities too. Even in winter. There are few winter days when I don't see other people out with their dogs in my neighborhood, but my neighborhood also has destinations in it. My dog and I walk to the grocery store each week and get her a bone (and a few things for me) | By Catherine W
Comment 6	My point in integrating the shopping with the residential areas is that people want to live healthy lifestyles, but yet we are all so short on time that it becomes an excuse to be unhealthy. so we spend all this money on walking paths that lead nowhere, expecting people to find 1 hour each evening to just walk but accomplish little. Why not start incorporating our daily exercise with the errands we need to get done - and that includes in the winter as well. Sure, there may be 1-2 months of severe cold weather, but that still leaves 10 other months. I would rather spend on groceries what I save in gas if it means I can be healthier doing it and enjoy the neighborhood that my tax dollars help pay for. I agree, taxes are not cheap, but if I'm spending that much to maintain my neighborhood...I expect the city to meet my needs here, and right now it isn't. | By rachel G
Comment 7	talk to our city planners that 'loves them' some walkable communities. we invest hundreds of thousands to modify our streets that can only be used 4 months a year. sorry, but we are a car nation and that will never change. besides, supporting a local shop just is not in the cards for most people. taxes are far too high and most families have both dad and mom working just to get by. taking another couple dollars for each loaf of bread to support a local shop is probably not what most folks can afford. we need to lower ALL taxes (income, property, sales, ect) and see what happens. | By Pete
Comment 8	A-men. | By Catherine W
Idea Title	Snow gates on snowplows
Idea Detail	Fargo is a snow city, and I have long been puzzled by the City's reluctance to install snow gates on its snowplows. Snow gates are little wings on the ends of the snowplow blade that the operator lowers when the plow passes a driveway, keeping the snow on the blade so driveways are kept clear. As it now stands, every homeowner in Fargo must shovel not only their own snow, but also the snow the City plows pile up on their driveway. Devils Lake has snow gates, as does Bismarck. Public Works folks don't like them because they require more maintenance, but I am confident that Fargo's public works people are competent enough to handle the extra hassle in the name of providing excellent service to the city's residents.
Idea Author	Paul G
Number of Seconds	12
Number of Points	24
Number of Comments	2
Comment 1	yes yes yes | By RCO J
Comment 2	Dude. Common sense. Seconded. | By troy L
Idea Title	Grocery Stores
Idea Detail	We need a full service, awesome grocery store downtown.
Idea Author	Abby G
Number of Seconds	15
Number of Points	22

Number of Comments	9
Comment 1	I live downtown. Let me tell you why the past markets have failed. They are WAY overpriced. The one we had for a while on NP was charging $5.50 for a 12 pack of Coke. Would YOU pay that? It was catering to the 'condo downtowners'. Yeah. There are like 50 of those. We need a competitive, real grocery store downtown. Like Goldie said - a full service, awesome grocery store. A big one, not an Express one. There are a lot of apartment people who live downtown (over 200 on my block alone), and many of us don't have cars at all. If we had a REAL grocery store with all of the amenities within walking distance, believe me, people would use it!	By Erin S
Comment 2	The gallery is online here: http://www.flickr.com/photos/56362657@N05/sets/72157625490317012/show/ Not sure which is #12	By John 、
Comment 3	Do you have a link to that one, albedo?	By Andrew M
Comment 4	The Kilbourne Group has just posted several entries from their recent downtown design contest in the windows of 208 Broadway. The contest was for the US Bank plaza directly across the street from that address. Check out design #12. It's not nearly as glitzy as the others, but it succeeds superbly at a very difficult task: it creates a GENUINE SENSE OF PLACE. And in addition to a wide array of neighborhood amenities, #12 offers a GROCERY STORE atop TWO LEVELS of *underground* parking. Design #12 is inspired.	By Alvin B
Comment 5	The challenge would be to prove that there are enough residents in that area who would use it - but also to provide a large enough structure that would have enough parking while not disrupting the "vibe" of downtown. There have already been a few small markets and deli's that have come and gone - perhaps they were a bit early.	By John 、
Comment 6	seconded. bravo.	By troy L
Comment 7	That sounds amazing.	By Andrew M
Comment 8	Lunds has just announced that they are going to open a full-service grocery store in downtown Minneapolis. It'll be 20,000 square feet, with an outdoor patio, and retro-fitted into the existing 3-story bldg they purchased. There will be a rain-garden on the roof for water-cachement & enviro purposes. The top floors will be leased for office space. How about the City builds a nice store across from the post office. All parking goes sublevel on the block. Lease the space to the first qualified grocer that comes calling. Link into the skyway through the Black Bldg, & east to Kilbourne's project on US Bank plaza. Or lease to a group ready to start a new downtown co-op (greenhouse on top floor?). Sell air rights over grocery to developers (for $1) to build small apts/studios (parking space not included) w/glass atrium on 2nd/3rd floor level. (Give-away stipulates rent controls) Your customers would be living right on top of your new grocery store! Place pocket park on N end w/trees/benches.	By Alvin B
Comment 9	How do you think we could make this happen. The game is stacked against this right now.	By Andrew M
Idea Title	Develop Downtown Riverfront
Idea Detail	Downtown Fargo's riverfront only has the dike area where people can be found relaxing and playing. It needs some riverfront establishments. Let's build a permanent dike along 2nd St. and build a parking garage (which is needed in DT) in place of the current library/city hall parking lot with eateries including outdoor dining areas, shops, etc. on the east side of the first, second and third levels of the garage. This will create a destination for outdoor enjoyment of the river and green space/dike area as well as a potential corridor for more east/west development from Broadway to the river. As for 2nd Street: redirect it through the area.
Idea Author	Laura S
Number of Seconds	12
Number of Points	22
Number of Comments	7
Comment 1	Agreed, 15-year resident. This should include working WITH the river.	By Andrew M
Comment 2	Check out some of the photos in the book, TOWNSCAPE by Cullen....not sure about integrating restaurants into parking garages (that site is being considered for a new city hall, also) but we certainly could incorporate viewing balconies, patios, overlooks, etc into the east side of a permanent 2nd ST diking system (with stairs going down to riverside amenities ala downtown Moorhead's river designs...	By Alvin E
Comment 3	I agree, PROVIDED the initial plan and financing reflects the level of structural engineering and depth of foundation support that will be needed to ensure such development doesn't contribute to the deterioration of the river bank - because the river is constantly changing its path and the weight of development, if not done right, could cause failure of the riverbank and subsequent instability of the floodwall and buildings.	By Cindy G
Comment 4	I'm not sure we could maintain a constant level like San Antonio, but it might be worth trying to build the kinds of businesses that could be moved (like carts, or ones that fit behind flood berms). We could become known for creative solutions to natural challenges.	By Andrew I
Comment 5	Check out San Antonio's Riverwalk: http://www.thesanantonioriverwalk.com/ The obvious challenge to this would be the need to maintain constant water levels within a few inches to a foot. This would have to entail a flood mitigation system south of Fargo-Moorhead with locks to maintain those levels as they enter the city. Another option would be to build a riverwalk that caters to portable businesses - food vendor carts, caricature artists, musicians, etc. that could be removed when flooding occurs. Greenspace acquired from buyouts would also lend to expanding the walking/biking trails along the river and perhaps expand some areas to include public use structures (picnic shelters and the like) along the trails with more neighborhood access. I've always felt that Fargo-Moorhead had a mostly-hate relationship with the Red, even going so far as to build with their backs to it. Maybe it's time to embrace some love for it.	By John
Comment 6	You could also put this in Flood Mitigation too.	By Andrew M
Comment 7	FM needs a real gathering place with food, music, street vendors and additional pedestrian bridges. The riverfront is the logical place to locate this facility. Add trails, statues etc. Develop this site in conjunction with Moorhead.	By Backman
Idea Title	Guerilla Gardens
Idea Detail	Allow, within reason, people to raise gardens in interesting and unusual places. People already have gardens in public places (alleys, and even downtown). If we encouraged this as a city, it would plug into the agricultural and entrepreneurial spirit of the city. We could redefine Bonanza farming.
Idea Author	Andrew M
Number of Seconds	7
Number of Points	22
Number of Comments	4
Comment 1	This is a WONDERFUL idea!!	By Kristen B
Comment 2	I already do this my garden is growing fine. i mowed the weeds yesterday.	By john R
Comment 3	Totally. Goldie?	By Andrew M

Comment 4	NDSU Extension could also be a great resource and asset--take a look at http://www.ag.ndsu.edu/pubs/plantsci/hortcrop/h1405.htm	By Beth P
Idea Title	Adopt a design code for apartment buildings
Idea Detail	The City needs to adopt a design plan for apartment complexes. Right now the developers control what these building look like and where they get placed. And not having a codified policy in place pits neighbors against developers when issues of design and quality arise. I also think the safety code should include a storm shelter in each building - where are the tenants to go when the code red alert goes off in the middle of the night (or during the day if they are at home)?
Idea Author	Kay S
Number of Seconds	7
Number of Points	18
Number of Comments	3
Comment 1	The biggest problem with apts is that they are so large that they have to be isolated. No one wants to live next to a 48 unit ugly apt bldg, its not because its rental property. The old parts of town have apts that blend into the neighborhoods because they are scaled to the surrounding homes (1-2 stories and 8-10 units). They also blend because their architectural design matches the surrounding housea. Hence they are not so big to create traffic issues and they look nice. Beauty goes a long way! | By Mike Z
Comment 2	I am so tired of seeing apartment buildings where every side looks like the back side of the building. Maybe (?) the insides are nice but it is the outside that affects the quality of life for the neighbors and the city. Perhaps we could adopt some of design requirements similar to the guidelines used by the city pertaining to materials and facade articulation on big box commercial developments. I agree about the storm shelter. Many apartment buildings put apartments in the basement instead of common space.	By Catherine W
Comment 3	If a design code is developed it should be broad with many options. I don't want every apartment building looking the same in a neighborhood. Storm shelters are an excellent idea but will certainly increase the construction cost which will ultimately be passed on to the renters. There are designated areas within the city and I think people need to be pro-active and seek out sites already available.	By Donna H
Idea Title	Agricultural Land
Idea Detail	Respect agricultural land, stop the SPRAWL! Build new or fix up/renovate in the "inner" city! The way we structure tax breaks and land use policies takes a shift by decision makers in thinking about how to use land. Partner with developers, builders, and homeowners. This isn't a pipe dream, we can make this happen if the will is there. It will take time to change people's mindsets regarding mcmansionism. But when gas gets to six bucks/gallon people will want to live closer into town (maybe not the rich, but certainly the more middle income among us`
Idea Author	Abby G
Number of Seconds	5
Number of Points	18
Number of Comments	4
Comment 1	Nice!	By Andrew M
Comment 2	Goldie, incorporate that into your idea using the "refine" button. Great stuff!	By Andrew M
Comment 3	The way we structure tax breaks and land use policies. Takes a shift in thinking about how to use land. Partner with developers, builders, and homeowners. This isn't a pipe dream, we can make this happen if the will is there. It will take time to change people's mindsets regarding mcmansionism. But when gas gets to six bucks/gallon people will want to live closer into town (maybe not the rich, but certainly the more middle income among us.	By Abby G
Comment 4	I seconded this, but how?	By Andrew M
Idea Title	ensuring that trees are planted in new neighborhoods
Idea Detail	In new housing developments in Fargo, it seems that many areas are treeless. I feel that planting trees are one of the best and easiest ways to beautify a neighborhood.
Idea Author	Matt F
Number of Seconds	9
Number of Points	17
Number of Comments	2
Comment 1	Trees should be included/offered to homebuyers when purchasing newly-built properties. Many people don't go through the process because it takes up too much of their time and energy later on. If we truly want tree-filled neighborhoods, we as a city must act to create enticements and favorable policies for their inclusion. The alternative is to live in a grass-covered desert.	By Timothy M
Comment 2	I think that the city does have a requirement that trees go in within a prescribed number of years (maybe 2 or 3?) after development. It would seem as though there isn't much enforcement, however.	By Catherine W
Idea Title	Renovation
Idea Detail	There are so many beautiful homes in Fargo. Yet so many of them are old, and in desperate need of work. We should work to restore/remodel these existing homes, rather than simply building more and spreading our city even wider
Idea Author	Todd H
Number of Seconds	6
Number of Points	17
Number of Comments	6
Comment 1	Agree, but make sure improvements are preserving what makes 8th street nice. There are many so called remodeling ie remuddeling projects that have ruined the character of some of these homes. Frankenstein additions, crummy vinyl siding, replacement of cedar shakes or slate roofs with asphalt, ripping out historic doors for "energy efficient" metal doors, etc, removing leaded, stained, and original windows. So yes, maintain and preserve, but don't mess it up either	By Mike ;
Comment 2	Make sure that current owners keep up the properties they own...boarded up windows, overgrown shrubs, don't do anything for historic 8th street.	By Virginia D
Comment 3	Your last comment clarifies your proposal. Add that to it!	By Catherine W
Comment 4	Quite simply, the low-interest remodeling loans, combined with higher property taxes on the edges of the city would convince more people to build and renovate rather than build on the outskirts of town.	By Todd H
Comment 5	A couple of other ways might be 1) showcase what is possible; The Historic Hawthorne neighborhood did that last year, and other ideas posted earlier include an FM Home Builders Association sponsored "Parade of Renovated Homes" and showcasing homes with green remodeling. 2) Improving the training of the building trades in this area. If you aren't already a renovation whiz, it's hard to find a contractor that's willing to work on something other than cookie-cutter new construction. They're willing to finish off a lower level of a bilevel, but have no idea what to do with steam heating, for example. If you're a new homeowner, you get scared off because there just doesn't seem to be the expertise in town to get you on your way.	By Beth P
Comment 6	I agree with renovating existing homes - the question is how do you encourage that? The Renaissance Zone program, which provides low-interest loans for home improvements, has worked well for the central core neighborhoods. Are you proposing that a similar program be expanded to other neighborhoods? Or are there other incentives that the city can put in place to encourage restoration/renovation?	By Erin

GO 2030

Idea Title	Historic streetlights
Idea Detail	The historic street light style installed in some Fargo neighborhoods does much to lend a sense of human scale and design quality to those areas of the city. suggest the City expand this program to more residential areas, especially the older neighborhoods
Idea Author	Paul G
Number of Seconds	14
Number of Points	15
Number of Comments	8
Comment 1	This fits beautifully under the heading/responsibility of a public art commission that can be part of the city government. | By Bradley B
Comment 2	I don't think nice looking lights would solve the issues with the new neigborhoods aesthetics. Crumby building materials, garage dominated streetscapes, lack of anything resembling appealing architecture, etc. are the problems. I like the old street lights as well, but the new neigbhorhoods need to address basic urban design issues before you start worrying about the cherry on top of the sundae | By Mike
Comment 3	Most such lamps can accommodate LEDs, which are 6x more efficient than florescent bulbs. | By Catherine W
Comment 4	I agree that these street light can look very nice, but we also need to think about the costs that come into play when installing these lights and the amount of energy they use. | By Matt F
Comment 5	Seconded. | By troy L
Comment 6	Love this idea. As one of my neighbors observed, "Those cobra head lights are too bright. We can read in our bedroom by the light of them at 2am." So, how (exactly) did Hawthorne get those historic lights? | By Catherine W
Comment 7	Maybe they can set some building standards to require something classy for new neighborhoods. Half the city looks cheap and exactly the same. Little details can make a world of difference. How about lining the Marathon path with cool lights? ? | By jeff F
Comment 8	Citizens can work on this one for themselves--it's what the Historic Hawthorne neighborhood did. Take the initiative and organize your neighborhood to do this! | By Beth P
Idea Title	pilot solar/high tunnel greenhouse for community use
Idea Detail	To help extend the growing season in our area I suggest we build a pilot solar/high tunnel greenhouse for community use. This type of facility is already in use at a local foods farmer near Frazee, MN The heat generated by the solar panels heats the soil to extend the growing season to 270 - 300 days a year. Many of our areas New American communities are prodigious gardeners. They also grow some unique vegetables from their countries that would be interesting to learn about and try. We can learn much from them. Perhaps NDSU Mechanical Engineering and extension could help fine tune and improve the facility as it's being built and operated. If it proves successful more could be developed. Some good examples of community gardening are in place in Madison WI and othe climates similar to ours. This efficient, affordable, scalable, and replicable zero/low net energy use greenhouse could be placed in a convenient location in the city's core on a transit route so users wouldn't have to have a car and could walk or bike a short distance. For initial funding this pilot hybrid greenhouse, some area foundations have a strong interest in helping develop more community gardens and fresh, local food. The produce beyond the gardeners needs could be donated to supplement the food pantries and/or could be sold at a grocery co-op Downtown that has typical grocery goods supplemented with fresh, loca
Idea Author	Mike W
Number of Seconds	5
Number of Points	15
Number of Comments	0
Idea Title	Mixed-income and artist housing projects
Idea Detail	Green light (and even assist) housing projects that give a mixture of housing options for a mixture of people with different economic statuses. Some of these could be assisting productive members of our community (like artists) and provide a mixture of subsidies with incentives to turn their craft into part of the economic engine of Fargo. http://www.sawmilllofts.org/groundb-pr.html
Idea Author	Andrew M
Number of Seconds	5
Number of Points	15
Number of Comments	0
Idea Title	Create Non-Historic Local Best Home Tours
Idea Detail	Encourage the development of unique best practices through a kind "Best Of" designation for home and land practices. It could help combat the associations people make between the Parade-of-Home kinds of homes and excellence (which is really only one kind of excellence). It would also give people an avenue to take pride in home design, building, and maintenance without the onerous restrictions of historical designation.
Idea Author	Andrew M
Number of Seconds	5
Number of Points	14
Number of Comments	0
Idea Title	24/7 Downtown
Idea Detail	A city's downtown should be it's core, it's heart. It should always beat, 24 hours a day, 7 days a week. Come up with ideas and ways to make downtown Fargo running 24/7. Of course, I'm not saying everything needs to stay open, but there should be some activity downtown at all hours of the night. The idea of lighting up the city at night will give it a certain ambience of being "alive".
Idea Author	Matthew F
Number of Seconds	11
Number of Points	13
Number of Comments	1
Comment 1	I'd like to see downtown more active on summer weekends. Not everyone can or wants to go to the lakes. More outdoor fun festive things on weekends. | By Coco S
Idea Title	strengthen neighborhood food access
Idea Detail	We have convenience stores all over the city. Sadly they do not provide the best quality food. Have each neighborhood start working with these stores to provide an outlet for citizens in their area to sell excess produce. In addition have the convenience stores start buying better food not available from the local neighborhood growers by having the convenience store buy from the local food co-op movement - http://www.ccwfoodcoop.blogspot.com
Idea Author	lloyd H
Number of Seconds	9
Number of Points	13
Number of Comments	0
Idea Title	Bicycles land locked

Idea Detail	Many neighborhoods in fargo are very dangerous to bike any long distance due to enormous traffic corridors such as University,32nd ave, 25th st 13th ave,etc. For example, the Bluemont Lakes area is very dangerous to try to bike out of. Obviously on the north and west sides of this section of land is I-94 and I-29 making bicycling impossible in those directions. So that leaves trying to bicycle out of the area to the south or east. Well, as any Fargo resident probably knows, 25th street lies to the east and 32nd ave lies to the south. These roads are no match for a person on a bicycle. Maybe 20 years ago it wasnt such a dangerous area to ride out of. But with todays traffic volumes on these 2 major corridors, it is a very dangerous scenario for someone on a bike. The point is, many square sections in Fargo have this problem. Perhaps more tunnels and bicycle bridges could be built to make Fargo more bicycle friendly. Also could th I94 bike bridge perhaps b replaced with a more modern, attractive bridge or just cleaned up and painted. It is seen by hundreds of thousands of people. And it is one of many first impressions Fargo portrays to everybody.
Idea Author	gary P
Number of Seconds	17
Number of Points	11
Number of Comments	10
Comment 1	Because Fargo exists on a grid, the natural tendency for designing bike routes has been to parallel existing streets. For recreational and commuting purposes, Fargo should look to create trails and routes that avoid being a part of high-density routes. Look for ways to build routes that connect to the city center or NDSU, following along culverts, drains, diversions, levees, treelines, golf courses, parks, building complexes, corporate parks, and other parts of the Red River that have no trail. Build a true network that links Fargo together by intersecting streets rather than always following them. New parts of south Fargo and West Fargo are beginning to feature these types of recreational trails... they are a real asset to nearby residents. | By Timothy M
Comment 2	With the 2 major interstates that run through Fargo, there are many people just passing through. I strongly believe that we should take this opportunity to make that pedestrian bridge a symbol of our up and coming ways. Fargo is growing and making a name for itself and it would be great to show off our modernizing way and express ourselves through that bridge, making the drive through Fargo more memorable while welcoming visitors to North Dakota! Also, there is a great need for safe routes for cyclists throughout the city. It would be wonderful to be able to commute by bicycle to work anywhere in the FM area. | By Casey S
Comment 3	That birdge over I-94 is often a visitor's first impression of Fargo and North Dakota. Improving the bridge would encourage more people to ride over it, and give cyclists a more visible presence in our community. | By Keshika D
Comment 4	I second this idea, especially improving upon the pedestrian bridge. Make it more aesthetically pleasing, since it's something that 16.4 million vehicles pass under every year (365-45k/day). Put some unique signage on it and do something with LED lighting to cost effectively light the bridge up at night. Not just for pedestrians, but for motorists to see. | By Matthew F
Comment 5	+ for repainting the bike bridge. But don't just paint it a single color - do something artistic with it. | By Erin K
Comment 6	Minneapolis showed that with increased bicycle traffic there were reduced bicycle-auto crashes. They concluded it was b/c cars became more accustomed to seeing bicycles. I do think the cities planners and engineers are planning more now for bicycle commuting than in the past. I hope they will continue to expand and mark the bicycle routes/lanes and make it a priority to plan for bike traffic. | By Rory I
Comment 7	bike lanes incorporated into bumpouts give a buffer between bicyclists and drivers. Prioritizing pedestrian and bicycle traffic should involve these kinds of zoning discussions. | By Andrew M
Comment 8	The war between bicyclists and motorists as in full effect in Fargo. Better biking routes would definitely help quell this issue. | By Case D
Comment 9	I wonder if we made bicycling a priority if we could reduce traffic on some of these corridors. | By Andrew M
Comment 10	It would be nice to repaint that bridge. Additional pedestrian crossing bridges would be nice, especially nearer the i94/i29 interchange. To get from west bluemont to west acres, which is only about 3/4 miles by land, requires roughly an 3 mile trip. | By michael G
Idea Title	Implement neighborhood design standards
Idea Detail	To preserve the quality of life in both established and new neighborhoods, the City of Fargo should establish neighborhood design standards. These would help to ensure that infill construction is in keeping with the surrounding neighborhood. I lived in Lincoln, NE for several years. See the following link for an example of their neighborhood design standards. http://www.lincoln.ne.gov/city/plan/statreg/nds.pdf
Idea Author	Erin K
Number of Seconds	7
Number of Points	11
Number of Comments	3
Comment 1	Our metropolitan area is being quickly converted from food farms to house farms. We must implement design standards for neighborhood developments that prohibit the repetition of identical, garage-front, windowless structures, and same-sized lots. These all lead to a decrease in the "walkability" and inviting nature of newer neighborhoods. I live in one that, when viewed from the end of the street, closely resembles a warehouse district. The character of Fargo's future neighborhoods and their designs must not be sacrificed in the name of the cookie-cutter profit business model. | By Timothy M
Comment 2	I would also like to see historic streets lights in the older parts of the city. | By Kay S
Comment 3	I've never been a big fan of excessive homogeneity. | By michael G
Idea Title	Redevelop 'The Ridge' Neighborhood Around Madison Elementary
Idea Detail	"The Ridge" needs a total facelift. The area is in between Main Avenue to 12th Avenue North, and University to I-29. There are blighted/abandoned properties everywhere, potholed roads due to heavy truck traffic, goofy roads and intersections, barely controlled railroad crossings, and more. Industrial properties which are no longer in use should either be redeveloped or razed. Redevelop the neighborhood in conjunction with the widening of 7th Avenue North which I proposed in the Transportation and Infrastructure forum.
Idea Author	troy L
Number of Seconds	4
Number of Points	11
Number of Comments	5
Comment 1	Unicorn Park is at 1603 3rd Ave. N. | By Beth P
Comment 2	I was not aware Fargo had anything in the planning stages for this area. I sure hope they do something. And I don't think I even knew there was a park down there... where is Unicorn park? | By troy L
Comment 3	You are correct, that area could REALLY use some work. | By Amber B
Comment 4	Park District has a role to play in this one as well--Unicorn Park could be a magnet/neighborhood center instead of either a victim of benign neglect or simply being abandoned. | By Beth F
Comment 5	It would be great if the city planners could put this into a plan. I know that they have been working on this generally for quite some time. | By Andrew M
Idea Title	Spring Clean Up

Idea Detail	Designate one evening in early June for a city-wide effort to pick up litter. This can vary from year to year depending on spring conditions. It wouldn't take a lot of effort if neighborhoods and businesses get into the act. Would be a good teaching tool for young people
Idea Author	Donna H
Number of Seconds	4
Number of Points	11
Number of Comments	0
Idea Title	Nice Neighborhood Signage that identifies neighborhoods and wher
Idea Detail	We need to make our neighborhoods more known and apparent so we are oriented to our places. These can be well designed signs with flowers planted around them. City of neighborhoods: let's make them visible and demarcated
Idea Author	Coco S
Number of Seconds	3
Number of Points	11
Number of Comments	1
Comment 1	I've also seen cities that incorporate neighborhood designations into the street signs--the Heritage Hills historic district in Grand Rapids has these. | By Beth P
Idea Title	apartments AND houses?
Idea Detail	I think incorporating apartments and condos into areas with houses is a good idea IF it's done right. People are gravitating more towards smaller living quarters anyway - being greener and saving energy and downsizing. We should continue to entertain the idea of apartments above restaurants and shops. These buildings can be mixed into neighborhoods if properly built so they blend in with the style of houses and do not devalue those houses (i.e. higher quality building materials). This also allows for smaller businesses to enter the neighborhoods without taking over space but still supplying those neighborhoods with the things they need/want. Building up is a good use of the land and space that we already have. When we think of "higher-priced home" we tend to think more square footage and yard area. Maybe we need to start entertaining the idea of having less square footage but higher quality materials for the same price… the condos downtown are a great example except not many want to live down there because of it's location (not close to many necessity shops). Smaller stand alone apartment or condo complexes are also possible if they are built with some quality materials and designs like the home around them. Imagine smaller complexes, maybe some brick, with some green space on the roofs or patios, plants, community patios, etc. it's doable. I realize this is not taking into consideration low income or more affordable housing – but it's just one option for half of the equatio
Idea Author	rachel G
Number of Seconds	8
Number of Points	10
Number of Comments	3
Comment 1	I think part of this is the responsibility of the owner of the property. Problems can be prevented by doing background checks on renters, regular inspections of the property and keeping the rental property repaired. An active and involved owner usually has good properties that in turn maintain their value and those of the properties neighbors. | By John
Comment 2	Don't worry about it! That's what this site is all about – different opinions! I do know what you are talking about. Renters just do not respect their property and neighbor's the way homeowners do, but that's what I meant by "if it's done right" so that each set of units blends in and is of good quality and character. Maybe not rental apartments, but condos for sale so there is an owner that would take pride in their home. I'm just trying to think of a way to bring in smaller shops, closer to residential areas, but still use some of the airspace above those shops. Condos usually work well and give neighborhoods some variety versus just house after house after house. Take the new condos downtown…. They are nice inside but not many people want to live in that location. Now, put some of them of that quality, or even a little less, and placed in some residential neighborhoods…. I don't think that would bad idea….? | By rachel G
Comment 3	I hate to keep disagreeing with your ideas Jerseygirl. I'm really not trying to pick on you. I'm a homeowner in Fargo and I have a rental property next to my house, and another one two doors down. I have had nothing but problems with the renters in this neighborhood -- disrespect for their property and mine, vandalism, noise complaints, police visits... renters don't respect their neighbors the way you do if you have to live next door to someone for thirty years. When I buy my next house, if there are rental units in the neighborhood, I'll move right along to the next property. | By troy
Idea Title	Mixed housing
Idea Detail	Mix single family with multi-family housing. Don't segregate everything like we do in the "apartment ghettos" of Fargo.
Idea Author	Joel D
Number of Seconds	7
Number of Points	9
Number of Comments	1
Comment 1	Excellent idea! | By Alvin B
Idea Title	Alleys
Idea Detail	Make better use of the alleys by making them an integral part of downtown neighborhoods (not sure how, but are there any ideas?)
Idea Author	Abby G
Number of Seconds	3
Number of Points	9
Number of Comments	3
Comment 1	Someone I know actually talked about adding housing in the alleys to increase density. People could build small studio or one bedroom apartments in the back of their houses for rental property. | By Abby G
Comment 2	How about just support the use of alleys to get all the utilities and garbage (i.e. street acne) out of the public realm and back of the house. Also attached garages and alleys make no sense because then the homeowner has no backyard, just a garage sitting there | By Mike
Comment 3	You can have an attached garage with an alley. Your backyard just becomes a courtyard rather than a bowling green. | By Catherine W
Idea Title	Promotion of renovation--by the private sector
Idea Detail	The City has done what it can with the Neighborhood revitalization program and its financial incentives. It's time for the private sector to step up with marketing and promote living in the central neighborhoods. The Home Builders Association of FM has a significant number of renovation firms as members. You would think that it would be in their best economic interest to showcase what they are capable of doing by hosting a "Renovated Parade of Homes," rather than only ever pushing new construction and sprawl.
Idea Author	Beth P
Number of Seconds	11

Number of Points	8
Number of Comments	8
Comment 1	I think the HBA is the last people I want to see coming into the central neighborhoods. These are the same people who build all the cookie cutter homes, endless twin homes, and guady mcmansions, no way do I want them coming into the old neighborhoods. Maybe invite them so that they can see what a real neigborhood looks like and the design features of an aesthetically appealing home. One of the past presidents of the HBA took a beautiful historic brick house on 8th and removed all the brick to add an addition; absolutely no care about the preserving the historic materials...shameful.	By Mike Z
Comment 2	Hey DoubleJ, I love the idea, but be forewarned... I was at a table last night in a group with an individual who was against ANY development in the northern portion of the city (which has a high number of historic and older homes). This individual stated they would be willing to give up additional business loses (like those at NorthPort) to ensure their neighborhood doesn't change... Which to me, is selfish and naive...	By Matthew F
Comment 3	Love this idea! Remember, the city works for us and will do what we ask if we generate enough interest. I really believe they DO want to represent our interests. In cities where there has been a move towards restoring the older neighborhoods it started as a groundswell of civic pride and a desire to preserve the beauty of the historic neighborhoods. These structures are privately owned and it would take pressure and encouragement (and maybe a little guilt) to get the owners to see the advantages of renovating. Financial incentives would be a boost as well - perhaps the city could partner with local banks to provide low-interest renovation loans in the districts as well as some type of tax incentives. As we discussed at the Go2030 meeting on June 23, in the Housing & Neighborhoods group, it would be exciting to see many of these old historic homes renovated and taken from run down apartments to single family homes again.	By John
Comment 4	Yes, this is an excellent idea, but in doing so the homebuilders should make sure to preserve the historic character and the actual historic fabric of the homes, rather than tearing everything out.	By Paul C
Comment 5	I think there are ways this could be accomplished without the negatives from the private sector, yet they still do the work. This shouldn't be limited to only "old", but should encompass areas of the city that could use a little maintenance, like the houses south and east of NDSU, some of the areas close to downtown, etc.	By Matthew F
Comment 6	I actually think that parts of the private sector might see the use in partnering with the city to promote infill and renovation. It's been done in other places.	By Andrew M
Comment 7	A variant of the renaissance zone for older housing could work.	By michael G
Comment 8	I seconded your idea because I think it's great. Unfortunately, I think the likelihood is slim since the problem with the private sector is the profit motive... they only promote what they can make the most money on... and that's new construction. I'll be thrilled if they prove me wrong.	By troy L
Idea Title	More entry-level housing options; rowhouses, perhaps?	
Idea Detail	Families are smaller than they were years ago, but the housing options for first-time home owners really haven't kept pace with the changes. There has to be some housing option between an apartment in a box holding 35 other such apartments and a stand-alone house that occupies about 10,000 sq. ft. of land. I would like to see additional options in the starter home market besides a bilevel w/ just 900 sq ft finished. Rowhouses are a great option. Owners have their own front door, unlike some condos that are just like apartments in that your in one cell in a big box. Rowhouses also give young couples w/ a toddler or two the chance to have their own small piece of green space and access to a sidewalk to try out those tricycles. Kids often need some green space--but it's difficult to let them have the time & space to run when you're three floors up. It's much better when a parent can be watching them from a kitchen window or from a front porch. Rowhouses or brownstones are highly valued housing stock in other parts of the country and could be a great asset here as well. They would be ideal for infill housing in the older parts of the city and would increase overall density.	
Idea Author	Beth P	
Number of Seconds	7	
Number of Points	8	
Number of Comments	2	
Comment 1	Seconded. The only ones I can think of are on the northeast edge of downtown along 4th street.	By troy L
Comment 2	Rowhouses are a great idea that I didn't even think of! The great thing about this is that most first-time homebuyers do want some green space with grass and a garden, but are not quite ready for the added expense of keeping up a large yard. They also want levels to their home that allow for mobility versus a one level apartment that you just shuffle around in. I love this idea all around! the smaller yards also make for more use of public parks and consume less in water grass :) Construction would have to be of higher quality than what seems to be used on the apartment megaplexes…. These buildings don't have much style and seem to look run down within 10 years. Build for the future… so generations after us can walk through our city and still enjoy our buildings. Rowhouses with alleys outback for a parking/garage space maybe?? Alley's a great way to store our cars without sacrificing aesthetic design on the front of our buildings.	By rachel G
Idea Title	Low income / Entry Level Housing Built with Sweat Equity	
Idea Detail	Besides developing neighborhoods to be walkable, future owners could help build their own houses. Doing 30 hours a week of work to build homes in the development. At the end of it they get a significant amount of equity in one of the homes they helped build, and as an important side benefit, they've worked with their neighbors to build each others homes	
Idea Author	Tyrone G	
Number of Seconds	3	
Number of Points	8	
Number of Comments	2	
Comment 1	Esssentially this is what Habitat for Humanity does--but given that Habitat is a non-profit with limited resources, there is a limit on how many homes they can build so there isn't the reach into the market that could really benefit from such a program.	By Beth
Comment 2	Seconded. I would support this idea conditionally as long as the terms for the residents are acceptable. I can see this being abused by contractors and lenders.	By troy L
Idea Title	Replacing trees taken out of Apartment complex and along streets	
Idea Detail	If a tree is lost to mowers,rabbits,plows and cars they are just taken out and not replaced so gradually all we have is wide open grassy lawns instead of shade.	
Idea Author	john R	
Number of Seconds	5	
Number of Points	7	
Number of Comments	1	

Comment 1	John, I think there is a law requiring trees in boulevards, though it may not be ardently enforced. Do you suggest that Fargo enforces (or encourages) tree replacement on private property? | By Catherine W
Idea Title	SMALL COMMUNAL CENTERS/DAYCARES
Idea Detail	Mandate that new housing developments must have a small community center within each block...each center will also double as daycare center for neighborhood kids...less stressful all around.
Idea Author	Alvin B
Number of Seconds	3
Number of Points	6
Number of Comments	2
Comment 1	Hmmm...rather than a mandate, this idea might better be offered as an amenity by developers, connected to interior sidewalks inside new blocks. I had in mind a class-room sized (or larger) building that might double as a neighborhood focal/gathering spot...perhaps each neighborhood would form an association that would hire qualified day-care personnel...kids could be drawn from further afield in the surrounding neighborhoods as needs dictated...I seem to recall now, first coming across a similar idea ages ago in one of Malcolm Wells' books (the 'guru' of earth-sheltered architecture)... | By Alvin B
Comment 2	But who's going to pay for the building? The developer? and what if there isn't a daycare provider who wants to run the facility? This idea is good in theory, but not well thought out. | By Shannon F
Idea Title	SMALL HOUSING DEVELOPMENTS CLOSE-IN
Idea Detail	Offer tax incentives to developers willing to build very small homes close-in to the central district. Revise city codes to allow each home to be built right up to the sidewalks, thereby actually giving each home a *usable* lawn rather than an ornamental green strip that needs tendin
Idea Author	Alvin B
Number of Seconds	3
Number of Points	3
Number of Comments	0
Idea Title	Keep Fargo beautiful
Idea Detail	If a policy exists on maintenance of property, it needs to be enforced. Owners of undeveloped land should be required to mow at least monthly & eradicate weeds so they don't become a problem for neighbors. I'm seeing vehicles parked and junk placed in back yards
Idea Author	Donna H
Number of Seconds	3
Number of Points	3
Number of Comments	2
Comment 1	MAKE Fargo more beautiful. We need more flowers, planters, public art and good building design. Make downtown streets two way so all the pick up trucks dont barrel down the streets hell bent to get out of downtown. | By Coco S
Comment 2	Enforce current laws on the books regarding keeping weedy growth down in the alleys...even people who do a good job on lawns let the alley go to weeds and brush and in some places make it virtually impassable. | By Virginia D
Idea Title	SETBACKS, CLOSE IN
Idea Detail	Allow new housing development constructed close-in to the central district to be built right up to the sidewalk. Such siting will give these homes a usable, very private lawn rather than an ornamental - but basically useless - green strip
Idea Author	Alvin B
Number of Seconds	3
Number of Points	2
Number of Comments	3
Comment 1	For this to be effective the first floor would need to be elevated to prevent passerby's from being able to look directly into the house. You would also want a porch to provide a transition between the "private" area of the house and the "public" sidewalk http://www.originalgreen.org/OG/Blog/Entries/2009/3/17_Porches,_Walkability,_and_Sustainability.html | By Mike Z
Comment 2	Excellent idea! | By Alvin B
Comment 3	Or at least allow fencing/garden walls up to the sidewalk to allow a front yard to be used as a private courtyard. | By Beth P
Idea Title	More neighborhoods like Hole's Addition
Idea Detail	Many of the ideas in this forum center on some common themes--living smaller, closer together & in a walkable environment. We need neighborhood built to resemble what Hole's Addition has come to be--charming, close in, and a dream to walk in. We're not the only ones thinking this way--this quote is from Witold Rybcznski in Slate earlier this month: "Higher energy costs also affect heating and air conditioning, which may have the effect of discouraging homebuyers from purchasing large houses with soaring entryways and expansive family rooms. While the evidence is fragmentary—the current reduction in average new house sizes has more to do with the preponderance of first-time buyers than an overall shift in demand—it is clear that the long recessionary cold-shower will dampen the exuberance that characterized the boom years of 2000 to 2005. That will mean smaller houses closer together on smaller lots in inner suburbs, fewer McMansions, and fewer planned communities in the distant hinterland." Ostentatious Rose Creek should not be the ideal, but rather the charming, liveable, & sustainable Hole
Idea Author	Beth P
Number of Seconds	2
Number of Points	0
Number of Comments	0
Idea Title	Develop Downtown Chinatown
Idea Detail	I think it'd be great to develop a SMALL little mini-Chinatown somewhere in downtown Fargo. Of course it's never going to be anything as large as the ones in Vancouver/San Francisco/Philly/New York, but I think we could at least have a small version of it. They've already got a great thing going with the Asian Market and I've noticed more and more ethnic markets starting to pop up all over town. It'd be great to consolidate these into a single spot downtown giving people a central place to get their ethnic foods..
Idea Author	Matthew F
Number of Seconds	2
Number of Points	0
Number of Comments	1
Comment 1	Seriously... no takers on this one? | By Matthew F
Idea Title	Housing Facades

Idea Detail	The city should limit use of horizontal vinyl lap siding on homes and apartments so other materials are used. While some developments are using different materials and encourage individuality, others are still using the same cookie-cutter look which doesn't help to enrich Fargo's neighborhoods.
Idea Author	Alp A
Number of Seconds	2
Number of Points	0
Number of Comments	1
Comment 1	I'll be the first to say that I'm no fan of that siding but the siding itself doesn't make for a cookie cutter development. I suggest that even worse for city aesthetics are the houses with no front- just a garage door facing the street. Also, many identical houses in a row is the very definition of cookie cutter. You could probably make a detailed prescription (if you wanted to) adding to your suggestion of strategies the city could employ to reduce cookie cutterness and enhance neighborhood beauty. A friend once pointed out to me that as a locally made product, the siding is actually a "greener" choice than materials that need to be shipped in. (I still hate th siding because its pretending to be wood- something its not- but I guess I hate it a little less after hearing that!) | By Catherine W
Idea Title	Overpass/Underpass at Great Northern Drive & 16th St
Idea Detail	I'm not a civil engineer so I'll leave the details to the experts, but we need either an overpass for automobile traffic or an overpass for the trains where they intersect at Great Northern Drive and Dakota Drive North. This would create better access and escape for college residents near NDSU, and would facilitate better traffic flow into and out of "The Ridge". The present intersection is barely controlled with cross arms.
Idea Author	troy L
Number of Seconds	0
Number of Points	0
Number of Comments	0
Idea Title	Eliminate Trailer Parks
Idea Detail	Seriously, what vital purpose do they serve? there are plenty of apts/condos, heck, plenty of smaller houses that these folks could have for $400-500/month. Drug riden, low self worth, maybe people would have a higher self esteem of themselves without them. not to mention the EYESORE of these parks.
Idea Author	lakes B
Number of Seconds	0
Number of Points	0
Number of Comments	6
Comment 1	How can we as a community offer more resources to beautify lower income living communities? I would love to see the elimination of poverty, but that seems beyond the scope of the Go 2030 plan. | By Kristen
Comment 2	Agreed, Sandylh! | By Andrew M
Comment 3	I think most trailer parks are no different from other neighborhoods. Some people care about what their property looks like and some don't seem to. I think to single out trailer parks in this way is unfair (and suggests an unfortunate stereotype). Finding ways to encourage people to take care of the area in which they live - no matter what housing type it is - would improve our city much more than eliminating trailer parks. | By Sandra H
Comment 4	I suggest redeveloping and/or updating mobile home parks. Unfortunately, they fill a need for many people who can't afford another form of housing. The Oak Manor mobile home park south of I-94 and west of the K-Mart area was redeveloped into a senior housing development and a medical office building. It's a huge improvement to the neighborhood. Countryside Mobile Home Park could be next on the list, and these redevelopments would vastly improve the neighborhood and bolster Fargo's tax base. | By Cindy C
Comment 5	I would revise this. Lots of people not only depend upon these places to live, but actually like living there. | By Andrew M
Comment 6	Imight be more recptive to your idea if you hadn't proposed it with broad stereotypes and generalizations, not to mention insults to the people who live in trailer courts. Low income trailer court residents are people too, Sunshine. | By troy
Idea Title	Passive energy systems
Idea Detail	Each house built should keep passive energy systems in mind. Realizing where the sun is in relation to the orientation of the house and the relative direction of the wind, we are able to use certain techniques that can help to cool and heat our houses without any energy at all. For instance, using sun shades over the windows, will allow more sun in during the winter months and less sun in during the summer months. We can also use the wind to keep our houses cool by using cross ventilation. Relatively simple features can increase energy efficiency of our houses.
Idea Author	Matt F
Number of Seconds	0
Number of Points	0
Number of Comments	0
Topic Name	***What is your vision for Fargo's future?***
Idea Title	1% for the Arts
Idea Detail	For every new construction, 1% of the budget must be assigned for innovative design, the arts, green arts, environmental art--- what type of art should be wide open. But the idea that art is a pride of the city, and is required for new construction is part of other cities- and could open up innovative opportunities to define and celebrate the arts.
Idea Author	Stevie F
Number of Seconds	8
Number of Points	36
Number of Comments	2
Comment 1	This idea could fairly be placed under "economic development." Creative communities attract professionals, have higher housing values and said to have a higher quality of life for their residents. | By Catherine W
Comment 2	Agreed! | By Andrew M
Idea Title	Honor a Diverse Middle Class

GO 2030

Idea Detail	I would like the city planners to look at creative ways to support everyone, including a middle class that comes from all walks of life. Instead of trying to get everybody to aspire to McMansions, let's plan for a city that celebrates people sharing things AND doing their individual thing. Easy access to people on foot and bicycles to open spaces (for pets, kids, and just everyone). Available services at a reasonable rate. Local products, energy, and local services with definable character. If we do that, we'll be able to compete with anybody and attract anyone to join us. Let's plan for success.
Idea Author	Andrew M
Number of Seconds	7
Number of Points	24
Number of Comments	4
Comment 1	At first, I would expect folks to be extremely hesitant, but as more and more people congregate into a smaller space downtown and more and more businesses and services move in, you'll see more and more people slowly start giving up having to depend on a vehicle. It'll take time though, especially if the city is slow to really make downtown sufficiently dense. | By Matthew I
Comment 2	I think if we could really start increasing the density downtown, to the point where everything a person would need (within reason) would be located within a quarter of a mile where they live, I think several folks would start giving up their automobiles and instead walking and using mass transit. By giving up the automobile, they'd also have additional disposable income to spend on living expenses and other attractions and services located downtown. | By Matthew F
Comment 3	I like the sentiment, so I seconded the idea. I'm left a little wanting for specifics though... | By troy L
Comment 4	Don't forget higher density affordable living downtown! :) | By Matthew F
Idea Title	Creative Culture and Urban Design
Idea Detail	I see Fargo being on the cusp of being a blend of Seattle, Bozeman, Ames, and Boulder. Blending college students, music, art, industry business. It could be the best of all of those places, plus some. The size, community and friendliness make Fargo awesome. However I sometimes think that these fantastic components are hidden only for those to find spontaneously. I wish we could captalize on what makes Fargo special. Better urban design with creative place-making helps advertise that to the rest of the community and make it not so buried
Idea Author	Nicole C
Number of Seconds	11
Number of Points	22
Number of Comments	8
Comment 1	A percent for arts program can be monitored and employed in a professional, serious and progressive way under the auspices of a public art commission within the city government. | By Bradley E
Comment 2	I don't necessarily agree with the 1% of art program. I've seen it abused in too many cities. I personally like more spontaneous innovative home-grown community involvement. | By Nicole C
Comment 3	That can and should be written into such a policy. If the only public art is at the airport, the policy fails. | By Catherine W
Comment 4	I agree with the 1% idea, but I think we need to go farther here. Cities that do that don't always support local artists or get a feel for the art. Sometimes, they just buy a big piece of art and plunk it in the airport and just get on with things. I would love to see us start with the 1% and use it to support local/regional artists AND to create a visible environment that lends itself to art creation and appreciation by everyone. | By Andrew M
Comment 5	I suggested adopting a 1% for art program under somebody else's post and it fits here too. Other cities (Philadelphia, Seattle, Anchorage to name a few) have adopted a program which requires that 1% of the construction on any project (or any public project, depending on the code) must go to a public art project. If we adopt such a policy, art will become a visible part of the public life of our community. | By Catherine W
Comment 6	Santa Fe has this too, and it's amazing to behold. I think we're growing up as a town, and should acknowledge it. | By Andrew M
Comment 7	Residents of Bozeman, Ames, and Boulder are tremendously proud of their cities, and rightly so. All have strict sign codes and design standards bor both buildings and landscaping. Bozeman has an active historic preservation program that encourages the improvement of older neighborhoods while respecting their historic character. There is nuch that Fgargo could do. | By Paul C
Comment 8	Sozeman? Bozattle? | By Andrew M
Idea Title	Dog-friendly restaurants and coffee shops
Idea Detail	Several ideas have suggested more pedestrian-friendly areas. One reason some people go for walks is to walk their dogs. It would be great to have a destination where you could go, enjoy a bite to eat, and be able to order a bowl of water and a treat for our canine companions, as well.
Idea Author	Erin K
Number of Seconds	9
Number of Points	21
Number of Comments	7
Comment 1	My friend lives in Charlotte, NC, and there is a 'Dog Bar' - so it's not an impossible thing by any means. Just like at the dog park, people need to know their dogs. There are a lot of responsible dog owners in the community, and the Manager would have the ability to ask someone to leave if that person doesn't have the sense to go on their own. | By Randi H
Comment 2	These types of businesses would be specialties, and they certainly deserve further discussion. One challenge of this type of business is meeting the health code. The other, and perhaps biggest challenge of all, is that dogs are territorial, and most of their owners haven't ever spent a day in obedience training. | By Timothy M
Comment 3	Maybe make a separate INDOOR dog smoking cafe? Kidding... | By Andrew M
Comment 4	Roz, I do NOT want to see dogs smoking out on the sidewalk! | By Alvin B
Comment 5	Oui! | By Alvin B
Comment 6	I would love to see one of these near every walkable area! | By Andrew M
Comment 7	I would enjoy it if they do not allow smoking outside. | By Roz A
Idea Title	Twice-yearly "big trash" pick-up
Idea Detail	Add a second "big trash"pick-up in the fall. This is a popular program, and many items get recycled instead of dumped.
Idea Author	Karen O
Number of Seconds	7
Number of Points	20
Number of Comments	1
Comment 1	Our new garbage system stinks. | By jeff H
Idea Title	Public Square

Idea Detail	To go along with CW's Winter Festival idea, I think the crucial component in this idea and many others people have suggested is the idea of a common space for public gathering. We are so isolated from each other outside of a commercial/private space (ex: the quasi-public westacres mall) that I feel many of the ideas people have proposed revolve around brining people together in a central public space. Hence the idea of for a public square! (and I don't mean a plain giant paved-over space! Think Europe's city squares with trees/parks:) Charming, no? It does not require lavish spending on sports arenas or performing arts centers. It would be a low-cost, high-impact space for social, cultural, and civic activities. Such a place would anchor our sense of civic pride in a geographic place and enhance urban vitality through a space that is truly democratic, in the sense that EVERYONE has access to it--there are no doors or walls to exclude or keep anyone out. The use of such a space: 1. Farmer's market 2. Winter Festival 3. Street music/performers (tri-college arts students would LOVE this!) 4. Street Fair 5. Food festival 6. Flea Market 7. Gardens, sculptures/public art 8. What would you add to this list?
Idea Author	Durga V
Number of Seconds	21
Number of Points	19
Number of Comments	12
Comment 1	See 'Broadway Destination' for a possible location. | By Bruce T
Comment 2	I would encourage you to use Rapid City's Main Street Square as a case study. Here is a list of the events they have planned for the square that is still in construction. A non-profit such as Fargo's DCP operates this plaza. WINTER Ice Skating: November 15th to March 1st Lessons, Open Skating Winter Ice Games Santa House Frozen Finger Chess Tournament St. Patty's Day Parade and Events Snowboard Freestyle Tournament SPRING Garden Festival Workshops and Vendors Earth Day Celebration/Green Fair/ Talent Contest Easter Celebration Easter Egg Hunt SUMMER Farmer's Market Taste of Rapid City Roller Derby Music in the Square Symphony Group Work-out Board Game Night Movies Under the Stars Club Meetings Worship Services Poetry in the Square Chess Tournament
Comment 3	If we had this kind of dedicated space, I would love to see the city recruit one of the area's bakery cafes (or an outside one like Hell's Kitchen or http://www.flyingstarcafe.com/) to open adjacent. Coffee and pastries at most hours of the day would be a wonderful way to people watch and warm oneself from the cold. | By Andrew M
Comment 4	If we sited the plaza between two buildings, we could perhaps add a sliding glass roof (w/bright sunny colored panes?) so we could use the public square yea round...gets a bit nippy come January! Or maybe build it to resemble something like Seattle's Pike Place... | By Alvin
Comment 5	Wonderful. I imagine something like this being in the West Acres area. It would encourage/promote foot traffic in the commercial area and potentially blend the two. Creating a wonderful "central park" while also potentially easing the traffic on 13th Ave. | By Todd
Comment 6	This is fantastic! | By Andrew M
Comment 7	I think this is a great idea. How about the parking lot east of Toscana on the other side of the street? A few shade trees, places to sit, a little grass.... A place for people to meet, hang out, see and be seen, eat lunch... | By Matthew
Comment 8	For location, to start off with, I was thinking Broadway from Toscana (on the north side of 2nd ave) up to the Fargo Theater(4th Ave) could be made into a pedestrian zone, including the US Bank parking lot/plaza. It wouldn't block traffic on 2nd Ave or 4th Ave. And since this is a fairly small area, we could very easily implement this right away and see what happens! | By Durga \
Comment 9	Such an amazing idea. There are so many great artists and musicians with no public outlet in our area. Not to mention the lack of gathering spaces for younger people, that don't include the use of spnding money. A public square would encourage economic growth for our downtown (which is obviously the best place for it) I like JeffH's idea for placements) and encourage excercise and movement in an outdorr space. There is so many amazing ideas that could go along with this, street art, historic renovation of surrounding buildings, outreach programs, etc. Seriously this could be huge for our city. | By Chelsea B
Comment 10	Love the idea. Especially downtown with NDSU moving on campus. Downtown is so booming with the street fair. Why not have a mini street fair every day for the summer. Give businesses a place to rent booth space.let vendos, farmers markets, and food stands set up permanently. Build a permanant stage and let bands rent thearea out. There has to be a good downtown location they could shut the street down permanantly with no traffic. How about Roberts Street between Hardees and the post office? | By jeff H
Comment 11	Here's a wonderful link to a list of North America's Top 12 Public Spaces. They are absolutely gorgeous! http://www.pps.org/articles/uscanadasquares/ | By Durga \

Comment 12	The use of such a space: 1. Farmer's market 2. Winter Festival 3. Street music/performers (tri-college arts students would LOVE this!) 4. Street Fair 5. Food festival 6. Flea Market 7. Gardens, sculptures/public art 8. What would you add to this list? | By Durga V
Idea Title	Winter Festival
Idea Detail	We need a winter festival. We live in an area where everything fun in the community is packed into the three months we aren't wearing our long underwear and parkas. Let's celebrate our cold weather, it will give us something to look forward to in the doldrums of winter. There should be a snow sculpting contest downtown in the US Bank Square, a chili cook-off, beer tasting, a parade, a frozen 5k, a Force game outside, etc...
Idea Author	Chip W
Number of Seconds	16
Number of Points	19
Number of Comments	3
Comment 1	Wow- I came up with a strikingly similar idea and posted it under another category. Too weird! I love your idea to have a beer tasting as part of the festival (it'll never get warm!) Maybe we could have an ice bar, like the bars in the ice hotels of Quebec and Sweden! | By Catherine \
Comment 2	Fun idea and opportunities for more activities that don't charge admission. Winnipeg's had great success with Festival de Voyageur that celebrates winter every year with events and a world class snow sculpture contest. | By Mike V
Comment 3	I second this! I tried to inquire about something like this but never got a response. I think it's a great idea to get people out and about during the winter when nothing is going on. Sure it's cold, but have cider/tea/coffee tents, beer tents, chili and hot food tents, vendors with crafts (think street fair), music, etc. It IS possible to do all of this in cold weather! Germany gets cold and they do this every year a Christmas time. | By rachel G
Idea Title	Combined Performing Arts Center
Idea Detail	We keep bringing up the idea of building a performing arts center downtown. Why not build a larger center that has multiple performance auditoriums to handle multiple types of shows at once... It could be the headquarters for the following organizations: Fargo Moorhead Community Theatre Fargo Moorhead Symphony Orchestra Fargo Moorhead Childrens Theatre Fargo Moorhead Opera
Idea Author	Matthew F
Number of Seconds	11
Number of Points	19
Number of Comments	5
Comment 1	This should be a big priority. Communities that have a performing arts center have experience huge financial growth. The facility should include more than one theater to allow for many different kinds and sizes of performances. | By David H
Comment 2	I would add some artist studios as well - not just organizations, but individual visual and performing artist studio spaces so we can see artists at work...and so they have a small venue for sales ifor for exhibits... | By Virginia L
Comment 3	Just like a mall, putting all the orgs in on spot makes them stronger... think of how efficient their fundraising would be.... | By Johnathan G
Comment 4	Most definitely agree BP... I knew I was leaving out some organizations... | By Matthew F
Comment 5	And Theatre B and Musical Theater Fargo-Moorhead and Fargo-Moorhead Youth Symphonies, etc. There are many arts organizations that could benefit from this and it could have a huge impact on the cultural life of our community. | By Beth P
Idea Title	Riverfront dream
Idea Detail	Flood management is on everyone's mind. But we can also harness the water - check out Winnipeg's Riverfront. It has been a success and their Folk festivities in August attract quite a number of people. Perhaps we can imitate their success and twin our cities, borrowing some of their landscape ideas. We don't have to go far to see what another city has done to its riverfront area
Idea Author	Ronaldo Y
Number of Seconds	8
Number of Points	19
Number of Comments	2
Comment 1	I agree ONE HUNDRED PERCENT! The Forks is such a cute, attractive little place to go for a walk, and there's few trees to obstruct your view of the river fro the trail. They also have a nice little market and ample parking! | By Ashley I
Comment 2	Going to Winnipeg completely opened my eyes to what is possible if we just go out and do something. | By Andrew M
Idea Title	More artists designed spaces
Idea Detail	More involvement of artists, collaborating with landscape architects, master gardeners, and others on more green space, pocket parks, gardens, garden plots, pots. We need more inventive landscape design and artists have the vision to innovate to create delightful space and experiences.
Idea Author	Coco S
Number of Seconds	13
Number of Points	18
Number of Comments	0
Idea Title	Performing Arts Center
Idea Detail	We need a proper Performing Arts Center where we can see shows that come to town year-round. No disrespect to the Fargo Dome, but a sports stadium makes a poor venue for seeing large concerts and shows. I don't know how the F-M Area got to be this big without one, especially with all of the performing arts there are here.
Idea Author	Catherine W

Number of Seconds	12
Number of Points	18
Number of Comments	1
Comment 1	Fargo-Moorhead really needs this. Make Fargo a performing arts destination! | By Keshika D
Idea Title	Expand the Studio Crawl
Idea Detail	When I moved here, I discovered the Studio Crawl and was pleasantly surprised to learn from the Aggaziz Art Council that our area has more artists per capita than Chicago. I love the studio crawl because so much of the art is of high quality and it reasonably priced, if compared with art in larger cities. It is worth coming to Fargo in October just for the crawl. And when people do, they stay overnight and spend 3x as much as a day trip visitor spends, including receipts for hotel, meals, gas and of course, shopping. There are plenty of people who would love to go to the crawl but can not make the it in October, a busy time when the crops are coming in. And I understand that the studio crawl is a lot of work for the artists. But if our city can make it worth their while to expand it, (perhaps by paying for the artist's second application fee in a year?) then a second crawl in the city could both double the receipts and such positive externalities of the crawl while reinforcing the image of Fargo as a hip, creative city
Idea Author	Catherine W
Number of Seconds	8
Number of Points	18
Number of Comments	4
Comment 1	Yes indeed. :) | By Andrew M
Comment 2	All good ideas. | By Catherine W
Comment 3	I thought that we could expand this idea into a Culture Crawl (it's one of the other ideas in this section), but I seconded it. | By Andrew M
Comment 4	I have relatives who actually have art every year in the crawl. They tell me stories every year of serious art people flying in for a few days from New York, Los Angeles, and Chicago JUST TO BUY ART. They are looking at it as making investments in upcoming artists, hoping that the works of art will go up in value in the future. I don't know why they don't try to brand the festivities with something artsy... The name FM Art Crawl is just very "local" in name. We need to brand it something like "bonaroo" or "sundance" or something along those lines... think of something related to the area and sell it like that... start advertising it in magazine and tourism material from the state (there's more to the state than Medora and the Badlands). :) | By Matthew F
Idea Title	Fargo: A Creative City
Idea Detail	Yes, what would this mean? I'm interested in having this conversation and then committing to it and acting on it. What would it mean to make aesthetics, good design, art and artists, and art organizations a priority for urban development and sustainability? How would we use creative thinking, creative processes and problem solving to address our places, parks, streets, alleys, building design, gardens, riverfront? I would like to work to make these more prominent values that are infused into city planning and city budgets. I want to brag that Fargo is a creative city with lots of creative people who are making this a dynamic, liveable, healthy, beautiful city
Idea Author	Coco S
Number of Seconds	8
Number of Points	18
Number of Comments	1
Comment 1	I really think that you are on to something here. When I moved here, I was pleasantly surprised to learn from the Aggaziz Art Council that our area has more artists per capita than Chicago. Let's show that off! Our artistry needs more press to be sure. We could adopt a 1% for art initiative used by other cities (Philadelphia, Seattle, Anchorage to name a few) which requires that 1% of the construction on any project (or any public project, depending on the code) must go to a public art project. Art is already ingrained in the fabric of our community. If we adopt such a policy, art will become a visible part of the public life of our community. | By Catherine W
Idea Title	MORE ART & Sculpture Downtown
Idea Detail	Sioux Falls SD has an EXCELLENT visual arts downtown, any person or corporation can sponsor an artist for sculptures that are scattered throughout key locations for downtown, so the downtown experience has children playing on these, etc. We have enough artists locally to pull this off, just need someone to organize this. http://www.sculpturewalksiouxfalls.com/index.php Sioux Falls sculpture walk link
Idea Author	Philip S
Number of Seconds	15
Number of Points	17
Number of Comments	7
Comment 1	We have something that already is doing this, the Fargo-Moorhead Arts Partnership. | By Andrew M
Comment 2	Most corporations have marketing PR budgets, so this would fit into their community outreach, etc. Sioux Falls is in the same boat corporation-wise, and did well. Also, if marketed to the socialites, good naming opportunities for them as well. | By Philip S
Comment 3	Apart from a mandatory art-for-development-program, how do you think companies might choose to invest in such beautification initiatives? Our local companies seem to closely watch their bottom line. | By Catherine W
Comment 4	I like John R's idea. Having the 3 universities involved would ensure that the program keeps growing each year. | By Keshika D
Comment 5	Looks like we might one piece of art, at least. http://www.inforum.com/event/article/id/323337/ | By Andrew M
Comment 6	Adopt a 1% for art program. (see comment made on similar posts.) | By Catherine W
Comment 7	Suggesting that our 3 universities could compete to give us the best works from each one every year! | By john R
Idea Title	More Local/Regional Art in Public Buildings/Spaces
Idea Detail	Commission/Buy more art for public buildings. Most artists would love to have their work in public places like libraries, city halls, etc.
Idea Author	Eric J
Number of Seconds	8
Number of Points	17
Number of Comments	2
Comment 1	pay for the artists to create site specific designs- unique- for the site. | By Stevie F
Comment 2	And add outside art, too. The park setting around the Scheels Arena is a perfect place for art, e.g. Frogner Park in Oslo, Norway. | By Connie N
Idea Title	NP AVENUE RENAISSANCE

Idea Detail	I'd like to see the strip of downtown buildings along the south side of NP Avenue, from 8th St to 10th St converted to a mix of retail/(rent-controlled?) housing/NDSU classrooms/studios & apts, bowling alley & archery range in the basement, whatever... Infill vacant/rundown parcels with pocket parks & new buildings w/parking under. Build another segment of skyway from the new NDSU arts college (@ NP & 8th) running E-W all the way to 10th ST connecting all these buildings ALONG THEIR SOUTH SIDES! The new skyway segment would be public infrastructure of course, and would provide well-lit storefronts, restrooms, tables & chairs, benches, nice plants, etc along its entire length. Make it two levels high & wide enough for indoor gardening. (Developers note:) At 10th St the skyway turns south & leaps the RR tracks & then Main Ave. The city would permit new development along this section of NP, only if the plans incorporated the new skyway infrastructure. We can do this!
Idea Author	Alvin B
Number of Seconds	4
Number of Points	17
Number of Comments	6
Comment 1	I second Bruce B's idea of low-income housing next to the MAT bus terminal. Residents would be able to use the bus system to its full potential. | By Keshika D
Comment 2	Excellent suggestions, Bruce B! I learned recently, that building low-income housing close to mass transit is becoming very popular in major urban centers throughout the world. You're on the cutting edge, Bruce! | By Alvin B
Comment 3	I forgot to add, place a sky way from the apartment building over NP Ave to the bus terminal. | By Bruce B
Comment 4	I would like to improve NP Avenue by building some low income apartments across from the MAT buss terminal. Lets get rid of the awful looking adult book store and the empty building next to it once and for all.This is the most blighted area of Fargo. | By Bruce
Comment 5	I believe you are correct, B.P. The problem is - that while the drawings/engineering for new proposals are professional, attractive & first-rate - developers have a tendancy to view their new projects IN ISOLATION from the surrounding neighborhood. The irony is that the synergies afforded by connecting infrastructures (such as that new segment of skyway that eventually linked their project to its neighbors) would give their investments a MUCH better chance of succeeding. Because each new individual storefront or housing unit or bench was part of A SYSTEM, the entire block would prosper because it offered convenient, vibrant and interesting access to both your project & its neighbors. To say nothing @ those endless sub-zero winter days accompanied by a gentle NW zephyr of around 30 or 40 mph: Imagine walking through a busy, lively, greenery-filled skyway on typical winter's day for block after block wearing a sweater - and actually being/going somewhere! We can do this! | By Alvin B
Comment 6	Hadn't someone bought the Interior Lumber site with a view to developing it? Interesting idea about the southern exposure for the skyway. | By Beth P
Idea Title	City Parking Lot - City Park
Idea Detail	It's a darn shame that the area closest to the river in downtown Fargo is a city parking lot. Convert that area into an underground parking ramp and put a lush, beautiful public plaza/park in that spot. Think of quality on par with Central Park in New York. You can have the road go under the park as well to connect up with the underground parking ramp and also allow a full street connection for 2nd Ave N to connect up with 2nd, 3rd and 4th St. N. Also, once again, the SkyBridge concept could be tied into this allow citizens easy access to the park through a set of stairs/walkways, since I envision at least 1-2 SkyBridge Connections going through the park. If you make 3rd St go under as well for the parking ramps underground, you could could easily connect the park up with the already existing park area between City Hall and the Civic Center. Of course, City Hall needs to be moved/rebuilt (as indicated on other threads)
Idea Author	Matthew F
Number of Seconds	10
Number of Points	16
Number of Comments	15
Comment 1	Yes, this is almost exactly what I've suggested in the Housing and Neighborhoods topic under the title "Develop Downtown Riverfront." This would tie together the Broadway stretch of downtown to the riverfront. I know there are many challenges in developing this lot. But a ground level parking garage with upper level shops, eateries, etc. would be a great way for people to enjoy the riverfront. | By Laura
Comment 2	Wow some great comments here. 1) we need parking 2) we need better use of prime real estate 3) we need a flood wall 4) we need to keep 2nd street open Combine those ideas and build a parking ramp against 2nd street that acts as a levee and make 2nd street run underneath it. Put a few businesses into the ramp and on the top incorporate a river viewing deck, boat access, or a park. I love it. Instead of hiding from the river it incorporates it into the city and adds some class, parking, and business. | By jeff H
Comment 3	If the city moves and city hall is torn down, move the parking east and build high rises and ramps where the old lot is now. You could also build a permanent flood wall and ramp with a plaza on top over 2nd St. | By Bruce B
Comment 4	i believe the city wants to build a new city hall. i see an opportunity to tear it down thus leaving additional room for greenspace and parking | By jason G
Comment 5	opps D--e with an i and a k in the middle. I am having a bad hair day. | By Bruce B
Comment 6	d--k with a i and a k in the middle. | By Bruce B
Comment 7	I have tried to use the word d--e, however it keeps getting censored, so I will just use the work levee. | By Bruce B
Comment 8	I have kept forgetting to state that the cement on the east side would be a cement dike; it would run from the north 2nd St. underpass to 1st Ave. N. | By Bruce B
Comment 9	I am afraid that a underground parking lot that close to the river would result in it flooding due to high underground water. My idea would be a ramp with the top floor a plaza with a thick cement wall on the east side to act as a permanent dike. There also could be a extension over second St. to the rivers edge for a good close look at the river and nature. There could be grass and trees on the plaza as well as fountains, seating and picnic tables. Some small vendors on wagons also could sell pop and food. I should clarify, 2nd St. would run under this ramp with a cement dike on the east side of Second St. Not only would we get a ramp, we would get a plaza and permanent flood protection. No more clay dikes every year. Just my idea, but I think it would be nice. There also could be a walking bridge over the river leading to the Moorhead park and the launching area for the excursion boat that runs the Red River. | By Bruce B

Comment 10	I think the concept of turning this very important real estate into something more significant than a parking lot is obvious. The city needs to move forward with a planning process to identify the best use for this property.(it is not a parking lot!) | By Backman I
Comment 11	This idea really has me excited, fmmetroplex, and I agree with you that it certainly would be worth the price of rearranging the buried infrastructure in order to arrive at something resembling your idea. A variation might be to combine your idea here, with my recent idea for a "chunnel" tunnel built on top of 2nd St(See Transportation & Infrasture ideas). We might even leave the civic parking lot intact AND BUILD A CONCRETE PAD ATOP THE ENTIRE PARKING LOT AND OVER TO THE EAST SIDE OF 2ND ST TO THE RIVER! Build it at least to the height of the clay dikes we build along 2nd St every spring. Heck, build it higher and add two decks of surface parking below. In this manner we'd finally solve our downtown floodwall problems, while keeping 2nd St open all year round. What we'd build atop that huge concrete deck is anybody's guess! New city hall...huge plaza...pedestrian access over to Moorhead...new skyway across 1st Av N to a new arts center to the SE??? | By Alvin B
Comment 12	Hey BP, yeah, I don't know what all is running underneath that land, but since it's right across from Qwest/AT&T there's probably a buttload of wires/fiber optic. Thing is though, that stuff can be moved or we can build around it... New York City is about as dense as possible in terms of underground utilities. We could obviously get help from contractors/developers in that area with experience on how to go about doing this.... Remember, this is our chance to dream b big.... we shouldn't go against "an idea" because realistically we think it's financially unfeasable.... there might be an affordable way to do it. Who knows! But the city won't look into it until it's suggested. :) | By Matthew F
Comment 13	BINGO jena!... we need to increase density downtown and this would definitely help... | By Matthew F
Comment 14	"beautiful public plaza/park in that spot" + retail and living = built in users to support an open space of that size | By Jena S
Comment 15	Yes this would be lovely--but be advised that it is more difficult (and thus costly) than it sounds. That parking lot is like the Union Station of submerged infrastructure--major phone/data pipelines, major electrical, sewer, gas, etc. Whatever pipe gets buried--it's all under that lot. | By Beth P
Idea Title	Downtown Public Plazas
Idea Detail	I think it would be great to take a few blocks downtown and turn them into public plazas with sculptures, statues, fountains and green areas for citizens to congregate and really feel that they OWN a part of downtown! :) Here's a few ideas: A small plaza with a large statue of Teddy Roosevelt... call it Roughrider Square! A small plaza with a water feature similar to the digital spitting faces or Buckingham Fountain in Chicago. A midsize green area with benches and columns. Yeah, I realize it gets cold here, you can empty the water out before the winter freeze sets in like they do in Chicago
Idea Author	Matthew F
Number of Seconds	6
Number of Points	16
Number of Comments	4
Comment 1	Love the idea. Very similar to my 'square' idea and Andrew hit the location on the spot. Blend it into Island park and expand that little sitting area. Keep through traffic out, but leave the parking...love it. | By Bruce
Comment 2	I think this would be really good for the area between Main and 1st Ave, east of 2nd Street. It would then also make for something that Moorhead could mirror. Also, these plazas could be made flood resistant, decreasing the area that would need to be protected during a flood. This would mean that most in that area would need to be moved elsewhere, which would incurr expense, but much of what is in that area isn't well appreciated, IMHO, right now. | By Andrew C
Comment 3	Sounds good to me albedo! | By Matthew F
Comment 4	I like this idea, fmmetroplex! Hows about we incorporate your public plazas into my solarium/skyways suggestion mentioned over in the infrastrucure discussion? Some of these green areas could be very large indeed. I have 3 center city parcels in mind that are about 1 block long and would nicely accomodate your plaza concept. We'd route the new skyway sections through them and might even have retractable glass roofs for summer ambience/winter protection for an 'indoor' skating rink. The Kilbourne proposal for the US Bank site would be perfect for such a design! Or build a large solarium over the entire parking lot in back of the Black Bldg..move parking sublevel. Run a skyway/catwalk segment through it. The Avalon would build a 2nd floor 'outdoor' patio within this solarium on the north side of its restaurant. Entrance to the underground garage would be on 2nd Ave N by the alley, & exit on to 1st Av N. From the plaza build a skyway & underpass across 2nd Av N to our new grocery store! | By Alvin B
Idea Title	Snow sculptures and Winter Festival
Idea Detail	let's face it- 6 months of the year Fargo is in winter. And we still go outside. But we do not celebrate the winter. In Winnipeg and other cities, there are winter festivals with great snow carving, indoor and outdoor events, and international travelers and locals to celebrate the beauty of the snow, ice and weather. Let's plan events, including snow sculptures, snow boarding, ice drinks, a festival and activities to celebrate our winter.
Idea Author	Stevie F
Number of Seconds	3
Number of Points	16
Number of Comments	2
Comment 1	Yessir! | By Andrew M
Comment 2	Second Stevie! I love the idea! | By Mike W
Idea Title	A River Festival/Crawl

Idea Detail	In order to tap into our incredibly diverse and active arts community, the city and region should work to create a festival or crawl that unites some of the different events that comprise the Fargo Arts scene, and to celebrate the river as a place of renewal (and not just disaster). The Fargo Film Festival, different cultural festivals (Scandinavian, Celtic), and the crafts fair could join forces with the City of Fargo to create something that might look like a regional Folklorama (http://www.folklorama.ca/). A recurring summer/winter event or set of events centered around the river might help the city planners connect some of the plans for venues along the Red River with the community push for both recreation and arts. There have been numerous calls for a signature performing arts venue along the river to both aid flood protection and to create a signature landmark that incorporates Fargo-Moorhead's premiere natural feature, the Red River. Instead of waiting for the venue to pop up, let's create a community-wide event (maybe even tied into Trollwood's season?) and drive demand for an arts heart to the city. We already have some of the support for this from the arts and the news community. We've already got studio crawls, culture crawls like the Celtic Crawl, and a Craft fair. Let's just help them make it more widely known
Idea Author	Andrew M
Number of Seconds	20
Number of Points	15
Number of Comments	10
Comment 1	Sorry, fellas. The Michael Graves bridge is off the table 'cuz the year 1972 called and wants it back. Eeesh. | By Catherine W
Comment 2	We already have a fantastic art crawl that can be piggybacked on. | By Bradley B
Comment 3	Hi Kris. I think I seconded your idea. I've done a few of these crawls on a small scale, and have seen them done on a much larger scale in similarly-sized communities. We should talk about how to do this. | By Andrew M
Comment 4	I had a similar idea that I posted to "Economic Development", Drew, but yours is probably better articulated. Here's to parallel thinking. | By Kris K
Comment 5	Grand Forks is doing some fun and interesting things with their Greenway. Lets learn from them and make the riverfront a fun place to be. | By Backman B
Comment 6	Yeah...only a lot closer! I'm pretty sure a lot of area folks are unacquainted with Graves' brilliant concept for an F-M Metro Arts Bridge. Even with the annual floods, I believe his concept is still viable if it incorporated flood walls and was built at the same height as our downtown bridges. Imagine an Arts Bridge linkin downtown Moorhead into a new Fargo City Hall complex built atop the existing (and flood-proofed) civic parking lot/2nd ST N district! (I'm visualizing pedestrian overpasses with rows of lights draped over the river at night, like strings of pearls.) I mean just IMAGINE the happy synergies inherent for the central districts of both communities! | By Alvin B
Comment 7	That's amazing Albedo. I would LOVE to see something like that build. Sort of a nouveau northern Ponte Vecchio. | By Andrew M
Comment 8	Perhaps it's time to revisit the Arts Bridge concept, from alomst 35 years ago. Google "michael graves fargo-moorhead cultural arts bridge". | By Alvin B
Comment 9	We could have a mud sculpture contest! That would celebrate all of the sticky gooey mud that the floods give us in April. The sculptures will ornament our parkscape for a whole year and then wash away with the flood to be created new the next spring. | By Catherine
Comment 10	I would love to see this linked up with Case Ds idea for a Winter festival. Have a Summer/Winter cadence. | By Andrew M
Idea Title	NDSU downtown.
Idea Detail	NDSU grew dramatically during the oughts, and I love its expansion to downtown. NDSU should commit itself to the areas west of downtown, currently dominated by industry facilities. This would: Further the development of downtown. Replace a blighted portion of what should be prime real estate. Make NDSU a more hip and attractive location for prospective students and faculty. In addition, fargo should use its growing clout to push for more equitable funding for NDSU, and to eventually expand to round 20k undergrad and 5k graduate students, from the current 13k/2k. For the record, I am a UND grad
Idea Author	michael G
Number of Seconds	12
Number of Points	15
Number of Comments	10
Comment 1	I'd like to see the strip of downtown buildings along the south side of NP Avenue, from 8th St to 10th St converted to a mix of retail/rent-controlled housing/NDSU classrooms, whatever. Infill vacant/rundown parcels with new buildings & pocket parks w/parking under. Then, run another segment of skyway from the new NDSU arts college (@ NP & 8th) all the way to 10th ST connecting all these buildings ALONG THEIR SOUTH SIDE! The new skyway segment would be public infrastructure of course, and would provide small storefronts, restrooms, tables & chairs, benches, nice plants (gardens in a 2-level skyway?), etc along its entire length. (Developers note:) At 10th St the skyway turns south & leaps the RR tracks & then Main Ave. The city would permit new development along this side of NP, only if the plans incorporated the new piece of skyway. | By Alvin B
Comment 2	I also LOVE the idea of buying out the older houses to build better student housing and connecting up the campus with bike/ski trails. Those existing houses are being rented out to college students anyway, and college kids seem to make sure that those houses look terrible!-- run down, lawns over grown, etc. (p.s. I'm a college student too;) But you guys are forgetting a crucial factor: college is getting incredibly expensive! I feel that that will play a huge role in curbing NDSU's future growth and the possibility that it'd find a need to buy out houses and build student housing. | By Durga
Comment 3	Joe Chapman talked about making part of downtown like Dinkey Town. I think it would be great to keep it going. | By Andrew M
Comment 4	I love the idea as well. It could be like a Dinky Town for Fargo. I love the start but there are too many gaps between the buildings. We simply need more NDSU buildings. How about they buy the Gardner Building and turn it into something really cool. A college downtown will lead to a 22 | By jeff H
Comment 5	I like the idea of eventually connecting the campuses by buying out some of the older housing. Maybe even build a ski/bike trail up and down University | By Andrew M
Comment 6	#1 NDSU downtown needs to keep growing and I even support buying out houses from NDSU Business center up through Chubs, and Northern and 7th Ave to 12th Ave.. Buy them houses out, make a tram and add more student housing.....ps..Al Carlson is a joke, he needs to be voted out. | By lakes B
Comment 7	Of course... the mascot. | By troy L
Comment 8	Al is from Fargo. It's just my personal opinion that he should be less involved in UND's doings like the mascot issue, but that's just my personal opinion. | By Andrew M
Comment 9	@Drew - Fargo's Representatives are causing trouble with UND??? All due respect, I'd like to hear you string that logic together. | By troy L

Comment 10	Fargo just got a few more representatives in state government. I would like to see Fargo's representatives stop working so hard to micromanage UND for the sake of its fans and start representing their district and home institution better. | By Andrew M
Idea Title	the arts
Idea Detail	i would like to see arts activity expanded to include a childrens interactive museum at the plains art museum, open studio spaces for artists in down town spaces, and more public art projects and spaces for musicians and theatre troups to perform...outside in the summer and perhaps in the skyway system in the winter. i hope it will continue to be a lively and creative place to live
Idea Author	Susan F
Number of Seconds	10
Number of Points	15
Number of Comments	3
Comment 1	We need to see/rethink our city through aesthetics. Where do we perceive beauty? How can we enhance those features. Parking lots and parking structures tend to not be beautiful. How can we rethink those, like the murals on them in other places or plantings in parking lots. The arts need to be integrated broadly speaking into all aspects of our life and landscapes. | By Coco S
Comment 2	The Plains Art Museum has nearly completed their capital campaign to open a Center for Creativity in several adjacent buildings to the Plains. This space will provide for a better partnership with the Fargo Public Schools and the visual arts. It will feature a community ceramics center and artist studio spaces. | By Bradley B
Comment 3	Lik the way you think! | By Andrew M
Idea Title	Downtown Conservatory
Idea Detail	The U.S. Bank plaza could be utilized as a contemporary glass conservatory that would contain various plant species all year long. The conservatory would be free of charge and open to everyone. Retail would flank the conservatory and generate revenue from locals and visitors. There's nothing like being able to escape to a humid conservatory abundant with lush plants on those cold winter days
Idea Author	Alp A
Number of Seconds	4
Number of Points	15
Number of Comments	2
Comment 1	Its great to have wonderful public places...any ideas as to how it can be funded? | By Backman B
Comment 2	Ottawa has something like this downtown, in the entrance of the currency museum: http://i.pbase.com/v3/78/225678/1/48521993.CurrencyMuseumAtrium.jpg Very beautiful city from which we could learn many things! | By Ashley K
Idea Title	Inner City Fargo
Idea Detail	I would like to see Fargo become a place where people live closer together, more density, less sprawl. I want to see a thriving downtown with full spaces, lots of independently owned businesses and restaurants. I would like to see a tight knit actively involved community that supports the arts and civic organizations. I would like to see Fargo become a hub for local foods and available spaces for gathering
Idea Author	Abby G
Number of Seconds	13
Number of Points	14
Number of Comments	8
Comment 1	The Comp Plan should emphasize the benefit of supporting local businesses to the local economy. I've heard that when you do business with a locally owned business, about 85% of your dollar stays in the community, versus less than 15% with a national chain or franchise. That's easy to see when you consider which businesses support non-profits in this community - it's mostly the locally owned businesses. | By Cindy G
Comment 2	Yeah, I completely agree. I think it's very achievable to incorporate something as hideous as a parking structure into the design of a multipurpose building, without it being an eyesore or having any detrimental affect on the "social/retail" fabric of the surrounding area | By Matthew F
Comment 3	Go for it, fmmetroplex...and great critique! I agree with much of what you had to say @ parking ramps. Actually our downtown Radisson parking ramp was thoughtfully designed. By incorporating clear glass into the brightly-lit auto shop along 2nd Av N, the street becomes much livelier for passersby! (And don't miss that sight line down 2nd Ave N looking east towards Moorhead's Hjemkomst sail-roof!) So yes, wrapping a parking ramp with clear-glass stores can get us around the problem of sterility caused by a concrete monolith at street level...Another way to think out of & around the 'box'! I guess one of my main concerns re. large parking ramps is that - compared to smaller subgrade lots sprinkled liberally around the central district - they are so centralized. This means that downtown visitors/shoppers must walk further to their destinations. BTW, I'm crazy @ Seattle's Pike Place but haven't been there for ages... | By Alvin B
Comment 4	Albedo, if the ramps are designed correctly they can incorporate retail and business on the outside of it. We just need to think more outside the box when giving the definitions to these structures. When I hear parking ramp now, I'm thinking something more like the Pike Place Shopping Ramp in downtown Seattle. It's connected to a hotel and shopping center. You can walk into it and enter the shopping area and you can barely tell it's a ramp, and part of it is underground! - ;) The only way this will successfully be done in Fargo is mixed use to a degree we've never seen before in this city. A structure cannot have a simple purpose, it needs to have many purposes to be useful. Hmmm, this statement almost begs for it's own thread. :) | By Matthew
Comment 5	Cat - Parking RAMPS have a deadening effect on street-level activity. For the same amount of money we can have sublevel parking directly *under* (much closer to) new development. Rather than walking several blocks to your goal from a massive parking structure, move all downtown parking lots sublevel & then build over them as you suggested. (The huge parking lot across Roberts St by the post office is a prime example.) To keep a lid on construction expense & entries, smaller parking lots that are individually owned & contiguous should be mandated to consolidate physically & legally. Sublevel parking sprinkled about the central district will also make convenient storm sheltering from increasingly frequent wind storms. (To alert downtown shoppers/residents/visitors trigger street-level signs or flashing blue Lights at underground entry points during storm events.) | By Alvin B
Comment 6	I think that replacing many parking lots with a few parking structures (yes, expensive) will open up a lot of parking lots for redevelopment in structures. This would do a lot to add density to our downtown. | By Catherine W
Comment 7	Goldie I concur! | By Matthew F
Comment 8	I really like your ideas/vision, Goldie! There are many benefits to building a denser urban fabric: better health for city-dwellers; individual & public $ savings; better mass transit, etc. Several studies prove that people in denser areas walk more which = better health. J.H. Crawford (www.carfree.com) claims that we can save up to 80% on infrastructure costs depending on density. And more/better & more frequent mass transit translate$ directly into $avings for our personal pocket book$! Who needs a car when you have reliable mass transit?!? | By Alvin |
Idea Title	Grow local veggies thru winter

GO 2030

Idea Detail	To help extend the growing season in our area I suggest we build a pilot solar/high tunnel greenhouse for community use. This type of facility is already in use at a local foods farmer near Frazee, MN The heat generated by the solar panels heats the soil to extend the growing season to 270 - 300 days a year. Many of our areas New American communities are prodigious gardeners. They also grow some unique vegetables from their countries that would be interesting to learn about and try. We can learn much from them. Perhaps NDSU Mechanical Engineering and extension could help fine tune and improve the facility as it's being built and operated. If it proves successful more could be developed. Some good examples of community gardening are in place in Madison WI and othe climates similar to ours. This net energy use greenhouse could be placed in a convenient location in the city's core on a transit route so users wouldn't have to have a car and could walk or bike a short distance. For initial funding this pilot hybrid greenhouse, some area foundations have a strong interest in helping develop more community gardens and fresh, local food. The produce beyond the gardeners needs could be donated to supplement the food pantries and/or could be sold at a grocery co-op Downtown that has typical grocery goods supplemented with fresh, local produce
Idea Author	Mike W
Number of Seconds	11
Number of Points	14
Number of Comments	7
Comment 1	On a related note, there's a 6th grade teacher in Crookston who works with his class to operate a greenhouse to start and take care of plants (flowers and vegetables) which they use as a fund-raiser by selling plants around Mother's Day. Great educational experience for the kids, and could easily be done here in Fargo. | By Cindy G
Comment 2	See my 'NP AVENUE RENAISSANCE' in this section. | By Alvin B
Comment 3	Having community gardens where gardeners could lease high tunnels to grow food. | By john R
Comment 4	Good for you Durdon! Yes we visited Glen Forest Farms on Wednesday. Dallas Flynn has a beautiful acerage and is a wonderful resource for promoting more fresh, local produce. Here's a link to pictures and info of our visit. http://renewnd.areavoices.com/ | By Mike W
Comment 5	Did you visit the greenhouse in Frazee that you mentioned? And do they have a website that we could see pictures of? It sounds pretty neat! (I've always lived in cities, but I'm a wanna be organic farmer;) | By Durga V
Comment 6	Thanks Durdon! That's the idea to scale them to be affordable, efficient, in areas that are convenient for growers to walk, bike, take a bus, or drive to. I just visited a first of it's kind solar/greenhouse yesterday and they grow 300 days a year. | By Mike V
Comment 7	I love the idea of locating it in a transit route so we don't have to drive our cars there! Frees up lots of space that would otherwise be taken up by parking lots! But maybe could we also have smaller facilities scattered among the different neighborhoods. That would bring "real, residing in the same vicinity" neighbors together! | By Durga V
Idea Title	Promote Mixed Use Buildings
Idea Detail	Buildings need to serve multiple purposes, they can't simply be built for a single purpose. The more purposes a building serves, the higher the likelihood, in m opinion, that it will be successful. New buildings downtown should be built to these specifications: 1. Partially underground/aboveground parking ramp. 2. Retail on the first two floors of the building directly connected to said parking. 3. Offices/hotel/residential/institutional on the higher floors - with a "tower" lobby in the first two floors mixed with the retail. 4. The retail sections on the first two floors should accommodate future skyway connections to other buildings. 5. Provide ample sidewalk space - for establishment to have a sidewalk presence - i.e. Eateries, etc
Idea Author	Matthew F
Number of Seconds	10
Number of Points	14
Number of Comments	2
Comment 1	These things should be popping up like popcorn all over downtown to increase our urban fabric and density. | By Matthew F
Comment 2	YES!! | By Jena S
Idea Title	Create a more human scale in the West Acres area
Idea Detail	Work with businesses to create a more walkable and pedestrian-centered West Acres. Create a chance for local producers and businesses to sell their goods. Perhaps model changes and new development with the more pedestrian-friendly Lifestyle Centers. West Acres is already hugely successful, so I would think that building bike paths and helping some of the undeveloped land surrounding it get better landscaping would only add to the feel. I think we can improve ALL of Fargo if we think big and leverage every sector of the city.
Idea Author	Andrew M
Number of Seconds	7
Number of Points	14
Number of Comments	5
Comment 1	I think we could learn a lot from Winnipeg about what works in this part of the world. | By Andrew M
Comment 2	I like the cover image on http://www.shopdesertridge.com Think of how West Acres would be more inviting if developed like that. Instead of people simply parking and going into a building, the whole area would have a more visible vibrance. Like the Forks in Winnepeg, the focus would not just be the big attractions there, but also the energy of the community, which would be seen in the public areas in between. | By Keshika [
Comment 3	Something like this? http://www.shopdesertridge.com/ Or this? http://www.shortpumpmall.com/info/tourism.cfm | By Andrew M
Comment 4	I 100% support the transforming of W.A. into an area with downtown aesthetics and feel! | By Durga V
Comment 5	Nice. Seconded. | By troy L
Idea Title	Downtown Depot Art Display/Cultural Hub
Idea Detail	Use the Downtown Depot (which is currently the Parks office) as a gateway to the downtown. It is perfectly located on both Main and Broadway to distribute information about the river, downtown, and the cultural scene. If they get Jiminez' Sodbuster statue, it would be perfect to display regional/city artist work, and even host events in the Depot (which it already does). It's a beautiful building, and with the spot on Main just south of the depot being developed (Babbs', Rhombus Guys Pizza, etc.), now is a perfect time to use that space to accentuate what's already developing there organically.
Idea Author	Andrew M
Number of Seconds	7
Number of Points	14
Number of Comments	0
Idea Title	North Dakota Zoo

Idea Detail	The Red River Valley is a sad excuse for a zoo compared to cities of much smaller size (Minot/Wahpeton). I know that the city of Minot heavily subsidizes its zoo and I'm sure Wahpeton has some similar arrangement. If we are truly serious about having a zoo in the city, we should do it correctly and it shouldn't be located right next to the interstate like it is. It is already limited to the space it owns as it's already blocked in by other properties. If we truly want a Zoo, the city should run it. Call it the North Dakota Zoo and give it AMPLE space to hold enough animals and exhibits to justify the ticket cost. Otherwise, don't do it. I feel sorry for the animals every time I drive by the zoo on I-94.
Idea Author	Matthew F
Number of Seconds	6
Number of Points	14
Number of Comments	10
Comment 1	I think its time for another vote on whether the city would like to see a bond issued to the zoo, now that it has become part of the public life of our city. | By Catherine W
Comment 2	I think you make a good point. Does our city truly support it's zoo? Initially, the community voted against using tax dollars to support the zoo. Rather than taking time to gather enough support to guarantee voter approval for a city funded zoo in another election, the zoological society decided to build it with out said revenue. Given the history, it would be tough to have the city intervene now. Best option? Visit the zoo and support its growth and/or take a day trip to Wahpeton to see the Orangutan, tigers and bears. | By Sally J
Comment 3	The RR Zoo is accredited by the American Zoo and Aquarium Association. Since 2006 or something like that. | By Catherine W
Comment 4	I imagine that they would love that. :) | By Catherine W
Comment 5	Hey Cat, I appreciate your opinion on the matter, but at the same time, I'm pretty sure a case could be made that it's inhumane treatment of animals considering how cramped that space is, for the number of species they have on display. I will openly admit, I've never been a big fan of Zoo's or other places where animals are basically caged and put on display. However, the more space you give them, the less bad I feel for the animal. If you look at the marine life in the Shedd Aqaurium (in Chicago) for example, those animals are almost treated like royalty. Their living conditions are beyond compared and the treatment they get is commendable. Now compare that to the Fargo Zoo and the differences are striking. Sure it's not a fair comparison given population/financial figures but every time I drive by that zoo on 42nd, it just seem to be done very half @ssed. The animals deserve better. They should be on a land space the size of the Minnesota Zoo. Not like we don't have the space... | By Matthew F
Comment 6	That was steppes. Grr, stupid spell check. | By Catherine W
Comment 7	I was trying to and it a typo and it posted instead! Last sentence: the camels are from the Asian Steps and probably think that the white noise of traffic is actually white noise from wind. | By Catherine W
Comment 8	I have always loved our little zoo which seems to do a lot with little money and would love to see it grow. Most zoos get financial support from the city in which they are located but ours as you state, does not. I have not heard of state supported zoos but it would be wonderful to have state support for our zoo. I believe the Bismark Zoo is already named "Dakota Zoo". Sioux fall already has "Great Plains Zoo" so we might be stuck with the name. Perhaps, if given funding, to expand, the zoo could have satellite locations near where people are, such as a squirrel monkey and tamarin exhibit incorporated into a restaurant in the mall (obviously, the animals are behind glass with a separate have a separate HVAC system) or a heard of bison near the highway by NDSU. Dont worrt aboutt the camels by the hwy. They are fron the Asian stepps and pr | By Catherine W
Comment 9	I don't think I ever see the state helping fund something in Fargo... they know we are fine on our own and would rather spend the money on what they think is the future (oil). | By Matthew F
Comment 10	If the state funds it sure but I wont support an additional city tax. The state has so much money they don't know what to do with it all and Fargo has the potential to support a great zoo. And yes, the Red River Zoo is a sad excuse of a zoo. Its gotten better but its stilk below average at best. Will it improve? Possibly some day but Im not willing to pay $8 for a petting zoo. | By jeff F
Idea Title	Put Neighborhoods On Street Name Signs
Idea Detail	The city of Fargo is divided into numerous neighborhoods. I think it'd be great to add the name of the neighborhood under the existing street signs around the city. It give the city more character and also provide a sense of pride for those folks living in those particular neighborhoods.
Idea Author	Matthew F
Number of Seconds	12
Number of Points	13
Number of Comments	6
Comment 1	British streets signs have neighborhood names on them. They help create neighbourhood pride, but also helps visitors figure out where they are. | By Keshika D
Comment 2	A good idea. Also, some major streets and avenues could also be renamed to more unique names instead of numbers. 13th ave S could be Acres Avenue and 10th st or 12th ave could be Bison Way. | By Alp A
Comment 3	Saint Paul has identified its neighborhoods nicely. It encourages neighborhood pride and investment by the residents of the neighborhood. | By Nancy T
Comment 4	A simple thing one would think is easy to do. | By RCO J
Comment 5	I really think anything as simple as this, that can help build upon the character of the city should be done. :) | By Matthew F
Comment 6	Seconded. | By troy L
Idea Title	Build Up
Idea Detail	Build up, not out. Although the urban sprawl may be a necesity based on the growth of the population, at the same time, that is the reason why the downtown area continues to struggle in attracting people. One thing that most successful cities have is an identified landscape defined by thier cityscape. Fargo has done a great job at perserving the past with refinishing and updating the historic building downtown, but it is time to look to the future and not the past. We have the skills, the technology, the will and the need to build buildings downtown that will not only attract business, but also give us an identity.
Idea Author	Steve S
Number of Seconds	10
Number of Points	13
Number of Comments	5
Comment 1	The thing I like about many Canadian metros is they are so isolated from the other Canadian cities they tend to be very dense and more built up than cities in the US of similar populations. But yes, there's absolutely no reason we can't see some new taller buildings go up in downtown Fargo other than poor planning and misinformation. | By Matthew F
Comment 2	Fair enough! | By Andrew M

Comment 3	I understand the whole caisson portion of the building of these structures. What I am suggesting is that if our neighbors to the north can do it, Check out Winnipegs Skyline, their clay is as bad as ours, but it can be done. http://imageshack.us/photo/my-images/100/skylinehz3.jpg/sr=1 | By Steve S
Comment 4	Google "Fargo the city on stilts." | By Andrew M
Comment 5	and don't let people tell you it's cost prohibitive... see the post on concrete caissons I have to see how this technology is already used all over the city. | By Matthew F
Idea Title	Dear City Leaders
Idea Detail	In this, my last post on this site before it closes, I ask that all officials and city leaders fully read all the ideas submitted and the associated comments with them. Don't merely read and go with the top ten. There's been a huge effort and amount of work, from citizens who really feel we have a stake in the future of Fargo. Each of the ideas have the merit to be reviewed and considered for inclusion in the city's Master Plan for 2030. Please give each that consideration. I also ask that you, like us, dream big. Fargo is what it is today, because numerous individuals had the guts and dexterity to take a chance and it paid off. That spirit is alive and well in this community. Embrace it. Remember, hundreds of cities across America have their eyes on us right now and eagerly are awaiting the results of this town hall style effort. Let's not disappoint. Finally, I enjoyed conversing with all of you through the process and look forward to the new Master Plan when it comes out. Sincerely, fmmetroplex :)
Idea Author	Matthew F
Number of Seconds	8
Number of Points	13
Number of Comments	4
Comment 1	If we are truly taken seriously; then bravo! If not, what a waste of energy and enthusiasm! G-d speeeeeeeeeeeeeeeed! | By Ronaldo \
Comment 2	Thanks Metro and all the contributors for this exciting GO2030 process! Another opportunity along with reviewing and weighing in on Mind Mixer Townhall is t check out the excellent presentations at GO2030's speakers forums. Let's keep moving it forward! Mike Williams | By Mike W
Comment 3	yes there are some brilliant minds on this site. Not reading them would be very sad. | By jeff H
Comment 4	Very well-said, fmmetroplex...it's been a genuine pleasure! | By Alvin B
Idea Title	Native landscaping where homes were removed for flood fight
Idea Detail	The City could give the Park Board the properties where homes were removed for flood protection with the direction that they be designed as mini-parks with native grasses and other native vegetation. The idea would be to have low- or no-maintenance green space that is adapted to our climate.
Idea Author	Karen O
Number of Seconds	7
Number of Points	13
Number of Comments	0
Idea Title	FULL SERVICE GROCERY
Idea Detail	Some time ago, I learned that there were at least 5,000 people living within a six-block radius of our downtown district. That number is larger than most towns in North Dakota, and yet we still have no full-service grocers in the central district. To that end I propose that the city buy out the adult bookstore at 417 NP Avenue. Pay fair market value for the building & pay to move them to the properly zoned area of town for that type of business. Raze the adult entertainment building and the vacant building next door to it. Build one or two levels of subgrade public parking on the entire section of that block. Then build a grocery store on top of the subgrade parking. In other words the city owns both the underground parking lot and the the building that will house the future grocers. This is important because it should get us around the problem of eminent domain laws...in this case, seizing/razing one for-profit business to allow another more useful and important for-profit business to take its place. The city puts out the word that it is looking for a quality grocery store to lease this newly-built MUNICIPAL SPACE. Preference will likely be given first to local established outlets, but failing that new national chain would also be welcome. (No 'Whole Paycheck' chains, please! We have a growing college demographic in town.) To avoid the deadening effect of a the typical grocer
Idea Author	Alvin B
Number of Seconds	5
Number of Points	13
Number of Comments	8
Comment 1	(cont'd...) and someone will buy those places out right and the existing businesses can be moved elsewhere. Like I said, money talks, and that city block is a prime space for a much larger development. Also Stevie F, you commented on Shady business and moving it to a "shady" part of town... where exactly would that be??? I can only think of a slim few areas that would be considered "shady" and by big city terms, they are pretty safe/pleasant. Sure any adult business is legitimate, but I think MOST people view them as questionable... Just to make it interesting, they could move in right next to one of the larger churches in town! | By Matthew F
Comment 2	Stevie F, no one is saying these businesses need to close. We're just saying that city block is PRIME for development due to it's location and two really dilapitated buildings. FPS Labels could move into a much nicer store front/office space and the porno business could move into a different location downtown (or in the city for that matter). Heck it could combine with The Northern Gentlemens club and move into that old cold storage Union railroad building, creating something along the lines of Sex World in the cities... Those buildings to the immediate east are off limits for now with the new announcement for the Family Health Services building expansion (they are developin all of those). Also the old Keiffers store building looks like it's being developed into offices as well. So in reality, what albedo stated is true... the adult bookstore and FPS (name?) is holding development of that city block back. Then again, I'm pretty confident in 20 years time that money will talk... | By Matthew F

Comment 3	Err...precisely what message did you have in mind, Stevie F? On one level, I agree with you. However the fact remains that until the adult playground on NP Ave takes up residence elsewhere, the chances of reviving that downtown neighborhood are slim and none. The retail store east of the adult business is an excellent space...and it's been vacant for years. | By Alvin
Comment 4	Though I agree on the full service grocery- there is no reason to close down a legitimate business. Are we to shun sex? Are we really that closed minded. It is a legal business and one that should not be moved to shady area to imply that sex is shady. Let's not give that message to children | By Stevie F
Comment 5	Looks like you were way ahead of me on that block, fmmetroplex...Great ideas! I'm now thinking the housing units could be arrayed in a u-shaped pattern atop the grocery with glazed/separated atriums every two or three stories up, facing south. I'd like to move the hotel part however, to a genuine steamboat anchored permanently on high piers somewhere along the river...perhaps along 2nd St North. We could incorporate the hotelboat into a new city hall complex erected atop the existing civic center parking lot. (Be sure to reserve the sight-line looking east along Fargo's 2nd Ave N to Moorhead's Hjemkomst sail-roof in the design/sighting of the new civic complex.) | By Alvin F
Comment 6	I've secretly been eyeing that block as the perfect spot for a signature tower for Fargo's growing skyline. That spot, between the two major one-ways (let's not go there again :) ...), directly across the street from the bus depot and finally only one block away from Broadway is a PERFECT spot for a high density, mixed use development. I could easily see something with multiple storeys of underground parking, a two storey grocery store (similar to the Safeway in downtown Bellevue, WA) and then offices and residential on the top floors. Heck even squeeze a hotel into it as well. It'd be one of the busiest buildings in Fargo, let alon North Dakota. | By Matthew F
Comment 7	Advantages of a grocery store at 417 NP: it is directly across the street from the bus station which means a shorter carry of heavy grocery bags for bus riders; everybody living overhead would be regular customers; the location would be handy for downtown workers/businessmen to pick up the groceries at day's end Other points: The public sublevel garage doubles as storm shelter for the neighborhood. The 100 or more small housing units built atop this location (two towers on each end, 5,6, or more stories high divided by glazed atriums) - would likely be rented by students or others on a fixed budget who would no doubt find the close proximity to the bus station very convenient. And since the sublevel garage is PUBLIC, anybody looking to stock up their pantry can park under the grocery. | By Alvin B
Comment 8	Oops - that should have read, "Sell the air rights ABOVE the grocers..." | By Alvin B
Idea Title	Work/Live Spaces for Artists
Idea Detail	Many cities, from New York City to Fergus Falls, have build spaces where artists can live and work. These work/live spaces are built using Federal, State, and local funds to subsidize the expenses, so that artists can concentrate on making and performing their art. Economists like Richard Florida have demonstrated that these projects repay more than the expenses accrued by attracting young professionals and people who contribute more to the tax base and idea base of communities. If we build these work/live spaces for artists, we will create a type of artistic core for the community that EVERYONE can benefit from. ARTSpace has been doing this for years in cities of all sizes, so it would not be a stretch for us
Idea Author	Andrew M
Number of Seconds	13
Number of Points	12
Number of Comments	5
Comment 1	Thanks! | By Andrew M
Comment 2	The Artspace presentation by Wendy Holmes is now uploaded and can be viewed online at: http://www.cityoffargo.com/CityInfo/Departments/PlanningandDevelopment/FargoComprehensivePlanGo2030/ It will also be posted to the www.GO2030.net site soon | By Mike V
Comment 3	ArtSpace has done some incredible things in Mpls/St. Paul...and even did a study here a few years ago...it would be FABULOUS and a whole added layer of energy and excitement downtown. | By Virginia D
Comment 4	Totally, Sandylh. Today's presentation by them was the inspiration. We just need more than two people to do it. | By Andrew M
Comment 5	Get Artspace to do a project in Fargo as a way to achieve this vision for our community. | By Sandra H
Idea Title	Children's Science Museum, Indoor Water Park/Indoor Climbing
Idea Detail	I sometimes feel like Fargo is lacking in fun indoor activities for our kids. I think our kids could really benefit if Fargo had another hands on children's science museum for all ages in addition to Yunker Farm. An indoor water park and indoor climbing park would also provide more fun physical activity for our families. We have many long months of winter here and it would be great to have more options to get our kids moving and thinking.
Idea Author	Kara S
Number of Seconds	13
Number of Points	12
Number of Comments	5
Comment 1	Make it an arts/science center like the world class venue in Sioux Falls. The arts fit with the sciences beautifully in fostering creativity and problem solving skills for kids. | By Bradley B
Comment 2	A real science museum would be wonderful, for people of every age! I would "improve" this idea by suggesting that Yunker Farm be overhauled. Many of the exhibits are chronically broken. I also agree with Jeff's "half hearted effort" comment. Fargo needs to get serious about entertainment. | By Sally J
Comment 3	I agree. Yunker's Farm is one of the only "hand's on" museum in town that attracts kids. Although Yunker's Farm is good, it only applys to kids to the age of maybe 10 or 11, if that. I think that Fargo needs a really good science museum that should be built downtown that brings in any one and everyone. This would attract a lot more visitors to the area, and downtown, which would increase business in the downtown area as well. | By Grant116 T
Comment 4	We need a massive indoor water park. It would do insane amounts or business and draw from a 100 mile radius. In talking a top notch park. Not some half hearted effort like the Red River Zoo. I can't believe no private business has done this. The city could capitalize. | By jeff
Comment 5	I think there was a proposal to make island park pool into an indoor complex a few years ago. | By michael G
Idea Title	Promote acceptance and respect for diversity
Idea Detail	Fargo is a community of many cultures, ethnicities and belief systems. Residents, human service agencies, businesses and City government should work together to make sure that the diversity within our own community is appreciated and respected for the benefits that it brings to our way of life. What can we d to discourage discrimination in our community when it occurs? In what areas do we need to focus efforts toward eliminating discrimination? (Employment, Public Accommodations, Housing, Other). This post doesn't have the solutions, but maybe you do. Please comment!
Idea Author	Nate B
Number of Seconds	12
Number of Points	12
Number of Comments	9
Comment 1	YES YES YES YES YES YES! I'm sick of the small minded folks... | By Johnathan G

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Comment 2	Agree | By Matthew F
Comment 3	Highlighting individuals from minority groups (cultural, religious, economic, abilities, gender, and sexual orientation) on the city website and public access (and other ways) would bring light and exposure to our city's rich diversity. "Men hate each other because they fear each other, and they fear each other because they don't know each other, and they don't know each other because th are often separated from each other." Martin Luther King, Jr. | By Amy |
Comment 4	Yessir, Naters. Socioeconomic, ability, veteran status, etc. | By Andrew M
Comment 5	...and, it should be noted, it's not all about cultural and ethnic diversity. Our citzens come from a range of socioeconomic backgrounds, some have disabilities, some have large families and are discriminated against. Has anyone ever not been able to obtain housing, get a job, or obtain services because of their family situation? Not only would this be a very painful situation, but it is illegal in many cases. | By Nate B
Comment 6	I also love this idea... it gets really old listening to uninformed people complain about how LSS "brings over worthless people who live off other for free", when the reality is, most of them have jobs, are going to school, etc... Sheer ignorance is a very unappealing quality of a city and it's populace... let's make sure we maintain Fargo as a very open community, for all ethnic backgrounds and lifestyles. | By Matthew F
Comment 7	some how getting the information to people of what really happens as people from other areas & cultures move here. That they do not get everything for free and take away from the older residents of our area. I enjoy meeting new arrivals to our home city. | By john
Comment 8	I totally love this idea. | By Andrew M
Comment 9	Finding ways to publically appreciate the variety of cultures abundant in our area would build understanding and compassion while working to educate the public and to dismantle racism. All too often public images and issues focus on culture clashes or crime. As a City we need work together to build a cohesive community instead of pockets of communities. | By Amy |
Idea Title	Amphitheater in Island Park
Idea Detail	I think we should have an amphitheater in Island Park. It would not be like Blue Stem (a.k.a Trollwood) but it would be a nice place to see plays and go to concerts.
Idea Author	Peter M
Number of Seconds	4
Number of Points	12
Number of Comments	2
Comment 1	Or maybe put it south of the playhouse. Taking a cue from Bluestem in S. Moorhead, install several rows of stone bench seats on the small hill on that side, leaving the large lawn at the bottom of the hill for lawn chairs for large crowds and of course, a portable stage. The lawn would also continue to be used for other activities such as bike polo, frisbee, sunning, etc... | By Alvin
Comment 2	Maybe put it right where the gazebo is? | By Andrew M
Idea Title	Hot Air Balloon Festival
Idea Detail	I went to one when I lived down south and there's nothing as cool as being able to take your family to an event like this without spending a fortune. We have minimal topographic obstacles for an event like this, few water hazards to worry about, very few tall buildngs to worry about, etc... Imagine a hundred hot air balloons taking off north of Fargo and floating in the wind over the city. An incredible draw from surrounding areas.
Idea Author	troy L
Number of Seconds	3
Number of Points	12
Number of Comments	4
Comment 1	http://www.balloonfiesta.com/?gclid=CO-0xJLv26kCFcQX2godmVIyYQ | By Andrew M
Comment 2	I think West Fargo actually used to have this event. I remember when you could see at least 20 hot air balloons in the sky on any nice summer day during my childhood in Fargo. | By Tia T
Comment 3	I think this is a great idea! I went to one in Sioux Falls and my whole family loved it. Again great idea. | By Peter M
Comment 4	This has been a HUGE hit for Albuquerque. | By Andrew M
Idea Title	Create Different Feels for Different Neighborhoods
Idea Detail	It's time that Fargo started acting its size. Create different kinds of signage and distinct looks for different neighborhoods. All neighborhoods could be connected by the materials we use for construction and vegetation, but the styles for some of the older neighborhoods could reflect their history. Newer neighborhoods could be given a distinctly millennial look. It just gives the city a sense of variety and pride. They could all be unified through some design elements while retaining their distinctness
Idea Author	Andrew M
Number of Seconds	11
Number of Points	11
Number of Comments	5
Comment 1	I agree. Eliminate the cookie-CLUTTER that devalues Fargo-Moorhead. | By Alp A
Comment 2	Thanks for the feedback. I just love the idea of more organic identities being reinforced by the city. Capture what works and reinforce it. | By Andrew M
Comment 3	I'm all for theming our neighborhoods as themselves and accentuating their inherent specificity in terms of place-spirit. In executing such a proposal, maintaining authenticity will be important to avoid hokeyness or a disneyesque appearance. | By Catherine \
Comment 4	I think this is a great idea. Fargo could definetly use more variety. | By Peter M
Comment 5	I totally agree with this. In Fargo, it's risky to do something tastefull and well-designed in new growth areas, because there's absolutely no guarantee that the owner of the neighboring property won't come along and junk up the block with a metal building or a building with no architectural design whatsoever. We're not in a position where we have to accept shoddy-looking development, but it takes a vision and leadership from the TOP - by elected officials and city leaders to make this happen. Check out Irvine, California, which was desgined and developed in "villages". Each village (maybe a one-mile square area, more or less) has it's own architectural elements and themes. There's a wonderful system of connected pedestrian and bicycle trails, signage is tasteful, and landscaping is abundant. Each neighborhood is master planned before any building permits are issued, and the new neighborhood must be well-connected and coordinated with surrounding neighborhoods. | By Cindy G
Idea Title	Old Fashioned 4th of July

Idea Detail	I miss the Old Fashioned Independence Day celebration MSUM held until recently. It was great for the community, safe for kids, and easy on family's budgets. I'd like to get a group of like-minded people together to approach the city, chamber of commerce, or find commercial sponsorship and resurrect this festival. I'm even willing to put my time and money where my mouth is and chip in towards getting it started. With so many parks in Moorhead and Fargo I hope we can work something out in regards to an inexpensive location. We'd need to organize a fair amount of volunteers in advance to aid in setting up, tearing down, and running the games/food stands. I imagine most of the cost coming down to food, prizes, bands, security, and permits. I've never organized an event before but I'm ambitious and driven enough to try. Anyone else interested in helping
Idea Author	Jem J
Number of Seconds	9
Number of Points	11
Number of Comments	7
Comment 1	Any planned activity or event will have to be VERY appealing to convince people that it's worth coming back to town from the lakes, where it seems that a huge percentage of people spend the 4th. Then again, it would be something for people who can't go to the lakes, or don't have a place to go, and they need something fun to do too. | By Cindy C
Comment 2	Absolutely. Let's add to that -- Fargo should have a fireworks SPECTACLE. I've never been happy with the display Moorhead puts on, nor the location. Seconded. | By troy L
Comment 3	This is great. I will be able to help out with this more in October for sure. | By Jen K
Comment 4	Yes for a city of this size it needs to be bigger. But spray for bugs! | By jeff H
Comment 5	So should we schedule a meeting and start planning? I doubt there's time to line it up for this year (I imagine those permits take a while) but we could get started for next year. | By Jem J
Comment 6	I would try and help with setup. :) I like it. | By Paula P
Comment 7	This is a great idea. I spent the 4th of 2010 in Rapid City, SD and they had an amazing setup. They had vendors and music in a park down by their river and civic center, with plenty of space to throw down a blanket to watch the fireworks. The fireworks display was incredible as well. I would look to them for a good model to start with. | By Eric H
Idea Title	Fargo, life's a beach!
Idea Detail	Here's my dream, and some of us have been working on it for years. When many Fargoans think of sand, we think of sandbags. That needs to change. We all realize the first order of business is to protect Fargo. I believe it's vital to also protect our revitalized downtown that is ripe for more mixed use development. We can leverage this downtown flood protection as a catalyst for development and fun and it can serve as a way to recruit and retain people and businesses b making Fargo not only safe, but much more fun! Welcome to "Fargo, life's a Beach!" Wouldn't it be cool as you stroll the plaza on top of the protection eating a walleye on a stick from a small local shop that's one of many along the way on top looking over an expanded river front. The first thing that strikes you is a sandy beach with swimsuit clad Fargoans enjoying the sun and playing around a 3 - 4 acre swimming lake (like the artificial beaches within a beach at many resorts in Hawaii and Carribean or Paris Plage in France) between the river and the protection plaza. The large granule sand would be collected in early fall and stored for the next summer season. Everything on the riverside of protection would be "wash and wear" hose it down and get ready for fun in the sun! In the winter, the lake could be used for skating and snow could be shaped to create a half pipe for snowboarding (this snowboard park portion is a recent graduate from NDSU architecture students idea, he has a great powerpoint) It's also important to back away and give the river more room and to relieve stress on the riverbank. Second street could be moved back from the river about 2/3 into the Civic Parking lot, it could be merged with 3rd St in front of the Library and Civic Plaza and inside the protection underneath the plaza
Idea Author	Mike W
Number of Seconds	7
Number of Points	11
Number of Comments	5
Comment 1	Beautiful vision my man! | By jeff H
Comment 2	I would add to this a center for performing arts to serve as a home for our symphoney and opera that would look out onto the lake. Make it so that people, some quite old, do not have to walk across frozen streets and parking lots to attend as they now do. Make it with a restaurant and bar that, in the summer provides a large outdoor dinning area overlooking the lake and that could help support the facility. Bring value to the river rather than constant trepidation. I believe the lake concept is especially good. | By Joseph F
Comment 3	By the way, the man-made park I was referring to in Rapid City, SD is called Memorial Park. The property was acquired after the 1972 Flood and subsequently developed as a "memorial" to the 238 people who lost their lives during that event. includes the following amenities: Memorial Lake;Flood Memorial Fountain;Picnic areas; Formal Rose Garden;Legacy Statue;Leonard "Swanny" Swanson Memorial Pathway;Restrooms;Veterans Memorial; a Band Shell and Tennis Courts! | By Karl K
Comment 4	My wife and I have wondered for a long time why there isn't a man-made lake inside the Fargo city limits. It would be a great place to divert flood waters - and would be a great place to build a park around that would be an attraction to locals and tourists.. Downtown Rapid City, South Dakota has a beautiful park with man-made lake that is a wonderful destination for residents and tourists. The lake could be made clear and fresh with an aeration device that could run continuously during the warmer weather (shut off in the winter). It would be nice not to have to drive to Minnesota lakes country just to find a nice beach and some clean water to wade in. | By Karl K
Comment 5	A swimming, man-made lake with a beach would definately be a big draw for Fargo/Moorhead. Everyone wouldn't have to leave Fargo to go to the beach. | By Kara S
Idea Title	Downtown Expansion
Idea Detail	What I would love to see is the expansion of downtown Fargo. Mostly, due to barriers such as Island Park and the churches on the North side, most of this would have to happen to the West. In that area there are a lot of industrial businesses which could be relocated. I don't mean for these people to suffer hardship but in the middle of the city isn't the best place for them. Maybe they should be given incentives to relocate. It would help beautify downtown and allow for commercial businesses and apartments to be built Here are some specific ideas that would help. 1. Turn the two parking lots on Roberts into a public access, pay, parking garage. Have both permanent parks for nearby residents and temporary parks available. 2. Give the Salvation Army and Labor Now incentives and help relocating/improving, possibly just a few blocks west, or wherever it makes sense. I'm just being realistic that not as many businesses are going to want to be built right around there. It may already have played a role in the downfall of the Silver Moon. Either way, it's prime real estate, in my opinion, and would be great for commercial business growth. 3. I saw the Forum article the other day telling us it is unlikely that Trader Joe's or Whole Foods will be coming any time soon. It's unfortunate, but in light of that can we at least get a 24/7 7-Eleven? It doesn't matter who it is. A Hornbachers Express would work just fine. The main floor of the new NDSU dorm building would have been perfect but anywhere in a 3 or 4 block radius from Broadway and 1st Avenue North would be fine.
Idea Author	Case D

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Number of Seconds	20
Number of Points	10
Number of Comments	19
Comment 1	I would love to see Mid States Steel move out to the industrial park and we would have a nice large riverfront property in which to build high rise apartments or condos on that site, giving a beautiful view of the river. A grocery store is badly needed as these Stop and Go's are so expensive. | By Bruce
Comment 2	Seconded. Compared to other, smaller cities, Fargo's downtown is tiny, ugly, and dead. | By Ashley K
Comment 3	I agree, Sara. I'd go further: I believe that the library committee (quietly) rejected a new downtown library at Roberts & 2nd AVE N precisely *because* the Salvation Army & Labor Ready were in the neighborhood. Of all proposed sitings, that corner was the only one to match every single prerequisite that was stipulated for the new library siting. They could have built a new library @ Rbts & 2nd, atop subgrade public/private parking, with a pocket park on the north end for light & alleyway-Robert St passage, and even hooked it into the skyway system via the Black Bldg to the south...Turned the parking lot S of 2nd Ave into a block-long park/skating rink (atop more subgrade parking of course) and even conveniently closed one-half of 2nd Ave N for special library events that spilled over into the park! (Dancing under the stars in a nicely urban setting for fund-raising...that sort of thing.) But that's just my opinion, and we still got a darned nice library out of the deal so I'm not complaining! ;^) | By Alvin B
Comment 4	I am frustrated to see your request to move the salvation army and labor ready. poverty is not something to be swept under the rug. When we all do better, we all do better. | By Sara W
Comment 5	Love the expansion to the west. Most of the industrial buildings are valuable businesses bur offer nothing to the general public but could be relocated. | By jeff H
Comment 6	part 4)...And since the city had demanded high design standards before the first shovel of earth had been turned, folks from every economic level felt perfectly at home as they milled about the place. Imagine a block-long horse-shoe-shaped complex w/interior courtyard & retractable roof that is built atop 2 levels of parking in the heart of town. The south wall is glazed to the roofline, 30 or 40' high. As autumn moved in, the transparent roof had glided smoothly shut enclosing the courtyard. Let's say it's a typical February day: The digital thermometer suspended over the court reads -12, w/a brisk NW zephyr, but shoppers, students, businessmen, downtown habitues, local residents, visitors, etc. are already streaming into the place, many in their shirt-sleeves as they run errands or take a bit of exercise along the skyway system which now hooks into the Black Bldg & hence to the east over the alley & across Broadway into the new Kilbourne project atop the US Bank Plaza. | By Alvin B
Comment 7	part 3 cont.)...small storefronts sponsored/rented by its new Business College 3 blocks to the west to give students direct exoerience in running a retail store, or the local government could sponsor business incubators to assist eager-beavers towards the same goal. Because most of these stores would be quite small, rents should not be exhorbitent. The city could even stipulate going in, that there would be permanent RENT CONTROLS on the new development, thereby preventing price gouging while still giving landlords a fair profit. Such upfront stipulations by the city for this particular complex, would allow us to circumvent the usual gentrification usually accompanying downtown renaissance. It would also guarantee a much livelier street scene, as there are vastly more folks of modest means - both college kids & the employed - for whom hopefully most of these businesses would be targeted. (e.g., how about a high-quality used-clothing business targeted for college people?) cont... | By Alvin B
Comment 8	Pt.11...the footprints and heights of the various buildings making up the horseshoe, and stipulate further that EACH new building courtside - regardless of who builds/develops it - MUST be connecteed to its neighbors via catwalks on all floors thus guaranteeing final cohesiveness & ease of use. (No doubt catwalks would bisect the courtyard mid-block.) Run a segment of new skyway across 2nd Av N into the backside of the Black Building. Reserve space for a future underpasse/catwalk/skyway over to the new Kilbourne project on the US Bank Plaza 1/2 block east. Dress up the alley & add nice lighting. (Recess spaces at regular intervals along the ground floor facing the alley for dumpsters.) Reserve space on the north side of the horseshoe for a pocket park, complete w/trees & benches. This narrow park would also be a cut-through for pedestrians along that superblock. Stipulate small retail shops at ground level, with offices & low to mode$t studios atop. (Perhaps NDSU could have several... | By Alvin B
Comment 9	Interesting ideas, Case D...the parking lot on Roberts St. directly east of the post office is begging for development. Turning it into a parking *ramp* however, would be a mistake because it is such an important part of the downtown: it would deaden the area further. I'd rather we moved the parking on that parcel below ground, perhaps even building two levels of sub-level parking, & returning some or all of the private pkng spaces to the original topside owner. What would we gain from that twist on eminent domain? The city would be in FULL CONTROL of the surface rights...and this is where it gets very interesting. After gaining control, the city could stipulate precisely what it wanted atop the parcel. An idea that occurred to me for the site, was a horseshoe-shaped arrangement of new 'narrowish' buildings fronting Roberts & the alleyway, with a courtyard in the interior complete with retractable roof for seasonal changes. The city would clearly stipulate the (cont.) | By Alvin B
Comment 10	1. Parking ramps are a necessity. The lots are usually a costly, ugly, waste of space when compared with a commercial building. I like the 'Deal with 2nd Stree idea in reference to this. 2. I see where you are coming from but I have to agree with Drew FM on this one. These services are necessary and they also need to be near our public transportation hub. The nearer, the more convenient. If moving them is appropriate, somewhere on NP east of Broadway would be a better idea. 3. As far as a downtown grocery, I've always thought Metro Drug could be so much more with a bit of re-engineering and better hours (say 6am-10pm?). I'd start by widening and moving the entrance to the north side. This could allow for more tall isles, easier access to the pharmacy, a produce section, fridge/freezer section and more. I've been to shops in France that offer the amenities of a grocery, deli, butcher, and liquor store in a smaller space than Metro occupies so this can be done. | By chuck A
Comment 11	Well... There are some serious issues to address as far as flood prevention before we can decide what to do on the Eastern end of downtown. That said, included in the flood prevention plan could be some really interesting aesthetic/utility ideas for the space. | By Case
Comment 12	Expand downtown to the East and take advantage of beautiful River Front property. Make 2nd avenue a sort of River walk and transform US bank plaze into a skating rink in the winter time. Continue on the momentum we have with downtown Fargo! | By Michael
Comment 13	Sounds good Case. I have seen efforts to move people fail. I think making these things less dumping grounds and more service providers is the way to go. Clean facilities demand their customers/clients act the same way. | By Andrew M
Comment 14	Well, I'm not concerned with trying to gentrify the area. It's more a question of prime location for more Broadway style shops. That said, that block of Roberts street doesn't exude safety, especially after dark. If we could brighten both Roberts and the alley between Roberts and Broadway, that would help a lot. First and foremost, if a decision was reached to try to revamp that block/corner, I would fight against anything less than assisting the Salvation Army and Labor Now to improve their facilities. | By Case D
Comment 15	The area around the woodrow wilson is in pretty poor asthetic shape though. Next time I have a chance ill bike down there and hand a closer look of the terrain. | By michael G
Comment 16	You actually don't have to move services for the poor. This kind of gentrification usually works against successful downtown development. It seems counterintuitive, but services for the poor and working classes help downtowns thrive by keeping that group connected. The rest however, just rocks. | By Andrew M
Comment 17	Seconded | By troy L

Comment 18	More parking ramps would be great, and free up current lots for redevelopment. The huge eyesore lot next to the library should be a parking ramp asap. The industrial areas to the west would also be a great area for new ndsu buildings. | By michael G
Comment 19	More parking ramps would be great, and free up current lots for redevelopment. The huge eyesore lot next to the library should be a parking ramp asap. The industrial areas to the west would also be a great area for new ndsu buildings. | By michael G
Idea Title	Steamboats and Streetcars
Idea Detail	In the earliest days of Fargo, both streetcars and steamboats were common sights. Early postcards of Fargo prominently feature the Fargo & Moorhead Street Railway System. The last car ran in 1937. With wide streets and an ever expanding city boundary, a streetcar system would provide an alternate means of mass transit -- environmentally friendly and forward thinking -- and a unique transportation experience if done right. Get it done sooner rather than later, before density becomes an issue. Connect the system to the Fargodome, shopping hubs, the airport, and bus terminals, thereby creating an interconnected system of mass transportation options. Tip the hat to Fargo's heritage, attract some tourists, and make a small profit to boot. The era of the steamboat has come and gone, however Fargo could benefit from the nostalgia of steamboat themed establishments and/or river cruises with a nod to the history of Fargo-Moorhead.
Idea Author	troy L
Number of Seconds	8
Number of Points	10
Number of Comments	6
Comment 1	Rather than street cars, consider light rail, with major lines north/south and east/west. Infrastructure exists-could the current rails be used for mass transit? We really need major N/S and E/W corridors, with parking lots for commuters to utilize as Fargo seems to continue an urban spiral. | By Kerri W
Comment 2	How about a full-sized Streamboat/Hotel resting land-locked atop piers at bridge level? Somewhere along the river, of course, perhaps berthed parallel to 2nd St on the NE corner of the civic parking lot or even on the east side of 2nd St... | By Alvin
Comment 3	Steamboats yes. Street cars no. The amount of road work for street cars would be insane. Its a cool idea but more busses would cost 99% less. | By jeff
Comment 4	Great idea, but the number of months when they could run would be so limited it would be hard to justify the cost I would think. Can you imagine riding a street car when it was 20 below? | By Lisa C
Comment 5	Minneapolis' Hiawatha Line Light Rail is a good example of a modern street car system. | By Latha S
Comment 6	Streetcars are very cool, but they can be controversial because of costs. How might we frame these costs to get people on board. | By Andrew M
Idea Title	Expanded Skyway System
Idea Detail	We have an extremely small skyway system. Any new developments that are proposed for the downtown area should somehow incorporate future skyway system expansion. This should be a priority to grow downtown as a majority of the year is spent with temperatures well below 50 degrees
Idea Author	Matthew F
Number of Seconds	12
Number of Points	9
Number of Comments	22
Comment 1	I believe the main reason for a pedestrian skyway and pedestrian bridge, is to help the elderly and disabled citizens of Fargo. Winter is brutal to these people and with a lot on unshovled sidewalks, it is imposable to get around. Another reason is Fargo lets the side streets sidewalks go unrepaired. Just take a walk across the street from the new apartments on NP Ave. the sidewalks are almost impossible for even handicapped scooters to drive on; they tend to tip to the side and one day some will tip over. Fargo also needs warming shelters on all the RR crossings downtown that do not have a pedestrian bridge. | By Bruce B
Comment 2	Very good idea albedo... I will have to definitely check out the show... | By Matthew F
Comment 3	Another option, fmmetroplex, would be passageways at regular intervals from streetside to the interior plaza/solarium space. We could place these entrances every two or three stores along the street, and draw attention to them with lighted signage. In this manner, stores could advertise their wares to passersby, without the problems associated with monitoring two entrances. And also, the sidewalk along the street would be nicely lit and vibrant with handsome window displays. Some of the larger apartments above the mom & pops could have ornate french doors facing the street, adding to the charm. By the way, see the first five minutes of Woody Allen's new flic, 'Midnight in Paris', for some truly outstanding examples of urban design. Nobody films the urban scene like Allen..imagine a solarium of some sort in back of those street-front shops, connecting the whole block! (Now showing on The Fargo Theatre's Off-Broadway screen) | By Alvin F
Comment 4	The other thing to note is that a majority of retail in downtown Minneapolis is on the INSIDE of the building. You go through a single major entrance (like the Crystal Court) and shop on the inside... I see first floor retail have doors on both outside and inside and second floor being on the inside of the buildings..... | By Matthew F

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Comment 5	downtowner, you have made an excellent point. Unless skyways are handled/designed with extreme sensitivity, they can indeed result in a dead streetscape. They also have a tendency to stratify economic classes leaving lower income folks out of the loop. This is the reason I've kept harping on routing downtown skyways THROUGH VERY LARGE SOLARIUMS, atop subgrade parking. In my vision, as the skyways enter the solariums they transition to open catwalks. Over the catwalk railing down below you'll spy tables, chairs and benches invitingly arrayed amidst lush greenery. People are using a highly visible glass elevator connected to the subgrade parking lot below the solarium. The place is a beehive of activity, thereby spontaneously drawing people down from the catwalk to ground level... or they make mental notes to do so on their return trip. Some of the solariums will be wrapped with small retail businesses on the first two floors, with housing/offices atop those stores. Others will be so well-sited that their very location will guarantee much activity at ground level..e.g., a block-long solarium behind the Black Building. The propinquity of existing street-level businesses to the new solariums will add to their bottom lines. In sum, the ground floor downtown solariums THEMSELVES will become destination points...the skyways will finally get pedestrians over the RR tracks...and the liveliness of the streets in the central distric is preserved.
Comment 6	You mean kind of like how it is in wintertime downtown Fargo? (The whole reason for the skyway system to begin with)... If done right, I think it could be a boo instead of a hinderance as you suggest. | By Matthew I
Comment 7	start looking into what happened to Minneapolis' downtown and what happened when a skyway was implemented. The end result could be a dead streetscape... | By Bryan I
Comment 8	I love this idea, but for starters it would be nice to see the existing skyway utilized more. Maybe an indoor, skyway-accessible plaza/food court could be incorporated as part of any redevelopment for the US Bank Plaza. I've only been on the skyway a few times, but it would be such a cool place to go for lunch and maybe walk off some of the desk jitters during the winter. Also, if the Black Building were to open its doors to more shopping on the first few floors that would really help to enhance the skyway experience. The local vendors are nice in there, but they aren't enough of a destination. Also, Bertrosa's is really good, but a little more variety would help to attract more of a crowd to the area/skyway. | By Brandyn F
Comment 9	We definitely need more skyways downtown. Not too mention more tall buildings. I wanna eventually live in downtown Fargo, and I'm sick of Minneapolis. Mak sure I can afford to live there! | By Danielle E
Comment 10	The skyways in Fargo are city-owned infrastructure. As such, the city controls the hours of operation. Each business along the skyway can be locked individually even though the skyway remains open. This is the design template we'd use for future skyway segments added to the system. And because we are starting from scratch, the routing & design of new skyway segments would mesh smoothly w/the design of the new developments through which they are routed. (The city already owns most of the properties I have in mind.) And by using (surgical) eminent domain, the city can secure the routing for new skyways even through private development. The obvious economic benefits of new, strategically-planned skyways/atriums/solariums would almost certainly guarantee high degree of cooperaton between business & the city. City-owned parcels would be sold for $1 to qualified parties following a design contest with the understanding that the city would stipulate EVERYTHING IT WANTED from the verystart! | By Alvin B
Comment 11	I definitely concur. | By Matthew F
Comment 12	Hey thanks, fmmetroplex. My guess is that as we continue to add delight to the central district - 'delight' in this case meaning that we design more to the human scale, with supporting services such as skyways that not only free downtown denizens from the tyranny of the RRs, but do it with panache - that Fargoans will actually look forward to taking mass transit into the central district & from there to other points across the metro. As the 'delight factor' increases steadily, density in the urban core will also increase - vacant storefronts & empty lots will fill because the downtown is becoming more interesting & vibrant. And a nice bonus is that w/increased density, per person infrastructure costs decrease. But the city must take the lead w/an overlay stipulating where it wants future skyway segments. Developers will get in line as the many skyway benefits are clearly illustrated, but the city holds the reins...that's US! (Did I mention the lottery held by the city 4 developers?) | By Alvin B
Comment 13	I'm definitely loving the ideas you're bringing forth with the skyway system... We need more and more density downtown and the only way to get that is with public transportation and public infrastructure. The skyway is just one piece of the entire picture. | By Matthew
Comment 14	...calls your name. You look over the railing & see several friends having an animated conversation at a table set amidst thick greenery. (The sight is quite a contrast from the zero temperatures on this frigid morning.) You join them for a cuppa java and as you catch up on gossip, your body manufactures some vitamin D as you bask in the surprisingly warm winter sunshine. As your friends yammer away, you scope the place out: students & other folk are coming & going along the catwalk above, many taking the stairs or glass elevators to the upper floors or down to your level. Shoppers who drove into town are coming u into the atrium from the sublevel parking garage. Tables, chairs, benches, large plants, etc are arrayed invitingly all over the floor and the atrium is surrounded by mom & pop stores on the 1st two levels. You recall the little surge of pride you felt as you strolled leisurly OVER that mile-long coal train as it crawled through town - made possible by the new skyway... | By Alvin B
Comment 15	Now that surprises me, fmmetroplex. Apparently the city fathers in Twin-town have allowed their imaginations to atrophy. What will they do next - mandadte private sidewalks w/varying hours along busy lanes? Clearly, an urban skyway should be considered as part of the public infrastructure, and with judicious application of 'surgical eminent domain', a skyway system would greatly enhance downtown Fargo - esp. if it finally gave pedestrians all-weather passage over the RR tracks. One of the dangers of skyways is that they can have a deletorious effect on street level businesses, unless they're carefully thought out - which one of the reasons why I recommend that new segments of skyway incorporate large islands of greenery into their routing to draw people back to the ground. Imagine a skyway transitioning into an open catwalk above a block-long enclosed atrium behind the O.Broadway. As you walk across the busy catwalk on your way to the Black Bldg, a familiar voice calls your name... | By Alvin B
Comment 16	Actually, a fun little fact is that the majority of the skyways in downtown Minneapolis are owned privately by the building developers, which is why there's no uniform hours set for the who system. Each building is allowed to open/close them when they want, since they connect to their buildings. | By Matthew F
Comment 17	pt 2: ...above sublevel parking. Surround the atrium w/mom & pops and add offices/studios/apts atop them. Entering this complex, the skyway would convert to a catwalk over the atrium. Glass-walled elevators would take people to the upper floors & parking ramp. Branch the skyway to NDSU's new arts college & then south over the RR tracks & Main along 8th St...build another branch of skyway from the atrium over NP Av going north. Exercise a bit of 'surgical eminent domain' & run the skyway through the new Cityscapes bldg & then across 1st Av N & into the Black Bldg - as the skyway expands, spaces that are now vacant would likely fill/sell quickly. (more property taxe$) But the city has to take the lead! | By Alvin B

Comment 18	This is a great idea, but it would obviously be the city that adds to the skyway system - it's infrastructure. A complaint I've heard over the years is that the existing skyway 'doesn't go anywhere'. That could be remedied by careful placement of future segments. E.g., nobody likes to wait for a mile-long train in belo zero weather. Let's add a nice wide piece of skyway across Main Av. & the RR tracks @ Main & Broadway. Run it from the new (under-utilized) Island Park Parking Ramp over Main & the RR tracks. The ramp already has the infrastructure we need S. of Main: elevators & stairs. But don't just build a skyway - move the parking on both sides of the tracks sublevel & stipulate mom & pop stores on ground level w/apts/studios over them. Run the skyway through the new bldg & then into a huge lushly green solarium on the N side of the RR tracks, and from there across Broadway to the parking lot in back of the Old Broadway where we build a huge atrium complex above sublevel parking.. | By Alvin B
Comment 19	Jeff, if it could potentially be an economy on it's own, why would you expand it only if NDSU expands? There's thousands of other folks downtown during the business day who could also benefit from an expanded skyway, especially with additional office and residential towers. | By Matthew F
Comment 20	Agree but only if its part of an NDSU expansión. Students would be the biggest users. If its done right It can be huye. The skyway un Minneapolis os an economy un itself. | By jeff H
Comment 21	I definitely concur Erin! | By Matthew F
Comment 22	Use the additional skyway space - to incorporate more art - either permanent murals or rotating shows with different artists. | By Erin K
Idea Title	better bus routes
Idea Detail	It would be great if we could have better bus service that made riding the bus more efficient. I can't wait 30 minutes for the bus right now when I can drive to any location in 15 minutes. It's just not practical. If the service happened more often, I would happily ride the bus. I would happily pay for it, too. It would be more economical, more communal, more environmental
Idea Author	Dayna D
Number of Seconds	12
Number of Points	9
Number of Comments	4
Comment 1	Here's a pretty interesting article talking about the relationship between transportation and how a city is laid out: http://www.pps.org/articles/integrating-land-use-and-transportation-planning-through-placemaking/ | By Durga V
Comment 2	The reason PUBLIC transportation is so difficult in our city is that historically we'd built it for PRIVATE transportation---lots of ever-widening streets, parking lots, development that is spread out further and further apart, etc. I think this is the crux of the relationship between land use and transportation. We can't have an efficient public transportation system without higher density. And we can't have higher density if we continue to develop more and more 1950s era suburbs. You know what I mean? There's a reason that NDSU gets 15min bus schedules, they have a much greater density of people in that area than anywhere else. I think it will take a long time and constant dedication to make public transportation convenient for everyone. But it's very exciting to see that Fargoans are interested in working towards that goal! :D | By Durga V
Comment 3	Although I heartily second it! | By Andrew M
Comment 4	I like the general premise, but I'm wondering how we might implement this. Some routes happen once an hour and others every 15 minutes. | By Andrew M
Idea Title	Mix business with pleasure
Idea Detail	I want a city that is quaint, enjoyable, and visually pleasing. One that I want to walk in and enjoy and whose walking paths doesn't take me by massive parking lots or force me to walk miles to get form store to. I want a city that has something to offer in all seasons, and not one that encourages me to race around in my car to get here and there. I want a city that allows it's local farmers to sell their food on as many corners as possible, and preferably close to residences. I want to take the bus to work and actually have it be convenient and time effective. I want my "residential area" to be allowed to put up coffee shops, and small restaurants and shops so my "residental area" becomes a more of a "part of town" - a feeling and a way of life. One where i can stroll or do errands, but either way i want to enjoy it and I want my kids to enjoy it. Right now I fear that Fargo has put itself on this path of people live over here, work over there, and shop and eat here and I think it all needs to start mingling together or the city will always look the same and we will always be racing around in our cars and not truly enjoying the city and our lives.
Idea Author	rachel G
Number of Seconds	12
Number of Points	9
Number of Comments	5
Comment 1	I agree. I recently returned to Fargo from Boston, always loved the friendliness of N.Dakotans. I reside on the south side. Now I find myself always jumping into my car to get a cup of coffee and to relax. We are starving for more creative places where we can shop, eat and relax without having to run always to West Acres! Ronaldo | By Ronaldo Y
Comment 2	This is possible if we look at zoning to encourage ingenious and local solutions (In-law back housing, for people coming back to an empty nest), denser townhomes, etc. | By Andrew M
Comment 3	Excellent ideas, Jersey Girl! I totally "second the idea". We live in one of the oldest areas of Fargo. Our goal is to walk to our entertainment, cultural events, coffee houses, restaurants, parks. We feel that everything we need is close to us. I am self-employed and work out of my home. My husband walks to work 90% of the time. The bike path is close to our home and we can bike, walk, ski when we want. These same opportunities need to be available in other neighborhoods around the city. I would like to see the corner market return to the neighborhoods. I don't mean the Stop & Go or Cenex stores, but unique businesses that allow for an intimacy lacking in modern neighborhoods...that chance for neighbors to chat with neighbors while getting bread, milk, eggs, cheese, and fresh produce. | By Emily W
Comment 4	I lived in Florida for a few years and our city is laid out nicely. I remember in one neighborhood they had a trailer court, strip mall, and fancy house, and apartment complex on 4 corners. It looked ridiculous. I think you want the rest of Fargo to be more like downtown. To do that they need to build more high end apartments on the top of strip malls. Kind of like the development in osgood. It has the cool looking old buildings with brick and nice apartments. Its the only way to bring downtown to residential neighborhoods without looking like Florida. That starts with the style of buildings people build. Im so sick of seeing the same cookie cutter strip malls. They are ugly and don't see a lot of success. They have the right idea with the development in front of Home Depot. Great looking buildings, impressive store fronts, and great anchor restaurants. | By jeff H
Comment 5	I agree. It's a huge drawback of the city layout right now. It wasn't so difficult when I lived and worked downtown but once I moved to south Fargo it's been tough. I intentionally moved close enough to work to walk but then there's no options for food nearby so I have to drive to eat or buy groceries. It could be solved with some bistros and smaller, local grocery shops instead of the megaplexes we have now. Or more frequent busses so we wouldn't have to drive to the megaplex. Or a couple roads that aren't busy and 40mph so bikers could feel safe on them. Or bike lanes. Or enough bike paths to get off the roads entirely. I'm sure there's more options but it's good to get the conversation started | By Jem J
Idea Title	SkyBridge

GO 2030

Idea Detail	Brand the actual Skyway system downtown and sell it as such. It works for London's "Underground"... Might I suggest: SkyBridge AirWalk and then start revamping it so it doesn't look so dated. Look how nice Concordia's skyway looks as it crosses over 8th, and how nice many of the skywalks in downtown Minneapolis look. Note, you can also have duo storey skywalks connecting a building as we
Idea Author	Matthew F
Number of Seconds	11
Number of Points	9
Number of Comments	11
Comment 1	The sky way over 3rd Ave between the American Federal Bank and the building across the street, used to have a restaurant in it. When Metropolitan Bank moved out it closed down. To bad as they had good breakfast and lunches in the skyway | By Bruce
Comment 2	At NDSU I had a project about the downtown skyway system. I didn't even know it existed until then because it's so blah you don't even notice it! Brighten it up and bring some art to the downtown area. So many other cities express themselves through art and that is something that downtown Fargo needs dearly. The skyway could become a major way to move around downtown if it were more noticeable and enjoyable to be in. | By Casey S
Comment 3	The skyway system in Minneapolis is good because it has businesses in the skyway system itself. You can get a coffee, eat lunch, and get your shoes shined on your lunch break. Its almost like an economy in itself. It services all the people who work downtown. | By jeff
Comment 4	Agreed. | By Matthew F
Comment 5	I kind of like all these SkyBridge/Skyway ideas... it adds to making the downtown very walkable YEAR ROUND. | By Johnathan G
Comment 6	Fargo could add it to my idea of a pedestrian bridge over the RR tracks on Main Ave. Just too many trains and just too many train pedestrian deaths. | By Bruce B
Comment 7	Combine this idea with the other ideas of expanding the skyway system. I think that SkyBridge would work as a brand... | By Amber B
Comment 8	Mini-Minneapolis! | By Andrew M
Comment 9	I think this is extremely doable as well in the next 20-30 yrs. The city needs to get smart about development and positioning itself to compete the other mid-range population centers in the country. | By Matthew I
Comment 10	LOVE this! | By Andrew M
Comment 11	Another name could be "ArtWalk". | By Erin K
Idea Title	Increase Time For Ideas
Idea Detail	This site has barely been up for a little over 2-3 months. In order to properly collect feedback from more citizens, including all of the college students not currently here due to it being Summer, I say keep this site open and actively collecting feedback. Push the timeline for accepting feedback back to later this Fall, say October. THEN start the analysis process. You're leaving out a key demographic of our population by running this when the college students aren't here. Plus, it'll give you more time to advertise the site and collect even more feedback and ideas!
Idea Author	Matthew F
Number of Seconds	5
Number of Points	9
Number of Comments	1
Comment 1	Did they partially respond? I see that the closing date is JULY 30; we've got another month, it appears. | By Beth P
Idea Title	Downtown pedestrian overpasses over the railroads
Idea Detail	I know many people who wish they could, as pedestrians, cross the railroad tracks when a train is going by. I'm envisioning that this could be done in two locations, both about half a block west of Broadway, one for each set of tracks that goes through downtown. They could be done gradually, one at a time, and then they could be made longer and longer until they met, and then they could gradually have roofs added, and then making them enclosed, and then climate controlled, and then they would be part of an expanded skywalk that would connect with the rest of the skywalk through the second story back of the Black Building
Idea Author	Andrew C
Number of Seconds	4
Number of Points	9
Number of Comments	11
Comment 1	Two many have died on these RR tracks. A skyway or bridge or pedestrian tunnel has to be placed to stop these senseless deaths. Either that or move the tracks out of town. | By Bruce E
Comment 2	Cost and feasibility are against this idea pretty heavily. In order for a 'pedestrian overpass' to even be viable you would have to rise 15-20'(depending on max. train height?) above grade then would have to attain a maximum sloping ramp at 8.33% away from peak of the 'overpass' to comply with ADA regulations. Also, putting a train under a river would be a monumental project for the City and the State to try and take on. There are maximum slope regulations for train tracks too... | By Bryan L
Comment 3	But I strayed...sorry I got off topic....this idea is for an overpass over the tracks...a GREAT idea. I second and third this idea. The trains are too long to have to wait. We should be a progressive town and do things like this NOW. We have had many accolades lately about our city, but we do not have that WOW factor The one that gets peoples attention and smacks them. We need to do something and I believe this is a start. Sorry for that last ramble....I do not hate the railroad, just need to work aroun them. | By Bruce T
Comment 4	Ever try to get the railroad to do anything? See the changes they have made in the last 200 years? Not many. They are like their own country and have their own rules. That is why it took sooooo long to get the whistle-free zone, and they still can whistle without consequence. They have their own rules which were made during the stone age and will not change wihtout an act of congress. Maybe if the City goes to them as a group you have a chance in ..... Of course the railroad could stop running during a flood...Ha ha. | By Bruce T
Comment 5	I would be absolutely FINE with going under the river... think steel and concrete tube that's probably 3 ft thick... We are also talking about a distance of probably 250 ft... that's all | By Matthew F
Comment 6	As a train rider, and as a person who has seen the river flood, I wouldn't feel comfortable going under the Red River. | By Andrew C
Comment 7	In terms of the water issue, I was thinking, they'd basically tunnel under the Red River... and then immediately come right back up... I'd imagine the lowest the tracks would have to go is about 65-70 ft.... | By Matthew I
Comment 8	Yes, maybe I did go a little overboard, but I thought that better to start with overboard and scale back than the other way. @fmmetroplex : I hear what you are saying, but I do have one concern when I think of subgrading the railroads: would that likely yield some issues with how the flooding could impact this? (Railroads can't raise or lower quickly, and if they're low in town, that means they'd be low by the river, and that means river water could come into town by way of the railroad. Right?) | By Andrew C
Comment 9	People aren't the only things trying to get across the tracks when a train comes barreling through town... :) | By Matthew F

Comment 10	I agree with the idea. The submitter went a little overboard with the last part of the second paragraph (3rd sentence). Just getting a bridge over the tracks that would work in any weather condition would help tremendously. I think it would be great for business also and help both Broadway and Main Avenue area. I believe the originators of the downtown skyway had the bridge over the tracks at Broadway in the plan but it was never done. Good idea Andrew. | By Bruce T
Comment 11	I'd rather they completely subgrade the railroads as they travel the 2 miles through downtown Fargo and downtown Moorhead. | By Matthew F
Idea Title	Inclusively Family-Oriented Quality of Life
Idea Detail	During the meeting with the team and the city, the entire room kept coming back to Family and Quality of Life. Make both central. Make both inclusive.
Idea Author	Andrew M
Number of Seconds	3
Number of Points	9
Number of Comments	0
Idea Title	No more 3 story Apartment Buildings cluttering up Precious Space
Idea Detail	My Idea would be to come up with a new standard of building multi-family housing that would limit builders to provide more green space along main roadways and not block the limited views we have due to the flatness of our terrain. I'm not saying that we ban apartment buildings, but can't we build them with a little more architectural flair than the standard cookie cutter 3 story buildings we have lining every roadway in the cities of Fargo-Moorhead and West Fargo? How about building a newer complex off the road, 6 stories or more higher, with intricate courtyards and underground parking, and make something that not only provides a function, but also a part of the landscape
Idea Author	Steve S
Number of Seconds	13
Number of Points	8
Number of Comments	16
Comment 1	Many comments are correct about reasons that 3 story apartment buildings get built. Another reason is building codes. Building codes get more restrictive when you build above 3 stories. Codes changed a few years ago that required all apartment buildings to be sprinklered, and that made the apartment building industry go from 2 to 3 story. 2 stories less than 16 units were exempt. There are many comments here that discuss all the reasons that there are 3 story buildings and for the most part all are correct. It would take he City of Fargo to make progressive changes to its land development code that would include asthetics provisions in it. That way there would be some restricts on development and building. God luck making your changes. And so DrTooth and everybody else knows, I purchased a 105 year old building downtown and spent hundreds of thousands to update and upgrade. I have done a little to make Fargo a better place to live, work and look at. | By Bruce T
Comment 2	poor guys, I'm sorry you had a bad experience. My table was pretty awesome yesterday! As for dr tooth--I'm not sure I really understand what he/she is saying. That no one has any right to build anything? And also that we should build things ourselves? what?? | By Durga
Comment 3	What is your idea for the Future? Hmmmm, how about we start building the future and stop building crap. Sorry to vent, but I feel the frustrations of many other progressionist in the area that hate to see progress get stymied because of polical or financial gain prevents them from forward thinking and leaping at a chance to make a change for not just something better, but a chance to make a statement about who we are and what we can be...An Identity of our own!!!! | By Steve S
Comment 4	After attending last nights go2030townhall meeting and getting stuck with a NIMBY at my table against any development of North Fargo, and reading Dr. Tooth's comments again down below, along with albedo's and RJ's on the tax issues... it's just down right dang depressing the reality that Fargo is a two-job income place to live in base cost dwellings and nothing is really going to change that. *sigh* and on top of that, people are fine with this... perhaps I should start looking to move to a more progressive community such as Seattle... Fighting the typical North Dakota mentalities are like trying to move a boulder... physicall and emotionally draining... | By Matthew
Comment 5	RJ, that information is both fascinating and dreadful. A few years ago a friend of mine made an interesting observation about the apartment district in the SW part of town. As we drove by 3 large identical apartment complexes nearing completion, he looked over at me and said derisively, 'Nice barracks'. He was right. These weren't places for really *living*...they were filing cabinets. You've illustrated nicely how even something as abstract as tax law can have a powerful effect on the built environment. Unfortunately in this case, the cumulative results of these myopic laws have clearly resulted in neighborhoods that are often uninspired, boringly repetitive and damaging to one's spirit. | By Alvin B
Comment 6	In understanding why the standard 39 unit apartment is repeated over & over again, it is the most cost effective/profitable development from a builder's perspective. Sadly, building further upwards in Fargo becomes increasingly problematic & expensive because of the clay soil. Not trying to justify or defend any practice of development, just some reasons why things have been the way they are. You see a lot of these units built because the lenders & developers know that these properties are bankable. In addition, the tax laws/capital gains loopholes allow for property owners of these larger buildings to "flip" an "older" property that has used their depreciation for a new one via the 1031 exchange. The kind of buildings you see so often are often built to meet the demands of people who need this "flip". It has sadly little to do with other concerns. It is a great way to avoid taxes for those folks. Not advocating the approach, just shedding some insight on the practice. | By BCO_I
Comment 7	Drtooth, it pains me to see you take such a harsh position on an idea that was designed to help inprove the asthetics of our ever growing community. We are not looking at ideas that would change the cost of rentals, that is up to the owners of the developments. We are merely looking for ideas on how to improve o city.Unfortunately, many apartment complexes, although they look nice for the first 10 years, eventually will get run down and end up as low income properties, which not only degrade the lookof our city, but catastrophically decreases the property values of everything around them. | By Steve S
Comment 8	If I'm not mistaken, several years ago the city planning dept. actually admitted that the densely built up apartment district in the vicinity of West Acres would eventually end up being Fargo's first slum area. Which makes you wonder: why in the world did they grant so many concentrated cookie-cutter building permits in the first place? | By Alvin E
Comment 9	Actually, it wouldn't surprise me to find out Drtooth actually owns a couple of rental properties in the metropolitan area and is just pre-emptively attempting to squash the voice of people fed up with the low quality apartments that flood the FM market. Wouldn't be surprised at all... :P | By Matthew F

Comment 10	Drtooth, you are the main reason things in this area needs to change. Your mentality of absolute minimal cost for everything is what drives alot of the talent away from our great city. Don't you think it's a bit of a stretch to label us insane? Please, get a grip. The whole purpose of this board is to identify ideas to improve our city and the lives of the people in it. I'd like to see even SMALL improvements. Take for example a majority of the buildings around the area have NO soundproofing in them what so ever. You'll easily hear everything your neighbors do. I know plenty of folks who would pay an extra $100/month in rent if they knew the unit was guaranteed to be quiet. Everything around here is done for the absolute lowest cost and that'll eventually come back and bite you in the ass with maintenance costs. | By Matthew F
Comment 11	i think nobody should be allowed to build anything. ever. they have NO RIGHT to change the land from what it was before. i dont care if they own the land or not. we have rights as well! even if that means taking away the rights of others. you people are insane..... youre the same crew that always has 'ideas', but never does anything substantive yourself. you want everyone else to do the heavy lifting. if you dont like things the way they are change them by building things yourself the 'right' way. after the first couple buildings you build that cost twice what the building next door does.....and nobody can afford to rent it.....you will see why things are the way they are. | By Pete P
Comment 12	Oh I definitely agree Durdon, business owners are in business to make as much money as possible, but there's a point where cutting costs is going to ding you in the end, especially with lower quality construction for many of these new buildings. They need constant maintenance. I remember my last apartment buildin they had to replace the water heater, several pipes, the concrete driveway, our own apartment had water damage due to them not putting a drain in the washer/dryer room, and the list goes on... I don't like to quote tv personalities, but it's kinda like Mike Holmes says... "if you're going to do it, do it right". I also think the folks in this region just tend to "accept" what's offered to them. If more people would start complaining about the quality of these places, I think we'd start seeing some change. | By Matthew F
Comment 13	@fmmetroplex, haha...property owners run businesses and their main priority, of course, is to make as much money as possible! But you are right, this priority does tend to eclipse all other concerns:(In this context, I think it becomes very easy to forget that the built environment has a near permanent impact on the landscape. And we end up building for sho term profits, with little consideration to the architectural/urban design legacy these buildings leave behind. | By Durga '
Comment 14	I agree. It reminds me of cookie cutter low income community homes. Before you know it the entire city will look like a fortress of low income. | By jeff H
Comment 15	Considering how cheap rents are in fargo, I think there would be a little leeway in improving building standards without hurting development or affordability of housing. | By michael G
Comment 16	I second this idea... why stop at 6 stories... also we need to promote better building standards for these apartment complexes (many of them are cheap construction). How about giving incentives to build with newer technologies and materials (QuietRock). Just spending a little more money per apartment would make a world of difference, but the property owners around here all seem to do everything for the bottom dollar. | By Matthew F
Idea Title	Expand Fargo Skywalk all the way to the Moorhead Center Mall
Idea Detail	I'm dreaming and reaching for the stars here, but I think that somehow expanding the skywalk all the way to the Moorhead Center Mall could work wonders in so many ways: 1. It would provide a much larger indoor walking area for people who like the riverwalk view but can't really enjoy the riverwalk during either winter or flood seasons. 2. It would make for a defining feature of the area (just imagine being able to state that the two city halls cooperate so well together than they even built a walkway between them). 3. It would help expand the usable downtown retail space opportunities in the winter (much of this expansion would leave open areas in which shops could be added, in essence connecting the Black Building and the Moorhead Center Mall together into a supermall, as it were), making it so that people could come to downtown for the same reasons that the go to the West Acres Mall: lots of things to see and do; yet it would also offer something that West Acres can't offer: a beautiful and safe view of the river, from above it.
Idea Author	Andrew C
Number of Seconds	9
Number of Points	8
Number of Comments	4
Comment 1	Jena Marie, see the comments under "Expanded skyway system" idea in this section... | By Alvin B
Comment 2	To avoid unanticipated consequences to the vitality of our businesses on the street level, it will be important to use Minneapolis Skyway Stystem as a case study of possible detrimental effects to street life. | By Jena S
Comment 3	I vote 'yea', also! Prediction: The F-M metros' central districts are going to become ever more vibrant, fun, and interesting as time goes by! (Good Lord willin', and if the creek don't rise.) | By Alvin B
Comment 4	There was a plan to connect the Civic to the Hjemkomst. Lets do it! | By Backman B
Idea Title	Performing Arts Area Downtown
Idea Detail	This is a different twist on the other idea I had for a combined performing arts center. Instead designate a portion of the downtown area (probably close to the Plains Art Museum) to be the "cultural area" of downtown. Small theatre companies could form (like Theatre A) and start building up a critical mass of arts/music/plays/entertainment.
Idea Author	Matthew F
Number of Seconds	7
Number of Points	8
Number of Comments	1
Comment 1	Arts districts in general: All arts. Art walk/tour. | By Coco S
Idea Title	Court Restaurants and Live Entertainment
Idea Detail	Fargo is suffering from a lack of non-chain restaurants. While a few chains are okay but it is the unique restaurants and nightlife that give a city its character. I travel in and out of Fargo fairly regularly and its difficult to eat in Fargo with clients considering the lack of high grade eating establishments. If Fargo had more restaurants with live entertainment, it could provide a real boost. Its surprising how much easier it is to get someone to brave the cold when they know they've got a spectacular evening ahead. Perhaps some tax advantages for new (local) non-chain startup restaurants or some benefits for a local culinary school. Recruiting some people from Minneapolis might not be a bad idea.
Idea Author	Robert S
Number of Seconds	6
Number of Points	8
Number of Comments	1

Comment 1	Yes. Need more places like the Ho Do. I liked the original Great Northern but that was a failed venture but if it existed today with the college population it may actually do well. I wish our Famous Daves was like the one in Minneapolis. We need chains like California Pizza Kitchen, Cheesecake Factory, and a Dave & Busters. | By jeff H
Idea Title	Redevelop Downtown Howard Johnson Area
Idea Detail	I know in the original city master plan before this new one, there was a proposal to build a multistorey hotel complex to the south of the Howard Johnson Inn downtown. In my other post, I suggested that we preserve that area for a city public park/plaza. Instead, I'd like to see the existing Howard Johnson Inn property be redeveloped with a high rise hotel. Getting rid of the existing hotel structure would allow opening up 3rd St. N as well to connect up 3rd Ave. N and 4th Ave. N. The other thing is there a numerous single storey buildings in that 6 city block radius. This is a terrible waste of space. Get a serious developer in there to create a minineighborhood on those 6 blocks with highrise buildings and walkable shops on the first 1-2 floors. That area of downtown is prime for development and could really be a spot to attract people downtown if it's done correctly.
Idea Author	Matthew F
Number of Seconds	5
Number of Points	7
Number of Comments	3
Comment 1	The public park/plaza could include bocce ball courts. This sport is rapidly gaining popularity because all ages can easily play it in a small area. My last visit to Boston I noticed they had several courts near the waterfront and they were heavily used. People can take breaks during the day or lunch hour to 'throw a round' and they can use them for tournaments. It is another way to bring a bit of green space to our little downtown concrete jungle. | By Rebecca M
Comment 2	Grand Forks riverfront is lovely. | By Abby G
Comment 3	Very interesting, fm! | By Alvin B
Idea Title	Pocket parks in water retention (dry pond locations)
Idea Detail	We have plenty of areas where we need to temporarily store water in a heavy rain event. Take just north of Barnes & Noble on 42nd for instance. It is large enough for trees, basketball, tennis, or hardscapes that being under water for a week would not harm this area. Otherwise it is an empty pit of grass. The park district would just need to work with some landscape architects to come up with a functional plan for these areas.
Idea Author	Philip S
Number of Seconds	5
Number of Points	7
Number of Comments	0
Idea Title	Welcome To Fargo Signs
Idea Detail	The city of Chicago is famous for having the "Welcome to Chicago" and "Welcome to O'Hare International Airport" sign over their freeway system... (think back to the intro for 80's show Perfect Strangers - see attached video - about 20 secs in)... http://www.flickr.com/photos/rllayman/2384531929/ We should add signs over the freeway system (in each direction) as people are about to drive into the city on I29 and I94. The pictures should be done professionally and be things that folks identify with Fargo... like the Fargo Theater Marquee... This is an excellent opportunity to brand the city and have people from other states start calling us by that name... I'm thinking "Silicon Prairie"... I think we'd be the first city (even though several refer to themselves as this) to explicitly call it out. We should also have smaller signs around the city like "Welcome to Downtown - We're Glad Your Here!", "Now Leaving Downtown Fargo - We look forward to seeing you soon!" Here's a few ideas: Welcome to Fargo - the Silicon Prairie Welcome to Fargo - the Gateway to North Dakota Welcome to Fargo - home of the NDSU Bison Welcome to Fargo - our roads are definitely better than MN
Idea Author	Matthew F
Number of Seconds	4
Number of Points	7
Number of Comments	4
Comment 1	Totally agreed with you, [art][design][fargo2030]. Make it attractive to our visitors, so that they will go all the way up to downtown. | By Keshika D
Comment 2	I would like there to be signage that refers visitors to Downtown Fargo. Visitors to Fargo from I-94 & I-29 think that the West Acres area is downtown Fargo and have no idea that there is an exceptional historic downtown nearby. | By Alp .
Comment 3	Oh definitely! If they were digital, they could be changed on a whim! | By Matthew F
Comment 4	This is a good place for it since the highway goes through some of the busiest parts of our city. Wouldn't it be cool if the message after the dash could change every day! That would give us the opportunity to occasionally include some cheeky slogans like your last one. :) | By Catherine W
Idea Title	Build on the social capital already present in Fargo
Idea Detail	Social capital is the "capacity of groups of people to act collectively to solve problems" (Coleman 1990). Fargo already has obvious social capital as evidence by the flood fight. This social capital can be further built by engaging folks in this planning process. What might be a good idea is to get schools both k-12 and the universities to respond to the early products of the GO2030 plan. This will expose the future citizens to the problems that are coming but also could give them training on how to act collectively and practice on how to think critically about future problems.
Idea Author	Jack N
Number of Seconds	13
Number of Points	6
Number of Comments	3
Comment 1	I also second this idea! Building community through social capital is THE way of the future (and present!). I would add that we need to be intentional about inclucing the rich perspectives of our culturally diverse neighbors. | By Sandra E
Comment 2	Jack N, extremely kick butt idea!!! | By Matthew F

Comment 3	Freaking amazing way of looking at this. Seconded! | By Andrew M
Idea Title	Civic pride.
Idea Detail	First of all, there needs to be a recreation topic. It seems to me that Fargo has a great deal of civic pride. After the flooding started to get bad we saw our city band together. That said, the constant strain of it is wearing on that. Fargo already has some events that are open to everyone in the city, such as the marathon, but we could use more, especially in the winter. We all know winters are tough, especially with the impending nature of the flooding, and having more community events in December through February would really foster community involvement and lighten our moods. I don't have a lot of specific suggestions, but here is one. How about a snow sculpture contest? Participants could submit their address and a small entry fee to the city and judges could go around and pick the best of them. Winners would receive a portion of the proceeds (there could be multiple winners). This idea was based on seeing the snow sculpture outside Royal Jewelers on Broadway this last winter.
Idea Author	Case D
Number of Seconds	10
Number of Points	6
Number of Comments	7
Comment 1	Fargo rightfully takes great pride in its social capital--how everyone joins together for the greater good of all--during the flood seasons. But wouldn't it be great to show that pride and joy in living here when it wasn't during a crisis? Something like this, which is also from Grand Rapids, MI: http://www.youtube.com/watch?v=ZPjjZCO67WI | By Beth F
Comment 2	Like in Grand Rapids, MI! http://lh3.ggpht.com/_D1nFMk0mo6Y/TSyQoa31_sI/AAAAAAAAAWE/3S5FxgXpSSs/RosaParksCircle-WinterSkating-HR.jpg | By Andrew M
Comment 3	Skating Rink in the Bank Plaza! | By Michael V
Comment 4	Case, have you looked at Winnipeg's winter festival? | By Andrew M
Comment 5	yes. Fargo had a winter carnival for years. | By troy L
Comment 6	Maybe you could propose a winter and a summer festival. | By Andrew M
Comment 7	Outdoor snow sculpture garden in the downtown? We could have it in the Bank Plaza. I still think we should find a way to create an ice rink downtown. It would get people outside in the winter. | By Andrew M
Idea Title	Advertise This Site Better
Idea Detail	There's less than a month remaining and the usage of the site could be much better... Plaster this site on billboards, the Forum, the local weather channel... Let's make sure we get everyone's voice in the planning process! :)
Idea Author	Matthew F
Number of Seconds	6
Number of Points	6
Number of Comments	6
Comment 1	I agree. It's July 15th. This site has been up since April and so far there are 96 ideas posted on this topic. For how big the Metro is, there should be thousands of ideas. Get the word out better! I happened upon this from flipping through my cable channels and seeing it mentioned in the televised city commission meeting. If I hadn't flipped the channel at the right time, I wouldn't have know about this forum. | By Alp A
Comment 2	Same here JG... and the fact of the matter is, the site closes after tomorrow, if I've been reading the city websites and posts correctly. I myself will be doing my last posts tonight, as I'm heading on vacation starting tomorrow. Of course, doesn't mean I won't hop online and check back in over the next few days to see the results... | By Matthew F
Comment 3	I haven't seen jack squat for advertising of this site, other than the city's website... | By Johnathan G
Comment 4	Agreed! | By Jeremy S
Comment 5	Excellent! | By Matthew F
Comment 6	Good news! The recent city newsletter had a nice story about this site! | By Alvin B
Idea Title	City Hall / Police Station / Fire Station
Idea Detail	I propose that we combine Fargo's downtown City Hall, Police Station, Fire Station, Central Emergency Center and other remedial city services so they are all located in a single building. This could be a new landmark highrise building for the downtown area. It could have underground parking for daily use and also for the police fleet and a garage for the city firetruck fleet. That way, everything would be centrally located in terms of government services.
Idea Author	Matthew F
Number of Seconds	5
Number of Points	6
Number of Comments	1
Comment 1	Convert the downtown fire hall on Roberts to a staging/delivery depot for neighboring business deliveries. Merchandise would be delivered from the depot to various retailers via small electric truck or hand cart. Expedite with video links from depot to businesses. | By Alvin I
Idea Title	Fargo Fire Festival
Idea Detail	In 1893, the city of Fargo was nearly destroyed by the Great Fargo Fire. The fire started in the 500 block of Main Avenue (then called Front Street) and decimated the primarily wooden structures of Fargo. The city was rebuilt, and in 1895 the first Fargo Fire Festival was held to celebrate the city's renewal. The event was held every year, growing bigger and better, until it was discontinued during World War I. A one-time 40th anniversary event was held in 1933. The Great Fargo Fire is a little-known story today... a shame considering interesting and heroic stories that should be told. Now and then a fire-related story will pop up in the news, but they're passing stories and don't do the event justice. It is time for a return of The Fargo Fire Festival. Set up walking tours of downtown, complete with blown-up photos of the fire's devastation. Highlight landmarks which survived, where the fire started, etc... Organize concerts (Firehouse? Earth, Wind, and Fire?), and fire-related events. Conduct hottest chili and buffalo wings competitions. Hold fire fighter competitions between area communities. Put on street dances downtown with fire-breathing street performers, etc... Hold kids races for the 'key to the fire alarm box' -- one factor that actually contributed to the slow response to the Fargo Fire. Encourage area businesses to participate and spread the word

Idea Author	troy L
Number of Seconds	4
Number of Points	6
Number of Comments	0
Idea Title	Handicapped pedestrian RR Bridge " The Bridge to the Future"
Idea Detail	I have designed a pedestrian bridge to go over the Main Ave. RR tracks. It would be an arch shape with two separated lanes one for pedestrians and the other for wheelchairs, walkers, handicapped scooters. It would have a ramp for bicycles and roller blades, however, there would be turn styles to prevent them from using them on the bridge. They can walk their bicycles but the turnstiles would prevent rollerblades from gaining any amount of speed. There also would be an elevator for the handicapped and senior citizens. This bridge would start on the empty grassy mall south of the RR tracks and end in the empty space north of the tracks. It would look similar to the pedestrian bridge over I-94. Only this would be enclosed and heated and air conditioned, like the sky ways. It is too bad I can not post my drawing of this bridge on this site. One of my suggestions is for one to be able to post their pictures of their ideas on this site. I would like to show off my idea.
Idea Author	Bruce B
Number of Seconds	4
Number of Points	6
Number of Comments	2
Comment 1	I love the idea of inclusiveness being sculpted into the landscape. | By Andrew M
Comment 2	I like it! Since it would be much like the skyways, perhaps it could even be part of an expansion of them! | By Andrew C
Idea Title	expand broadway
Idea Detail	Broadway is the coolest street in fargo. Once you get to 6th Avenue you have the 2 churches and then Sanford. Then you have a boring 10 block stretch of ordinary looking houses and condos. What if we had more businesses there? Im talking classic brick buildings with cool neon lights that look like they belong downtown? Over time they could be extended. The key is they would have to look historic as we don't want north broadway to look like 13th Avenu
Idea Author	jeff H
Number of Seconds	3
Number of Points	6
Number of Comments	3
Comment 1	EVERY street downtown Fargo should be like Broadway in terms of the amenities offered, if not more... The whole downtown area should be it's own mini city that's walkable and also transit and vehicle friendly. Eliminate the diagonal parking and implement parallel parking to make it safer for people getting out of their vehicles and also parking. We need much more density downtown and it's going to take at least 20 yrs to get there. | By Amber B
Comment 2	Downtown is more than just Broadway. I understand your point, but we need to get folks to look around. NP Avenue boasts a community bicycle workshop, future public health facility, a number of young entrepreneurs building, 1st Ave has the library, green market, bars, orange records, revolver, under radar, dk framing and more and Main Avenue is often overlooked as a car only route. Main has a variety of international markets, the red raven espresso parlor, artist studios, theatre b, upcoming rhombus guys, christian eggert repair shop, whew! I think the reality is creating a more interesting vibrant 'district' that is more access in a area rather than one long street. | By Sara W
Comment 3	I think we could turn other streets downtown into this as well. It would be easier as you wouldn't have to fight residential properties and also rezone properties... | By Matthew F
Idea Title	Redevelop Downtown Moorhead
Idea Detail	Yes, I realize that this is all supposed to be part of revitalizing Fargo, but I think that the two downtowns are much stronger if there's more collaboration between the two. Also, if developments are planned better, there can be better interaction over the river... I see downtown Moorhead connecting up to downtown Fargo with at least 3 SkyBridge systems. Also, the more people you can attract to downtown Moorhead, the stronger the economic impact will be on downtown Fargo. There's alot of potential in downtown Fargo, but there's also a considerable deal of potential in downtown Moorhead
Idea Author	Matthew F
Number of Seconds	8
Number of Points	5
Number of Comments	1
Comment 1	They really need to get rid of the "industrial" feel in Moorhead... maybe install some facades on some of the building. Get rid of the ugly, faded, outdated colors on the Center Mall and replace it with natural stone. Install more windows, everywhere. Make it more walkable. Install/paint a looped path through the downtown area that crosses as few train tracks as possible, then offer self-guided historical tours along it. Remove the concrete/asphalt and replace it with colorful, beautiful bricks. | By Ashley K
Idea Title	Creative meeting space - Third Place
Idea Detail	I would love to see a physical location where entrepreneurs and creative business people could gather, co-work, co-locate and brainstorm and incubate business ideas. I foresee this as a gathering place with lots of creative resources like books, audios, music, technology, paper, markers, mind-stimulating games, etc. I would love to have a location like this to use for larger group facilitations and speaker events as well as group coaching and as an off-site location for business groups who need strategic planning space and places to dream and plan. There are lots of locations in the U.S. where this co-working idea is taking off - I think Fargo is ready for this type of location! I've got lots of plans and dreams and research compiled. Let's make Fargo a creative mecca and take advantage of our wide open spaces to do some blue sky thinking, communicating and implementing!
Idea Author	Jodee B
Number of Seconds	6
Number of Points	5
Number of Comments	3
Comment 1	Seconded. Not a library because hopefully it's not the kind of place where you get shooshed for having a voice that carries. | By troy L
Comment 2	Add wine. Not to be cheeky here, but that makes the difference between such a place being like more time at the office or the library. With the long hours people work these days, I suspect that folks will want to relax when they recharge their creative juices. | By Catherine '

Comment 3	"as a gathering place with lots of creative resources like books, audios, music, technology, paper"----Sounds like the Library to me. | By Beth P
Idea Title	Dust off Project Tomorrow files from 1999-2000
Idea Detail	I think it would be great for those who have no memory of the last time the community did this & called it Project Tomorrow to be able to see the "action areas" that "stakeholders" came up with & compare the ideas then to the ideas now. Many are similar. It would be great to get more new blood involved in bringing change to Fargo & also more interesting to show what actually did get accomplished last time this took place under a different marketing effort. It could encourage folks to know that these things are heard & things have come about with some of the ideas that get considered
Idea Author	RCO J
Number of Seconds	6
Number of Points	5
Number of Comments	3
Comment 1	what is project tomorrow? Sounds interesting but don't know what is. | By Coco S
Comment 2	I've been living in Fargo for the last 15 yrs, and this is the first I've heard of it... | By Matthew F
Comment 3	Local history lessons! :D | By Durga V
Idea Title	Redevelop Moorhead Center Mall
Idea Detail	This one would be a cooperative effort between the developers and cities of Fargo/Moorhead... Moorhead Center Mall has so much potential, it's not even funny. First, transfer ownership of the mall to a serious developer. The existing owners aren't very serious about building up the mall. Second, tear the entire structure down and make it a multilevel complex with underground parking. I envision a 4-5 storey shopping complex that could be setup so the middle of the walk area is actually outdoors (or at least open air). It could have panels that can be added on the roof for winter seasons... Even in winter seasons, make it still feel like you are shopping outdoors by adding actual trees and other vegetation. A water feature wouldn't hurt either. Fill this mall with stores not found in West Acres Mall (I could easily list over 100 hundred potential stores). Third, get rid of the City Hall and build an actual Moorhead City Mall on another city block somewhere in downtown Moorhead to spur more growth as well. Kind of something similar to what's in the video, but not as tacky as Southern California. Finally have it connected to downtown Fargo as well, via the Skyway system (SkyBridge <- I'm liking this)
Idea Author	Matthew F
Number of Seconds	4
Number of Points	5
Number of Comments	4
Comment 1	A more successful Moorhead Center Mall actually benefits Fargo downtown too. Its sad that its so pathetic. It should do very well but the structure is so darn ugly that no serious tennant will take it seriously. They need to find 1Patriot or 2 great anchor stores and give Herbergers a deal,and get a good food court. Build it 3-4on stories high and start off by renting the bottom so it doesn't look like a morgue while its being rebuilt. Move city hall and when it fills up expand. C better yet put a movie theater next to it. Can you believe Moorhead only has 1 crusty old movie theater? | By jeff H
Comment 2	Make use of the mall's river-front location. Have the mall's stores and hallways face the river with large panoramic windows, and perhaps a skyway that crosses the river into Fargo. This creates a stronger bond between the cities as people won't feel compelled to use a car just to cross over to the mall from downtown Fargo. | By Keshika C
Comment 3	Another option: Leave the mall as is. Build a pedestrian skyway and/or ped underpass crossing the RR tracks that terminates very close to, or within the mall. Space for a new skyway should have been incorporated in to the new development on 4th St...now it would probably be routed mid-block between 4th & 5th Sts. Route the new skyway into a new solarium atop the south mall parking lot on Center Ave...also hook the skyway in to the old F-M building (The landlord of that bldg is going to suddenly get very busy!) Move the solarium parking subgrade. Preserve traffic lane on S side of mall bldg running from Center to 3rd ST. Add condos on the west end of the solarium facing the river (build atop piers west of 3rd St...this solarium is BIG)...linK condos via ped ramps to the parking ramp to the north. Add a restaurant at base of condos with large outdoor patio facing river. Wrap the solarium with small mom & pops w/store widows fronting Center Ave & 3rd (?) ST, w/small apartments on top. Build new apts/condos/etc on the north side of the mall ON TOP of the existing parking lots. Provide comfortable waiting areas in the solarium for the bus stop. | By Alvin B
Comment 4	You could also add a decent hotel to anchor this development as well. | By Matthew F
Idea Title	Open/Transparent Government
Idea Detail	SUNSHINE ON-LINE: Give online access to the budget summary, overtime per department and all contracts. This website is great, lets use similar technology so people can easily research what their government is doing as we progress towards our future Fargo.
Idea Author	Tyrone G
Number of Seconds	3
Number of Points	5
Number of Comments	1
Comment 1	I like the idea, but I think it could be more granular than just outlays. More of THIS kind of interaction. | By Andrew M

Idea Title	NDSU Football-Basketball more of a city event
Idea Detail	NDSU football and tailgating bring 20,000 to each event. NDSU Basketball will be getting a new arena (crosses fingers) soon. WHY aren't these events/games more embraced in Fargo? YOu goto Montana, Montana St, Northern Iowa, Madison, Ames Iowa..etc and the ENTIRE CITY is decked out in their school's colors and everywhere you go its an event, every bar/restaurant/hotel. FARGO NEEDS TO STEP UP SUPPORT OF NDSU EVENTS!
Idea Author	lakes B
Number of Seconds	3
Number of Points	5
Number of Comments	4
Comment 1	Can I get a hells yeah!!!!!! | By Danielle B
Comment 2	I just read an article that said the park wants to remove the NDSU softball diamonds. What a perfect opportunity to build an NDSU campsite/tailgating area! Its 1 block from the dome and it is within walking distance of all NDSU sports facilities. Many tailgaters travel with RVs and need a place to stay since tailgating ends a few hours after games.. this needs picnic tables, restrooms, grilling, electricity, and water. | By jeff H
Comment 3	They need to make the entire area more fan friendly. Why not put a walking ramp across 19th Avenue and use the dome parking lot and the land behind it to create a campsite and mega camp ground. It could be used by the dome during their outdoor events like ribfest. | By jeff |
Comment 4	I would love to see a lot of cold weather tailgating things. It would be cool to show up the Cheeseheads with our toughness. | By Andrew M
Idea Title	Broadway destination!!
Idea Detail	Create a town square/cultural center at the intersection of Broadway and 1st avenue south. Close 1st avenue south as dead end only from 4th street going west and and 7th street going west. Access into all businesses could be via 4th and 7th with little trouble. The cultural center could be a town square with various events being able to be held there with city approval. Island Park creates a great backdrop for the square along with plenty of parking (POP) as the ramp is close. Keep parking along the streets as much as possible. 1st Avenue could also be widened for all diagonal parking if possible. I have seen a plan for a theater area down by the river proposed by the City of Fargo plannin department. With all the flooding and anticipated wait for flood protection, I think bringing the theater/square onto 1st avenue would make a good alternative and could happen. Lets do it now because it is possible.
Idea Author	Bruce T
Number of Seconds	5
Number of Points	4
Number of Comments	4
Comment 1	Coffee shop?? Cafe? There are one of each on the SAME BLOCK!! Where are you from? I live in Fargo and that is a great location. If you have a better, put it out there. There are constructive ways to comment that jsut put it down without knowing what you are talking about. Where are you coming from with "there needs to be users at all times of the day and all seasons of the year".....I dont think the 5 squares in Minneapolis are used 'at all times of the year and in all seasons'. And "I am not sure this location would get the traffic needed"...well, there are 24,000 vehicles going through the intersection of Broadway and Main every day. More than most. I suggest you go sit at the current square in Fargo...good luck finding it. | By Bruce T
Comment 2	You are probably right, Jena. It might take a coffeeshop/cafe that's open, as well as some other amenities. | By Andrew M
Comment 3	In order for a town square/cultural center to be successful, there needs to be users at all times of the day and all seasons of the year. I am not sure this location would get the traffic needed as there are no amenities other than parking that would face/directly support this town square. | By Jena S
Comment 4	Nice! | By Andrew M
Idea Title	2030
Idea Detail	Summer forever in Downtown Fargo! _____ I envision a dome over the major downtown area. No traffic lights. A complete pedestrian zone. A weather-controlled environment with trees, fountains! Imagine a downtown Las Vegas dome with a Marienplatz atmosphere of Munchen, Germany! I know this is thinking way above the box - but this is a dream! Imagine a summer spot even in -20'F. Think of all the possibilities!
Idea Author	Ronaldo Y
Number of Seconds	3
Number of Points	4
Number of Comments	1
Comment 1	Eventually in the future, this could be possible. And would be big help in keeping the downtown area active in the winter. | By Keshika D
Idea Title	Charter school for gifted children
Idea Detail	It is common place to have special education for special needs children, who require *extra* attention. Everyone else goes to school together. But there are kids who are especially brainy, who get bored in the AP classes and are wholly unchallenged by a system that teaches to the "B" students. Our community is large enough to support a school that gives these children the additional challenge that they need to excel. It seems true that everyone thinks their kid is "above average". For such charter schools, children must TEST into them, with scores exceeding 95% of their peers to ensure that kids are well placed. Let's have such a school so that the potential of the very smart kids can be encouraged and supported rather than leaving them to make their own way.
Idea Author	Catherine W
Number of Seconds	6
Number of Points	3
Number of Comments	1
Comment 1	This could also be a gifted magnet school within the school district. | By Beth P
Idea Title	Shipping hub

GO 2030

Idea Detail	I think it would be worth exploring the development of a designated shipping hub similar to the Northern Plains Commerce Centre in Bismarck. I know the Bismarck facility failed or is idle, but something like this would perhaps be more pertinent for Fargo and could help spur further industrial development, and given Fargo's larger size and better location along two interstates, such a facility could be a successful endeavor for Fargo. Given the existing infrastructure near the airport (i.e. adjacent to I-29 and railroads), such a facility would be fairly simple to set up and could make Fargo an attractive city for larger corporations to set up manufacturing facilities in north/northwest Fargo and the rest of the metropolitan area. An expanded manufacturing sector would also further diversify Fargo's economy, making it (theoretically) even more stable and dynamic. Furthermore, if such a facility were available and eventually successful, the increased truck traffic could make an interstate or other major highway bypass around the north of the city a viable option for construction, providing a great avenue for further development to the north of town. Please feel free to provide feedback on such an idea; I know most of the ideas posted on here seem to be aesthetically based (or tourist/recreational based), but something like this could be a huge asset to existing and potential businesses in the area, and any potential duties on in/exports would provide a great funding boost for other projects in the area.
Idea Author	Brandyn E
Number of Seconds	5
Number of Points	3
Number of Comments	3
Comment 1	Yeah, it's definitely a sad day when folks thinks it's alright and part of globalization to lose a majority of our manufacturing base to third world countries. Fact is, America can't compete with someone willing to work for $10/day and less. Government better get their crap together and starting charging some serious tariff's on all imports coming into the country... heck, with a population of 310 million, I think the U.S. could handle less imports and do more home grown. In the end though, it's really the American people's choice. They choose to buy iPads, iPods, iPhones and other crap manufactured overseas. Unless we as a people wake up and realize what we are shoveling, I'm afraid the middle class is going to get smaller and smaller and eventually disappear. It'll be the ultra rich and lower class working for them the rest of their lives. | By Matthew I
Comment 2	Seconded. Unfortunately, I think manufacturing ANYTHING in the United States is doomed these days until our politicians decide to do something about outsourcing. As long as manufacuring something in China or Mexico or Korea costs 1/4 what it would in America, any manufacuring facility will be temporary. We just lost GEM to Iowa. How long before Iowa loses it to another country? | By troy L
Comment 3	I definitely concur on this one, in fact it just extends my "Intermodal Facility" post... Yeah, I'm not to sure why Bismarck attempted it as they have very little manufacturing and a market 1/2 our size. | By Matthew I
Idea Title	City/county consolidation.
Idea Detail	http://en.wikipedia.org/wiki/Consolidated_city-county With several dozen jurisdictions (Fargo, West Fargo, Horace, etc, their respective school districts, water districts, sewer, etc) on the Cass side of the river, consolidating the local governments and services would allow more effective and efficient government, eliminate some duplicate services, allow more detailed and thought out planning. These administrative tasks could be concentrated in a single location(such as the city hall tower proposed by producertroy elsewhere), making it easier for citizens to navigate the bureaucracy, which is currently spread throughout the city and county. Additionally, it would provide more equitable funding for areas with fewer resources, such as the smaller towns and school districts on the outskirts. A final potential upside would be to eliminate the petty, often meaningless rivalries between the cities and towns, and allow major issues to be confronted as a more unified entity.
Idea Author	michael G
Number of Seconds	4
Number of Points	3
Number of Comments	3
Comment 1	What? | By Matthew F
Comment 2	But socialism and redistribution of wealth! | By Andrew A
Comment 3	I second this idea. Instead of having all the population split up amongst so many smaller cities, we could combine everything into a single entity. It would also increase the new entity's buying and bargaining power. Imagine a city with the representation of 300k people instead of 130k, 60k, 40k, 10k and so on... | By Matthew F
Idea Title	Build it and they will come
Idea Detail	Remember "Field of Dreams", it worked right? Fargo is about as plain and boring of a cityscape as you could find in the US. Fargo needs to think outside the box, build something that would bring some attention and visitors to our area besides West Acres Mall for our budget conscience neighbors to the north (No Disrespect), but we have neighbors all around us that never come to Fargo, because there is nothing to draw them here. We need to find something (An Identity that defines who we are and were we're going). Isn't Fargo the Nano-Technology hub of the US? Why not promote that and bring in bigger businesse that would normally go to Triangle Park or Silicon Valley and bring them to Fargo. There is no limit to what we could offer up here, we just need to build it.
Idea Author	Steve S
Number of Seconds	5
Number of Points	2
Number of Comments	3
Comment 1	Agree completely. We're only known for bad things like floods and winters. We do a poor job promoting what we have. What is that? Great quality of life. Low unemployment. Abundant jobs. Low crime. Good schools. Nicer houses for less money. What do we have for entertainment? Quite a bit but we don't promote it. Rib Fest, Street Fair, the Fargodome, the Hub, a fun downtown, Blues Fest, Red Rive Valley Fair, Potato Days, NDSU Football, Redhawks, Force, etc... We do need a new identity. How about take the cold and run with it? Since we have snow. Be a snowmobiling state. Be an ice fishing state. Skiing. Ice skating. Hunting? Camping? We don't promote what we have. I for one am sick of people making fun of the fact that I live in Fargo. I think I have it great. | By jeff H
Comment 2	Sioux Falls has the falls, Winnepeg has the forks, Fargo and Grand Forks has the river, but we have left the river corridor alone...need to engage the river, and agree with Steve S | By Philip S
Comment 3	Agree! Ebb and Flow Festival. | By Coco S
Idea Title	DOWNTOWN MAIN AVE 'OFF-RAMP'

Idea Detail	Let's make it easier for visitors driving east along Main Ave to drive into the central district, when one of those 80 trains/day are crawling through town. Let's make 9th Street South (9th at Main) downtown Fargo's 'off-ramp' by placing new signage on that corner. When a train is in town, the sign would flash "TO HISTORIC DOWNTOWN", and drivers would turn south on 9th St S and then simply keep making right turns until they had crossed UNDER the dad-blasted train. Another right turn on to NP Avenue and they're heading into the central district. We could place large/standard eye-level signs w/arrows on the boulevards at every corner of the 'loop'
Idea Author	Alvin B
Number of Seconds	5
Number of Points	2
Number of Comments	1
Comment 1	Thats one of the best ideas on the board. MAIN Ave is so darn ugly. Is that the the 1st impression we want people to have of Fargo? Its a long and inconvenient drive downtown from main. Main doesn't have much to offer people anyway since its so industrial. Downtown is cool and is the face of Fargo. | By jeff H
Idea Title	FM Delivery Service
Idea Detail	I've been sitting on this idea for years thinking I'd actually do it some day, but what the heck... I never will. So somebody please do this. FM Delivery Service. An online store that will deliver virtually anything to your door in under an hour. During the dot com era, there was a very high profile failure of a business using a variant of this model, Kosmo.com. There are now successful versions all over the country. You rent or buy a warehouse, stock it with products people typically run to the store for, set up an online store, and start taking orders. Keys to success: charg a delivery fee and set a minimum order amount. Customers go online, purchase milk, pet food, diapers, groceries, snacks, DVDs, etc... all the things you would normally have to make a quick trip to the store for. Within an hour, a delivery person brings it to your house. In warm weather months, delivery people can use bikes, scooters, etc... to maximize efficiency. Contrary to delivery services we've already had in this town, you DON'T deliver prepared food from restaurants, just groceries etc... This way you don't have
Idea Author	troy L
Number of Seconds	2
Number of Points	0
Number of Comments	0
Idea Title	Fargo Walk Of Fame
Idea Detail	I think it would be cool to institute a Fargo Walk of Fame. We could incorporate a similar concept as the Hollywood Star on the Hollywood Walk of Fame, but add our own twist to it. I know there are concrete blocks of hand prints of famous people that have visited Fargo in the past at the Visitors Center but those have deteriorated over the years and many of them have cracks in them and are held together by caulking (talk about a pathetic fix) They also look incredibly cheap in quality. Perhaps we could have something along the lines of the Fargo Walk of Great Americans...:) Think of how involved people would get in their downtown by being able to nominate and vote for Great Americans... plus the attraction could be put online as well, letting all Americans vote... which would really give Fargo some national exposure... I don't think we'd want to limit this to just North Dakotans though, as I really get sick of being reminded that North Dakota's most famous person is Lawrence Welk (Sneeze Fest anyone?)
Idea Author	Matthew F
Number of Seconds	2
Number of Points	0
Number of Comments	2
Comment 1	Exactly! I think the perfect place for this would be to start outside the Fargo Theatre and just have it grow north and south along Broadway as we add individuals. I don't think it would be very expensive either. I've seen the new ones in person and they are a disappointment with how little maintenance has been done on them... I think something a little more flashy like what is done with the Hollywood Stars (it's italian marble and copper/brass) would be much nicer. My only concern though would be that you'd need some security in that area (cameras would be fine) as they'd be an easy target for vandalism. Also we should invite prior stars/fame back to install their new blocks. | By Matthew F
Comment 2	Maybe they could actually invite celebrities. Jewel wanted to sign it but she was never asked. The convention bureau? Big time joke. They should preserve what they have and improve the new ones. We have a good music history here. We have a celebrity golf tournament too. Easy access | By jeff H
Idea Title	Real Taxicab Company
Idea Detail	We've got two taxi cab companies in the Fargo-Moorhead metro and they look nothing like regular taxi cabs... could we hint to one of them to actually make their automobiles to actually look like real taxis??? Heck one of them even has 'Yellow Checkered Cab' in the business name, yet none of them are checkered OR yellow... get some character! Identity! It's a small thing, but adds to the overall identity of the city... New York is FAMOUS for it's Yellow Taxis...
Idea Author	Matthew F
Number of Seconds	2
Number of Points	0
Number of Comments	3
Comment 1	If Fargo were to create its own identity, the cabs should be neon green or have a unique graphic, similar to the NDSU graphics on the city buses. | By Alp A
Comment 2	He he he, cool metro... yeah it's private company, but maybe the city could "urge" the taxi companies to be more original.... | By Johnathan G
Comment 3	This is more private company type stuff, but still I like the idea. :) | By Amber B
Idea Title	Develop Chinese Garden
Idea Detail	This is just one of the many things we can do to show that Fargo is ready to be an international city. I've been to the one in Vancouver and it's quite beautiful and relaxing.
Idea Author	Matthew F
Number of Seconds	2

Number of Points	0
Number of Comments	8
Comment 1	I think it would go very well into a development downtown as well... | By Matthew F
Comment 2	I seem to recall that an Oriental garden is being planned somewhere up in north Fargo...I think it was just off University along 24th Avenue. I'm really looking forward to it! | By Alvin E
Comment 3	Nothing wrong with making the city more diverse | By Amber B
Comment 4	Right- culture evolves and we have students from everywhere; most of them moving on after graduation. But we have communities of new *permanent* residents that hail from very specific places- Serbia, Sudan, Vietnam, Cambodia. I'm not suggesting redoing the "Fargo" movie. I'm just suggesting that that you improve your idea by picking an an in-situ culture (i.e. Sudanese). You can never overdo authenticity. | By Catherine W
Comment 5	I think it's pretty much a mix. I know several Asian people attending NDSU right now from South Korea, China, Thialand and Japan... I understand the authenticity, but it's been overdone... to the point where we have a movie based upon the "Fargo Culture"...dontcha know, you betcha... | By Matthew F
Comment 6	I got that. My suggestion is in the spirit of authenticity. :) Most of our Asian folks hail from Vietnam, do they not? | By Catherine W
Comment 7	I guess I was really coming from the angle of Fargo turning into a more "international city"... sorry if you didn't catch that. Hence, we'd be more accepting of other cultures wanting to move into our area and there's already a growing Asian community here. Besides, I think we've already done the lutefisk, sauerkrat, neophla soup and other "traditional" foods to death. | By Matthew
Comment 8	I'm all for more public gardens. However, one of the reasons why the Sun Yat Sen Garden makes sense in Vancouver is because there is a large population of Chinese immigrants there. If we want to have international gardens, I recommend beginning with either the gardening traditions of immigrants to Fargo or traditions borrowed from the heritage(s) of the people who live here. This way, the gardens can be part of our city's living culture. | By Catherine W
Idea Title	Outdoor sports, snowmobiling, skating, skiing, ice fishing
Idea Detail	We live in the coldest place on the planet with a ton of snow and we have little or no winter sports choices in town. Its really quite a joke. Winter sports are IN OUR CULTURE! We need the following... 1. Snowmobile Trails 2. Outdoor Ice Skating 3. Ice Fishing on the river 4. Snowboarding. 5. Skiing Not sure how it could be done but we have a ton of open fields and more water than we can us
Idea Author	jeff H
Number of Seconds	2
Number of Points	0
Number of Comments	2
Comment 1	I agree, and to number five I would add the following: 1) Expand the current cross-country trail system (currently Edgewood golf course and Lindenwood Park). 2) Make part of the trail lighted for night skiing/after work skiing 3) Provide ski rentals at more than one location or link the trails together. 4) Have more than one ski race per season. 5) Create a youth ski league. 6) Encourage cross-country ski lessons as part of the public school physical education curriculum. We live in a great region for a excellent cross-country skiing. With these changes we would make the most of it! | By Kelly S
Comment 2	Agreed. Second. | By troy L
Idea Title	Main Avenue Gateway
Idea Detail	I would like to see Main Avenue be completely redeveloped from I-29 to the Red River into a showcase gateway. The Main Avenue Gateway would include a new five to three lane (odd lane would be for turning) roadway. Many of the intersecting streets with stoplights would be replaced by roundabouts. Buildings between Main Avenue north to the RR tracks would be removed and replaced by a linear park complete with trees, various prairie plantings, a bike-way, sculpture park, etc.
Idea Author	Mike H
Number of Seconds	2
Number of Points	0
Number of Comments	2
Comment 1	If those buildings that would be removed are historic buildings, then attempts to preserve them (there are ways of moving them while still keeping them largely intact) would be appreciated. | By Andrew C
Comment 2	Seconded. Similar to an idea (or could be a compliment) I posted called Alternate Main Avenue. | By troy L
Idea Title	flood space-where buyouts have happened
Idea Detail	maybe some of these areas where there have been buy outs would be good locations for some of the urban gardening everyone is talking about-the land would be very rich in those areas and would produce some great products-you wouldn't need fertilizer!! could be done along with the parks an rec. and some natural plantings.
Idea Author	Kathy H
Number of Seconds	2
Number of Points	0
Number of Comments	0
Idea Title	Move the 'submit comment' button out of the way!!
Idea Detail	Move the 'submit comment' button out of the way of text input.
Idea Author	Bruce T
Number of Seconds	2
Number of Points	0
Number of Comments	1
Comment 1	Yes! | By Keshika D
Idea Title	Shared Services for Tax Dollar Savings

Idea Detail	It is a difficult task to get local government entities to work together, but we must work together in order to be competitive. School Boards and City Governments from all the cities nearby should work together as much as they can. An important question: How might you account for individual needs in this larger push? Answer: By putting people in charge of the choices. Create a task force to look at the issue. After a few initial services are decided upon the group should meet again every few years to find more areas of overlap as technology and other factors make more sharing possible. Some examples: SHARING OF COMPUTER ADMINISTRATION (network administrator) between the municipality and the school board-- share the cost of the contract. Saving in the $60,000 to $70,000 range depending on the size of the municipality. Formation of an on-going committee to explore potential cost-savings by implementing other shared service arrangements between the municipality and the school board. CONTRACT WITH COUNTY ROAD DEPARTMENT for municipal road repairs, saving significant costs associated with bidding and private contractor oversight. FORM MAYOR'S TASK FORCES on: (1) Municipal Service Efficiencies and (2) Community Service Supports. SHARED SERVICES AGREEMENT FOR FIELD MAINTENANCE and other recreation areas between School Districts and Municipalities. REGIONAL PURCHASING CO-OP for goods and services such as fuel, paper, and other materials. (we could do this with Grand Forks and Fargo as well as other ND cities SHARED SERVICES AGREEMENT FOR IT SERVICES between school districts and municipalities. BEFORE/AFTER SCHOOL PROGRAMS and Summer Programs shared between municipalities and school districts BUS TRANSPORTATION shared among neighboring school districts
Idea Author	Tyrone G
Number of Seconds	1
Number of Points	0
Number of Comments	3
Comment 1	That sounds fair enough. | By Andrew M
Comment 2	By putting people in charge of the choices. I'm just advocating to consider it an agenda item - create a task force to look at the issue. After the initial list of good services to share is made then the group should meet again every year or two to re-evaluate and see if anything should change back or if new ways of sharing services is possible. It's also very important to avoid firing people in my opinion. Let people retire before making changes that eliminate the number of government jobs. That creates buy-in from staff. | By Tyrone G
Comment 3	I like the idea of consolidation when it makes sense both economically and idea-wise. I think a lot of people chafe with "one size fits all" and "bigger is better" pushes. How might you account for individual needs in this larger push? | By Andrew M
Idea Title	Eliminate On Street Parking
Idea Detail	We need to eliminate all on street parking downtown and let the roads be used to carry vehicular and cyclist traffic. Eliminating parking completely would free up an extra lane on each side of the street in most places. So where do you ask will people park? We need to start incorporating sublevel and above level parking ramps into new structures, ideally connected with the new skyway system expansion that should happen with new development. Also this means we can get rid of all surface lots downtown and develop them into highrise developments incorporating parking into the structures. This way it's not an eyesore and we can actually provide more and more parking downtown than just with street level lots and street parking. We can also incorporate nice medians to act as islands for pedestrians crossing the streets. This also means sidewalks could be wider allowing more businesses to incorporate them into their models (retail/restaruants, etc...) Note: This is just for downtown, where I expect in the future, no matter how much you try to push out the automobile, it'll get more and more conjested.
Idea Author	Matthew F
Number of Seconds	1
Number of Points	0
Number of Comments	4
Comment 1	Mmmmmmm, I think if it's promoted correctly (sign that say PARK HERE, etc...) it should work. Just have to make sure the parking rates are reasonable. | By Matthew F
Comment 2	Currently one of the biggest deterrents keeping people from using DT is parking distances concerns, true or not this perceived problem would only be magnified by the grade change, possibly decreasing the number of DT users. | By Jena S
Comment 3	SWEET! Someone else supports my vision of converting all streets downtown to oneways. If we do keep parking on streets, it should be parallel parking and not diagonal... it's been very dangerous backing out of a spot on Broadway. Parallel, eliminates the absense of lines of sight. | By Matthew F
Comment 4	When I thought of getting rid of on-street parking, I was thinking of replacing it with patches of green that had grass and trees.... Instead of medians I'd rather have 2nd, 3rd, and 4th Ave North and Roberts St become one-ways just like NP and 1st Ave are. By providing more parking "just outside" the set of blocks that has the one-ways, and by having the skywalk connect to that parking, hopefully we'll succeed in reducing the congestion. | By Andrew C
Idea Title	21th century schools

Idea Detail	I would like to see our schools bring this kind of education to the classroom. I highly recommend watching this TEDtalks video and check out the over 2,000 videos at their website khanacademy.org. It is pretty incredible. Also recommended: their blog, particularly the post "Bringing Creativity to Class Time." http://www.khanacademy.org/about/blog/post/6844033473/bringing-creativity-to-class-time-by-sal-khan The basic concept is to have kids learn lecture material at home at their own pace by youtube videos and free up class time for more peer and student-teacher interaction/advising/mentoring and project based learning. I would love to see the Fargo school system build its online resource like the KhanAcademy website for the use of not only students but also adults working to get their GED and New Americans!
Idea Author	Durga V
Number of Seconds	1
Number of Points	0
Number of Comments	4
Comment 1	I agree Durdon. I know several people involved in international pilot projects to bring these efforts to classrooms. In fact, I have friends piloting a few projects like this in town. I would LOVE to see this kind of effort, but I know that many that see this see as a way of obsolescing teachers, which it certainly isn't. Teaching our students to use technology socially, and, more importantly, socially change technology is a long, hard road. I would love to see the students' urge to consume technology put to use in education, and eventually production of new and useful technologies. This would be a great project. | By Andrew M
Comment 2	But I see what you mean Drew FM about people thinking that this might mean getting rid of teachers. But I think learning and teaching are a highly social process that if we made any attempt to take that part out, education would never work. When people look for good schools they look for a low student-teacher ratio and what that's really looking for is more of teachers' time devoted to each individual student. With this kind of teaching method, it frees up 90% or more a teacher's time for developing students' creativity and critical thinking skills and less time on repeated lectures on core concepts year after year. | By Durga V
Comment 3	Drew FM--I love that you love every post I put up! It is absolutely wonderful! to find kindred spirits! I was thinking that when we are able to have this mindmixer tool for formulating the comprehensive plan, we can work to bring this type of innovation and technology to our classrooms at a time when kids are basically born texting these days ;) I mean this mindmixer is a one of the pilot programs and we're at the forefront of it, why not bring that innovation to the classroom as well! I would like to see our school system build up its own online library like the KhanAcademy. Also, I think it would be an incredible resource to have all our Fargo teachers' lectures online not only for our kids but also for the adult learners who want get their GED. | By Durga V
Comment 4	I kind of like this idea, but I think many people think that we'll have fewer teachers with this method. It may work better, but it takes as much effort, if not more to mentor students using these methods. It's great, but it will take a LOT of work. | By Andrew M
Idea Title	BROADWAY & NP
Idea Detail	Build a 1.5-story solarium atop the vacant parcels north & west of Fort Noks (52 Broadway). Install a commercial kitchen in the solarium (walk-up window ordering only) and then sprinkle tables, chairs, benches & lush plants all over the place. Along both Broadway & NP, recess this new glass structure several feet back from the sidewalk for outdoor dining. Plant a couple of thick leafy tree on these patios for solar gain/protection as the seasons change. Add condos above the solarium along both NP & Broadway some with large outdoor patios.* Since this new structure will block the east windows above the next-door Sports Bar, add a couple skylights over their 2nd floor hallway. Connect this solarium to a new 2-level SUBGRADE parking ramp (built under what is now the O.B. parking lot across NP Ave) via a nice well-lit PEDESTRIAN UNDERPASS. (The ped underpass ramps up/down from inside the solarium!) * Reserved condo parking will be across the street in the OB subgrade parking ramp
Idea Author	Alvin B
Number of Seconds	1
Number of Points	0
Number of Comments	0
Idea Title	AURAL AMBIANCE: DOWNTOWN
Idea Detail	Replace the irritating sonic signals now used at some downtown intersections. Are they there for the blind? I believe the last time I saw a blind person moving about the downtown district was well over two years ago. We really should replace these horrid *CHIRP-CHIRP-CHIRPER* with something more pleasing to the ear such as a symphony of fog horns or the din of air-hammers, or a caterwauling feline in estrus. ~wink~ Failing that, dispense with the little chirping demons altogether, and in their place substitute signage at eye level instructing the fine citizens of Fargo in the niceities of "How to assist a blind person across a busy lane: 1) Ask in a polite well-modulated voice if he/she would like some assistance in crossing the street. 2)Don't shout. This person is blind, not deaf. 3) If the reply is Yes, do not grab the person's arm. Simply state, 'Here's my arm' and when he reaches out, position your arm so he can take it. 4) When you've reached the other side of the street tell him: "Here we are, You're facing west. You have a nice day now!" " A nice little increase common sense and in human interaction, and a rather large decrease in unnecessary and unpleasant noise!
Idea Author	Alvin B
Number of Seconds	1
Number of Points	0
Number of Comments	7
Comment 1	I wonder who had the final say in selecting the chirping tone. I wonder if this person even listened to it before deciding. Certainly there are more pleasant sound systems available off-the-shelf, that would perform the same task. | By Alvin
Comment 2	Even elevator music would be a marked improvement. | By Alvin B
Comment 3	Noooo.... I mean, yes- replace the sound with something else (yakety sax? ;) but to limit accessibility of our downtown by expecting the blind to hangout on the corner until a seeing person comes along is uncool. I actually did see a blind person walking downtown near the post office a few months ago. Nobody was on the sidewalk (around 5pm) but the driver ahead of me almost ran him over. | By Catherine W

Comment 4	Are we to install these annoying chirping demons on every street corner? And besides if nobody is around to help the blind person cross the street it's probably late night. A blind person has no reason to be out after dark! | By Alvin B
Comment 5	How is the blind person to cross the street if no one else is around to help him or her cross? | By Andrew C
Comment 6	I prefer human interaction over irritating sound. | By Alvin B
Comment 7	I wouldn't be very comfortable putting a blind person in position to rely on strangers for assistance. Fargo or not, there are too many selfish people out there today. To me, this is the same as saying we shouldn't have universal healthcare because people who are sick should rely on the "goodwill of the people" or "charity care." Sorry. I'm just not that trusting of my fellow man these days. | By troy
Idea Title	RESOURCE LIST
Idea Detail	Time is running out. Before long this forum will be closed. Please add your favorite resources related to the topics we've discussed in this space. We've covered a lot of ground in a fairly short time. ******** A few of my faves: ~ fmmetroplex will be surprised to learn that one of my favorites is www.carfree.com ~ And don't forget J.H. Crawford's "Carfree Design Manual" - the blurb says that "(Crawford's book) makes city design accessible to everyone." This is a vast understatement. ~ "Townscape" by Gordon Cullen. First published in 1961, this book finally opened my eyes to the wonderful possibilites inherint in thoughtful and sensitive urban design. Cullen unveiled an exquisite urban language that I didn't realize existed. I'd always been crazy about towns and cities, but Townscape gave me much keener appreciation for the urban spaces that most of us are now living in. It was reprinted a few years ago. I simply can't say enough about this book. (cont.)
Idea Author	Alvin B
Number of Seconds	1
Number of Points	0
Number of Comments	2
Comment 1	Anything by Richard Florida. I know he's cliche, but I think he summarizes why a lot of our ideas = economic growth and sustainability. | By Andrew M
Comment 2	Faves cont. ~ I don't have anything specific, but please take the time to google "jaimie lerner architect mayor curitiba brazil' and immerse yourself in some of the most innovative and jaw-dropping solutions to urban problems that have ever been imagined. Truly inspiring... ~ And finally, speaking of inspiration, a hat tip to The Kilbourne Group whose design contest for the US Bank lot at Broadway & 2nd drew almost 200 entries from around the world. They've now posted what I assume are the front running designs for that parcel on their storefront at 208 Broadway. (I'm leaning towards #12: the drawings for #12 may not be glitzy, but the design itself is amazingly substantive providing tons of greenery, 2 levels of subgrade parking, AN ICE RINK, a huge underground cistern, communal gathering space, A GROCERY STORE, etc...In short, it creates a genuine PLACE!...But where's the space for that future skyway/underpass segment running from the US Bank lot across Broadway, and over to the future development atop the huge 2nd & Roberts ST parking lot?? ;^) Check it out! | By Alvin B
Idea Title	man made lake or river park
Idea Detail	Why does everyone need to go to the lakes on the weekend to fish, ice fish, swim, and ski when we can build our own lake? We could probably use excess river water. Imagine having miles of beaches in Fargo with a legit campsite, water park, skiing, fishing, ice fishing, and swimming area? We can build snow mobile courses around it and let people ice fish in the winter.. why not cross country skiing or use the dirt we dig the hole with to make ski hills? We need a place to dock boats. We can rent cabins. Big campsites. People complain there is nothing to do here. Keep the money in North Dakota. Build the lake with city/state money. Develop 1/3 as residential property. Make 1/3 a park. The other 1/3 will be a privately development of a resort. Its like Blumont Lakes... on steroids!
Idea Author	jeff H
Number of Seconds	1
Number of Points	0
Number of Comments	1
Comment 1	I agree, I have often thought of this myself. It can be done, if you go just a bit north of here to Golden lake you will see what man can do if he puts his mind to We have the technology and the resources to build this, we would need to market it in a way that the dollars put into it could be recouped, but if done correctly it would definetly add something to our area. | By Steve S
Idea Title	remove elm street by golf course
Idea Detail	It seems silly to keep Elm Street open in front of El Zagel. Every year it floods and they have to block off the road and fix it. The section of road is not important. Most people use alternative routes. Why not let the water stay high and put a riverside park there with a beach? Could be a good spot to fish, swim, or catch some rays.
Idea Author	jeff H
Number of Seconds	1
Number of Points	0

Number of Comments	3
Comment 1	Lets admit its going to flood too often and close it. | By Backman B
Comment 2	Agree with Drew... plus, why not just elevate the roadbed and reinforce it with a concrete wall so the flooding doesn't affect it or the golf course? | By Matthew F
Comment 3	Seems like this belongs in the "Flood Mitigation" section. | By Andrew M
Idea Title	Re brand the city as FM
Idea Detail	When you go to Minneapolis, you go to the "Twin Cities." What's the last time you said, "Let's go to Saint Paul or Minneapolis." It took years for them to do that. I say we should brand Fargo Moorhead as the "FM area" It sounds cooler, is short, and let's face it the name Fargo is a negative to many people outside the area. It works for the FM Redhawks and looks cool on a hat. Try this. Go down to Arizona and when someone asks you where you live, say "Fargo" and there reaction will be either 1) Man, it's cold up there! 2) Are you flooded?
Idea Author	jeff H
Number of Seconds	1
Number of Points	0
Number of Comments	0
Idea Title	parade and music
Idea Detail	fargo only has winter parade its cold then we need a break out the summer parade that rivals west fargos end of summer other cities offer free music in there downtown area sponsored by major businesses we need these 5 to 9 family events in our community ie second tuesday of the month{ or every tuesday if alot of interest} from 5 to 9 free concert downtown one week its sponsored by cargill one week by case one by microsoft etc. these are family events, and nothing to do with bars
Idea Author	charlie M
Number of Seconds	1
Number of Points	0
Number of Comments	1
Comment 1	That's a good idea but it would help if we had a good spot to host events like that. | By jeff H
Idea Title	year round water park
Idea Detail	The wisconsin dell has many large indoor water parks. We could have one near west acres and draw more people to the area. This would be a mini vacation draw all year long and help us enjoy our long winters. This would also place it on mass transit lines to help ridership
Idea Author	john R
Number of Seconds	1
Number of Points	0
Number of Comments	1
Comment 1	A great place for this type attraction would be where the old Menards building is behind Best Buy and East of West Acres cinema. That entire chunk of land should be redeveloped, year round water park, hotel, mall expansion etc etc etc.... | By Jeremy
Idea Title	Lawn Bowling
Idea Detail	The Fargo Park District should build a lawn bowling facility possibly on 7th street in Island Park near the pool
Idea Author	Joel D
Number of Seconds	1
Number of Points	0
Number of Comments	1
Comment 1	I dont know where the best exact location is but the Island Park area would be great. A variety of quiet unique activities in our downtown area is a great idea!!!! | By Backman B
Idea Title	Iconic Landmark
Idea Detail	I would like to see an iconic landmark or point of interest located at the intersection of I-94 and I-29 in the Anderson Park area north of Thunder Road and to the east of the zoo. This land is undeveloped, has great exposure from the two interstates, and would represent Fargo more than any other intersection in the area. Any suggestions?
Idea Author	Alp A
Number of Seconds	1
Number of Points	0
Number of Comments	1
Comment 1	Something that incorporates the agricultural and river elements of the landscape. A water sculpture? | By Andrew M
Idea Title	The Red River Research Corridor
Idea Detail	Think "Frozen Silicon Valley" meets "Research Triangle." Create ways to connect Fargo with Winnipeg, Grand Forks and Sioux Falls, so that we can truly see this as a "River of Research." Now that Sanford is shuttling their executives back and forth, it might be time to find ways to interconnect these cities. Good jobs and young people to think of new and interesting ways to ENJOY living here. 1. Naturally--increase water tourism by creating waystations for people trying to canoe/kayak the length of the Red. Facilitate and market canoe camping (maybe tie it in with Lewis and Clark). 2. Economically--find ways to share resources and collaborate with cities along the river (rather than competing against). With this kind of regional strategy, we can see each win by connected cities as wins for us. 3. Politically--stop drawing Red/Blue boundaries. Instead of embracing either/or solutions, see this region as a growing one that will need to attract a wide range of talent. Plan accordingly. 4. Culturally--Market the region and its cultural diversity together with these cities. Look for ways to discuss and promote the New Upper-Midwest. 5. Transportationally--let's connect these cities by more than just roads. Flights to Winnipeg, better train and bus service. Maybe, who knows, even a rail line
Idea Author	Andrew M
Number of Seconds	0
Number of Points	0

Number of Comments	1
Comment 1	I don't know if there is a way to connect what the City of Fargo does with this idea, but this is an idea that is already out there. | By Andrew M
Idea Title	sports tournaments to lower city taxes
Idea Detail	i wish Fargo would do like Blaine or Bloomington MN and develop a large complex of soccer fields and baseball/softball diamonds and 2additional hockey sheets of ice. Then develop a paid position whose job would be to solely to set up large tournaments each weekend. The revenue generated could go to future kids activities and for lowering Fargo's property taxes
Idea Author	Todd F
Number of Seconds	0
Number of Points	0
Number of Comments	0
Idea Title	TRANSIT
Idea Detail	as i noted under "transportation" the bus service for FM is deplorable; no new routes in 10 years; fails to address employment & shopping needs; unreliable; frequency is poor; only NDSU gets 15 minute frequency; there is no interest in making transit a success; would like to see a PROFESSIONAL transit authority take over MAT and run it properly; fixed route riders should not have to pay any more than they do now--it is time to get all these people who pay NOTHING to ride the bus to start paying
Idea Author	Linda O
Number of Seconds	0
Number of Points	0
Number of Comments	7
Comment 1	Sunday service would be nice too | By Andrew C
Comment 2	That's true. Our sprawl is problematic to the expansion of our bus service. Nobody is going to commute to the hospitals, downtown or NDSU from Ozgood. Generally speaking, the people who choose to live there are not interested in riding the bus. However, the idea of expanding service where density is relatively compact seems like an obvious place to start. This includes the area between 19th Ave North and 18th South out to the mall including the apartment ghettos near it. | By Catherine W
Comment 3	Thirty minute service on 14 and 15 is good but these routes definitely suffer during peak afternoon times (4-6). Having to rely on the bus system is definitely challenging. Transit has the potential to really connect the FM area but tranist is chasing development. In general the City sees any growth as economic growth. Not necessarily true and likely not true much of the time. Transit needs certain population densities to really shine. Fargo has done a poor job of growing through land use development. How long will Route 23 last? Business and residential density need to increase to support transit. Tough issue in that Fargo is a regional destination. Many folks are driving in to medical care and educational institutions. Stronger sell of park and ride might help. Much to be considered and discussed. | By Justin K
Comment 4	Maybe the MAT could do a better job shaping demand in some corridors (along with retailers). Trips to the mall and downtown late would be no brainers. The airport? | By Andrew M
Comment 5	I'm all for greater frequency and longer bus hours. When I was without a car, I found myself having to walking home if I had to work past 5:30! Increasing service is a good way to attract more riders. | By Catherine W
Comment 6	Ndsu students pay for this even if they don't use it. Ndsu is part of the solution, not the problem. | By jeff H
Comment 7	They pay with their tuition. Having NDSU pay into MAT is HUGE. It would just gut the system to privatize it. | By Andrew M
Idea Title	get rid of talk radio hacks
Idea Detail	way too many HACKS in the fargo radio scene, mike mcfooly being #1 with others right behind him. these fools think they are big shots cuz they have an open mic, they are just pathetic losers with zero lives and compensate it by trashing others. YES YOU EDDY SCHULTZ TOO! that my vision for fargo's future. less of these worthless people
Idea Author	lakes B
Number of Seconds	0
Number of Points	0
Number of Comments	0
Idea Title	BATHTUB
Idea Detail	Build a 'bathtub' along 2nd St N to hold back the annual floods... something like what was built under the former NYC World Trade Center. Incorporate scenic overlooks for fishing/dining/sunning/etc on the river side of the concrete tub. Also on the river side add bike racks/x-country ski lockers, boat landings/tie-ups/snack kiosks etc. and incorporate stairwells into the structure leading up to skyway segments going over 2nd St, tieing the river side into our new city hall built atop the existing civic ctr parking lot (above sublevel parking)..Take pains to preserve the sight-line along 2nd Av N all the way over to Moorhead's Hjemkonst Center roof/sail by careful placement/design of the new city hall within the tub! (And of course 2nd St is inside the tub!) Hook these new skyway segments into the present system. Add colored glass to translucent roofs of new skyway to lift spirits during those bleak winter months. Design new city hall so that ground floor is wide open on the whole block. Glaze entire structure for all-weather comfort. (Government offices are further flood-proofed by starting at th 2nd level atop a new superblock-sized solarium/atrium/community space. Build a permanent flood gate in the tub for access down to the riverside for snow dumping/parking/future development atop piers/whatever...to the NE of the civic pkng lot. Build new arts center to the S of new city hall across 1st Av N - lin
Idea Author	Alvin B
Number of Seconds	0
Number of Points	0
Number of Comments	0
Idea Title	Garbage service
Idea Detail	How about assessments to homeowners for picking up their disregarded items during cleanup week? Another good idea is assessments to the homeowner for the city picking up the branches that have fallen from their trees. Why should all the homeowners help pay for the few that use thesse services?
Idea Author	Mike C
Number of Seconds	0
Number of Points	0
Number of Comments	2
Comment 1	I dislike this idea because 1) it would encourage people to accumulate junk and discarded items on their property, contributing to an overall appearance of uncleanliness, and 2) it discourages the planting and maintenance of trees, and trees are good for the city and the environment. | By Cindy G
Comment 2	I like the idea of some targeted assessments. Perhaps we can charge more to people who live on the fringes because of all of the new, less-dense constructio that needs to be supported. | By Andrew M
Topic Name	***Economic Development***
Idea Title	Invest in beautification as an economic development strategy

Idea Detail	There are similar themes under other headings but it too belongs here. The trees that folks are asking for under "environment", the walkability and connectivity that people are looking for under "neighborhoods" and "urban design" are more than window dressing. Beautiful and socially functional environments attract both investment and in migration of talent. If we want to attract both, we will need to beautfy our main corridors (Main, 13th, University, 12th Ave North, even 32nd Ave South) to begin, and connect them with the social life of our city. For the widest roads, this means "Reburbing" them to reduce the distance between buildings to human scale (http://www.re-burbia.com/2009/08/04/sprawl-building-types-repair-toolkit/) cut back on our parking requirements, lose the billboards and add trees, cafes, sidewalks that are separated from the street- by trees or other, awnings, flowers... all of it. In so doing, the least attractive parts of our city in which we try to spend the least time will become an integral part of our city's social life, and by extension, places that we celebrate. There is a great article (below) that describes how *ugliness* -not taxes or regulations- in lower Michigan is driving away talent, and as a result, business. (Having spent 4 years in Lansing, I'd say that the pictures are typical for the south central and south eastern part of the state.) Nobody wants to live there. And the sooner we restructure and beutify our most visible and least attractive corridors, the better we support our economy.
Idea Author	Catherine W
Number of Seconds	15
Number of Points	35
Number of Comments	7
Comment 1	Great idea here and once again the common sense of beautification and it's economic ramifications are tangible. Within this heading you will find a public art commission idea as well. Forming a public art commission under the city government would serve this purpose effectively and there are many successful models all over the country. | By Bradley E
Comment 2	YES YES YES YES YES!!!!!! | By Johnathan G
Comment 3	I would also like large solariums downtown atop subgrade parking wrapped with retail on the first 2 levels. Add benches, tables, chairs, lush greenery and a place to wait comfortably for the bus or a cab...hook the solarium in to the skyway system...and jump back so you don't get trampled in the rush. | By Alvin B
Comment 4	Yes Yes Yes. | By Matthew F
Comment 5	Should say entry corridors/ arterial roads. | By Catherine W
Comment 6	True. Most of those areas near the lake are nice (excluding Benton Harbor). But once you get just over a quarter into the state...Ewww! I couldn't leave Lansing (south central Michigan) fast enough because it is such an ugly, dreary place. And it is non-stop sprawl from there down to the Indiana border (the most direct escape route!) I'm glad that most of Fargo doesn't look like that. Our biggest areas of concern regarding beautification are our main entry corridors. These are arguably some of our ugliest, most Michigan-esque places and also our most visible! | By Catherine W
Comment 7	Just a corrective (perhaps) note--I'd assert that it is SE MI that has this issue in a big way. Western MI (GR, Holland) are very different and very beautiful. Take a look at the "Experience Grand Rapids" lipdub on youtube and it's a very different picture. | By Beth
Idea Title	Winter festival downtown
Idea Detail	Lets celebrate winter by turning Broadway into an avenue of snow sculptures! They can go on sidewalks if they are small enough or in the bump outs next to the trees. A competition could create some beautiful snow sculptures that would bring people to Fargo and support our economy through the receipts generated when they stop to eat, shop or hopefully(!) spend the night. If it were very successful, we could expand it by having sculptures throughout town and in the neighborhoods. When it gets this big, our CVB could run a treasure hunt with clues to find all the sculptures. If the event is sponsored, folks who bring in their photos of the sculptures in the hunt could win a prize at the end. The potential for community involvement is tremendous in our active town, which unfettered by chill, will offer its sculptors, painters and creators; inspired young and old, amateur and professional, resident artists and children to celebrate our winter before it melts into spring
Idea Author	Catherine W
Number of Seconds	15
Number of Points	26
Number of Comments	9
Comment 1	Great idea! Downtown is the heart of any city and needs more attention and attraction in Fargo. Love this event idea in a location like ours with such a long winter and snow/ice. Fits perfect! | By Dirk C
Comment 2	Seeing something along the ice castles and ice sculptures would be pretty cool and could possibly be a big tourist draw... | By Johnathan G
Comment 3	I've only been to the Saint Paul carnival but weren't those sculptures in the park rather than on the main street? I like the idea of the sculptures not located all together (like Saint Paul's or Winnipeg's festival) downtown instead because I would like the sculptures celebrate local businesses. The idea of related festival events in the park are good too. | By Catherine W
Comment 4	I like the idea of having a fun winter activity, but let's not try to duplicate the St. Paul Winter Carnival. I think some of the ideas in other topics could be a lot more fun and unique. I think we could embrace what is unique about Fargo like the River. We could even embrace our history of flooding and blizzards to come up with a catchy name. The ideas of a cross-country ski race on the river or a bike race on the river would be great starts. I think an igloo building competition could be a lot of fun too. But let's think of our OWN winter festival, not copy St. Paul. | By Shannon R
Comment 5	also, it should say "host it at Island Park;" it won't let me post its nickname. | By Ashley K
Comment 6	Sorry, by conferences I meant concerts! | By Ashley K
Comment 7	They could also have outdoor conferences under a tent (sounds crazy, but heating wouldn`t be much of an issue if you have a reasonable tent size) and maybe even a short fireworks display. Throw up an ice rink and a snow slide for the kids like they do at some Canadian festivals (or just host it at the Dike). Something else that`s popular at winter festivals is maple taffy: http://en.wikipedia.org/wiki/Maple_taffy | By Ashley K
Comment 8	Good idea! When is the conference? | By Catherine W
Comment 9	YES! We need to celebrate winter more than we do. How about a giant sauna? Minneapolis and Walker Art Center are holding a conference next winter on "The Winter City." They will invite people to speak from places like Stockholm and Helsinki and St. Petersburg. Let's go and get good ideas and do some of them back here. | By Coco S
Idea Title	Citywide Arts Festival
Idea Detail	Imagine a week or weekend in which every music venue hosted local musicians, every gallery hosted a local artist, every theatre had a production with local talent, and every restaurant and small business put their best foot forward to celebrate the arts and our own distinct culture. Sort of like a cross between Duluth's "Homebrew" festival and a "Fargo Days." I like the weekend of the FMVA Studio Crawl for this since it also coincides with NDSU Homecoming. Such an event could be an incredible regional draw for tourism, it would give locals something to celebrate and have fun with, and returning alums can see the vibrant community that they're missing out on
Idea Author	Kris K
Number of Seconds	14
Number of Points	24
Number of Comments	4
Comment 1	Oh ya, North X Midwest! Great idea! | By Coco S
Comment 2	I like this idea but would also like to see it organized around a theme and also involve bringing in some high level performers and artists from elsewhere as well. Cross fertilize, bring new ideas in as well as enhance what's here. | By Coco S

Comment 3	NXMW? | By Andrew M
Comment 4	?? | By Catherine W
Idea Title	International Market
Idea Detail	Highlight and continue assistance of the International Market planned on Main so that New Americans cab find a niche to start international-themed businesse It would provide a foothold for new residents to build economic bases for their community. It would also open up creative spaces and cultural spaces for residents to enjoy what new residents bring to the area. There is some help promised at the state level. We need to capture the energy at the city level, and keep pushing at the state leve
Idea Author	Andrew M
Number of Seconds	20
Number of Points	22
Number of Comments	30
Comment 1	Ideally, it would be located downtown near NDSU. Initially, the intent was to draw in students and business people during lunch. We wanted it to be within walking distance for these groups, but now it is a destination. A majority of people will either drive, bus, or bike there for food and retail. | By Tia T
Comment 2	We tried to locate it downtown, but because of funding available, minimum square footage requirements, and parking limitations (which we were willing to work around), we were limited in our options. 1345 Main Ave. is as close to downtown we could get. | By Tia
Comment 3	I still think it would be best to put this downtown... it's the core of the city... if you develop the international market downtown, you could entice these new citizens of Fargo to move and live downtown as well... | By Matthew I
Comment 4	As Tia mentioned, this is already happening at 13th and Main. A full-service grocery store might fit downtown better. | By Andrew M
Comment 5	This SHOULD go downtown. The rest of the city already has enough stuff. | By Johnathan G
Comment 6	Shannon RJ and CellarDoor... what's wrong with having it downtown? Downtown is the central node for all mass transit in town, making it easy for folks with and without cars to get there. I say downtown is the perfect place for this... | By Matthew
Comment 7	That must have been what I read. I emailed my legislators, as I'm involved tangentially with the New American community. I got some great, positive feedback from individual legislators, but not everyone. | By Andrew M
Comment 8	We did have some media coverage in the Fargo Forum on it, but I do believe it reads (or should read), that we established the bill. The coverage was prior to the committee vote. | By Tia T
Comment 9	I was emailing the Legislature during the session, and it was a short blurb in the Forum. I'm guessing my enthusiasm got the better of me, and I read "should," or even "might" as "did." Stupid optimism. | By Andrew M
Comment 10	Where did you read that the bill had passed? We should probably contact the source for a public amendment. | By Tia T
Comment 11	The City of Fargo was represented at this committee hearing. Unfortunately, it has been an extremely tough project for which to secure funding. It would be a different story if were a larger metropolitan area and in Minnesota. | By Tia
Comment 12	Holy Schnikes! I had read that it passed. That totally stinks. I'll amend this. My bad. | By Andrew M
Comment 13	We were able to establish a senate bill (SB 2313) this year and presented it to the ND Appropriations Committee in Bismarck in March. It failed, falling along party lines. The ND Dept. of Commerce and Senator Tony Grindberg are still trying to assist us in our efforts however. | By Tia T
Comment 14	I probably should not call them grants. There was a line of appropriation for this (last I heard). I thought they were grants, but perhaps not. | By Andrew M
Comment 15	Oh, and the city has been one of our biggest supporters in making this happen, so the energy already exists! :) | By Tia T
Comment 16	Yes, of course and keep in mind that I'd be happy to provide any updates. I am still curious about the state grants you were talking about. | By Tia T
Comment 17	Thanks for the update! | By Andrew M
Comment 18	The competition will be healthy and aesthetic work will be done, yes. It will be limited however, as funds to do so are limited. | By Tia T
Comment 19	That's pretty close to a lot of other international businesses. Will there be any aesthetic work to the building? | By Andrew M
Comment 20	IDA Incorporation, Red River Traditional Tae Kwon Do, and House of Hope. | By Tia T
Comment 21	What is at 1345 Main right now? | By Andrew M
Comment 22	In addition, this is actually in the works for 1345 Main Avenue. The Sunmart building was investigated but CVS currently owns it and is not selling it. The same has been true about the Blockbuster building. At this time, after three years of building, site, and cost analysis, the 1345 Main Avenue property is the best selection to progress the project. | By Tia T
Comment 23	What state level grants are available for this type of work? | By Tia T
Comment 24	CellarDoor, I couldn't agree more. While we do want to keep downtown vital, it is not the end-all be-all. There are a lot of areas of Fargo that could benefit from redevelopment and Main Avenue is certainly one of them! | By Shannon
Comment 25	Keep it out of the downtown area... not too many immigrants live over there. Plus, we shouldn`t concentrate ALL of the interesting stuff downtown. People need to explore the city more, especially the college students! | By Ashley I
Comment 26	I believe this is in process. http://www.idcfm.org/ They are looking at a building on Main Avenue. I agree a centralized market to share our communities diversity! | By Sara W
Comment 27	Coco, I doubt the owners would agree to the kind of rent that would make it feasible. The price per square ft. is pretty prohibitive. | By Andrew M
Comment 28	What about some of the empty buildings in downtown Fargo? Cut down on having to drive to the market. | By Coco S
Comment 29	There really isn't this kind of space downtown, and the international community lives around the Sun Mart (which would give it a constant source of business, and would create more of a visible economic presence there). | By Andrew M
Comment 30	Go idea, but wouldn't a better place for this be in the city's downtown area? | By Danielle B
Idea Title	Public Art Commission/Percent for the Arts
Idea Detail	To help us create a progressive and attractive city, a public art commission housed under the city government would be a great idea and serve many functions Many cities the size of Fargo and smaller have public art commissions that can help with historic preservation, economic development and other functions. A percent for arts program can help fund the program which in the end is a solid investment and pays great dividends for the cities in terms of tourism and related dollars.
Idea Author	Bradley B
Number of Seconds	13
Number of Points	22
Number of Comments	1
Comment 1	With the imminent demise of Federal support for the Arts we must become more self-sufficient. 1% would be a great way to help keep the Arts vital here in FM. | By David H
Idea Title	University Hospital and Biomedical Research Center

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Idea Detail	With the money that Sanford is looking to spend in Fargo within the next 3 years (almost $400M) and with the ever growing need of nurses, doctors and specialists, I think it's about time to start working on plans for a University Hospital and Biomedical Research Center as a joint collaboration between NDSU and Sanford to be located in the ever expanding NDSU downtown campus. I think with something like this we could start approaching to take on the Mayo Clinic in Rochester. Yes, I realize that the Mayo Clinic has billions and name recognition, but that doesn't mean we can't start something up to eventually match or surpass the Ma Clinic in terms of research worldwide. All it takes is serious money and I think we are starting to see more and more of it flow into this area. Why not build upon it? Oh and this should be between NDSU and Sanford, not UND. This is Fargo, not Grand Forks. Don't let UND attempt to derail this efforts with the duplication of services baloney
Idea Author	Matthew F
Number of Seconds	6
Number of Points	18
Number of Comments	3
Comment 1	It is interesting to see how walkable and bikeable the Mayo area is. Biotech and medical research in downtown could be powerful for further infill of downtown. | By Justin K
Comment 2	Yes, you are correct gman! There's something going into the old Alien Building that is a partnership between NDSU and Sanford. Hopefully folk in the state realize that it would beneficial to have medical schools at both institutions and hopefully Sanford would be able to contribute a good chunk of money towards it and also an endowment to ensure it has proper finances to run and be maintained, while costing the state very little. Question is, is it possible to get around the anti-NDSU sentiment in the state and generally pro-UND legislature (I think the evidence is pretty strong considering that craptastic bill they pushed through on the nickname)? | By Matthew F
Comment 3	That's right! Don't let UND stomp on us! NDSU and Sanford should work together to make NDSU a medical college as well.In addition, I beleive that Sanford i collaborating with NDSU soon and establishing something in the old Alien building in the technology park at NDSU. | By Grant116 T
Idea Title	water park
Idea Detail	fargo needs a water park a large one not a south high pool this will also bring in people from out of town fargo needs a real zoo for our city and to bring in out of towners but it can't be half way it has to be done rig
Idea Author	charlie M
Number of Seconds	7
Number of Points	15
Number of Comments	7
Comment 1	WAVE POOL!!!! They are so much fun for all ages, and for a place far from an ocean, we need this. Look at the popularity of Wisconsin Dells. They have about 20 water parks. Let's go for fun for families and kids IN the city. | By Coco S
Comment 2	There are enough people within a 200 mile radius to support a privately owned water park. For the life of me I can't figure out why a private business or the park board does not build something. Here's what I envision. Outdoor watermark by the river. Next to it is an indoor water park for the winter months. And I'm talking something really big and elaborate. Sort of like the worlds largest waterside that is next to the Mall Of America. | By jeff
Comment 3	Ok apparently, I it won't let me type D-Town.... you know the one on the western side of the State... | By Shannon R
Comment 4	I'm not sure why, by my first word was cut off... Dickinson Park District has a beautiful commt'y center called the West River Comm'ty Center | By Shannon I
Comment 5	Dickinson park district has a great example. They have a city-run community center that has a very nice (reasonably sized) water park. There is also a climbing wall, exercise equipment, group exercise, running track, etc. It's a beautiful facility and something that FArgo could really use. Finding things to keep ourselves healthy and sane in the winter-time is always tough. Although I am a member of Courts Plus, I think this facility is too limited for real family use. The daycare can be tough to get into during the weekend and popular classes. More than that, there are no "spontaneous" activities that you can just show up and do with younger kids. They do have classes you can sign up your little ones for, but somethings schedules are just too busy for those to work. I do think that it would be very importanty to have the ability to sign up for a membership OR pay-by-use, as many people cannot afford an expensive montly membership all the time. | By Shannon F
Comment 6	I agree. Fargo used to have a water park - i used to go when I was young, and it always seemed to be busy - and that wasn't much more than a single water slide. I think if done right this could be very popular. | By rachel C
Comment 7	The kids have to have something to do in the city! | By Danielle B
Idea Title	Make space for art
Idea Detail	Beautify Fargo with art--create more murals and do creative things in the alleys. This will create a buzz and enhance tourism.
Idea Author	Sandra B
Number of Seconds	14
Number of Points	14
Number of Comments	3
Comment 1	Public art programs can be provide economic development, tourism, historic preservation and should be included in our city government under a public art commission. | By Brad B
Comment 2	More public art, good public art that is responsive to site, history, that is innovative and meaningful. public art process is important too. | By Coco S
Comment 3	Make sure the metro area is taking advantage of Arts in Public Places funding ops, and maybe even start a FUND through Arts Partnership to FUND Arts in Public Places | By Virginia D
Idea Title	Emphasize Technology Investments

Idea Detail	There's many things holding back our great city in terms of economic development. I think one of the most important of those, is availability of technology (mainly internet infrastructure) throughout the city. In order to over come this, Fargo should take the following steps: 1.) Convince Midco (or another provider) to expand into the Fargo proper. CableOne is obviously holding the city back and I know many folks who choose to live in West Fargo or Moorhead over Fargo so they wouldn't have to deal with CableOne. Can you blame them though when you get twice the speed for less than you pay CableOne??? 2.) Get serious when opportunities such as Google Fiber come up. Fargo missed out BIG TIME on the opportunity to have a gigabit capable network deployed across the entire city that would've made us one of the fastest internet cities in America. 3.) Work with existing providers to integrate services into their existing infrastructure. If I'm not mistaken, AT&T and Qwest have 16 parallel OC-192 lines running through Fargo and across the state along I-94... do you know what kind of bandwidth that is??? OC192 - 9621.504 Mbit/s x 16 = 153944.064 Mbit/s = 19.243 GB/sec!!! You know how many data-centers we could host out of Fargo with that kind of pipe?
Idea Author	Matthew F
Number of Seconds	6
Number of Points	14
Number of Comments	1
Comment 1	So you're telling me if I move to Fargo, all I can get is this CableOne company?!?!? Ok, now I'm seriously reconsidering my move up to Fargo... :(| By Danielle B
Idea Title	Fargo Fringe Festival
Idea Detail	The Fringe Circuit is hot! Performing artists would come from all over the country (perhaps the world) to perform in one intense week of entertainment. Fargo could become an excellent stop for these performers moving from Fringe to Fringe. It's a great way to encourage original theatrical work, support performing artists, and draw lots of people out to area businesses and a variety of venues
Idea Author	Carolyn W
Number of Seconds	7
Number of Points	13
Number of Comments	2
Comment 1	YES! This is a great idea. Fringe Fests are huge draws in other cities. Fun entertainment and art. Innovative, wacky, brings lots of other visitors to the city. Make some hay out of the fringey Fargo image. | By Coco S
Comment 2	Nice! | By Doc M
Idea Title	Buy Local Program
Idea Detail	We love to entice all of these out of state stores, resturants to Fargo only for all their profits to be funneled to their shareholders. Yes they pay property taxes and have employees but their profits all go to bentonville or mpls or anywhere but in the City. Locally owned business money stays in the community and more importanly these buisness owners have a stake in the community. Do you remember when apple bees had that big cancer fund raiser (that's right its the HoDo who does). Remember when CVS paid a big chunk for the new southside library (whoops I guess that was the Pracs founder), remember when Alien Technologies bought and donated the downtown building to NDSU (oh yeah that was Bergum who did that). My point is that our locally owned business owner's live here, their kids go to school here, and they care more about Fargo then does some public traded company, yet we do very little to support locally owned businesses. We will spend millions upgrading and interchange and building up 52 ave for Walmart, why not roll out the red carpet for our locally owned. Let's start a Buy Local program like Austin Texas. Let's do a study to calculate the benefits of locally owned businesses. Check this out of the library - big box swindle by stacy mitchell
Idea Author	Mike Z
Number of Seconds	5
Number of Points	12
Number of Comments	1
Comment 1	Love this. | By Andrew M
Idea Title	Entrepreneurship Challenge
Idea Detail	I recall reading that the Google founders are giving 20 people $100k to come up with the next big idea. Why not do something like that here? Get local investors together and give them a stake in the new companies. It'll grow the business base and help establish NEW local companies. You never know, one of them might turn out to be the next Microsoft, Google, Apple, or Amazon.
Idea Author	Matthew F
Number of Seconds	4
Number of Points	12
Number of Comments	4
Comment 1	Yes, yes it should, especially with the economic conditions the rest of the country is dealing with... | By Matthew F
Comment 2	This should be nationwide | By Johnathan G
Comment 3	Yes indeed! Open it up to the rest of the country with the stipulation the company has to be based in the Fargo-Moorhead area. | By Matthew F
Comment 4	Maybe make it like the X Prize. Pick an area for innovation (maybe something connected to a regional industry) and make it a very public competition. | By Andrew M
Idea Title	Small Business Incubators
Idea Detail	Identify a number of empty storefronts in both downtown and 13th Avenue areas and create 2-3 small business incubators. There could be an agricultural products incubator (to launch products related to things grown/raised in the area--which could be sold in the smaller markets and larger stores in the area), a small manufacturing incubator, etc. This would create new businesses in places near established businesses, and locate services near fledgling businesses. Detroit is in the process of building an artist/artisan incubator. It intersects art and commerce in interesting ways: http://71pop.com/
Idea Author	Andrew M
Number of Seconds	7
Number of Points	11
Number of Comments	9
Comment 1	Thanks Johnny G! | By Andrew M
Comment 2	This might be a good thing for declining areas of the city, like north fargo or along the main avenue strectch... Seconded! :) | By Johnathan G
Comment 3	:) | By Andrew M
Comment 4	I like where you are going Drew. Coops are good things, and they could create just the culture you are talking about. | By Tyrone G

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Comment 5	Thanks for putting your cooperative idea up, Ziggy! | By Andrew M
Comment 6	I agree. It's for a Gainesville, FL cooperative. I'll look for a video for something a little more in line with what I'm trying to describe. Cooperatives are a bit like incubators (especially if they are dedicated to helping local producers develop their products). I'm trying to describe something that is less like the rah-rah corporate welfare tech parks and more like a culture of entrepreneurship. | By Andrew M
Comment 7	Your video was about a cooperative, how about a cooperative incubator? That would probably be better for the local economy as well. | By Tyrone G
Comment 8	That's true, but it's for high tech businesses. Most small businesses aren't high tech (and even when they are, they depend on innovative small companies in other areas). This would be a low-cost way of creating other kinds of industries that might mesh with the kinds of companies that are already here. | By Andrew M
Comment 9	Correct me if I'm wrong, but doesn't ndsu already have a business incubator? | By michael G
Idea Title	Downtown Extension/Continuing Ed Campus
Idea Detail	I would love to see NDSU develop a Continuing Education/Extension campus downtown. ASU has one of these that serves the community by providing classes where people can walk to them (near the bus station and parking). It would open up the downtown and NDSU in beneficial ways. People working downtown (many who may already be in school) would have a convenient way to take classes during a work day without going home, and employers could even partner with the University to fill classes relevant to their workplace training needs. It might even be an incentive to relocate to downtown.
Idea Author	Andrew M
Number of Seconds	12
Number of Points	9
Number of Comments	5
Comment 1	Actually NDSU got treated better when they were D2. The state funded the BSA and the city helped pay for the Fargodome. Problem is the BSA was built ba in the late 60s. Now it seems like its all funded with private donations. The state is the epitome of a slum lord sorry for the rant but the state needs to do something. | By jeff H
Comment 2	The legislature treats them like an NAIA school. | By Andrew M
Comment 3	NDSU is a key economic driver in the area. They are one of the largest employers and are the face of a D1 state. Remember, NDSU is the Iowa or Iowa State of North Dakota. We need to treat them like a D1 institution. They still get D2 treatment. | By jeff
Comment 4	It's downtown, but that might be an ideal place to locate a distance education campus (for people working downtown). Phoenix does this with ASU. | By Andrew M
Comment 5	NDSU is already downtown, I'd like to see it expanded as well, and the local business people downtown need to embrace NDSU and not bitch about them. | By lakes B
Idea Title	Encourage ALL Types of Business
Idea Detail	Currently the emphasis is on encouraging technology and biomedical companies to setup shop in the metropolitan area. This is absolutely great and what we should be doing. However, we shouldn't be ignoring all other types of businesses. Remember, there's about 25,000 students in the metropolitan area. Another 15,000 in Grand Forks and MANY of them would like to settle and start a family in the metropolitan area. We should be encouraging all types of business so there's a diverse selection of DECENT paying jobs in the metro area. We need to fully support our economic development programs and should be working with existing venture capital programs (Arthur Ventures) and working to establish additional programs. We also need more class A office space downtown. A new and starting business shouldn't be limited to starting out in an old and outdated building. We should do everything we can to ensure these businesses succeed, grow and employ thousands of people into the future. Finally, businesses need the infrastructure to succeed, and that includes high speed internet. CableOne is currently choking the residents of the city dry by offering a sub-par service for premium pricing. We currently have another provider, Midco, on both sides of the city that can't move in due to the cost of setting up a city wide network in a short amount of time. Many folks I know are choosing to live in West Fargo and Moorhead due to Midco and their internet packages. I myself am considering moving to either, but don't want to. We also had the opportunity to compete for the Google Gigabit Fiber project, but no one from the city put forth ANY effort on that. In my opinion we missed out
Idea Author	Matthew F
Number of Seconds	4
Number of Points	9
Number of Comments	11
Comment 1	I searched that RJ and only came up with Google tries to show Microsoft how to do The Cloud and fails... what was I supposed to find...? | By Matthew F
Comment 2	Perhaps RJ, you just need a different perspective... "More like one in a million...." ... "So you're telling me there's a chance....ALRIGHT!" | By Matthew F
Comment 3	Odds are better for Fargo to land a NFL team than a Microsoft city win a Google prize. Search Google Vrs. Microsoft for insight. | By RCO
Comment 4	Definitely agree that Cableone has a bit of a monopoly here in Fargo. I think local econ dev does encourage any type of business to be here but they just have a larger focus on the tech & bio - as they see the most opportunity there. The success rate of attracting an established primary sector biz to your city is very low as we are competing with hundreds of cities, some that have eco dev sales tax to fund the initiatives. Success in Econ Dev is a tough thing but it's a nature of the beast. With that, I do agree about making sure we take care of our entrepreneurs and growing small businesses. I think we are getting better at recognizing that on a state and local level -good things have been happening at the local Research Park incubator. I also think we may be still at our infancy with that and hopefully continue to improve. I'm kind of rambling now but again, I agree we need to support Econ Dev programs, foster entrepreneurial growth,and allow another cable opt. | By John M
Comment 5	I absolutely agree with the office space downtown and the Cable One comments, and pretty much everything else you posted. To take it one step further, we could use some more heavy manufacturing in Fargo's industrial areas. We already have a decent amount of manufacturing, but if there would be any way to lure an auto manufacturer (that sector has to improve by 2030, right?) or any other large industrial entities into town, that would be a huge asset to a diverse economy. We are centrally located between the booming petroleum reserves and the Iron Range, so shouldn't something come from that? | By Brandyn E
Comment 6	Why wouldn't you try to attract and retain the best talent? | By Danielle B
Comment 7	Good points producertroy, but I'm more inline with Drew, I don't see any reason why it couldn't be a bit of both. When I started college, my thoughts were "I can't wait to move to a city with a couple million people". Then I landed a decent gig in Fargo and have stay since. Especially in this economic climate, we can definitely take advantage of where the jobs are (here in the metro) and use that promote growth. | By Matthew F
Comment 8	could it be a bit of both/and? | By Andrew M
Comment 9	You both make excellent points. However, I've been hearing this "good paying jobs" refrain for years. Yes we need good paying jobs, but the truth of the matter is, many of our young people decide LONG before they're in college that they "just wanna get out of this town"... and I believe we could change that by simply making Fargo a cooler city in which to live -- with more to do, more attractions, better nightlife, unique recreation opportunities, etc... it would be just as effective as pouring millions of dollars into luring a company with no loyalty to Fargo at all. | By troy L

Comment 10	Exactly Drew; and the Fargo-Moorhead area produces the talent needed to attract these types of businesses, unfortunately many of them move away to other larger metropolitan areas | By Matthew F
Comment 11	Had no idea that we had ANYONE thinking about the Google Gigabit Fiber project. I think that part of the issue is a culture of entrepreneurship. Tax breaks are probably part of the picture, but likely a very small part (North Dakota puts a mild burden on businesses). We need to attract, grow, and retain companies through talent. Businesses go to where the talent is. | By Andrew M
Idea Title	Don't Let Past Failures Deter Future Investments
Idea Detail	I know there were lots of folks who thought that Alien Technologies was going to be the next big company in Fargo. I know there were even more folks who were disappointed when they packed up and left for Morgan Hills, CA with the millions of dollars the state had given them. We must not allow failures such as this to impact our ability to continue to invest in future potential companies that want to setup shop in the local metropolitan area. We should take the lessons learned from these situations and apply them to the future
Idea Author	Matthew F
Number of Seconds	4
Number of Points	9
Number of Comments	4
Comment 1	Yup, thanks. I agree it's healthy to keep the spirit and drive alive, no matter how many times you fail. | By Matthew F
Comment 2	Good advice... many people around here simply give up upon getting burned the first time... I think I read somewhere that only California is where Silicon Valley could've popped up, since people in there still have the old spirit of 1840's gold rush... where they kept failing but tried again and again and again.... | By Johnathan G
Comment 3	What do you mean, "but how". It's general advice. Don't get disillusioned... continue to take big gambles and big risks. Don't merely settle for conformity and accept the "western North Dakota" mentality. Think big, and pursue big dreams. Don't let the rest of the state or region bring us down in pursuing our goals. | By Matthew F
Comment 4	O.K... but how? | By Catherine W
Idea Title	Creative Entrepreneurship and a Culture of Success
Idea Detail	Let's be flexible with our plan for businesses. If we could create microentrepreneurial structures, we might be able to create the next Dell computer (which was hatched in the residence hall at U.T. Austin) or other wildly successful local business. The creative enterprise in Denver "YesPleaseMore" http://yespleasemore.com/ is using co-working spaces, grants, and training to grow business. Let's turn everybody with an idea into an entrepreneur (or at least give them a chance and show them how). We can keep growing sustainably if we teach people how to turn their idea into something that others will see the value of. It's about building a culture of entrepreneurship and not just giving away bags of money to big companies who have zero loyalty to the people and the area. If we grow our own know-how and competitive success, the companies will come
Idea Author	Andrew M
Number of Seconds	8
Number of Points	8
Number of Comments	0
Idea Title	PAY/BENEFIT REQUIREMENTS FOR BUSINESSES
Idea Detail	too many businesses get taxbreaks, etc and only provide part-time, low-paying, no benefit jobs. the criteria needs to be higher--if a business is to get any taxbreaks, etc, EVERY job has to be full-time (40 hours), provide health, dental, vision, pension; and pay at least $15 or higher per hour or else the same wages within that company's pay structure--NOT "fargo wages"
Idea Author	Linda O
Number of Seconds	6
Number of Points	8
Number of Comments	1
Comment 1	We need to start attracting higher paying businesses here... I almost hate to say it, but if the business is started in Fargo, it may actually have incentive to pay less... Get businesses like Microsoft that pay their developers and testers well north of $70k/yr... | By Matthew
Idea Title	Cooperative Business Incubator

Idea Detail	Business people will often suggest that others should think like entrepreneurs or business people. Cooperative business gives incentive for larger groups of people to do just that. Here are some supporting links that touch on the idea: The Business and Employment Cooperative (Innovation with security.) http://en.wikipedia.org/wiki/Business_and_employment_co-operative The Cooperative (in case you don't know what it is) http://en.wikipedia.org/wiki/Cooperative Worker Cooperative (a type of coop) http://en.wikipedia.org/wiki/Worker_cooperative Consumer Cooperative (a type of coop) http://en.wikipedia.org/wiki/Consumer_cooperative Here are some of the benefits: 1. It gets many people involved in something that is important to them (providing goods not otherwise provided, or providing it for a lower cost.) 2. It brings profits back to the members, which are many in number, meaning the economic impact is much larger than a normal business. (Wealthier individuals spend more money outside of Fargo than average individuals.) 3. It corrects uncompetitive markets, because that's where people will be interested in starting businesses. If something is too expensive or not available locally, then there is an opportunity. 4. Profits don't have to be as large because an owner isn't living off of the wealth produced, which means a potentially better deal for the employees and consumers. 5. Decisions are made by members, which means customer service quality is built in to the model.
Idea Author	Tyrone G
Number of Seconds	5
Number of Points	8
Number of Comments	2
Comment 1	Coops are a great way to minimize corruption and give workers meaning. | By Ashley K
Comment 2	Here's an example of a cooperative incubator in Detroit: http://71pop.com/ | By Andrew M
Idea Title	Red River Research Corridor
Idea Detail	Think "Frozen Silicon Valley" meets "Research Triangle." Create ways to connect Fargo with Winnipeg, Grand Forks and Sioux Falls, so that we can truly see this as a "River of Research." Now that Sanford is shuttling their executives back and forth, it might be time to find ways to interconnect these cities. Good jobs and young people to think of new and interesting ways to ENJOY living here. 1. Naturally--increase water tourism by creating waystations for people trying to canoe/kayak the length of the Red. Facilitate and market canoe camping (maybe tie it in with Lewis and Clark). 2. Economically--find ways to share resources and collaborate with cities along the river (rather than competing against). With this kind of regional strategy, we can see each win by connected cities as wins for us. 3. Politically--stop drawing Red/Blue boundaries. Instead of embracing either/or solutions, see this region as a growing one that will need to attract a wide range of talent. Plan accordingly. 4. Culturally--Market the region and its cultural diversity together with these cities. Look for ways to discuss and promote the New Upper-Midwest. 5. Transportationally--let's connect these cities by more than just roads. Flights to Winnipeg, better train and bus service. Maybe, who knows, even a rail line
Idea Author	Andrew M
Number of Seconds	8
Number of Points	7
Number of Comments	2
Comment 1	Abso-lutely! | By Andrew M
Comment 2	Really like the aspect of "stop drawing the Red/Blue boundaries"--politicians can be _true_ and take the big steps to cooperatively work together for the betterment of all, not just those who paid the campaign expenses. | By Beth
Idea Title	Establish NFL Franchise
Idea Detail	The Vikings are currently considering alternatives to Minnesota. Work to establish a new NFL franchise (similar in size to Green Bay) and become the smalles yet highly successful franchise in the NFL and show the other franchises how to be successful and fiscally responsible. :)
Idea Author	Matthew F
Number of Seconds	3
Number of Points	6
Number of Comments	8
Comment 1	How about the North Dakota SandBaggers Oilers (Hmmmmm) Harvesters Prairie Dogs SIOUX (That would tick some people off) | By Steve S
Comment 2	I hadn't even thought about that, but yes, good point... It is doable depending on how much we can stretch out the money... | By Matthew F

Comment 3	This... is... AWESOME! The Fargo-Moorhead area has how many people? 200,000? I bet you could EASILY take the approach the Green Bay Packers did and have the people own shares in the team... people could buy whatever amount they wanted... Between 200,000 people (heck really almost 700,000 if you count the state's population) you could EASILY, generate $100M to establish an NFL team... Now that I think about it, it's not so far fetched... | By Johnathan
Comment 4	I can think of a few... Roughriders Homesteaders Woodchippers :) - Just Kidding | By Matthew F
Comment 5	Any name suggestions? | By RCO J
Comment 6	Uhhhh, right... never gonna happen. But who cares. Let's dream big. Seconded! | By Amber B
Comment 7	:) | By Matthew F
Comment 8	And I thought I was dreaming big. :-) | By troy L
Idea Title	Streamline the process of opening a business
Idea Detail	All the required licenses including state level requirements should be easily explained by someone "at the front desk." Individuals, especially local community members, should be connected with local resources with a good idea of what each resource can provide them in the process of opening a new business. Not only does this raise the level of our local people's potential, but it also will have a positive economic impact. Locally run businesses have a larger economic impact than the nation-wide chain stores that send their money to central offices outside of Fargo, but that point aside empowering our people to succeed is one of the most important things we could do to ensure the future success of Fargo. A recent study on this topic: "We wanted to find out, if a local store makes a $100 sale, what happens to that $100? How much goes to pay local employees and local suppliers, thereby creating additional economic activity in the region? How much goes to out-of-state suppliers, thereby leaving the Maine economy? If that $100 is spent instead at a big box retailer, does more or less of it stay in the local economy?" The link for the pdf of the study is here: http://www.newrules.org/sites/newrules.org/files/midcoaststudy.pdf
Idea Author	Tyrone G
Number of Seconds	3
Number of Points	5
Number of Comments	12
Comment 1	Although maybe we shouldn't bury anyone in comments... | By Andrew M
Comment 2	That's 14% of all imports (on my first post June 8) | By Matthew F
Comment 3	Drtooth, I think for the "standard of living increase" claim you're making you can clearly give a countering "destruction of living" in the higher classes. | By Matthew F
Comment 4	Also I think Ziggy was asking to streamline (basically get advice and assistnace) on the common practices of opening a new business. Sure you're correct, there's a form and $50 later you've got yourself a company. What about after that? Payroll, taxes, advertising, copyright, patenting, irs, wages, capital, equipment, property, business community membership, hiring, benefits, medical plans, legal, licensing, inventory, sales, sales tax, merchandising, promotion, networking, etc... There's a bit more than just filing out the paper work, esp if you start a company as compared to an LLP. There's also LLC and many others. | By Matthew F
Comment 5	Again, no one says you have to buy local. They can compete on price if they do it right. | By Tyrone G
Comment 6	I'm going to go out on a limb and say many of those folks who can now afford the high end tv's and expensive electronics through Walmart are a big chunk of what's wrong with this country. Walmart does EVERYTHING for the absolute lowest cost, which means production and jobs are sent outside of the country. Being as Walmart now controls 14 of ALL imports coming into America, I think it's safe to say they've done their part to destroy the middle class and at the same time down nothing to build up the lower class other than collect their money for low quality cheap ass products. But hey, that's better than paying an American a wage isn't it Drtooth? *shakes head* | By Matthew
Comment 7	Local businesses can compete. No one said anything about forcing people to buy local. Creating the legal structure for a business and actually opening up the doors of a real one are very different things. Don't be a troll. | By Tyrone G
Comment 8	Don't want to get into an argument, but lots and lots of Americans don't have jobs because of this kind of arrangement. I like the alternative. | By Andrew M
Comment 9	and those decreased costs allow the average joe to have whatever he / she needs, from plasma tvs to a loaf of bread at a reasonable cost. id MUCH rather have that than the alternative. | By Pete P
Comment 10	Gonna disagree with you there Drtooth. Walmart has done a lot to drive down costs and wages. Efficiencies are gained, but that is not everything. | By Andrew M
Comment 11	as a business owner, i cannot see how much easier it could get in north dakota. you fill out a form, pay $50 and youre a llc. seriously....it literally takes you 30 minutes and $50 to OPEN A CORPORATION. how much easier can it get? "Locally run businesses have a larger economic impact than the nation-wide chain stores that send their money to central offices outside of Fargo" no, they dont..... forcing people to 'stay local' pay twice as much out of their pocket for a widget does nothing but hurt the people buying the widget. they are left with the EXACT same widget, but half the cash they should have had to spend on other things. Like it or not, Walmart has done more to help raise the standa of living for the entire nation than 'mom and pop's' store ever could have. | By Pete P
Comment 12	I think this might be tied to either an incubator, or some sort of virtual local/state presence. Maybe crowdsource this? Austin Texas has a REALLY good grassroots business community that connects with both the government and clients/customers. | By Andrew
Idea Title	Convince SBOHE to Consolidate Other Schools into NDSU

GO 2030

Idea Detail	This is another topic I know is not going to go over well with some folks, but it's got to be said and I believe this could significantly help Fargo even prosper more. There are TOO MANY institutions of Higher Education in this state. We all know several of them are merely kept open for the sole purpose of keeping a town from dying out. With the current economic downturn and the rise of the extreme conservatives bolstering for fiscal prudence in the state, I think we could make the following case: Convince the SBoHE to consolidate VCSU and Mayville State University into NDSU. To appease the almighty school to the north, we could give them some of Mayville's programs. VCSU has less than 1,000 students but a sprawling campus for that student body. Mayville State University has less than 850 and we have two MAJOR research universities within 50 miles of this school in either direction. In my view, that's a waste of money keeping those schools open. Shut them down and consolidate those programs across UND/NDSU/NDSCS. There's more schools I'd close around the state, but they are too far from Fargo.
Idea Author	Matthew F
Number of Seconds	3
Number of Points	4
Number of Comments	5
Comment 1	It may be beyond the scope of the city comprehensive plan is about, but at the same time, I think it sends the message that people are sick of the waste... | By Matthew F
Comment 2	The scope of this idea is beyond what a city comprehensive plan is about. The worst thing Fargo can do in the context of building relationships around the state (which is VERY, VERY important, and Fargo needs to do more of it) is to take a position of advocating for the closure of these small schools. I see the financial sense in closing them from a purely STATE financial perspective, but these schools are vital to the cultural, social, and financial health of the communities they're located in, and the bottom line is, they're the school of choice for a lot of people - both traditional students, and those that farm or work in those communities but would like an opportunity to pursue their education. That being said, this issue goes beyond the scope and purview of a city comprehensive plan. | By Cindy G
Comment 3	I think it could really be a driving force for the continued growth of the city. | By Matthew F
Comment 4	It's so evil, it may just work... :) | By Johnathan G
Comment 5	How about NDSU just LEAVES the SBOHE and gets a board of regents and does things THEIR OWN WAY !! | By lakes B
Idea Title	sports tournaments used to lower Fargo property taxes
Idea Detail	i wish Fargo would do like Blaine or Bloomington MN and develop a large complex of soccer fields and baseball/softball diamonds and 2additional hockey sheets of ice. Then develop a paid position whose job would be to solely to set up large tournaments each weekend. The revenue generated could go to future kids activities and for lowering Fargo's property taxes.
Idea Author	Todd F
Number of Seconds	3
Number of Points	4
Number of Comments	2
Comment 1	Seconded | By troy L
Comment 2	One or two day sports tournaments don't really generate much income. Schools use them as fundraisers, but are able to use their own student-athletes as volunteers. | By Todd H
Idea Title	Budget Surplus and College
Idea Detail	How about trying to use some of the budget surplus to save students within the Fargo area some money? My tuition is high, and I'm not sure I will be able to make the money necessary to pay my student loans by staying in Fargo. I'd love to stay here but after working full time and attending school full time, the last thing I want to have is two jobs to support myself once I graduate. Why can't the City contribute money to grants or scholarships, or discounts on a portion of the loan (it has to be repaid if the student leaves Fargo), internships that pay to help students out, as long as there's a commitment to stay in Fargo after graduation?
Idea Author	Jen K
Number of Seconds	3
Number of Points	3
Number of Comments	5
Comment 1	The budget surplus is at the state level. I don't think the city of FArgo has a budget surplus. It's not really related to the city's comp plan, but the state sure could've ponied up more money to keep tuition costs down. | By Cindy G
Comment 2	The problem is NDSU is so underfunded that they could never accommodate the extra students. Many buildings are 50 years old and crumbling while the state cuts their funding. Reinvest in the NDSU infrastructure first. But if we really want to keep people in Fargo we need to not help with student loans. We need to encourage small business. Do you want to work for "the man" or start your own business and make a real living? Give students interest free loans for small business. | By jeff H
Comment 3	I think that this is a good start. There are social media conversations that can happen, groups that can be formed. Just stay at it. Every. Day. | By Andrew M
Comment 4	Drew, I'm not sure how to get it started, except to post it here. | By Jen K
Comment 5	This would be possible, ESPECIALLY if students were to push for this. | By Andrew M
Idea Title	Gain Fighter Mission for NDANG
Idea Detail	A few years ago, the North Dakota Air National Gaurd (one of the best safety records in the military) was stripped of their Fighter Mission for a more civil mission. We lost our F-16's (some of the best pilots were right here in Fargo) and replaced them with simple Leer Jets for taxi'ing military officials around the country. We apparently are supposed to get a fleet of C17 Globemasters in 2012, but I haven't heard much from that. All I know is we currently control remotely the UAV's stationed at GFAFB. Work with the military and lobby to gain a new fighter mission, with newer equipment... F18 Hornets, F22 Raptors, F35 Joint Strike Fighter, whatever... it's a shame to see such talent wasted. It would also be a boon to the local economy
Idea Author	Matthew F
Number of Seconds	2
Number of Points	0
Number of Comments	3

Comment 1	I miss the F16's too... :(| By Amber B
Comment 2	Doesn't mean we can't still lobby to gain a new one. The larger states are constantly doing this with their military bases. Perhaps taking a portion of the $1B+ surplus of the state and putting it towards these efforts would be a good idea. | By Matthew
Comment 3	The Hooligans fought tooth & nail to upgrade to a newer fighter. If I remember correctly, it was accept the taxi mission or be closed by the BRAC commission. | By Beth P
Idea Title	Establish State Owned Airline
Idea Detail	The current airline industry uses a spoke and hub model to map flights across the world. Fargo obviously isn't a hub, it's at the end of a spoke. If you were able to establish an extremely low cost operator using older aircraft and have flights only to the largest markets and used Hector International as the hub for all connections, I think it would work. You'd want to establish an airline using Midwestern values of hard work and strong work ethic. It would also be more efficient as cost of salaries would be much lower out of Fargo. This airline would also incorporate common sense to fill the planes to capacity... I distinctly remember offering to give Delta airlines up to an additional $300 for a seat upgrade to first class. They mearly scoffed at my idea and the seat went unused on both of my flights, and I kept my $300. If you make the system dynamic so people could, at the last minute, bargain for better seats, you'd make more money... Also get rid of all the stupid ticket classes (Delta has over 30 alone) and just stick to common sense business tactics. Also incorporate strong technology ensuring check after check that a passengers luggage is NEVER lost (I can't believe how well FedEx and UPS can track items but the airlines are absolutely clueless...) Also passengers are #1!!! With a burgeoning new airline, Hector would obviously need to be expanded, and additional infrastructure would be needed... we already have a state owned bank, state owned mill and so on... why not a state owned airline, where we control how it's run??? If it was a state owned entity, it wouldn't have to pay a
Idea Author	Matthew F
Number of Seconds	2
Number of Points	0
Number of Comments	4
Comment 1	Easy there Johnny... :) But yeah, I agree, while being far-fetched, it is doable... just too many "voices of reality" to squash the dream. | By Matthew F
Comment 2	Typical "small minded North Dakotan thinking" Cellar Door... think bigger... reverse the roles... Hector acts like a HUB bring connecting passengers into the airport for other flights... eventually if you have enough flights, you easily can justify the traffic levels... | By Johnathan
Comment 3	There's not sufficient demand going and coming into Fargo... if Fargo acts like a hub, and brings travelers from the busiest airports into Fargo, to get on another link to another airport, the demand you could build up is basically limited to the service you offer. You're only thinking of people in Fargo using the network, I'm thinking nationwide... | By Matthew F
Comment 4	sorry, but even the guys at Hector will tell you there just isn't sufficient demand. | By Ashley K
Idea Title	Look Out For Fargo's Interests
Idea Detail	I know this post won't be incredibly popular, but... I'll just go ahead and come out and say it... it has always been the western part of the state against the eastern part of the state. To them, we have been and will always be "Imperial Cass". I'd say it's time to start living up to that name. This round of the legislative session the eastern portion of the state was getting the short end of the stick by the western legislators, since they know they now have a stool to stand on with the oil money coming into the western portion of the state. We need to make sure we are sending the right kinds of people to Bismarck and also have enough lobbying power and representation for an area that has almost 1/3 of the state's population. Business is business, and sometimes you've got to play rough to fight the Good O'le Boys Network in Bismarck, which is compromised of folks who think we need more carpenters and plumbers being trained in this state, than we do software engineers, biomedical researchers, chemists, engineers, etc... DO NOT let the state hold us back.
Idea Author	Matthew F
Number of Seconds	2
Number of Points	0
Number of Comments	3
Comment 1	Agreed | By Matthew F
Comment 2	I too am sick of seeing other people in the state telling us how to operate... the ticket penalties being set by the state certainly come to mind... | By Johnathan G
Comment 3	You implying the western portion of North Dakota is holding us back? :) | By Amber B
Idea Title	DataCenters and WebHosting
Idea Detail	As I've described in previous posts, there's serious untapped bandwidth running underneath the metropolitan area. We should be able to lure web hosting companies to invest in and build data centers in the metropolitan market. They should offer other services such as colocation, etc... If Sioux Falls can attract a data center, I don't see why we can't. Besides, it's ridiculous what local companies are charging for colocation services... $325/month for only 1Mbit/sec???
Idea Author	Matthew F
Number of Seconds	2
Number of Points	0
Number of Comments	2
Comment 1	Perhaps with our $1.5B surplus, instead of dishing out $450M in property tax relief, it would've been smarter to simply get rid of business taxes and personal income taxes. | By Matthew F
Comment 2	Two helpful benefits of Sioux Falls over Fargo or SD over ND are that there are no corporate taxes at the state level for business, & no personal income tax for employees/owners. | By RCO
Idea Title	Outdoor wave pool along the river in downtown fargo area
Idea Detail	A wave pool could get flooded and still function ok in summer months. These are such fun places for families and teens. We need more opportunities for water recreation in the city. Not everyone can go to their cabin, lake home, etc. on the weekends, and some of us don't want to. We like city living. We don't have lakes here and need to create some of these amentities. This would be really popular
Idea Author	Coco S
Number of Seconds	2
Number of Points	0
Number of Comments	5

Comment 1	A splash park or wave pool would be a lot better in parts of the town could put a couple in North an South Fargo along with West Fargo,I would like to see some man made beaches to where you can go an relax an fish.Barnsville has one not sure why Fargo can't make one. | By Patricia M
Comment 2	It could be done on ground that is higher, but not entirely out of the flood's way. | By Andrew M
Comment 3	I would be more supportive of splash parks in areas that don't flood. The habit of the river to be flooded more often in the summer than not flooded, would make a splash park or wave pool next to the river too much of maintenance headache, and would make it unuesable too much of the time. | By Cindy G
Comment 4	Or even adding splash parks around the neighborhoods that are low tech/low cost for little kids to run through. | By RCO J
Comment 5	There was one like this in Phoenix. It seems pretty ambitious, but I like ambition! | By Andrew M
Idea Title	Gentrification -very simply put...
Idea Detail	I used to have a bumper sticker on my car that read: "Gentrification is the destruction of a community when it is referred to as 'development'. It is characterized by adding things like coffee shops and art galleries and then rent increases to remove 'undesirables'. At this point the yuppies move in." I'm not sure who wrote that, but that is what it said and I've seen this happen in my own downtown community. Low income people used to live and work near downtown, but everything has undergone a renovation and remodel, now the only people that can afford to live and shop downtown are primarily, "yuppies". It's awful, but at the same time, it looks really nice. I feel both good and bad about it. Downtown is now a destination and an attraction, but I feel awful for the people that were moved out. Low-income and even middle-income housing and retail should have been designed in the downtown area. Let's do something to change this, come up with some new ideas, and not have students as the only low-income people downtown.
Idea Author	Tia T
Number of Seconds	2
Number of Points	0
Number of Comments	6
Comment 1	Low income people are still around. I resist moving things out like the Salvation Army, the workforce centers, and other services, but I don't think coffeeshops push poor people out. Agreed on the lower-income housing (although a lower-income apartment building was recently built downtown). | By Andrew M
Comment 2	And BP, you're right, the legal boundaries of downtown include a lot of low-income and middle-income housing. However, I think when most people think of downtown, Broadway and the adjacent blocks come to mind. I'd like to see more options in this area to be specific. | By Tia T
Comment 3	Excuse me, aren't enough designs.... The majority of housing downtown appears to be designed for upper class or higher end incomes. | By Tia T
Comment 4	Right, the point is that there isn't enough low-income or middle-income designs. The target market appears to be students and people able to occupy high-en condos. | By Tia T
Comment 5	Your quote "Low income people used to live and work near downtown" in my opinion still applies--particularly if you widen the definition of downtown just slightly--from 5th Ave S out to University to 6th Ave. N. All of the residents of the High Rise are still in place--and that is a huge number of lower income residents. But yes, it would be very good to see something in between subsidized housing and empty nester condos that start at $300K for 1000 sq. ft. | By Beth P
Comment 6	I disagree with the statement "the only people who can afford to live and shop downtown are primarily yuppies"... come on, really??? You can easily get a low end apartment if you look hard enough. I have a friend who rents a single bedroom/single bath downtown for roughly $425... Extreme affordable, even on a minimum wage job... Spicey Pie is by no means expensive, neither is Sammy's or JL Beer's... I think the problem is we JUST NEED MORE of everything downtown. | By Johnathan L
Idea Title	Tax Transparency
Idea Detail	Put the information about what things actually cost on the City website. I don't know if people know how much it costs to run a city.
Idea Author	Andrew M
Number of Seconds	1
Number of Points	0
Number of Comments	2
Comment 1	Good point! | By Andrew M
Comment 2	Either then people will stop moaning and complaining at some of the costs, OR they'll turn into Teabaggers and fight tooth and nail to eliminate all costs they don't agree with... it's a double edge sword... but I seconded the idea, none-the-less. :) | By Matthew
Idea Title	NDSU & DOWNTOWN BUSINESS
Idea Detail	I believe NDSU & DOWNTOWN BUSINESS community should be holding hands quite a bit more. NDSU & its students support downtown businesses, why cant those businesse return the favor and support NDSU? Fly a NDSU flag, put up a banner inside or outside your door. NDSU IS FARGOS ONLY COLLEGE>..... SUPPORT THEM!! thank yo
Idea Author	lakes B
Number of Seconds	1
Number of Points	0
Number of Comments	1
Comment 1	Oh and it's a University... :) - Concordia is a college... (i kid, i kid, before the flaming starts) | By Matthew F
Idea Title	Freeze Public Executive Salaries for 10 Years
Idea Detail	Just saw a story on the news this morning... After hitting students with a huge tuition increase, the top executives at NDSU and UND just got huge raises. $12,000 to $13,000 a year... It's despicable and shameful. Public sector executives who make more than $150,000/year should have their salaries FROZEN for ten years. In ten years time, we can CONSIDER not freezing them for another ten years -- IF the current climate of corporate and institutional greed at the expense of the powerless has faded.
Idea Author	troy L
Number of Seconds	0
Number of Points	0

Number of Comments	8
Comment 1	I think that the city plan can advocate for radical participation in many facets of city life and living a good life in general. I hesitate to write in advocating for micromanagement of salaries (or even of city affairs). If the SPIRIT of participation catches on, people will tolerate less cronyism. | By Andrew M
Comment 2	I can see doing a salary freeze for a year or two, but for 10 years... that's a bit obscene... Also you know darn well, that the anti-public/anti-education community will ALWAYS push for salary freezes because for some reason, they believe that public work isn't as good/important/honorable as private sector work... Sure $12k/$13k is quite a bit for a raise, but it's not unheard of... I know several folks at Microsoft in Fargo, whos combined year end rewards (stock/bonus/raise) was upwards of $25k and more... Plus look at what the presidents of NDSU and UND are responsible for... both institutions act as the economic engines of their respective cities and the state. There's over $1B immediate yearly impact from each school on the state. I think the combined $25k for $2B is more than worth it. | By Matthew F
Comment 3	John R,... a spiritual solution to this problem? Put down the religious koolaid and offer a solution... | By Matthew F
Comment 4	This is actually a problem that applies to many different fields. When we have to much disparity between poor and rich we do not have unity. We need a spiritual solution to this problem. | By john F
Comment 5	This is not a city of Fargo issue, but it would have a disasterous effect on our local economy. Fargo and North Dakota are finally starting to see people return from the likes of Minneapolis and other big cities where they can earn more money ~ why would we want to put blanket limitations on salaries and cut off our ability to entice talented workers? | By Shannon F
Comment 6	Yup, that's a quick way to drive top talent away from our state... | By Amber B
Comment 7	Is there a reason it has to be 10 yrs? That seems a bit extreme... | By Matthew F
Comment 8	The city has no control over this. It would disastrous to even propose something like this. Of course, I'm personally disgusted too. This is a state and university issue. | By Andrew M
Idea Title	theme park
Idea Detail	Are we big enough to support a Theme Park like Valley Fair? The biggest obstacle is weather. Minneapolis proves it can work. They draw as far away from Bismarck. And they also have a 2nd theme park in the Mall Of America! Both do very well. The key is having year round activities like a hotel resort, a GIANT indoor waterpark, underwater world, cross country skiing, go karts, ice skating, snowmobiling, and things like laser tag and video games. It can't be a 4 month seasonal business. I think we have 220k people already and when you expand to a 200 mile radius were over a half million. We would draw from Bismarck to Winnipeg to Sioux Falls to the entire Lakes country. Fargo could be an entertainment center for the midwest. If I had access to money I would do this in a heart beat. The city could donate land or give a huge tax break.
Idea Author	jeff H
Number of Seconds	0
Number of Points	0
Number of Comments	1
Comment 1	If feasible, a good place for this would be north of Thunder Road. See 'Iconic Landmark' under 'Vision for Fargo's Future.' The roller coasters and towers could qualify as iconic landmarks. | By Alp A
Idea Title	Albertville Outlet Mall style setup
Idea Detail	Fargo is booming for retail. We service 220K metro people, all the cities within 100 miles, and have 3 growing 4 year colleges and have 1 mall. No wonder West Acres is booming. Scheels? Booming. Gander Mountain? Booming. Why? Not enough competition. How about we do what they did in Albertville and do an outlet mall. They have nearly 100 stores that we do not have in West Acres. I'm talking cool stores that do not exist in Fargo.
Idea Author	jeff H
Number of Seconds	0
Number of Points	0
Number of Comments	0
Idea Title	Northport
Idea Detail	Offer tax incentives to businesses that will occupy space in Northport Shopping Center. A Hardee's, McDonald's, etc. would be a wonderful asset for this area.
Idea Author	Barb M
Number of Seconds	0
Number of Points	0
Number of Comments	9
Comment 1	Agreed, we need high-density developments in that area. That is the only way it can compete with the 19th Avenue businesses. | By Keshika D
Comment 2	In order to compete with the Fargodome, the North Port area has to be willing to accomodate much higher density developments. In order to attract other businesses there, you NEED to have more people. Right now, many businesses would argue that 19th Ave. N. amply serves folks in the north end of town. Now, I think that would change dramatically, if you could create a mini city within a city with some residential highrises, with retail and shopping on the first two floors. Put a two storey Hornbachers into the base of one of the buildings, like the Bellevue WA Safeway is done. Then you have a chance at reinvigorating that part of town. I know there's younger folks just starting families that would like to live in that part of town. My sister is looking for a house there next to a school for her son and I've got friends from NDSU and Microsoft looking for starter homes over there... so there ARE people looking to live in this part of town. Younger folks. | By Matthew F
Comment 3	Food places have a rough time staying open in that vicinity on N. Broadway. As the dome vicinity has been developed, it has contributed to the decline of the Northport area. In the early 90's there was a McDonalds on 32nd by Happy Joes, a Taco Johns, Randy's, even at one time a Bridgemans Ice Cream place where the 1st International Bank building is on 30th Ave. N. It's been a tough spot for retail lately too. Ben Franklin's crafts & many others have been closed too. As the 19th Ave area has boomed, the Northport area has taken some hits with the shift & cluster changes. It's a great neighborhood on that North end of town. One of the few things built or expanded on North Broadway has been the Knollbrook Covenant church building. It would be great to get some new life again in that area. Too many schools are under populated on that general area. More people would drive more business/services. Maybe NDSU could expand to that site as well & jumpstart a dinkytown kind of place. | By RCO J
Comment 4	I would love to see more tenants, especially for necessary services for people in the are. | By Andrew M
Comment 5	Yes there was a fast food business close to there YEARS AGO. I like your idea of building some HighRises & some retail space in the Northport block. There is already a drugstore & a Hallmarck. (Plus a Library branch, a Liquor Store, & a BlockBuster.) But lots of vacant space! | By Barb M

Comment 6	Anyways, you should check out the post I had on "Reinvigorate the North End". I briefly talk about an idea to take that 2 by 2 city block area that Northport Hornbachers currently sits on and turn it into a mini downtown with some highrises and retail at the first few floors and making it a walkable space. | By Matthew F
Comment 7	If I distinctly remember, there was a fast food joint somewhere around there wasn't there? Or am I just thinking of the Happy Joe's as you keep going north on Broadway? | By Matthew F
Comment 8	I know it does. That's just an idea to start with. | By Barb M
Comment 9	That area needs more than a fast food joint. | By Matthew F
Topic Name	***Energy***
Idea Title	Smart Grid
Idea Detail	We should take steps to allow citizens to produce their own renewable energy (solar and wind) and hook it up to grid to sell to other customers. A smart grid would provide Fargoans with incentive to create local, clean, renewable power, and keep the money here. Microsoft has already piloted the program, but all we need is the city to step it up. Win-win-win.
Idea Author	Andrew M
Number of Seconds	13
Number of Points	28
Number of Comments	14
Comment 1	I agree fm... the power companies are just like any other company... they'll tell you what they want to hear in order to maximize their profits... | By Johnathan G
Comment 2	RJ, the other thing, is the power companies will tell us what they want to, in order to avoid having to spend anymore money on improvements to their infrastructure (including burying the lines underground). They'll state figures which are much higher than actual costs and then say thing like "we'll have to pass these costs onto our customers"... in essence, don't make us punish you for increasing our costs for infrastructure... we should be able to get by with the bare minimum. The bare minimum is what West Fargo now has in my opinion. As is becoming more evident with the increasing occurence of outages in that city, especially the serious outages. | By Matthew F
Comment 3	I think so, Sita. | By Andrew M
Comment 4	RJ, just be cautious, that typically trying to do anything in terms of development or progress through the eyes of "practical and clinical" often tend to result in the status quo. | By Matthew F
Comment 5	Doesn't decentralizing power production and distribution make the grid more secure too? | By sita S
Comment 6	R J, I'm aware of the complications. I'm also aware that municipalities can state preferences, look for grants (just learned that this entire effort is being funded by the Department of Energy), and generally set the tone for 200,000 people. I think it's important to plan for the eventuality of the smart grid. It's coming because of the tenuousness of the grid and of our current energy use. This is out chance to get ahead of it. | By Andrew M
Comment 7	No connections to either. I'm not trying to convince anyone of anything regarding the worthiness of an idea or an agenda. My only intent in "spouting" is to sharpen some of the discussion on these energy topics & deepen the conversation. Many of these ideas deserve screening through ideal, practical & cynical eyes. The spirit of my posts is to correct a misunderstanding of how some aspects of the energy industry work & the reality & practice of why utilities do things the way they do & what limits & considerations shape things. With that said, while reading comments at times there seems some disconnect on how things presently work & why. I'm just adding my thoughts & hopefully some insights to further the conversation. Odds are better for my landing an NFL & NBA team in Fargo than anyone from Xcel or CCE monitoring these posts to try push public sentiment. | By RCO J
Comment 8	R J, do you by any chance work for either Xcel or CCE? You seem to be spouting the exact same information that ironically just came out in the Fargo Forum... the timing seems odd that story comes out and your on these boards attempting to convince folks that it's not worth investing in the grid or burying lines.... | By Matthew F
Comment 9	For a smart grid, Fargo has no real authority/control/ability to impact how citizens or utilities operate those type of programs. The smart grid concept is a complicated issue that will only get widely implemented when the vested interests in the energy industry & Washington D.C. agree how to make it occur as a priority they can both invest in. It is a national scale issue that will get worked through before it gets adopted into the type of idea that so many would like to se locally in Fargo. Right now, it is not in any utilities best interests to adopt this in a wholehearted effort both from a cost or time demand that it would require. | By RCO J
Comment 10	Have a grid that would let you know when wind enery is available to use for drying clothes and baking,etc. | By john R
Comment 11	I'm interested in the city making a major commitment to changing the paradigm. Thanks for alerting me to the "Home" program! | By Andrew M
Comment 12	Actually, we can already do that... there's a few houses in Fargo that were selected to participate in Microsoft's "Home" program which monitors all the resources they use. I think they also produce their own electricity and whatever they don't use, they sell back to Xcel. But yes, it's abundantly clear that we need MAJOR investments in our electrical grid in the area as it continues to fail more and more on a regular basis. | By Matthew F
Comment 13	Thanks! | By Andrew M
Comment 14	Bang. Another good one. Seconded. | By troy L
Idea Title	Parade of (Green) Homes
Idea Detail	There are many sources of information about green technologies, such as solar hot water, photovoltaics, small-scale wind, and so on. But which ones are practical for Fargo-Moorhead? It would be great to have a tour of homes where people could see what is realistic in Fargo, and to talk to people about their experiences.
Idea Author	Erin K
Number of Seconds	9
Number of Points	17
Number of Comments	3
Comment 1	A tour of this type would be great. Not only would it raise awareness, but the tour could be coupled with an annual exhibition or showcase at one of our convention centers that featured green home industry vendors. | By Timothy F
Comment 2	Agree with the idea of including projects for both new and existing construction. For more ideas, see the Midwest Renewable Energy Association website: https://www.midwestrenew.org/ | By Erin K
Comment 3	But this should include retrofits as well as new construction. There should also be included as part of the information the green aspects (both energy consumption & $$$ saved) of living within a city's central core in terms of walking/biking distances to major employers. | By Beth P
Idea Title	Invest In Solar Energy

Idea Detail	With technology blazing along at the pace it's been the last couple of years, we now have flexible solar panels, adhesive solar panels, transparent solar panels (can be overlayed on glass surfaces such as windows). These solar panels are also becoming evermore increasingly efficient at converting even the smallest amounts of sunlight into energy. They now work in sun, cloudly, rainy, and even with flourescent lights... :) The prices are also continually coming down for these products as well. We should be providing financial incentives to convince people to add solar power (or other alternative energies) into their homes. It'll reduce the strain on our craptastic local grid and also allow the owners to sell back the energy they don't use to the utilities.
Idea Author	Matthew F
Number of Seconds	8
Number of Points	16
Number of Comments	3
Comment 1	Why don't we do more of this if the technology is getting better year after year? | By Johnathan G
Comment 2	Same here... I'm willing to spend a few extra bucks more to implement some of these newer clean and renewable energy sources. | By Matthew F
Comment 3	Germany is doing this now. Mnay buildings including barns are covered in panels. Lets do it here. I am willing to pay more for my power if its green. | By Backman B
Idea Title	Wind center
Idea Detail	North Dakota is known as the Saudi Arabia of wind energy. At the Urban Plains lake (or at the Red River), we should construct a wind energy center. Having an education place where you can also have a sailboat (big and small) might be an ideal place to teach our kids about the potential. We should celebrate ALL of our resources. We can take the lead on this. Lord knows we have the potentia
Idea Author	Andrew M
Number of Seconds	4
Number of Points	16
Number of Comments	2
Comment 1	Seeing if a wind enery center could share space with Cass County Electric Coop. | By john R
Comment 2	Is this just too goofy an idea? | By Andrew M
Idea Title	Eliminate Above Ground Power Lines
Idea Detail	The city of Fargo could be a much better looking city if we were able to eliminate all of the above ground power lines. If you look down most of our major corridors (45th St, 32nd Ave, many downtown alleys, etc.) you can see what a blight they are to the visual aesthetics of the city. As we sit here and continually rip up roads and continue with new constructions, we should be working with Cass County Electric and Xcel Energy to bury the lines.
Idea Author	Matthew F
Number of Seconds	19
Number of Points	15
Number of Comments	27
Comment 1	I know it's already been said, but... Fargo as "The City of Trees" has become "The City of Lop-sided, pruned, half-trees". | By John J
Comment 2	Also eliminate above-ground cable and phone lines. | By Erin K
Comment 3	There's another problem with this picture... Utilities are granted basically mini-monopolies in the shape of service areas. There's no competition, so what's the point of investing in infrastructure, if you know your customers have to pay you no matter what and have no other option for power (other than generate your own). | By Matthew F
Comment 4	I suspect Xcel is reluctant to invest in Fargo because the state legislature has tied their hands as far as their service area is concerned. They can't expand their service are for electricity because south Fargo and the surrounding area is in the service area of Cass County Electric. Nevertheless, their unwillingness to update their system, resolve the outage issues, and bury the lines isn't helping their case as far as service area is concerned, and Cass County Electric has their share of above-ground lines too. | By Cindy C
Comment 5	There has to be some way to protect from lighting strikes. Power companies have been repairing downed lines for at least 80 years in this area alone. Precisely when, does it become cost-effective to bury the things? | By Alvin |
Comment 6	and the city should take a stronger stance against the electrical utilities and call them on their B.S. figures... | By Matthew F
Comment 7	Another power outage was experienced by over 3,000 Xcel customers for a couple hours today, because of damage to an overhead power line. Between storms and other damage to overhead lines (not to mention the mutilated boulevard trees where overhead lines exist), the power companies and city should work together to implement a phased plan for burying the lines. | By Cindy C
Comment 8	Good grief RJ, a simple link would've sufficed... | By Matthew F
Comment 9	The figures they were quoting in that article have been disputed on several other forums as being a tad out of the typical range that normal customers have been told... I've commonly read $6/ft is the average... so the numbers have been blown out of proportion in order to scare the customers into not want to abso any costs. | By Amber B
Comment 10	“And that’s a very expensive process to replace underground with underground, because now you’re talking tearing up yards and all that stuff,” he said. The right of way for utilities extends 10 feet into a customer’s property, so when an underground cable fails, it may require digging up lawns and landscaping, Lund said. Some customers also object to the pad-mounted transformers and switch gear that need to be placed on their property, she said. Converting overhead lines to underground also brings challenges such as damage to tree roots, landscaping, sidewalks and possibly roads, Lund said. While underground lines are protected from wind and icing, other potential downsides include contractors and homeowners digging through the lines and damage from animals. Customers with overhead lines may complain that trimming trees around power lines reduces shade and results in an unsightly appearance. But Schmidt said it’s the most important maintenance a utility can perform to ensure overhead lines continue to serve their purpose. “If you don’t stay on top of the tree trimming, you’re going to get nailed,” he said. | By RCO J

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Comment 11	Downsides in the dirt Besides cost, a major downside to underground cable is its susceptibility to lightning strikes. Underground cable acts as a ground rod, attracting lightning strikes, Schmidt said. If lightning damages the line's insulation, it can't be repaired and becomes a "weak link" in the line, he said. "We've seen it where it takes (lightning) hits and it just blows a hole in it," he said. "And all you can do is go out and put a splice in there, but now you've got a weak link in the chain again. We've seen a lot of lightning damage this year already." Lightning can also damage underground cable if it strikes a house and the high voltage travels through the home's secondary wires into the primary system, Schmidt said. That's why Cass Electric recommends homeowners use surge protectors to protect not only their own expensive electronics but also the overall electrical distribution system. If there are enough weak links in an underground line, it must be replaced, which has been the case with a lot of poor-quality lines installed in the '70s and '80 he said. | By RCO J
Comment 12	Xcel Energy is requesting a base electric rate increase of 12 percent for 2011 and 2.5 percent for 2012, which Lund said includes a 2011 capital budget of $942,000 to extend, reinforce and relocate underground lines. The North Dakota Public Service Commission is weighing the request, with formal hearings scheduled Aug. 9-12 in Bismarck. Lund said some cities may request underground cable even though Xcel's engineering standards call for overhead lines, so Xcel is looking at developing a surcharge that would allow it to recover the costs of those projects. | By RCO J
Comment 13	Overhead lines account for two-thirds of the distribution system that serves Cass Electric's 35,000 members and about 55 percent of Xcel's system, officials said. Underground service didn't become popular until the mid- to late 1960s, so overhead lines are the norm in older developments. Schmidt said Cass Electric ha had discussions in the past with customers about replacing overhead lines. "And it just is a very, very expensive proposition," he said. "And then, of course, (when) we start talking (about) a cost share to do that, that discussion ends pretty fast." Cass Electric was the first rural electric co-op in the nation to bury power lines throughout a rural subdivision, starting in 1968 in Tower City, Schmidt said. "It was one of the most costly ventures we ever did because again that cable was a bad quality cable, and we ended up replacing most all of it already," he said. The quality of today's cable is much higher, but it's also more expensive. | By RCO J
Comment 14	Costs higher Customers also would be on the hook for modifying homes and businesses for underground service – a cost of $1,000 or more for each residence, with businesses facing even higher costs, Lund said. Schmidt said Cass Electric will continue to install underground cable in new developments but will replace existing overhead lines with overhead lines. The main reason is cost. Underground cable typically costs $150,000 to $200,000 per mile to bury, compared with $60,000 to $70,000 per mile to hang new overhead lines, Schmidt said. "That's just a real big chunk of money for all of our customers to swallow to benefit the immediate ones there," he said. In new developments, it costs about three times as much to install underground lines as overhead lines, which provide high reliability and a longer lifespan, Lund said. The cost of underground cable in new developments is partly covered through upfront fees charged to customers building new homes, Schmidt said. The rest is recouped through energy sales | By RCO J
Comment 15	Xcel Energy and Cass County Electric officials say the storm damage won't prompt changes in how they approach underground lines. "We do not have a plan for large-scale conversion of our overhead system to underground," Lund wrote in a response to emailed questions. "This would cost millions and have a significant impact on electricity rates." | By RCO J
Comment 16	"It's a real challenge sometimes for utilities to try to balance this stuff out and come up with the money to make it happen," Schmidt said. "Somebody's got to pay for it." Xcel Energy and Cass County Electric both said Friday they have completed repairs to infrastructure damaged on Memorial Day. The fast-moving storm packed winds of more than 70 mph and knocked out power to nearly 39,000 Xcel Energy customers, or 90 percent of its customers in the Fargo area, and 7,600 Cass County Electric customers, mostly as a result of tree limbs and branches falling on power lines. So far, Xcel has tallied almost $320,000 in labor and material costs related to the storm, spokeswoman Bonnie Lund said | By RCO J

Comment 17	FARGO – Brad Schmidt doesn't debate that most people prefer underground power lines to overhead lines. "Everybody likes to have that stuff out of sight, out of mind. It definitely looks better," said Schmidt, senior vice president for Cass County Electric Cooperative. But for those who wonder why local utilities don't bury all of their power lines, especially after a Memorial Day storm that left thousands in the dark in the Fargo-Moorhead area, there are other unseen factors to consider about underground cable – namely, its much higher cost and susceptibility to lightning strikes. | By RCO J
Comment 18	http://www.inforum.com/event/article/id/324049/ Above are the local numbers from the Forum the other day on underground/overhead that are more specific to this topic. The link expires after a few days. I'll try cut & paste this so folks can still see it later. | By RCO J
Comment 19	plus I'm really getting sick of hearing cost as the main factor we have to live in an ugly city due to their overhead lines. You know what? It's OUR city, WE make the rules. We should force them to bury the lines and not at the same time gauge their customers. | By Matthew
Comment 20	What has happened on 32nd Ave S is simply a travesity. It's ugly, and no one wants to live by it. We should force the utilities to consolidate their lines. | By Matthew F
Comment 21	A lot of line has been buried over the last decade, especially downtown. I believe 32nd is in the middle of the border area where Cass County Electric/Xcel service territories are located. There is also the substation in that area towards 42nd St. Probably a combination of territory overlap & lines necessary to distribute to their service areas. Most people are not willing to pay more on a utility bill other than for the basic service. Not enough to get a utility to volunteer to bury a line. Developers can make it occur if they are willing to eat that cost, & many prefer not to do so. | By RCO
Comment 22	I'd be willing to pay an extra $10/month on my bill if it meant that there would not be any electrical poles in the city - also, Xcel is a much larger utility. It also has customers in Minneapolis... last I checked, I didn't see massive powerlines lining all the major streets... no reason they couldn't invest in Fargo and start burying the lines. Also, what's the reason for having 3, yes three sets of power lines running down 32nd Ave... | By Matthew
Comment 23	The cost of going underground with a power line is expensive compared to putting up a pole & even having to repair/replace a line from time to time. Above ground, the air also acts to insulate the wire. Underground it would require much more cost to do so. The type of pole is determined by how large of a load it has to carry on the grid. The larger the load, the bigger the pole gets. Rates would get jacked even further to put things underground en mass. Nobody would eat the cost except for the customers. From a practical & a cost standpoint, overhead lines make more sense even if they are not so scenic. | By RCO J
Comment 24	Another reason to bury the lines is the increase in wind and ice storms in recent years. A while back large areas of Quebec that lost power for over a month du to a winter ice storm. Trenching equipment for burying powerlines has become very sophisticated. Considering how often power lines are blown down you'd think the power compoanies would have long ago reached a point of diminishing returns financially by repeated repairs to the surface system - as opposed to finally burying the lines. | By Alvin E
Comment 25	Isn't Xcel Energy rerouting their lines? I live near one of the large lines that comes through southwest Fargo; at least it makes the developers plan some park space into their developments, but I dan't think of too many things that are uglier to look at while sitting on a park bench than gigantic overhead power lines. | By Brandyn E
Comment 26	The do make the city ugly. When you've got no mountains or forestation to look at, these unfortunately are replacing that... | By Johnathan G
Comment 27	It's more than apparent that the grid in Fargo Moorhead needs some serious maintenance and updates. Sending the powerlines underground could be part of these maintenance activities | By Matthew F
Idea Title	Facilitate Crowdsourced Investment in Alternative Energy
Idea Detail	Oakland, CA is setting up solar by selling shares of solar energy. The investment will pay back the shareholders first (making it a no-cost investment), and will save money for the organizations that are having the larger solar arrays installed. Do something similar for wind
Idea Author	Andrew M
Number of Seconds	3
Number of Points	15
Number of Comments	1
Comment 1	Great idea, but the economics/site selection/zoning/permitting for wind development in Fargo is too complex to get civic leaders to embrace & agree on. (Recall area chicken & sign ordinance battles & then think of turbine sizes). Wind projects are heavily leveraged & financed with federal tax credits & incentive (if they can survive federal budget cuts). To get on the grid, utilities (Cass County Electric/Xcel) would have to be willing to provide power purchase agreements to what would be considered a small scale project. With a cheap coal environment & the state of the energy market currently, wind is not really a good portfolio choice for utilities or for any serious investors who need a benchmark rate of return on their money. Recall the Moorhead Capture the Wind history & you will see apathy with how locals have supported wind. A small % of customers voluntarily accepted a low monthly surcharge from MPS to support it. Great idea in theory, too hard for stakeholders to support. | By RCO J
Idea Title	Financial incentives for going green
Idea Detail	I would like to see incentives for solar power and other heating/cooling systems that are easier on the environment). Right now it's cost-prohibitive for most homeowners to install any kind of environmentally friendly heating systems (geo-thermal, solar panels/shingles
Idea Author	Kay S
Number of Seconds	4
Number of Points	14
Number of Comments	1
Comment 1	I think we have some of these. Perhaps we can discuss which cities have done this successfully. | By Andrew M
Idea Title	Celebrate ND's wind power with a kite festival
Idea Detail	To help people understand the power of the wind in this area, hold an annual kite festival on the outskirts of town. Even if there isn't enough wind in Fargo to make large-scale wind power projects feasible, there is enough for recreation. Albuquerque has hot air balloons; Fargo could have kites.
Idea Author	Erin K
Number of Seconds	6
Number of Points	12
Number of Comments	2
Comment 1	The Fargo Park District/Fargo library at the James Carlson branch hosts one each year. It's very cool. That could grow huge easily. The kite store downtown could partner in to help it grow further. | By RCO J
Comment 2	I love this idea! I bet we'd see some really creative kites out there! | By Durga V
Idea Title	Promote Passivehause design

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Idea Detail	The first certified passivehaus (a German-originated design which uses very, very little energy and circulates fresh air) is in Bemidji: http://waldseebiohaus.typepad.com/ If Fargo took the lead in promoting this kind of design (which can work anywhere), it would show the world that good energy design can happen anywhere. It doesn't require solar, goethermal, or photovoltaic energy to make it work--although you certainly can use that too. It's not a matter IF people are going to renovate houses and pay for energy, it's HOW they will do so. This is one earth-friendly and resource-saving way to do so.
Idea Author	Andrew M
Number of Seconds	23
Number of Points	11
Number of Comments	13
Comment 1	NDSU Students designed a Passivehaus for a Minnesota State Fair display. Anyone involved with this project care to join the conversation? | By Jena S
Comment 2	Seems kinda smart... | By Amber B
Comment 3	I agree Todd, but when we write some of this into planning documents, it draws a map for WHEN we improve our houses. We WILL eventually spend money. The only question is HOW. This is just one earth-friendly and savings-friendly way to do so. | By Andrew I
Comment 4	To address the issue of cost... Any new idea, that is an improvement on an older idea is going to cost money. The issue becomes are we as a community willing to spend the necessary money to become a better community. I certainly hope we are. However, if our biggest concern continues to be the bottom line, we will be extremely slow in any progress we make if any. | By Todd H
Comment 5	This is great! Fills me with hope for the future! | By Alvin B
Comment 6	Wouldn't that be great! Our house is 100+ years old and I would love to find a way for it to be even more energy efficient. | By Emily W
Comment 7	No grants at the current time. Passivehaus codes are pretty new. I would imagine that if a city like Fargo found a way to support this kind of building, there could be retrofit incentives (like the downtown incentives). | By Andrew M
Comment 8	Is it possible to alter existing structures to use passive solar energy and NOT spend a fortune? Are there grants for this type of improvement for both homes and businesses? | By Emily W
Comment 9	Passivehauses use passive solar (and goethermal is an add on). If we plan for this, it doesn't have to be more expensive. | By Andrew M
Comment 10	How can we make this economically feasible? It's similar to the food industry - highly processed, unhealthy food is much cheaper than the fresh, healthy stuff. Being energy efficient needs to be affordable. I love the idea of geothermal, but when I checked on it the cost was over $30,0000. Similarly, the cost of solar panels is also cost prohibitive. | By Kay S
Comment 11	My daughter lived in the Biohaus at Waldsee as they were putting the finishing touches on it. It is amazing and remarkable. Geothermal energy, passive solar, recycled materials, etc. Great idea especially for our climate. What can be done to create incentive for this type of design? | By Emily W
Comment 12	Seems like NDSU students are also working on this. Perhaps a no-brainer? http://www.ndsu.edu/news/view/article/11185/ | By Andrew M
Comment 13	It is really great to hear this is already happening close to us. It only makes sense to build buildings with the acceptance that energy prices are going to rise a lot over time. | By Tyrone G
Idea Title	Sustainable Energy Now
Idea Detail	I would love to live in a community that powered itself 100% free of fossil fuels. It could be wind, solar, or otherwise, Fargo should strive to be powered by sustainable resources before 2030. We would not only be making a better future, but could also serve as a positive model for American communities.
Idea Author	Todd H
Number of Seconds	4
Number of Points	11
Number of Comments	2
Comment 1	Wind Wind Wind. We have lots of it. Everyone complains about it. Lets put it to positive use. | By Todd H
Comment 2	Wouldn't that be cool? Now...how do do it? Hmm... | By Catherine W
Idea Title	Boulevard Gardens
Idea Detail	In New South Wales, Australia a neighborhood transformed it's street by putting in edible boulevard gardens. They conserved water through their effort. Watch this great three minute video.
Idea Author	Abby G
Number of Seconds	3
Number of Points	11
Number of Comments	6
Comment 1	The concept of gardens and greenery could also be expanded to industrial, commercial, and residential rooftops, particularly in parts of the the concrete jungle. The placement of vegetation in these spaces, as well as hanging gardens, will further insulate , rooftops, walls, and ground-level structures, making them better at retaining heat and cool air. | By Timothy M
Comment 2	Flowers, not food. | By Jen K
Comment 3	I mean that part of Aus does not have rabbits. I wonder whether that was a consideration. Pollutant uptake would be a greater consideration for certain crops (i.e. leafy greens) and less of a worry for others (pumpkins, carrots), just as long as you don't drain any parking lots on the food. Actually, food there is a good idea for densely populated areas but I suspect where residences are set back from the street, folks will want to plant in a more defensible area; for fear that their crops could be taken by people. (In my case, it is a spot where the dog can sit on rabbit watch. :) Someone planted daisies on a boulevard corner on S. 10th street near 11th Ave south and they are truly lovely. | By Catherine W
Comment 4	This is a lovely idea, Goldie, but don't foods grown along the street lock in pollutants from car exhaust? | By Alvin B
Comment 5	Rabbits are everywhere. So, rabbits can eat some and humans can eat some. Mostly this is for beautification, food for people, and to keep stuff from running into the drains and into the red river. You can plant deep rooted perennials instead. | By Abby G
Comment 6	Do they have rabbits there? | By Catherine W
Idea Title	Wind Power!

Idea Detail	It goes without saying, but since nobody's said it, "Wind power!" I could swear Tom Syzmanski once claimed Fargo was the windiest city in America, but I saw a study a few years ago that seemed to contradict that. At any rate, there's plenty of wind in Fargo. To not take advantage of it would be a terrible waste. I would agree with some who say windmills are kind of an eyesore, but there has to be some way to harness all this wind. We presently buy all of our energy from Minnesota companies -- something that makes zero sense since we're the Saudi Arabia of wind. We should be making our own power from our most plentiful renewable resource -- the wind. Then we should sell it to Moorhead and Dilworth and West Fargo and Horace and on and on.... Sell it at a discount over our competitiors. Now I'm off to chase my hat.
Idea Author	troy L
Number of Seconds	23
Number of Points	9
Number of Comments	15
Comment 1	We are the Saudi Arabia of Wind last I heard... seconded... | By Johnathan G
Comment 2	I'm all for wind power. I'm simply stating that the economics of it at present w/out subsidies (large or small scale projects) make it an undesirable place to invest public or private money as the benefits are dwarfed by the current costs in doing so. It's a simple truth that wind generation brings controversy from all sides & the bottom line becomes what gets wind developed. As it makes economic sense to build it, it will & should be built. Today, it wouldn't get as much acceptance or support because the timing for costs & return on investments for wind is not as favorable. Fargo wind is a potential asset you could talk about in the same manner as flood control. All knows it is the right thing to do & a good idea, but few agree easi on how to pay for it, the value or impact on them, or who calls the shots to get things done. I don't disagree with you, but as you drive further into the details of the idea it gets messy & not as easy to find public backing or backbone. | By RCO J
Comment 3	States or cities do not develop wind power. Utilities & private wind development groups willing to make & time the investments & take the financial risks over a 20-30 year timeframe do. Economic trends dictate when it takes place & the trend is in a difficult place at present with the economy in question nationally. | By RCO J
Comment 4	Well I guess we'll have to agree to disagree. I simply can't accept that there's nothing we can do to harness the power of the wind in Fargo. If what you say is true (and I'm not willing to grant that it is), it appears to apply to large-scale wind projects. Assuming that's the case, I would argue small-scale wind projects could still succeed. For instance, the Black Building in downtown Fargo could put turbines on the roof and decrease their energy costs significantly. Same thing goes for the buildings which house our city services. If you're not ideologically opposed to wind power, you have to admit there are ways the wind could be harnessed to benefit our community. I am not willing to write it off, and neither should our city leaders. | By troy L
Comment 5	No politics, crazy talk, or talk show fan here. Just saying. "Free"= turbine costs, construction, site studies/surveys, fed. mandates & permits, lender reserves, scheduled downtime, repairs, legal expenses to secure land easements, contracts, landowner royalty payments, substation & transformer upgrades to the grid, benchmark return rates for investors, etc. Wind development has taken off because of tax favorable credits to the utilities/developers that can offset other income or revenues. Without the credits, projects do not get built because the cost of coal is more profitable. Wind is renewable, not reliable. Thus, not sufficent to meet the load demands in the energy industry. Because of this, other reliable power needs to be either generated or purchased in the open market as there is no constant generation of wind. Renewable & cleaner, not cheaper. A huge economy of scale involved w/ wind projects. Small ones under 40MW aren't getting built as the economics are poor. | By RCO J
Comment 6	also along the comparison line---isn't Minnesota's budget in the hole and we have a surplus?! How can we let them beat us is building wind power?!! | By Durga V
Comment 7	mined OR processed that is... | By troy L
Comment 8	That sounds a lot like politics to me, RJ. To say a FREE, RENEWABLE source of energy which doesn't have to be mined of processed is MORE EXPENSIVE than a finite fossil fuel is crazy talk. I think you've been listening to too many big-business friendly talk shows. | By troy
Comment 9	Not to rain on the wind idea, but you can't sell at a discount what it costs you more to produce than other energy a utility (your customer) can produce or purchase. We get our energy from other sources because it is cheaper. The bottom line is that even with subsidies to build wind resources, it is more expensive & less dependable than coal based generation. Utilities have to have guaranteed & regulated amounts of power in the grid, & wind is not as reliable to ensure that as coal. Follow the money. Without federal subsidies to further encourage wind development, there won't be the incentive to do so. Fargo hasn't invested into it, because the return on investment is not there currently. It's not a issue of progress or politics, it's pocketbook. | By RCO J
Comment 10	As much as we like to consider ourselves a 'progressive' city, the reality is Minnesota is much more progressive. North Dakota is dominated by conservative thought. I can't tell you how many times I've heard someone say derogatory things about wind power, solar power, green power... simply because their politic ideology won't allow them to accept progress. | By troy L
Comment 11	Agree wholeheartedly! I don't get why the city hasn't invested yet? There is so much wind so often, I am shocked that Moorhead beat Fargo to the idea. Now Moorhead is also putting in solar panels? Fargo, what is going on? Do you not see that it is working there? Com' on? Catch up! Let's build, build, build!! If they are an eyesore, put them by the city ponds. I highly doubt much developement will happen by those... except for commerial or industrial. I don't see how they are an eyesore though. They represent a green city, and a city that is doing more to utilize what they can to provide energy for its people. | By Grant116 T
Comment 12	The big windmills kill hundreds of thousand of birds annually (if not more.) Light up the blade edges with LEDs for pity's sake... | By Alvin B
Comment 13	wow! That is way cool! Those helix windmill look simple but incredibly modern and elegant. Where do I sign up for one! | By Durga V
Comment 14	Color me surprised that few people seem to think wind power is a good idea in Fargo. | By troy L
Comment 15	Not an improvement, but an "amen." | By Andrew M
Idea Title	Geothermal for new neighborhoods
Idea Detail	Geothermal heat is far less expensive on new construction than as a retro fit and district- wide geothermal now out competes the cost of fossil fuel generated heat. To green our grid, let's require geothermal heat for all new neighborhoods. This will also encourage development of local expertise related to geothermal construction in our city which would support a local green economy.
Idea Author	Catherine W
Number of Seconds	7
Number of Points	9
Number of Comments	2

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Comment 1	It depends on the exact conditions but in any case, it is always more efficient than conventional heaters. (See http://en.wikipedia.org/wiki/Geothermal_heat_pump) This is because w/ the earth at a constant temperature, the pump mostly just moves air around rather than having to heat it. Generator backup sounds like a good idea for any heat supply where we live but I don't know enough about generators to recommend an efficient strategy for their use.	By Catherine W
Comment 2	Cat, any idea how much power it takes to operate a geothermal unit? The reason I ask is that ice storms seem to be increaing in frequency in recent winters. If we added generators to your suggestion, perhaps the problem of keeping warm during prolonged power outages would no longer be a concern.	By Alvin B
Idea Title	Geothermal Heated Sidewalks downtown and on 13th
Idea Detail	Klamath Falls melts snow and ice using geothermal heating for the sidewalks. We could augment it with solar if we needed to. Keep the sidewalks clear and dry.
Idea Author	Andrew M
Number of Seconds	6
Number of Points	9
Number of Comments	4
Comment 1	What's ironic is that such pipes were removed during the reconstruction of Broadway as I understand.	By Justin K
Comment 2	I think that would be an issue with exposed sidewalks, but I wonder if some of the more sheltered walks could use this (or if this could be coupled with renewable energy).	By Andrew M
Comment 3	I wonder if this would work here. It would, of course, at the beginning and end of winter. But both Holland MI and Klamath are respectively and on average, 20 and 30 degrees warmer than Fargo in January. So I wonder if heating the ground would cause icier conditions.	By Catherine W
Comment 4	I know it is some miles away, but could some of the heat from burning off the methane at the landfill be used for this purpose as well? Holland, MI uses "waste heat" from a coal-fired power generation plant to keep their sidewalks free of ice & snow--and they're dealing with much more snow than we do.	By Beth P
Idea Title	Low interest loans for Geothermal
Idea Detail	When it comes to new developments, geothermal should be a no brainer, but even for currently existing homes and developments geothermal should be something that is within reach because it is so effective at reducing costs. If it was a neighborhood project the expense would be even better per person. The city should encourage this by offering low interest or no-interest loans for this energy saving project and possibly others as well.
Idea Author	Tyrone G
Number of Seconds	4
Number of Points	8
Number of Comments	1
Comment 1	Geothermal makes a lot of sense when it is shared between neighbors. I would like to see new developments that include geothermal heat for the houses.	By Catherine W
Idea Title	Nuclear Power Plant
Idea Detail	I know this is already in the early stages for Xcel Energy and their planning for the region's (MSP, FM, GFK, STCLD) power needs has included talks of a new power plant near the Fargo Moorhead area. We should work with Xcel Energy to ensure that the plant is built to the highest specifications and can withstand flooding, tornados and of course - constant high winds. A nuclear powerplant would also bring numerous high paying jobs to the area and also add capacity to the Fargo Moorhead grid.
Idea Author	Matthew F
Number of Seconds	4
Number of Points	6
Number of Comments	21
Comment 1	I could see it being built farther west... but it would still serve the Fargo-Moorhead metro and most likely sell surplus energy to MSP as well.	By Matthew F
Comment 2	Nope. If North Dakota was to build any, they'd be better off building it in a less populated area (read: minimizing risk).	By Ashley K
Comment 3	On the other hand, the former World Trade Center didn't have a half-life of 100,000 years. By the way, a second Nebraska nuke plant is now under flood threat. http://tinyurl.com/3ixzd9x	By Alvin B
Comment 4	But by using that same logic, we should never build skyscrapers, aircraft carriers, airports, airliners, or any other complex systems due to the fact they may be unsafe due to corruption entering the system at some point of the construction... I know it's a typical weak argument that begs the old adage "how much is too much" in terms of paranoia...but still it has some validity.	By Matthew I
Comment 5	You've made my point. How can we ever be sure that conractors specs will meet code. There's always room for payoffs and corruption.	By Alvin B
Comment 6	I'd go a step farther in saying we must never underestimate the power of the human spirit and ability to innovate. You never know. I'm not an expert by any means on nuclear power or plant design, but with all the latest discoveries and innovations in metals and materials, as well as systems/engineering, I think these plants could be made extremely safe. In terms of the example you gave with the cooling towers cracking from Hurricane Andrew... have you ever worked with contractors? They tend to do everything for bottom dollar and usually results in subpar quality. In fact I just participated in a Jury over a legal case involving bad concrete work in the Fargo area. You'd be surprised how well engineered buildings are, but how hoorible the execution is when building them. With something as serious as a Nuclear Plant, I'd want several layers of quality control and quality assurance from independent third parties while the work was being done.	By Matthew F
Comment 7	It is only the containment vessels at nuclear power plants that can take a direct hit by a commercial airliner, but there are other critical areas on these sites that would be totally destroyed by such an attack. The aforementioned 'cooling towers' (aka smokestacks) at South Dade County's Turkey Point Nuke Plant, cracked under the fury of Hurricane Andrew. They were engineered to withstand windspeeds of 250 MPH! Go figure. Last week there was a 'level 4' fire at the Calhoun Nuke Plant, just north of Omaha, NE, and at this very moment they are feverishly sandbagging the Calhoun plant due largely to the unprecedented flooding along the Missouri River. We must never underestimate the power of nature...nor the hubris of our species.	By Alvin

Comment 8	Well, I definitely see your concern, but I think up here it's pretty safe from natural disasters, or at least will have minimal impact. I probably shouldn't reveal this, but many of the nuclear plants around the country, including the one in Monticello, can withstand a direct hit from a Boeing 747 and more... I definitely think in the future the topic is going to continue to come up time and time again as energy needs continue to increase. Plus within a decade, the mental effects of the Japanese meltdown will subside just as the incident from Chernobyl. | By Matthew F
Comment 9	I am EXTREMELY concerned re. nuclear power. To the list of natural disasters that could take down a nuke plant (remember Hurricane Andrew destroying the cooling towers at Florida's Turkey Point Nuke Plant?), we must add what are perhaps the most dangerous wild cards of all: human fallibility and deliberate sabotage. The way I see it, there is simply no room for screw-ups. A terrorist hack or a plane crash could release tremendous amounts of radiation not by destroying the containment vessel itself but by taking out critical pieces that control the reaction. At this very moment there are rumors that a level 4 nuclear reactor alarm has been triggered (whatever that means) somewhere in the states. | By Alvin B
Comment 10	I'm not afraid of it. We are in one of the safest parts of the country. Absolutely minimal earthquake activity (yes it does occur even here), and the buildings could be easily built to handle anything from massive flodding to the largest tornadoes Mother Nature can through at it. You'd want to also build, at minimum, n+2 redundant systems into the design. Keep them all seperated so a single point of failure is always covered. | By Matthew F
Comment 11	Sorse than Chernobyl? Wow. | By Andrew M
Comment 12	There are those now saying that the the ongoing disaster in Japan is much worse than Chernobyl...they still haven't figured out how to contain the damaged reactors nor how to shut them down. | By Alvin B
Comment 13	Sorry thats a terrible idea. Watch the news lately? Japan is facing one of the worst disasters in history. Radiation is showing up in the US food supplies but the government protects us by raising the safe levels. The one in Russia has caused nearly 1 million cancer deaths as well as birth defects. The same will happen in Japan. I would much rather use wind because as we know Fargo has plenty of wind. Monticello? Let's see what happens when it melts down and the wind is blowing west. One error and its lethal contaminating everything from food to water. | By jeff H
Comment 14	I don't know why you folks are so scared of Nuclear power... When I used to live on the east coast, no one would second guess our nuclear plants. | By Johnathan G
Comment 15	@producertroy don't you think that's a little bit of a knee jerk reaction? There's been a nuclear plant within 200 miles of Fargo for decades in Monticello... things seem to be running just fine there... no reason it couldn't work here other than NIMBYism | By Matthew
Comment 16	I say take it off the plate. You know what they said when they built those plants in Japan? It's "a new plant, built with the latest technology and safeguards" | By troy L
Comment 17	Yup, I'm completely for open debate, I'm just saying don't take the idea off the plate... :) | By Matthew F
Comment 18	I think the country has to have a larger discussion on these kinds of this. Unfortunately, the polarization on climate change discussion makes these kinds of things tricky. | By Andrew M
Comment 19	Keep in mind, this is about 10-15 yrs down the road I would imagine. This would also be a new plant, built with the latest technology and safeguards. The metropolitan area could also require that the plant have more than n+1 redudant backup systems as well. | By Matthew
Comment 20	I'm for a diversity of sources, but, sheesh. This is a lot to ask so close to the horrific stuff that just happened. | By Andrew M
Comment 21	We also shouldn't let the horrible nuclear accident in Japan deter us from using Nuclear power either. The plant they built should've never been constructed in an area with that much seismic activity. Of course in the Fargo Moorhead area we do see an occasional tremor, but it's usually very low on the scale. | By Matthew F
Idea Title	PETRO STATIONS
Idea Detail	If it's safe to do so, mandate that all gas stations within the metro have generators connected directly into their underground tanks for times when the energy systems are down. If electrical power was down for a long interval, we could still pump gas at the stations...and of course gasoline could continue to be delivered.
Idea Author	Alvin B
Number of Seconds	1
Number of Points	0
Number of Comments	2
Comment 1	Clever refinement, Drew! As for using generators fueled by the gas stations' own underground tanks, I'm surprised it's not being done: We'd no longer have to worry @ gas shortages during sustained electrical outages. | By Alvin B
Comment 2	And maybe even use these to sell electricity to people driving around with electric cars. | By Andrew M
Idea Title	Resource Recovery Facility
Idea Detail	Why build a new dump, when we can build a resource recovery facility. Resource Recovery Facility is a Waste-to-Energy (WTE) facility which receives and processes Municipal Solid Waste (MSW). The metal in the garbage is recycled and the burned waste makes steam which can be used to produce electricity then sold for heating means. It could be built next to NDSU and the steam could be sold to NDSU, Sanferd Hospital or other buildings that us steam for heat. Burning garbage is the only way to stop more and more land being wasted for stinking dumps. It's a win, win. Perham, MN has one of these facilities. the facilities provides them with: 1. Clean power 2. Reliable and efficient power 3. A safe and effective solution for managing local trash generation 4. Less dependence on imported fuels 5. Net Greenhouse Gas (GHG) Reduction 6. WTE encourages recycling 7. MPCA and EPA preferred method* Down side is that NDSU would not need to buy up to 1 to 3 loaded coal cars of coal per week. for more information go to Perham web page, */cityofperham.com/
Idea Author	mikey S
Number of Seconds	1
Number of Points	0
Number of Comments	1
Comment 1	Alexandria, MN also has one. Their Household Hazardous Waste reuse facility is also on the same grounds | By Backman B
Topic Name	***Healthy Food and Healthy Lifestyles***
Idea Title	More dedicated biking trails
Idea Detail	With all the railroads around here, can't we transform one into a bike trail that's off road? These are all over the place. The existing system along the Red River is not long enough. I would like more long range riding away from cars, traffic, exhaust, going through the countryside. Build community gardens along the tracks. Go see the Midtown Greenway in Minneapolis. It is flourishing
Idea Author	Coco S
Number of Seconds	13
Number of Points	28
Number of Comments	4
Comment 1	also build long bike trails into any new development | By carrie M

Comment 2	I love this idea, Coco. For the past two years, my husband and I load our bikes and head to Minnesota to bike the rails to trails system. Last year we did the Central Lakes and Lake Wobegon Trails - twice. I do not like riding in town where I have to continuously stop at intersections. I want to go and RIDE. | By Ka S
Comment 3	I agree that the existing system is not long enough. A trail should be at least long enough to provide the recommended daily exercise of one hour. | By Kelly S
Comment 4	And incorporate the ideas of "complete streets" and active living into the community to provide the infrastructure for healthy lifestyles. | By Connie N
Idea Title	Make us able to walk our errands instead of driving everywhere
Idea Detail	My idea for healthy lifestyles is this.... time is short for everyone. You either have time to exercise or run errands, not usually both. Help us double up. Make Fargo into a walking and public transport friendly community so we can be healthy and do our errands at the same time we are exercising (walking) with our families or to and from work. Otherwise we drive ourselves crazy trying to drive around doing errands, activities, dinner and exercise into the hours of 5-8pm and exercise is usually what gets left behind. the key is to stop building out and start building up and/or closer together, make the public transport stops more frequent and cover more ground, and stop putting up huge parking lots everywhere. No one wants to walk their errands if they get to walk along a paved parking lot because that is boring and not pleasing and a waste of space. We would rather walk our errands in a visually pleasing "village" of stores or houses or through parks and plazas. Not to mention, having stores closer together makes it quicker to walk our errands whereas now, yes, you can get their by foot bu it will take you forever to get there.
Idea Author	rachel G
Number of Seconds	12
Number of Points	26
Number of Comments	5
Comment 1	Jersey girl someone is going to send you home if you keep talking like that! You mean we all can't have front-door parking? Parking ain't free and neither is cardiac care at Sanford from a sedentary lifestyle. Love your idea for walkability and bikeability. | By Justin
Comment 2	Yes, and we definitely need a downtown grocery store. | By Heather S
Comment 3	I agree that a downtown grocery store to supplement specialty stores like Swansons and Toshis would be useful. I would do all my shopping there if I could. | By Kelly S
Comment 4	Excellent suggestion. I would love to be able to walk my errands instead of drive them. | By Kevin S
Comment 5	Walkability and bikeability are definite quality of life indicators and I believe Jersey Girl is hitting a key point. I would add transit to the picture. Fargo is flat (though windy) and a combination of bicycling, walking and use of transit offers good options to driving. The key is development density. It is presently possible to walk, bicycle and transit many errands. For many it is that the car is simply their mode. continued questioning of the "way it is" is very important and discussions with developers about "what the market wants" need to be questioned. Developers have immense say so in this city and may be too much. By Justin K
Idea Title	Farmers' Markets
Idea Detail	Fargo needs a permanent spot for a farmers' market like Grand Forks, Minneapolis, and St. Paul and many other cities across the nation.
Idea Author	Abby G
Number of Seconds	11
Number of Points	24
Number of Comments	9
Comment 1	I love the way that they replace pig-Latinated "ike-day" with ? | By Andrew M
Comment 2	Drew, that is an excellent idea. | By Catherine W
Comment 3	Maybe propose floodable, permanent semi-structures at the dike? I would love to see them create a summer farmer's market and winter warming house there. | By Andrew M
Comment 4	Yes @DrewFM, very similar, for now. I would like to see something like what Grand Forks, Minneapolis, and St. Paul have, a permanent site with permanent structures. I would like to see support of some kind from gov't structure. Right now the Park and Rec dept. allows the associations to use the site by the Dike but offers little else in terms of support. It is a long, complicated story about how this second market formed and why it will be open on different days than the Dike East Farmers' market. | By Abby G
Comment 5	Is this a step in the right direction, Goldie? http://www.inforum.com/event/article/id/325771/ | By Andrew M
Comment 6	@DrewFM, I couldn't agree more about the density. Why are we continuing to sprawl when we have a beautiful area of the city that is dense. Some say this is what the market wants, but we can change the market through well crafted zoning laws. | By Abby G
Comment 7	That would work nicely with the solar/high tunnel greenhouse idea that somebody else proposed. | By Catherine W
Comment 8	YES! We need a permanent market, part outdoor, part indoor. should run all year round. Encourage more small, local farmers to market their food. It can be a gathering place for performers, musicians, crafters, neighbors. In an agricultural valley it is perplexing why we don't have better fresh food available here. | By Coco S
Comment 9	Agreed. This works spectacularly in Ann Arbor, Michigan. There just needs to be more density. | By Andrew M
Idea Title	community gardening
Idea Detail	Recognize that community gardening is a vehicle for providing access to healthy food, and physical activity. Look at other community models such as Madison Wisconsin, and be intentional about setting aside space for neighbors to come together near their homes to share garden space. Community gardening can build stronger neighborhoods when people can see each other on a regular basis and work side by side. Encourage faith communities, business and public owned land such as the land along the green ways next to the river or bike/walking trails to be opened up to community members as garden spaces.
Idea Author	nola S
Number of Seconds	16
Number of Points	23
Number of Comments	12
Comment 1	Let's get rid of the weed filled yards and grow vegetables instead.And what about the flood buyout lots... couldn't vegetables be grown on the flat areas where wouldn't affect the levee? | By Deb H
Comment 2	Lets get started advancing a plan right now, that come spring 012, after the flood, organizational work will be well established. | By sue M
Comment 3	Currently i have pumpkins growing on a street not yet built in Fargo. We have a lot of weed filled lots in Fargo that could grow food. | By john R
Comment 4	Fargo and Moorhead could/should both use some of their existing open park spaces to set aside for community gardens.I also agree that developments with condos and apartment buildings should have space set aside for community gardens - and I LOVE that idea of having new apt/condo developments downtow having heavy-duty planters installed on their balconies. | By Karl H
Comment 5	Another spin-off on the gardening theme: New apt/condo developments put up along the street in the central district, could have heavy-duty planters installed on their balconies. What a sight it would be...Imagine strolling down a busy downtown street and glancing up to see healthy greenery trailing over from the upper floors! | By Alvin B
Comment 6	Car-free neighborhoods would have a lot of space available for community/private gardens. I'm pretty sure that car-free districts could be incorporated into existing metros.. | By Alvin E

Comment 7	I seem to recall hearing that by the year 1900, almost all of the food for New York City was grown within a 6-mile radius of that metro. Some 6 million folks ate fresh, nutritionally dense, organic food every day. Compare that to today's standard fare. where the ingredients for a meal have traveled 1000 miles before arriving at the table. In addition to community gardens, I'd like to see truck gardens surrounding the F-M area...We should be spending our BTUs on heat/lights rather than shipping lettuce all the way from California's central valley...	By Alvin
Comment 8	Community gardens make a lot of sense in areas with a lot of apartment buildings, less so in single family subdivisions. I would love to see apartment owners encourage community gardens on their properties.	By Catherine W
Comment 9	Gardens should be city operated. NYC has a wonderful example of a nonprofit organization that is tied to their park and rec or city government. If the gardens are tied to the operations of the city they are more likely to remain in operation and be supported into perpetuity. I agree that faith based communities are important catalysts, but sometimes the energy runs out when the charismatic person operating the garden leaves or moves on to something else. http://www.greenthumbnyc.org/	By Abby G
Comment 10	Detroit has the largest urban farming space in the country. We might look to them to see how it can be done to help neighborhoods in all sorts of conditions.	By Andrew M
Comment 11	Developments and new apartment buildings should have space for community gardens. I once heard an African refugee remark when she first moved into her apartment building and looked out the window "now where will I get my food from?"	By Abby G
Comment 12	Coomunity gardens have been shown to increase property value in their neighborhoods. Many of our new American families have strong farming/gardening backgrounds. Community gardens in targeted neighborhoods would help empower them and build community. In Eugene, OR and Boston they have youth gardening programs for kids taht have been in trouble. The kids work, learn to garden, run a retail store, and learn to appreciate where they food comes from (eating more vegetables).	By Rory E
Idea Title	Pilot Hybrid solar/deep tunnel community greenhouse in Fargo
Idea Detail	To help extend the growing season in our area I suggest we build a pilot solar/high tunnel greenhouse for community use. This type of facility is already in use at a local foods farmer near Frazee, MN The heat generated by the solar panels heats the soil to extend the growing season to 270 - 300 days a year. Many of our areas New American communities are prodigious gardeners. They also grow some unique vegetables from their countries that would be interesting to learn about and try. We can learn much from them. Perhaps NDSU Mechanical Engineering and extension could help fine tune and improve the facility as it's being built and operated. If it proves successful more could be developed. Some good examples of community gardening are in place in Madison WI and other climates similar to ours. This net energy use greenhouse could be placed in a convenient location in the city's core on a transit route so users wouldn't have to have a car and could walk or bike a short distance. For initial funding this pilot hybrid greenhouse, some area foundations have a strong interest in helping develop more community gardens and fresh, local food. The produce beyond the gardeners needs could be donated to supplement the food pantries and/or could be sold at a grocery co-op Downtown that has typical grocery goods supplemented with fresh, local produce.
Idea Author	Mike W
Number of Seconds	10
Number of Points	23
Number of Comments	7
Comment 1	Put this tunnel at a school where emphasis on agriculture and gardening and environment could be an emphasis and teaching topic. The site could also be used for community adult courses and summer out of school programming.Food processing could also be taught, as well as the economics of entrepreanurship.	By Deb H
Comment 2	Hi Shannon, thanks for your input and ideas! A local grant from one or more of our community healthy community foundations, not city funds, to an receptive existing non-profit organization would likely be the most likely funding source to pay for the structure and solar panels for such a project. Dallas Flynn built his for $24,000 and has very low energy costs while extending his growing season. This type of efficient greenhouse would keep annual overhead low and be sustainable with no debt service. Perhaps the gardeners would be also be members in food coops? Maybe they could eat, sell, and/or distribute the produce to food coops/international market to pay for maintenance and supplement their incomes?	By Mike W
Comment 3	It's an interesting idea, but if the city is going to fund the project, don't you think all the goods produced should be sold and reinvested in the project or others like it? If there are people volunteering to work as gardeners then they should be entitled to a discount, but I don't think the gardner's "needs" should be the first priority. Why don't we tie this somehow to the local farmer's markets that have been proposed? | By Shannon F
Comment 4	Is it possible to grow bananas in this thing?	By Catherine W
Comment 5	Here's some info on the farm with links. The Friday Farmers Forum featured it. Dallas Flynn is the owner, he's a great resource and sells and promotes organic, fresh produce. http://renewnd.areavoices.com/2011/05/22/year-round-gardening-in-fargo-it-could-be/	By Mike W
Comment 6	This sounds amazing. Is there a link to this farm?	By Andrew M
Comment 7	I want a high tunnel in my back yard. I have read about them and am impressed at how they lengthen the growing season. Would be great to have a pilot/demo in Fargo to expose people to the idea. I think they hold great potential esp. for crops like lettuce/spinach.	By Rory
Idea Title	Access to healthy foods
Idea Detail	We plant allot of wonderful shrubs and trees along our parkways. Might we consider planting apple trees, raspberry bushes and even asparagus among our local greenways? NDSU may even work to develop the best varieties for this purpose, and anyone could pick the bounty for their families. It would be especially important to make these fruits and vegetables available in the areas of our community where healthy food is scarce
Idea Author	carrie M
Number of Seconds	5
Number of Points	23
Number of Comments	4
Comment 1	How about incentives(recognition/other?) for apartment owners, businesses, schools, parks and other open spaces to have gardens and fruit trees on their site?	By Deb H
Comment 2	Love it	By carrie M
Comment 3	A healthy grocery store downtown would also improve access to healthy foods and, in addition, it would cut down on traffic because we could walk to the store.	By Kelly S
Comment 4	Love this.	By Andrew M
Idea Title	Urban Indoor Agriculture
Idea Detail	Empty buildings should be converted to vertical growing spaces, hydroponics, fish farms, and other indoor, low energy usage food growing spaces.
Idea Author	Abby G
Number of Seconds	5
Number of Points	20
Number of Comments	1

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Comment 1	That's honestly a great idea! Summertime fishing and farmers markets are great, but most of the year we are cold and covered in snow. This idea would allow us to have access to the fresh foods that other parts of the country, and world, have access to year round! | By rachel G
Idea Title	Food Policy Council
Idea Detail	We need a food policy council to help decision makers develop and support policy that enhances our local food system.
Idea Author	Abby G
Number of Seconds	5
Number of Points	20
Number of Comments	4
Comment 1	Wouldn't it be great to have public, private, community, educational, and business involvement in improving and expanding our local system? I'd love to be able to eat more foods grown, produced, and processed locally,and support our local economy as well as eat healthy. A council and policies could help this become part of the culture... | By Deb H
Comment 2	I think this idea holds great potential. | By Rory B
Comment 3	I totally agree!! We have so much opportunity here - the fertile land, agricultural state, land grant college with many experts... We could benefit in so many ways by strengthening our local food system (including economically). | By Kim
Comment 4	Love this idea. Think local! | By Andrew M
Idea Title	Make the Red River more like Appalachian Trail
Idea Detail	You can actually paddle up the entire Red River to Winnipeg. We should facilitate sports tourism the way that the Appalachian Trail facilitates it (and frankly, the way that Iowa facilitates the RAGBRA bicycle tour). Create places for people to stow equipment, camp, and walk into downtown to see Fargo. This might be a way to market Fargo as something more than a frozen wasteland. It would also give people a unique reason to come to Fargo. The physical exertion of getting here just makes it that much more special.
Idea Author	Andrew M
Number of Seconds	15
Number of Points	19
Number of Comments	8
Comment 1	The North Country Trail might be able to meet up with the Red River or the Heartland Trail Extension. Years away but being discussed. | By Justin K
Comment 2	This is spot on! Rory B is right about Winnipeg. They have winter walking trails on the Red in the winter, along with artist designed structures (ice houses). The Red walking/ice skating trail is packed on Sunday afternoons. | By Kristen B
Comment 3	I've seen the camping at Lindenwood. If there was a dedicated docking/camping space near downtown, I can see people coming to Fargo via the river regularly. Sell canoeing/hotel packages. | By Andrew M
Comment 4	We currently have one campground on the Red in the greater FM area(Lindenwood). If we had just 1-2 more we would certainly make the area more attractive to users of the Red. (on the North side would be ideal-perhasp Johnson park or Trollwood park)I really like the idea of an additional canoe landing in the downtown area. There is currently one under the First Av bridge on the Moorhead side. How about one by Wildflower Grove Park? | By Backman B
Comment 5	I would LOVE to see sanctioned ice skating and skiing on the Red! | By Andrew M
Comment 6	Winnipeg,as I understand it, has groomed ice skating, classic and skate ski trails on the Assinibois (sp?) river. Mike Williams has talked about a stretch of the Red River where this could be feasible. Plus, Great Northern Bicycle Co. hosted the first ever winter bike race in Fargo last year in that same area. Seems like there is lots of potential. | By Rory B
Comment 7	I love the idea, Kelly. I proposed winter bridges separately, but I like the way that you work it into one idea. You should submit that idea as one thing. | By Andrew M
Comment 8	This idea could be extended to winter use of the winter corridor by extending the riverside cross-country ski trail system. Having some huts and restrooms along the river and increasing the current 10 kilometer trail to 50 kilometers would give us much greater skiing opportunities. Linking up parks like Lindenwood Gooseberry, and Viking Ship Park with ski trails would be great! We need more winter exercise options, and cross-country skiing is one of the most effective exercises out there for long-term health. People of any age can participate. It is low-impact and can be done at a walking pace or a racing pace. The trees along the rive provide shelter from the punishing winds that can make cross-country skiing less pleasant in our region. Any river development should consider winter as well as summer use. | By Kelly S
Idea Title	Outdoor Winter events
Idea Detail	let's face it- 6 months of the year Fargo is in winter. And we still go outside- and need to for our health! But we do not celebrate the winter. In Winnipeg and other cities, there are winter festivals with great snow carving, indoor and outdoor events, and international travelers and locals to celebrate the beauty of the snow, ice and weather. Let's plan events, including snow sculptures, snow boarding, ice drinks, a festival an activities to celebrate our winter.
Idea Author	Stevie F
Number of Seconds	11
Number of Points	19
Number of Comments	7
Comment 1	Luminaria festival made with ice structures with candles or lights that people can tour. Hot chocolate stations and warming tents and a big outdoor bonfire. | By Coco S
Comment 2	Love the luminaria idea! | By Erin K
Comment 3	Maybe we could have outdoor warming spots too! | By Andrew M
Comment 4	Having a warming hut along the Lindenwood cross-country ski trail would be great, especially for families with small children who may need to warm up and use the bathroom. | By Kelly S
Comment 5	As harsh as the winters are, I agree with embracing our climate! Friends and family around the country regularly comment on the weather coverage they see of Fargo on the news. How wonderful it would be to replace that negative perspective with celebratory events! | By Kristen B
Comment 6	This is a great idea! In Fairbanks we had a wonderful week of ice carving, ski races, and other fun events. | By Kelly S
Comment 7	It would be great if we could pair this with permanent structures and a festival. | By Andrew M
Idea Title	Bring a type of Agraria or Founding Farmers to Fargo
Idea Detail	We send our food and our story to Washington D.C. in the form of the Founding Farmers restaurant (http://www.wearefoundingfarmers.com/). Why not partner with local farmers (or a CSA) to create a destination core of urbanized agriculture tourism. The HoDo and Green Market feature local produce and products. Adding in another restaurant, perhaps with a local agricultural spin on breakfast might fill in the gap and drive people to downtown during the morning. Something local like Hell's Kitchen http://hellskitcheninc.com/ would capitalize on what we already have and make Fargo a locavore destination for the region.
Idea Author	Andrew M
Number of Seconds	10
Number of Points	19
Number of Comments	5

Comment 1	I love Heck's Kitchen.	By Andrew M
Comment 2	Make our own Sun Butter as famous as Hell's Kitchen's peanut butter!	By Deb H
Comment 3	That is a wonderful idea. Perhaps if we had such a restaurant, local folks and visitors alike would make the connection between locally grown soybeans and edamame and discover that beet greens, which are discarded by the ton, are indeed delicious. It bugs me that I have to get soybeans from China because they aren't sold here.	By Catherine W
Comment 4	I think it's time we got our own version of this, yes?	By Andrew M
Comment 5	Looks the the North Dakota Farmers Union is opening their THIRD restaurant in Maryland. Maybe send on our way, guys. http://www.inforum.com/event/article/id/319080/group/homepage/	By Andrew M
Idea Title	Farm - to - City program
Idea Detail	Implement a program similar to the Farm-to-City Market Basket Program. (Note: The market basket program is a cross between a mobile grocery store and a community supported agriculture (CSA) program. The produce comes from local farms and from small-scale wholesalers, and consists of weekly deliveries of safe, healthy and affordable produce to neighborhoods throughout Milwaukee, Madison, and Chicago. http://www.growingpower.org/market_baskets.htm
Idea Author	Kim L
Number of Seconds	7
Number of Points	19
Number of Comments	3
Comment 1	think of how this could help less mobile people get helathy fresh foods close to home. It could be the "ice cream truck of healthy foods". Even as a kid I would have loved to see that truck coming with peas, or beans, or carrots,etc!	By Deb H
Comment 2	We can learn a lot from Growing Power.	By Abby G
Comment 3	I'm in Louisville right now, and there are literally dozens of places that do this. We SHOULD be able to do this in Fargo.	By Andrew M
Idea Title	Parks for kids and adults
Idea Detail	Incorporate adult exercise into our parks which are currently geared more towards playgrounds for children. I think a neat idea is similar to what they do in China. Do a Google search on “China Outdoor Exercise Equipment” and see the images you find. I think it would be a great idea to incorporate these machines into the parks. Being a parent myself, when I go to the playground with my child, I find myself standing around watching her play which is good for her but bad for me who probably needs the exercise just as much if not more. If I had one of these machines to hop on so that I could exercise while keeping an eye on my child… perfect! This is a much better option that sitting on a bench. And for those that have no kids, you can place these machines throughout the parks in different areas.
Idea Author	rachel G
Number of Seconds	10
Number of Points	18
Number of Comments	3
Comment 1	Par courses have been around for many years. Watch your child and do a few sit ups or pull ups etc. Your child will likely even be interested in watching mom and dad do the varied exercises offered.	By Justin H
Comment 2	Make this equipment available in all major parks	By carrie M
Comment 3	Way better than the lame outdoor exercise equipment from the 1970's. These things should be adjacent to every tot lot!	By Catherine W
Idea Title	Beautify the bike paths along the river
Idea Detail	While I realize this may be difficult due to the yearly flooding, I think the bike paths (at least in certain spots) could be spruced up. They traverse some areas with vegetation that's beautiful in the summer, but so few people use them! We could add information stops that talk about certain plants, animals, or even ma made structures, just like they do in national and state parks. Maybe place some statues or fountains or other cute decorations along the path. We could place picnic tables at locations that offer a scenic view, and place trashcans next to them, and hire someone to patrol the paths on bicycle. We could also offer trail maps that show people where the info stops are, as well as show the neighboring parks and their amenities. Make it more of a destination so that people actually use it, and change that mentality of "only hobos go down by the river."
Idea Author	Ashley K
Number of Seconds	5
Number of Points	18
Number of Comments	6
Comment 1	This isnt the first city to have floods. If its a community priority we can make our trails a destination regardless of occassional flooding.Trails can be moved so that only the highest floods impact them. This was done with the Dike East to Lindenwood trail and it has seen increased use.	By Backman B
Comment 2	There is a community bike trail map but I think it is poorly done. It needs to be redone so we can easily navigate the trails.	By Backman B
Comment 3	I wasn't saying it to be controversial, but I do know people who believe it to be a dangerous place, mainly because of that perception... that's what I was trying to illustrate.	By Ashley K
Comment 4	Jeff, I can do this when the river isn't flooding. You can get under the major streets on the path next to the river.	By Andrew M
Comment 5	Bike Trails isn't my top priority but if we had some nice trails I may find myself going on more bike rides. Trying to navigate is a bit of a challenge if you don't know where your going. I wish I could leave my south fargo home, hop on the trails and go into moorhead without crossing busy streets. That would be cool!	By jeff H
Comment 6	Not sure I agree with the hobo comment (still a word? Really?), but I seconded this.	By Andrew M
Idea Title	Healthy Incentives
Idea Detail	I would love to see Fargo create local tax incentives for businesses that sell/serve/promote healthy options. I would be willing to go as far as to add an increased local tax to businesses that sell/serve/promote unhealthy options. These local taxes would show that our community cares about the health of our citizens, more so than the economic bottom line. Healthy options are typically more expensive than unhealthy ones. We should modify our taxes in an effort to level the field, and create a healthier tomorrow in Fargo
Idea Author	Todd H
Number of Seconds	4
Number of Points	18
Number of Comments	1
Comment 1	I would like to know more about the kinds of incentives you are thinking about.	By Kelly S
Idea Title	Regular Produce Market

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Idea Detail	I know I would buy a lot more fresh, regionally grown produce if there was a regularly scheduled produce market in an easy to access location with a schedule that could be easily remembered. Stage a local farmers market that happens every Sunday, rain or shine, summer or winter, in a location that can handle any weather. Make sure it's open from 8am to 5pm. Make it easy for vendors to sell their produce without a bunch of hoops to jump through. Advertise it so people know when it is
Idea Author	troy L
Number of Seconds	18
Number of Points	17
Number of Comments	47
Comment 1	Jerseygirl, I proposed your idea (although I would vote for it if you threw it up there). I would love to see denser and more interesting stuff throughout the city, especially where you are describing. I just have a heart for downtowns, even if they are nestled next to a river on the edge of a city. | By Andrew M
Comment 2	Also, downtowns have the potential to be very eye pleasing. It's the reason folks are willing to pay millions to live in homes on Queen Anne Hill in Seattle and thousands of dollars in rent per month in high rises in Bellevue. Same with Manhattan, the skyline is very pleasing to the eye. Downtown Fargo, over the next several decades, has the chance to become something similar to that... West Acres in my opinion, does not. | By Matthew F
Comment 3	I'm sorry, I just don't see the West Acres area as being friendly or walkable. Downtown has small city blocks which are easy to navigate. West Acres has huge superblocks with massive parking lots. It's built for cars and only cars. Not even mass transit. Plus, no one would want to live in it, with the way it's currently configured. They all want to live next to it, but not in it... In downtown you could actually have a shot at building up some decent density, with tons of mixed use properties and high-rises housing thousands of people. I just don't see that, with the way West Acres is currently setup... and to get it to that point that you're talking about would probably cost several hundreds of millions of dollars to put in the neccessary mass transit and redevelop the area to go up, instead of out. Also, you'd have to reconfigure all the roads in that area to work more like a downtown, instead of a strip. | By Matthew F
Comment 4	@fmmetroplex... why is it that a proposed parking ramp in downtown is accepted but not in the mall area? it would require the same effort, and tearing up a parking lot is easier than bulldozing existing structures. there is potential, and if the city is firm on where retailers/builders can build, it will force them to look at theses spaces as options instead of continuing to spread out. | By rachel G
Comment 5	@DrewFM.. that is true, the W.A. area does have plenty of options... so you're right, maybe not the best place for a large, centralized produce market. But I do really like your proposal of mixed development in that area. I do believe that is possible. | By rachel G
Comment 6	But that's the thing Jerseygirl, it would require so much money to convert that area to something more family friendly, it would be wiser to just bulldoze it all and start over... | By Matthew F
Comment 7	oops... i posted it twice :) @fmmetroplex... just because I called it "uptown" doesn't mean I'm trying to make it exactly like Minneapolis's Uptown. We can be our own city and create our own Uptown. | By rachel G
Comment 8	@DrewFM…. Yes, let's call it Uptown instead! And yes, I do think a farmers market in this area is a good idea (while still having smaller ones throughout the city), but I would also like to see the mixed development as well – I like that. I think the combination would work. This would help bring in some character to that area. It really bothers me to see so much of our city covered in parking lots. That land could be used for other 2-3 story buildings so that area becomes similar to what our downtown looks like. I just think the West Acres area, while already very established, has so much potential to change for the better and almost mimic downtown with retails and residences. I would love to see my city officials really fight big retailers on the design of their business, how much space they take up, and their parking options, so we have a visually pleasing city instead of an over-abundance of sad looking retail stores. | By rachel G
Comment 9	Uptown in Minneapolis is NOTHING like the West Acres area JerseyGirl... not even close... Uptown is a smaller residential area with 1-2 storey retail buildings with no parking lots (just on street parking). It's more of a "Main Street" shopping experience. | By Matthew
Comment 10	Creating a more friendly feel to West Acres area is going to be extremely difficult as it was literally built for the automobile and is nothing but bigbox retail... | By Matthew F
Comment 11	@DrewFM…. Yes, let's call it Uptown instead! And yes, I do think a farmers market in this area is a good idea (while still having smaller ones throughout the city), but I would also like to see the mixed development as well. This would help bring in some character to that area. It really bothers me to see so much of our city covered in parking lots. That land could be used for other 2-3 story businesses so that area becomes similar to what our downtown looks like. I just think the West Acres area, while already very established, has so much potential to change for the better and almost mimic downtown. I would love to see my city officials really fight big retailers on the design of their business, how much space they take up, and their parking options, so we have a visually pleasing city. | By rachel G
Comment 12	I still think that creating a more friendly feel to the WA area is a good one. | By Andrew M
Comment 13	I tend to lean more towards building up downtown cause I already know the southern portion of the city will continue to grow... There's already plans for 3 more hotel complexes, an office park, a medical clinic and a new medical center from Sanford. All in all, well over $500M in development for that portion of the city over the new 2-3 yrs. I think the rest of Fargo is doing fine, but just needs some constraints on the types of development and the quality of development to ensure it doesn't turn into typical sprawl. Also, of that $500M, none of it is going downtown. We should be building up our urban core and making it a true destination. Plus, West Acres is already saturated with choices in terms of produce. | By Matthew F
Comment 14	I'm still worried about putting a small-scale fresh market next to megamarkets as THE place to go for fresh produce. Downtown will continue to have no primary market, and West Acres will still have many, many options to drown this one out. I still think that the W.A. area has plenty of convenience, right? | By Andrew M
Comment 15	@fmmetroplex… in one of your earlier posts you called me out on the convenience of smaller, more spread out produce stands. Yes, downtown needs to be convenient, but so does the rest of the city where most people live. As I stated earlier, people have lives to live and need to get produce more than just on weekends, so making the rest of the city convenient is important as well. For some reason, the opinions on this site are that we are either building up downtown OR the rest of Fargo, but not both… and why? | By rachel G
Comment 16	In relation to the Produce idea…. One of the things that amazed me in Germany was that, yes, every Sunday in the summer they have one area for their "fresh fish market", but all through the city, in the most random places, they have little produce shops set up, so as you are going about your daily lives and activities you always have access to healthier options. Being healthy becomes easy and convenient instead of making it into a huge task to run to the store or centralized market to get what you need. These cities realize that people have lives to live and don't have entire evenings to spend walking around a market or getting to and from one – although they still DO enjoy these markets on their weekends. I guess I do think a seasonal, centralized market is a good idea, but I also think we should not give up on the smaller stands throughout the city. | By rachel G
Comment 17	Question, Jerseygirl. Would the fact that West Fargo has a farmer's market make the case better? Maybe start one up at UP Fargo? I would love to see West Acres go towards mixed development, but just feel that the Farmer's Market is not the way to do that. Should I propose changing the zoning at West Acres to mixed use (more like lifestyle centers)? | By Andrew M

Comment 18	@fmmetroplex… A city center is the geographical heart of a city, and a map will show you why I proposed fixing up the W.A. area. I love downtown - It's by far the most interesting part of our city, but you can't ignore the fact that most of Fargo's citizens live outside the downtown area. Try telling those in Osgood that they have to go downtown if they want farmers market produce. The city can certainly continue to "force it's hand" and impose building restrictions on retailers so that if they want to exist in our city they will be forced to use good design as well as build up, or team up with other businesses, put up shared parking ramps, and turn existing parking lots into other businesses. Just as you feel I have given up on the future of downtown, I feel like you have given up on the future of the rest of Fargo – where most of the people live. I think it's v sad that Fargo looks the way it does around the W.A. area… but that doesn't mean I am giving up hope that it can change | By rachel G
Comment 19	I could very well see this turning into Seattle's Pike Place Market, where there's ample parking ramps and everybody gets out of their cars and walks around. If it was done in the West Acres area, like JerseyGirl wants, it'd have to be enclosed in a typical big box retailer building. Probably would have little character or visual appeal. | By Matthew F
Comment 20	Jerseygirl, you've got to be kidding yourself in thinking that the new "city center" should be the West Acres area... there's nothing there that even remotely resembles a city center. Every building there is a single storey big box retailer. It's got no character and no walkability. It's also saddening to see people such as yourselves give up so easily on your own downtown. This is our ONE opportunity to really define where we want to go as a city and set ourselves apart from the other similiar sized metros. To say we should embrace West Acres as our new "city center" and give up on downtown is very short sighted. Finally, you'll never get the visual aesthetics that you see downtown in other parts of the city, especially if we are talking retailers... they want everything done for the bottom dollar, which means scrimpping on costs of visuals... Only if the city forces their hands (i.e. the 52nd Ave Walmart) will you see visually pleasing development. | By Matthew F
Comment 21	That's just it, Jerseygirl. The reason that people drive to the mall and that area to do errands is because it is designed for cars and not people. I can guarantee that if you plunked a Farmer's Market in that area, it would sort of work, but do little to change the city. In other cities, putting Farmer's markets in a downtown area (read: not in an ocean of parking) forces people out of cars and forces people to circle a certain day of the week for shopping. It changes the way we look at everything. It's not about efficiency or cars. That's called WalMart and Super Target, and we already have it. This won't even put a dent in that, and should not compete. Instead, these markets get people out on foot, on the bus, on bikes, and even towards the empty streets in cars on Saturdays (and/or Wednesday evenings). People show up to these places because they are different and because they want to support things that are not about cars and fast and now. I think this is the horse before the cart. | By Andrew M
Comment 22	@ DrewFM…. I absolutely understand what you mean; however, most of the errands people need to get done are out towards the mall area. the point in making things centralized is that people can be close to everything they need and transportation has an easier time getting them there. Even though the hub is there, it's still not that easy to get to, not a lot of room for parking, and not many places to do errands. Downtown is interesting because it's historical, and ever love it, but sadly it just doesn't make sense to continue to treat it as the "city center" when it's not. I kind of wish Fargo would start to bring some of the visual characteristics from downtown into other parts of town so those other areas can be just as interesting. | By rachel G
Comment 23	I wasn't even aware that W.F. had a farmers market... does Moorhead also have one? If there's that many vendors selling fresh produce, this could easily be done downtown Fargo and be very successful... | By Matthew I
Comment 24	There might be a way to connect this with the West Fargo farmer's market, which I hear is doing quite well. I just think that the downtown farmers markets should be consolodated and supported. | By Andrew M
Comment 25	I agree downtown is the ideal place for something like this... also, even though Fargo is heavy on the south side, I see that changing and balancing out with new development opportunities to the north end of town. | By Matthew
Comment 26	Parking on weekend mornings is not a hassle. If this was on the weekend, people would have PLENTY of parking. This works in lots of similar cities with much less parking. | By Andrew M
Comment 27	I actually think that downtown, while not central, is sill the ideal place. It's where the bus hub is, can accommodate a lot of parking, and would make more sens for this kind of thing because it would augment what goes on at the Mall and all along 13th Avenue. I would love to pair this with a trolley system that goes to the mall, so that people could get ALL of their shopping done. | By Andrew M
Comment 28	Our Downtown is not central at all, so I think Shannon RJ has a point. IF the city was going to do a centralized Farmers market, it has to be in an actual central location and ideally transit would provide better routes to this location and more frequent pick up and drop off times. Why not use some of that empty space at the mall parking lot, or somewhere else in that area. that is way more central than downtown. | By rachel G
Comment 29	Shannon RJ, how could you get more central than downtown??? | By Matthew F
Comment 30	Although I know a lot of people think that the farmer's market should be downtown to encourage more people to utilize downtown, but I think that's precisely the reason a lot of people don't go there because of the hassles of getting/parking downtown. I think the ideas of incorporating mass-trans discounts is a good one, but what if we had the farmer's market on the streets of Broadway during a weekday (say Wednesday) and had it in a more central location during the weekend? (like somewhere near the zoo or the Urban Plains Center?) That way people who are working downtown can shop during the work week, but there would be a more appealing, centralized location to draw larger crowds during the weekends. | By Shannon F
Comment 31	That sounds like a plan... now to get the support from the city, mass transit and citizens to implement it... | By Matthew F
Comment 32	to combine Jerseygirl's idea with producertroy's idea--maybe we could gather all the vendors in one location (a public square, anyone?) and provide free mass transit on market days with special routes! Maybe that would motivate people to make the extra effort to ride the bus until we gain enough density to make the transit system better and more convenient. I remember in Paris the metro provided special hours and tickets when there were events going on in the city. We could do something like that for farmer's market days. | By Durga V
Comment 33	Like I said earlier, it's all based upon the same principals that giant malls run on... you concentrate as many businesses into one convenient spot as possible (including competitors) to maximize business. I think downtown has the best chance of success for this proposal as it has the highest chance for building population density in the future. Also, most view the downtown area as the cultural center of the city and commercial center of the city (retail would be unfortunately West Acres). | By Matthew F
Comment 34	I think you are right Producertroy. Separate and spread = death of most of them. I think consolidating them would be key, and the city is likely the only entity with enough power and local pull to be able to do it. | By Andrew M
Comment 35	I know we're not like Jersey, but I disagree with the spreading out farmer's markets all over the city. It defeats the purpose of the proposal. And maybe I missed it, but who said it has to be downtown? | By troy l
Comment 36	I would like to see the farmers' market become an open market in the summer. It would be an event on Saturdays allowing local musicians to play, artists to demonstrate, and other products to be sold. The space would limit how many could display, but Island park would be so nice for this. There could be two or three acts performing in the summer in the gazebo. There is new playground equipment there, the pool is nearby. There are tennis courts, and plenty of parking in the lot on the park property, street parking, and the parking ramp just north of the park. We could set it up like the market at Eugene, OR. I realize there would be a lot of maintenance for park staff, but it could be fairly simple and vendors could pay a minimum amount to reserve their spot and cover some?all of the maintenance costs. | By Emily W
Comment 37	Goldie, I think that you should copy and paste that into your farmer's market idea. Srsly. | By Andrew M
Comment 38	USDA provides farmers' markets grants every year. Fargo should apply in order to build a permanent structure. I agree that we need to spread out the markets. A lot of individual farmer stands have popped up and those are fine. But we need to stop encouraging SPRAWL. Focus on Fargo's inner core, downtown up to 20th North and south (at the furthest point). | By Abby C

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Comment 39	@Jerseygirl... I wouldn't necessarily say our transit system is a joke... does it need refinement? Yes... but with over 2,000,000 in ridership last year, it's definite not a joke. :) The mass transit needs are mearly a small piece in the overall picture that Fargo needs to work on. We definitely need more routes, especially circulators downtown. We also need some large parking structures where people can park, then ride. | By Matthew F
Comment 40	@fmmetroplex... unfortunately our transit system is a joke that is why not a lot of people use it. I'm not convinced that a large farmers market is going to be enough to make people want to go downtown and spend time there. Most people don't like going downtown for the reasons of parking and the trains. Everyone seems to be talking about wanting healthy lifestyles, but yet we are encouraging people to drive everywhere. Doesn't make sense. If fargo is not going to give us a good mass transit system, and I'm not convinced they ever will, then we need to make it convenient for people to walk or ride their bikes to get their errands done, which means spreading things out a bit and not putting up "big box" style stores/markets. | By rachel G
Comment 41	@JerseyGirl... I think they were thinking based on the concept of a typical successful mall or shopping area, such that the more vendors/outlets you put there, generally the more successful it will be. Even if we took driving out of the equation, why would I want to walk to one farmers market on one side of downtown and then walk all the way to the other side of downtown to go to another... remember, we are trying to build a downtown of convenience, not to enforce people to workout and get their exercise. Also, in terms of everyone driving there... that's fine. Have them park in a parking structure and the problem is solved, or they can take mass transit. | By Matthew F
Comment 42	Bring back Edith May's restaurant!! It was one of the best health food restaurants around and it was not a chain. | By Emily W
Comment 43	the smaller farmers markets are a better idea than combining them all into one space. People can walk or ride their bikes to the nearest farmers market, but if they were all combined into one large Farmers Market downtown, everyone would be driving there. So now yes, you are buying healthy food, but you are driving your car to get there. why not leave them spread out so people can walk their, get their exercise and also eat healthier. | By rachel G
Comment 44	I frequent the farmer's market at the dike in the summer. I always find what I need there. | By Latha S
Comment 45	I love that idea. I also think that if the parking garage next to the Bank Plaza (adjacent to Broadway and 2nd) is ever rebuilt, it might be good to build a facade building with something like a market or store. It would make living downtown even MORE attractive. | By Andrew M
Comment 46	would the civic center work? During the summer, it could be outside on the city quad during the winter, indoors. | By michael G
Comment 47	How about finding a way to combine the farmers markets (instead of having multiple, smaller markets). Seems like the city could help by lobbying to reduce red tape, and to provide a sheltered open-air space the same way that Ann-Arbor does. http://www.a2gov.org/government/communityservices/parksandrecreation/farmersmarket/Pages/FarmersMarkethome.aspx | By Andrew M
Idea Title	Require calorie count on menus!
Idea Detail	It's safe to say that people would make healthier choices if they could realize just how many calories are in their meal. Fargo should be a pioneer for the rest of the state and require calorie counts on menus in restaurants and on the board in fast food stops so that people can make informed decisions. It's probably something that'd be easier at the county/state level, but we have a lot of state legislators in Fargo... here's to hoping that they're listening! Let's add North Dakota and Minnesota to that list of states proposing this kind of legislation! http://cspinet.org/new/pdf/ml_map.pdf
Idea Author	Ashley K
Number of Seconds	5
Number of Points	17
Number of Comments	8
Comment 1	Probably it would also help locally based restaurants, as they can adjust their menus faster and more easily than could chains. | By Ashley K
Comment 2	This will only work if everyone had to do it as a requirement. We can find calorie and nutritional info on groceries. The real need is for this info on menus. Clearly, it wont happen on a voluntary basis or such info would already be on our menus. | By Catherine \
Comment 3	The former Heart Healthy program encouaged the placement of a logo by foods in the grocery store and on menu items that were good for the heart. When the grant was over the concept faded. The concept is good but someone has to encouage it with grocers and resturants . | By Backman B
Comment 4	Should be, but doesn't have to be a state level thing. If Fargo took the lead, I'll bet that the state would implement such a thing far more quickly than it would if Fargo doesn't make such an ordinance. | By Catherine W
Comment 5	Should this be a state-level thing? | By Andrew M
Comment 6	Yeah, let me tell you, when iHop shows you that you'd be eating a full day's calories just for breakfast... | By Ashley K
Comment 7	I just got done with a VERY strict low-carb diet, and I can't begin to explain how much easier it would have been if restaurants had calorie counts/nutritional info on their menus, in the building. Some have the information on their websites, but it'd be more convenient to have it inside the actual restaurant. | By Kevin S
Comment 8	I don't see any reason why the city wouldn't want to do this whether or not the state adopts such a policy. Restraunteurs know how many calories are in their foods. Providing this information to consumers will make them more competitive among each other and diners would enjoy this as a benefit to choosing to dine in Fargo. | By Catherine W
Idea Title	Kitchen Composting to reduce methane stench from landfill
Idea Detail	One of the biggest detractors to Fargo, in my opinion, is the methane stench from the landfill. I read that most of the methane odor from landfills is caused by decomposing food. Much of this could be addressed by using kitchen composting units. These are easy to use, do not smell if used properly, and can be used year round. Backyard composting is great, but it's tough to use during the winter. There are some great videos on YouTube showing how to do kitchen composting successfully. The composted material is a great addition to the garden or for potted plants.
Idea Author	Cindy G
Number of Seconds	4
Number of Points	17
Number of Comments	2
Comment 1	Instructions on doing this could be done in schools just as recycling was taught. If done in business especially food services, many people would already know how and see the ease of doing it... then use the mulch for gardens. | By Deb I
Comment 2	providing resources for apartment dwellers and incentives for businesses to compost would be helpful to have more people take advantage of composting. | By Sara W
Idea Title	Back Yard Chickens
Idea Detail	Back yard chickens and other small meat animals (e.g., rabbits) should be allowed and encouraged.
Idea Author	Abby G
Number of Seconds	12
Number of Points	15
Number of Comments	13
Comment 1	Bozeman, Montana, has a permit system for homeowners in the city to have and raise chickens. Could be useful in developing a program in Fargo. | By Ann Arbor M

Comment 2	@producer troy, no offense to your statement about moving to the farm, but do you see any farms around here where actual food is grown? What we have around us are two things: 1) developments of tract housing sitting on top of invaluable farmland and 2) cash crops. Many Midwestern cities are like this. So, the movement in this country and around the world is to produce food within city limits. Paris did this successfully for years, more food was grown within city limits than needed for the population. The prevailing attitude when our "founding fathers" laid down the "plans" for Fargo Moorhead was this is town and that is farm. This is an old idea that needs revision. Chickens are not a nuisance. Dogs can be nuisances, that's why we have leash and curb laws. | By Abby G
Comment 3	I was recently in Portland, OR where chickens are allowed in the city. It is a wonderful part of the local and sustainable culture there. | By Kristen B
Comment 4	Yes @Cellar Door, ordinances against keeping chickens and other farm animals exist. | By Abby G
Comment 5	Are there really any laws against it? It might be easier if information/equipment for keeping chickens was more readily available. Provide brochures about feeding, clipping wings, wintering, etc. and make a deal with a regional pet store... | By Ashley K
Comment 6	I love this idea! I appreciate knowing where my food comes from. | By Kay S
Comment 7	I had two hens in my backyard (Summer of 2010). There are breeds that do not fly and hens make very little noise. (My neighbor's dog made far more, but thus is life:) I built a chicken tractor, and they ate grass and bugs from the yard. Two fresh eggs a day! Didn't seem to bother anyone, don't think anyone really noticed. | By Jena S
Comment 8	Let me see very large cities can do this but here we can not. It would be a good way to keep some of the insects eaten up also. | By john R
Comment 9	Farms can be in cities. | By Abby G
Comment 10	I love this idea, and I think city ordinances should be changed, if necessary to allow for this. Obviously the number needs to be kept to a small amount to keep from becoming a nuisance. Most cities limit it to just a few chickens. Someone in my neighborhood has some hunting birds in their yard or garage, which are much like chickens (some kind of grouse), and they're not a nuisance at all. I agree with Goldie - this is an action many progressive communitites are allowing, because they understand the importance of locally grown food and sustainability. | By Cindy G
Comment 11	So, because we allow dogs, we have to allow chickens? How about moving to the farm? | By troy L
Comment 12	How is a chicken different than a dog? Way quieter. Bigger (or smaller), more progressive cities allow this. | By Abby G
Comment 13	As a homeowner with neighbors who frequently disregard common courtesy and have no consideration for their neighbors at all, I whole heartedly disagree with this idea. No offense. | By troy L
Idea Title	Ice Skating Trail!
Idea Detail	Designate a part of the Red River that is safe to ice skate. It could be a defining experience for this town. http://www.stumbleupon.com/su/1PbgFc/vimeo.com/18370836
Idea Author	Andrew M
Number of Seconds	6
Number of Points	15
Number of Comments	6
Comment 1	If we can get a straight stretch of the Red and can get the city to create some clear maintenance areas, I think it could work. | By Andrew M
Comment 2	I like the idea but it is hard to maintain. would have to be in a "protected" area because snowmobiles run over skating areas on the river even if they have been there for a month and it snows. | By Deb H
Comment 3	Well it def. gets cold enough, and the river isn't usually too wide in winter... great idea :) | By Ashley K
Comment 4	Isn't that video amazing? I love the guy who just rides behind the snowblower. | By Andrew M
Comment 5	YES!!! I would actually go outside during the winter for this!! | By Roz A
Comment 6	Very cool. | By Catherine W
Idea Title	Downtown Ice Skating Rink
Idea Detail	Why not turn the parking lot on Broadway and 2nd into a public skating rink in the winter? It could be an iconic site that people associate with the hearty and healthy people of Fargo, ND (and provide an image that people remember besides the movie Fargo). It would be across from the other icon, the Fargo Theatre. We could have the city build a bigger parking garage behind (complete with frontage stores and restaurants that would look out onto this space). New York City has one. Even Grand Rapids, Michigan has one
Idea Author	Andrew M
Number of Seconds	9
Number of Points	14
Number of Comments	4
Comment 1	Yeppers! | By Andrew M
Comment 2	Wonderful idea, that closely aligns with Stevie F's suggestion of winter events and festivals. | By Kristen B
Comment 3	What about using the grass area between the Civic and the library? It's a fairly large chunk of land with a beautiful tree for a centerpiece that could be lit up, and we don't lose any of that precious downtown parking. Great idea, by the way! | By Erin S
Comment 4	I'm ready to bring my skates!!! | By Roz A
Idea Title	Less Applebee's & Fried Foods
Idea Detail	Seriously, 5 Applebees and 3 Bww's? the amount of bad food options (Healthy ones at least) are ridiculous in fargo. ICK
Idea Author	lakes B
Number of Seconds	9
Number of Points	14
Number of Comments	8
Comment 1	I think providing social incentives to restaurants to provide healthier items on their menus is the key. Applebees etc. do create jobs and outside money. | By Justin K
Comment 2	Amen Cellar Door ~ this is not the city's problem. Don't you think they have enough to work on rather than policing what people eat? The Applebees and BWW's are here because people patronize them! If there were no customers, the restaurants would go out of business. Likewise, there are not as many "healthy" restaurants here because the demand for them hasn't taken off yet. Perhaps more marketing that promotes healthy eating and healthy lifestyles would help more people make better eating choices, but asking the city to regulate what restaurants are serving or are available in the city isn't the solution. Unfortunately, fried/fatty food is just like cigarettes, it's not that people don't know it's not good for them, they just choose to eat it anyway. Although I'd like to see a Whole Foods in Fargo too, I don't think they'll be coming anytime soon unless the economy improves. Most people just can't afford to pay those prices for food right now. | By Shannon F
Comment 3	This isn't the city's problem. Individuals make their own choices and the market delivers. A better suggestion would be to advertise the importance of eating nutritiously and require calorie counts on the menu... but don't limit my choice if I want to have a big, fat, juicy Applebee's steak every once in a while! | By Ashley K

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Comment 4	It is time to have a vegetarian restaurant in this city, with creative chefs and managers at the helm! I would also love to see a "Whole Foods" in Fargo. If we were to offer more of a variety of healthy restaurants and specialty-food stores, perhaps more people who care about their health will be willing to relocate her I am soooo tired of seeing yet another steak restaurant or pub open up, all serving the same clog-your-arteries-til-you-drop-dead food!! | By Roz A
Comment 5	I cant see why people eat there either. Is it because they are cheap or predictable? But I think they probably exist because of our local market demand. Sigh We could definitely use more good locally owned restaurants! | By Catherine W
Comment 6	Well, we need to stimulate downtown businesses and restaurants. Why are there so many empty spaces downtown? These spaces could be filled with independently owned restaurants. | By Abby G
Comment 7	Fat tax. Additional local taxes on businesses that sell/serve unhealthy foods. | By Todd H
Comment 8	...So, what do you propose in place of those restaurants? | By Kevin S
Idea Title	local food security
Idea Detail	We have convenience stores all over the city. Sadly they do not provide the best quality food. Have each neighborhood start working with these stores to provide an outlet for citizens in their area to sell excess produce. In addition have the convenience stores start buying better food not available from the local neighborhood growers by having the convenience store buy from the local food co-op movement - http://www.ccwfoodcoop.blogspot.com
Idea Author	lloyd H
Number of Seconds	7
Number of Points	14
Number of Comments	1
Comment 1	This Healthy Corner Store concept has been used successfully in larger cities like Philadelphia to do just that. We should be able to do the same thing in Fargo. The Jefferson neighborhood has one Stop and Go in the middle of it. I couldn't help but notice that it was heavily advertising cigarettes on its sign. | By Rory B
Idea Title	Ban Plastic Bags
Idea Detail	The most common form of litter in the Red River and surrounding vegetation, as well as litter along streets and along interstate fences, is plastic grocery bags As a community, we should prohibit the use of plastic bags. It takes a little effort to get accustomed to bringing your own re-useable bags, but once in the habit, it isn't so bad.
Idea Author	Cindy G
Number of Seconds	6
Number of Points	14
Number of Comments	1
Comment 1	Offer FREE cloth bags to every household!! | By Roz A
Idea Title	A Fitness Zone
Idea Detail	Designate an area radiating out from the Cycle shop/Running World section of Broadway as a "Fitness Zone." This core of shops could anchor fitness lifestyle retail and connect with multiple trails (the river trail, bicycle lanes, ski trails if the railroad is repurposed, etc). The city could give this a huge boost by designating what is already becoming an organically-oriented fitness location
Idea Author	Andrew M
Number of Seconds	5
Number of Points	14
Number of Comments	1
Comment 1	Drew FM: Take a look at the Fargo-Moorhead Metropolitan Council of Government's Metropolitan Bicycle and Pedestrian Plan. It is the heart of planning for regional bicycle and pedestrian access. Key piece for all interested in this idea. You need to show up at meetings or send in comments to elected officials and communicate or have a representative communicate regularly with engineers and planners in Fargo. Notice the shared lane markings on Broadway. Fargo city staff and Metro COG staff came up with the idea of putting them down experimentally. Notice bicycle lane on 4th Avenue North. Another experiment to s if they will be used. Tell the City what you want for bicycle and pedestrian facilities and tell Metro COG too. They need to hear from you! Public opinion on a consistent basis will bring change. It also helps to ride, walk and run as much as possible. Represent your sport or sports people! | By Justin K
Idea Title	Indoor Recreation Opportunities for Kids
Idea Detail	Fargo Parks has just announced a new indoor recreation space for children in south Fargo. I think this is a great idea. I am hopeful this opportunity will expand into the neighborhoods that need it most, Jefferson and Madison. Far fewer of these families have the means to pay to go somewhere for recreation and transportation is at least as big of an issue. Bring a recreation center to the areas of greatest nee
Idea Author	Rory B
Number of Seconds	4
Number of Points	14
Number of Comments	3
Comment 1	Indoor facilities are fine, but we live here and need to accept and embrace that concept. Teach our kids a healthy respect for weather, but also teach them not to always fight to avoid it, but to enjoy it. | By Fred F
Comment 2	We also need to get away from the concept of "pay to play." I completely understand that these facilities have construction costs, and ongoing administration and maintenance costs. But if we are talking about meeting the needs of people on the economic margins, there can't be a per hour charge for access. | By Beth P
Comment 3	Good idea Rory! There may be many opportunities to use gyms and other existing facilities for many neighborhood activities. Let's explore the possibilities | By Mike W
Idea Title	COMPOSTING
Idea Detail	The city should teach and encourage back yard composting. For those that can't back yard compost (or don't want to compost) the city should collect compostable food scraps (see San Francisco and Milwaukee's Growing Power)
Idea Author	Abby G
Number of Seconds	11
Number of Points	13
Number of Comments	1
Comment 1	Just got our composter from the city today! | By Andrew M
Idea Title	Running/Bike/Ski Trails
Idea Detail	Minneapolis has interconnected bicycling and ski trails around the lakes. We have trails by the Red River which provide running, bicycling, and skiing trails during much of the year. If it were possible to interconnect these with the railroad beds which are planned for obsolescence, Fargo would get a high-quality chain of recreational trails that could make it safer to bicycle, ski, and run (instead of relying upon safe driving). It would increase the possibility of bicycle commuting, and even open the possibility for ski commuting in the winter
Idea Author	Andrew M
Number of Seconds	28
Number of Points	12
Number of Comments	10

Comment 1	With the Red River of the North above flood stage for all but four days this summer, the bike path by the river has been mostly underwater nearly all summer, which is a huge loss for those of us who like to run, bike, walk the dog, rollerblade and rollerski by the river. We need equally attractive alternatives for trails when the river is high. | By Kelly S
Comment 2	Add to the ambiance of these trails by incorporating art/sculpture at various points along the way. | By Erin K
Comment 3	Totally, KB. I seconded your idea. Great minds, my friend. :) | By Andrew M
Comment 4	I proposed a similar idea for a greenway in the Land Use and Urban Design discussion thread. | By Kristen B
Comment 5	I've seen trails that long before. Maybe make those bicycle trails in the summer? | By Andrew M
Comment 6	Sorry Jeff, I have to disagree. Snowmobiles and 4-wheelers are motorized vehicles and more importantly, go FAST. They really do belong out in the country. But if Minnesota would extend it's trail system from Fergus Falls to Fargo you could drive your snowmobile all the way from here to St. Cloud. | By Kay S
Comment 7	Agreed, Jeff. I think that the city planning department has been trying to connect these for a few years. Here's hoping that they are listening! | By Andrew M
Comment 8	I think they key part is "connected ". Unless you know the area and don't mind riding bike with kids across major streets its ok. Fargos lack of parks, entertainment, and indoor recreation is a joke for a city of this size. I would love to see something like Chahinkapa in Wahpeton. Great zoo, water park, and walking areas. How can Wahpeton have a better park than Fargo? | By jeff H
Comment 9	More running trails would be nice. In south Fargo, I'm pretty much down to running in the streets and hoping I don't get hit by a car. | By Kevin S
Comment 10	Add snow mobile and 4 wheeler trails to this as well! Im so sick of driving out of town to use my snow mobile. | By jeff H
Idea Title	Ban Lawn Chemicals
Idea Detail	Instead of all the lawn chemicals why not teach people how to care for their lawn organically. It would prevent nasty chemicals from entering our water supply, and people with children wouldn't have to worry about watching for that infamous white flag in the lawn
Idea Author	Joe B
Number of Seconds	6
Number of Points	12
Number of Comments	0
Idea Title	North Dakota - 21st most obese state in the country
Idea Detail	THIS is why we need healthier food options and healthier lifestyles. THIS is why we need less focus on automobiles and more focus on walking, biking, and integrated physical activity into our daily lifestyles. This generation of children is the FIRST in our nation's history that is NOT expected to outlive their parents. A 28 percent obesity rate is unacceptable. UNACCEPTABLE! http://healthyamericans.org/report/88/
Idea Author	Kay S
Number of Seconds	4
Number of Points	12
Number of Comments	2
Comment 1	Walkable developments that reduce automobile use. We need innovative developers who can think (and develop) outside the box. We need bike trails that are not largely shared-use spaces on the streets and roadways. Part of the 2030 effort should be to develop more strategies to achieve this goal. | By Kay S
Comment 2	But how? | By Andrew M
Idea Title	Urban Agriculture
Idea Detail	Fargo needs to respect the beautiful, fertile land around and within it. Developers should be encouraged NOT to spread the city across this beautiful land. Developers should be encouraged to fix and maintain "inner" city properties. People should be encouraged to live in Fargo proper with old trees and already established amenities. We need to preserve agricultural land so we can begin to grow food close by to where people live. Fargo is growing houses not food.
Idea Author	Abby G
Number of Seconds	7
Number of Points	11
Number of Comments	4
Comment 1	The empty lot idea is good. Perhaps we need a policy stating that land may not be left fallow for more than 12 months (or something like that). That could encourage the loaning out of land for gardens while development is delayed or otherwise nor forthcoming. I believe green roofs require a heavy load bearing structure (perhaps unless they are extensive) so roof space mat not be as common as it appears. Green walls work well with a "green screen" type skin because folks worry about tendrils making crevices in our structures. Spending $ on that will require an incentive. Not sure which, exactly. | By Catherine V
Comment 2	We have lots of room already in the city for green walls and additioanl green roofs. In addition there are many empty lots which until they are built on can be used for gardens. | By Backman E
Comment 3	Agreed with Cat. How should we do this to make sure that we grow food throughout the city, both for personal use and for commercial use? This has economic development and identity potential. | By Andrew M
Comment 4	Agreed. But what has this to do with *Urban* Agriculture? Isn't UA a reference to agriculture in the city? Related to this idea of proximal food, I have often wondered if my edamame beans, which are packaged in China, actually come from come from here before being shipped around the globe and back. Probably not, but I question why we cant purchase locally grown soy beans. I would love to see the products of this agricultural land incorporated into our cuisine and recognized as part of the identity of our community. | By Catherine V
Idea Title	Public Heated Indoor Running Track
Idea Detail	Fargo has one public track to run on during the winter, and it is bone cold. Why can't we subsidize having one building open with a long-ish track to run on? We now have a major marathon, and tons of people in basements huffing and puffing in solitude. With so many people running (yes, many of the marathoners are from the area), we should have a place to see and meet other runners year-round. If we could increase the running population by 10%, it would decrease binge drinking, decrease health costs, and create a year-round sense of community.
Idea Author	Andrew M
Number of Seconds	6
Number of Points	11
Number of Comments	6
Comment 1	Funny how we have ice hockey arenas and golf courses galore. Time for runners with money and influence to start speaking up. There is no winter indoor running venue or winter running festivals etc. Running would likely grow as a winter activity if there was even a tenth of the money that is injected into NDSU MSUM for athletic programming. Its a crying shame that we have not pursued a serious indoor running facility for the public in the FM area. Lets think the scale of the Bison Arena for indoor running, rollerblading, cycling etc. It could be widened for numerous activities. Anybody for winter BMX racing or mountain bike riding. | By Justin K
Comment 2	I agree. If we themed the different tracks (some for strolling and some for running), I think there might be a lot more people going to these places. | By Andrew M

Comment 3	More indoor walking/running tracks that are stroller friendly in more neighborhoods would be good for the physical and mental health of our community. The Sport's Arena is great but easily over crowded, and more families with young children might get out for some exercise if they were able to push their children in strollers. | By nola S
Comment 4	I think an important first step is to open the public school running tracks during the warmer weather months (April-Oct)so the public can easily access them (for walkers and runners). They are truly community assets that are currently hidden behind 9 foot fences. I think the common good far outweighs any liability. | By Rory B
Comment 5	Agreed, Jeff. I don't think this would make it bigger, but rather a more year-long kind of community experience (rather than basementbasementbasement and the RUN OUTSIDE!). | By Andrew M
Comment 6	Its a good idea but my concern is they said they don't want the marathon any bigger. Not sure why they don't. Its a great event for the community and it could bring more money into the area.. But that being said we have way too many fat people here. The mall should not be the premier exercised spot in a metro of 220k people. Anything to promote activity is a good thing. | By jeff I
Idea Title	Chickens
Idea Detail	I would love to see Fargo pass a city ordinance that would allow households to have 2 or 3 chickens on their property. No roosters, just some egg laying hens. The biggest problem would be the poop. 2-3 chickens would make less poop than your average large dog. I think that's manageable.
Idea Author	Latha S
Number of Seconds	5
Number of Points	11
Number of Comments	9
Comment 1	Still a bad idea... I see people trying to constantly "add" to this idea, i.e. Why stop at 2, why not 3, 4, and so on... why limited to only chickens? Why not Cattle? Pigs? etc... There's a reason why we have farms, they are meant for people who are self-sufficient and depend completely on the land. That's where livestock is meant to be. Besides, two eggs a day? That's high in cholesterol... :) and your not really saving yourself all that much money anyways... | By Matthew
Comment 2	I had two hens in my backyard (Summer of 2010). There are breeds that do not fly and hens make very little noise. (My neighbor's dog made far more, but thus is life:) I built a chicken tractor, and they ate grass and bugs from the yard. Two fresh eggs a day! Didn't seem to bother anyone, don't think anyone really noticed. | By Jena S
Comment 3	Let me make it clear, I'm fine with gardens on people's properties... just not livestock. | By Matthew F
Comment 4	As I said earlier... you want livestock... live on a farm... I'm with producertroy as this is a terrible idea. | By Matthew F
Comment 5	Two to four chickens per yard is a great idea. If limited, the waste wouldn't be a problem. Other cities are doing this. City ordinances should allow for it. It supports locally grown food and reduces our dependence on huge corporate agricultural producers, although our growing popoulation ensures that we'll always be dependent upon corporate agriculture. | By Cindy C
Comment 6	I have to ask...what is going on with the dogs? Too much barking? Are they trolling the neighborhood unleashed? | By Catherine W
Comment 7	I agree with producertroy on this being a horrible idea. I too have to deal with my neighbors dogs. Adding chickens into the mix is just asking for more headaches. You want chickens, live on a farm - preferably outside the "urban" area. | By Matthew
Comment 8	I see no harm (pending no bird flu) as long as the rosters aren't allowed in the city limits and the chickens can not roam to other people's yards. (My dog *would* kill and eat any that graze her nip distance.) | By Catherine W
Comment 9	I apologize but I think this is a terrible idea. I have enough problems with my neighbors dogs. I don't want the koo koo neighbors to buy any chickens. | By troy L
Idea Title	Transition Networks
Idea Detail	http://www.transitionnetwork.org/ Follow the principles laid out by transition network.org Here is a video explaining Transition Cities: http://www.transitionnetwork.org/support/what-transition-initiative The principles of the Transition Network are: "A Transition Initiative (which could be a town, village, university or island etc) is a community-led response to the pressures of climate change, fossil fuel depletion and increasingly, economic contraction. There are thousands of initiatives around the world starting their journey to answer this crucial question: How can we make our community stronger and happier as we deal with the impacts of peak oil and economic contraction while at the same time urgently reducing CO2 emissions?" Transition Networks and the website describe a process undertaken by a community to decrease dependence on fossil fuels thereby decreasing CO2 emissions and building healthier communities.
Idea Author	Abby G
Number of Seconds	3
Number of Points	11
Number of Comments	2
Comment 1	Great ideas! | By Kay S
Comment 2	Could you lay a few of these out for everyone to see without having to copy and paste (I did, and am seconding, BTW). | By Andrew M
Idea Title	fishing piers
Idea Detail	we are a state of growers we farm camp hunt fish . we should have fishing piers on our river by dike have a hut{ on trailer if need be to haul out in flood season sellng water coffee espresso bait ice cream novalties bait granola bars renting canoes bikes kayakes we should have beautiful native gardens all over our city. promoting our state for what it is. we are a flowerless city its very sad . the entire country is watching us. we should be the first to ban the plastic shopping bags thay are all over our land and river this is against who wee are as a state of farmers hunters and fisherman. we should be the ones promoting the care of our land and waterways
Idea Author	charlie M
Number of Seconds	6
Number of Points	10
Number of Comments	4

Comment 1	Cleaner river? Honey, a cleaner river is hard to find! It's just the clay that gives it the dirty appearance. Making a fishing pier, that's a great idea! :) | By Ashley K
Comment 2	I second all of your ideas, Charlie. But I believe that San Francisco has already banned plastic bags. | By Catherine W
Comment 3	You should separate your comments, they are all good. | By Abby G
Comment 4	I see lots of great ideas here, but maybe you can edit this a little to focus in on the heart of this idea. A cleaner river? River culture? | By Andrew M
Idea Title	Communities Joined together
Idea Detail	I know this is the "Fargo" plan, but I think that to be really effective it should be a joint venture with Moorhead--there seems to be a division between the 2 communities and I think that it would be awesome if the Communities worked on a few things together. I was asked to join this group but I am actually from Dilworth (but spend 3/4 of my time working in downtown Fargo.) I love the ideas that are surfacing from this group and i would just love to see it spread across the river also. Like the river activities that we could have. Just a thought! :
Idea Author	Kathy H
Number of Seconds	6
Number of Points	10
Number of Comments	1
Comment 1	And a number of the sprawl/development issues would need to be worked out in conjunction with Cass County & perhaps West Fargo. Yes, Fargo would hopefully take the lead in many of these efforts, but we don't operate in a vaccuum | By Beth
Idea Title	Cricket pitch
Idea Detail	I don't think that this would require much investment, but the Park District needs to realize that we are now a multicultural community. Many of our new Nepali neighbors don't play tennis, or football, or basketball. Their sport--along w/ many of the international students at NDSU--is cricket. We need recreation facilities that reflect who we are currently as a community
Idea Author	Beth P
Number of Seconds	2
Number of Points	0
Number of Comments	2
Comment 1	Definetely. Every time I go to NDSU's University Village, there are people playing cricket - not just Nepali, but many cultures. Sometimes there is more than one game going on within a couple of blocks. There simply isn't any venue for this sport to grow in our community, and given our increasing multiculturalism, a cricket pitch would provide a growing group of people a place to play and socialize. | By Keshika D
Comment 2	Really? Wow. | By Andrew M
Idea Title	Curling Facilities
Idea Detail	Let's put a spotlight on the only curling facility in Fargo, and have the city pitch in to make it a more viable recreational facility. This facility does more than it's fair share to leverage the regional, national, and international focus on the sport (2nd most viewed sport after figure skating). We've had the National Championships here. If the city got behind maintaining, and perhaps upgrading "the shed," we might be able to show the world what makes Fargo different.
Idea Author	Andrew M
Number of Seconds	1
Number of Points	0
Number of Comments	0
Idea Title	Allow urban beekeeping.
Idea Detail	http://www.grist.org/list/2011-08-02-how-to-get-into-urban-beekeeping Bees thrive extremely well in urban settings. I hate to keep bringing up Paris as an example, but aren't we often compared to the historic city? London, Paris, Fargo . . . Paris has a huge beekeeping community
Idea Author	Abby G
Number of Seconds	1
Number of Points	0
Number of Comments	0
Idea Title	Indoor bike track
Idea Detail	I'd love to see an indoor bike track. Winters are just too long. A stationary bike just isn't the same! It would have to have an attendant, with limits on the amou of riders.
Idea Author	Pete T
Number of Seconds	1
Number of Points	0
Number of Comments	1
Comment 1	This would be a great option - I love this idea | By carrie M
Topic Name	***Land Use and Urban Design***
Idea Title	Aesthetic Appeal
Idea Detail	As our city grows, more consideration must be given to the sophistication of it's appearance. In many conversations Fargo tends to think of itself as progressive, yet our visual appearance is certainly not. Due to the fact that we are not geographically blessed with beautiful landmarks, it is imperative that we create visual landmarks with which our city is connected and remembered. Good urban design must include public art considerations. Many cities are inseparable from their visual landmarks such as the St. Louis arch and the one-thousand murals in Philadelphia. Public art considerations improve tourism, economic development, attractiveness to new businesses and quality of life. In other cities, public art such as fountains, bridges, sculpture, unique architecture, seating, lighting etc... all lend to the aura and heartbeat of the city. We are ready!
Idea Author	Brad B
Number of Seconds	30
Number of Points	24
Number of Comments	17
Comment 1	Yes, our city government definitely needs to include public art and beautification in all of it's thinking and planning. Forming a public art commission within the city government would serve many functions and purposes and accomplish this in a professional, serious and on-going way. | By Bradley B
Comment 2	We have art, architecture and landscape architecture students located downtown, along with numerous, extremely talented professionals! Let's make use of them and get some art out on the streets for all to enjoy. | By Casey

Comment 3	+1 Use high quality materials, traditional design. Will cost more up front but its cheaper in the long run than tearing down these cheap buildings every 20 years. | By Mike Z
Comment 4	In regards to public art, I don't think a statue of a prominent business man or classical fountain should qualify as public art. There are some very talented and creative artists in this area (both students & professionals) that can push the envelope and create an imaginative sense of place. | By Alp A
Comment 5	There is a well-functioning fountain in Minneapolis at the UMN campus. It is open during the warmer months and serves as a gathering space for students. The power of a public art installation to bring a community together is immense. Fargo should definetely get more art on the streets. | By Keshika D
Comment 6	I agree, it's really frustrating to see so many cheaply built and plain structures go up with no character. Think about how those structures will look in 80 years… if they even still exist. People seem to LOVE a good outdoor fountain. It's naturally a gathering space. It is possible since the Lindenwood fountain is up and running every year and also the one outside the Depot downtown. Maybe there is some way to team up the fountain space with an outdoor skating rink in the winter?? And not one with hockey boards.... I'm talking one that's interesting and enticing. Either way, I agree, character needs to be brought into the cities through landmarks, structures, home and business design, streets, etc because the prairie, while special, isn't THAT interesting We have plenty of talented working professionals and students in this area to generate ideas and help execute those ideas. | By rachel G
Comment 7	Good point dnc1021! | By Matthew F
Comment 8	I would add that urban design should go into all city-wide decisions. It just makes everyone enjoy the city more-so! | By Nicole C
Comment 9	There is a lot of people in this city who think that the run down buildings of downtown Moorhead and Fargo could easily be spruced up with a little creative street art. It's an urban way to add some excitement when it is impossible to renovate every building. | By Chelsea
Comment 10	Agreed. The current ugly barnparks of town can be pasted over with new trees. Trees make just about anything look better. | By michael G
Comment 11	Brad, I truly agree with you. Fargo needs character and an identity. Many of our buildings are quite bland and unrecognizable. I completely agree with producertroy in that I'm sick of seeing buildings that look like grain silos and barns. Yes, I completely understand we are heavily dependent on agriculture, but we don't need to erect structures to remind us of it. | By Matthew
Comment 12	Brad B---that's you Mr. Bachmeier, isn't it?! Can I cite you as a possible artist who might be interested in making a sign(or something else)for our north Fargo Riverwood neighborhood? Because it's good to have sources when making one's case, right?? --Durga (from your 2001 7th grade art class!) | By Durga V
Comment 13	Going into the Public Forum meeting with Jack Becker last night, I didn't have any high expectations. But as he was going through the many examples from all around the world, I found myself saying "ohh, ahh"--like fireworks! haha Anyway, I found myself thinking about my own neighborhood. It's just a regular suburb with not many public spaces, just streets and sidewalks. Nothing particularly inspiring about it. You know? Then I recalled receiving a letter a couple days ago about putting up a neighborhood entrance sign in an effort to cover up some (ugly) utility cabinets. Then it hit me! Wow! What a fantastic opportunity for creativity! They'll be spending money on it anyway, why go to just a regular commercial sign manufacturer? Why not make it into an opportunity for sponsoring and installing a work of public art! Apparently the neighborhood leaders have been working on it since last summer. So, I'm not sure how receptive they might be about this idea. But doesn't hurt to try! | By Durga V
Comment 14	Fountains were given as an example used in other cities. Public art led, directed and executed professionally can be accomplished to reflect the values of any community and in any climate. | By Brad B
Comment 15	Understood. We work it until we get it right. | By troy L
Comment 16	Please realize, however, that effort in this area will probably result in much trial & error. Fountains?? Only work for about 3 months a year, and then there can be major issues with freezing pipes. Take a look at how the colored pavements are holding up (or not) on Broadway after just a few years. I'm not saying don't try--but be prepared for some major setbacks to outdoor art due to the rigors of the climate. | By Beth
Comment 17	Agree wholeheartedly. I'm getting worn out on modern buildings designed to look like grain elevators and barns. | By troy L
Idea Title	1% for the Arts
Idea Detail	For every new construction, 1% of the budget must be assigned for innovative design, the arts, green arts, environmental art--- what type of art should be wide open. But the idea that art is a pride of the city, and is required for new construction is part of other cities- and could open up innovative opportunities to define and celebrate the arts.
Idea Author	Stevie F
Number of Seconds	14
Number of Points	22
Number of Comments	3
Comment 1	Yes! Yes! Yes! | By Carolyn W
Comment 2	It does not have to be only to a building. It would also be applied to new parking structures, new business, new spaces (parks, freeways). | By Stevie F
Comment 3	Would this requirement apply only to public buildings? Or would it apply to all structures - industrial, retail, office, residential? It would be interesting if every single person who works in Fargo had the opportunity to experience art in their workplace every day. | By Erin
Idea Title	limit portable signs, billboards and flashing electronic signs
Idea Detail	Everyone benefits when our city is beautiful. People want to live here, businesses want to locate here, visitors want to come here and people want to shop here when and where it is beautiful. Signage is part of our visual environment. The hundreds of signs cluttering the streetscape of Main, University, 13th, 32nd Ave S. make it extremely difficult to find goods and services on those roads through the visual morass of all of that signage. Worse yet, flashing signs at busy intersections can distract drivers and cause accidents. At present, our city leaders would like to limit the signage that advertisers can use but the sign code industry- a very special interest- has been allowed to hijack our sign code with their argument that they cant make any money unless they get to pollute our visual environment with cheap portable signs, billboards and electric signs. When they do this, our entire city pays the price of a loose sign ordinance. Lets clean up our sign code to allow portable signs for very short windows of time, i.e. 14 days, prohibit billboards in the city limits and prohibit electronic signs within 500' *measured radially* of any residential neighborhood or school. Moreover, lets encourage the use of (non electric) monument signs to level the advertising playing field, and make it much easier for consumers to find stores and services.
Idea Author	Catherine W
Number of Seconds	12
Number of Points	22
Number of Comments	4
Comment 1	Create standards for the historic areas as well. Electronic crawls have no place downtown. IMO these types of signs are fine out in the news areas because the lack of design quality is par for the course Sign downtown should follow historic standards same for any signs that would be in the older neighbrohoods http://www.roundrocktexas.gov/docs/1046393112007historicdesignguidelines_print2-sided_.pdf#page=44 | By Mike

Comment 2	The sign code definitely needs to be made stronger. Ban portable signs, increase limits on the time during which political signs can be up (I saw some yard signs last week for the presidential election!), and cut way, way back on the number and locations where billboards are allowed. Well-designed regular, permanent signs give a city a sense of permanence, and remove that "fly by night" impression one gets of portable sign users. I totally agree with getting rid of the clutter. My choices of where to shop or do business have NEVER been positively influenced by a gaudy sign, a portable sign or billboard. If anything, I prefer to avoid businesses that resort to such tacky marketing that junks up the appearance of the community. | By Cindy G
Comment 3	I'll be writing a letter. Thanks, Cat! | By Kay S
Comment 4	Hatehatehate these signs. | By Andrew M
Idea Title	Control sprawl. Focus on infill and better land use.
Idea Detail	Growth has gotten too spread out here. Density can create more public life, street life. Sprawl is bad for resource use and requires more driving, energy use.
Idea Author	Coco S
Number of Seconds	16
Number of Points	21
Number of Comments	7
Comment 1	Sprawl does not create a memorable city or place to live. when traveling through some parts of Fargo, I can't tell where I am because it all starts to look the same. Density encourages walking and biking, which in the long run will help us keep our clean air reputation while encouraging new businesses. When housing all starts to look the same and every building blends in with the next, we're heading towards a mindless, destination-less land that is easily forgotten. Let's not turn Fargo into the a large 'suburbia'. | By Casey S
Comment 2	If developers want sprawl then let them front the costs. Why is Fargo one of the few places that fronts the money for developers infrastructure. Let them take out a loan and front the costs and risks. However, designate certain infill areas and whithin these areas have the City front the costs to incentive good infill. | By Mike
Comment 3	I hope the City of Fargo will come to understand that all development is not equally good. City policies should not allow things to be built for the sake of development, yet all development should better Fargo as a whole. Adding density to our already developed area would be a great improvement over continually growing south and west. | By Jena
Comment 4	Bulls-eye, Jerseygirl. Crawford has lived and studied abroad and many of his ideas are culled from the thoughtful and practical architectural vernacular of older cultures. One of the reasons I like foreign films is precisely for that reason - to check out how they design their cities! | By Alvin B
Comment 5	I agree, yes! Also, the more dense we are, the more tax dollars we have to cover a smaller area which equals more quality services as well. @albedo.... thank you for that link! I know we are our own country with our own way of life, but it is important to look at older cities in other parts of the world that have been around for a long time and have done a lot of the trial and error to determine what works and what doesn't. there is no shame in resembling systems from other cities throughout the world. | By rachel C
Comment 6	PS - Those savings on infrastructure expenses in a car-free district are ongoing, not a one-time saving...think savings in police, fire protection, road/sewer/watermains/sidewalk/ maintenance, etc... | By Alvin B
Comment 7	J.H. Crawford (www.carfree.com) observes that - depending on density - a city can save as much as 80% on its infrastructure costs! | By Alvin B
Idea Title	Sidewalk cafes
Idea Detail	There are a few tables sitting outside of restaurants in Fargo, but the City should develop zoning and design standards that actively encourage sidewalk cafes, especially downtown. Sioux Falls has great sidewalk cafes on the public sidewalks downtown. And the City of St. Petersburg, Florida, in fact has a dog-friendly sidewalk cafe ordinance. Their sidewalk cafes have dog biscuits next to the cash registers and water dishes by the unbrella tables. Amenities like that tend to make people enjoy the city - get two people with their dogs sitting near each other over a glass of wine, and you have an automatic conversation starter.
Idea Author	Paul G
Number of Seconds	9
Number of Points	18
Number of Comments	6
Comment 1	Outdoor cafes and patios are great for enjoying the outdoors during warm months. More downtown cafes would be great. Decent restaurant patios that are landscaped and not just looking at a parking lot are very desirable and few and far between in the Fargo area. | By Laura S
Comment 2	Apologies, Paul G - I just realized that my response to your idea was a bit redundant...the setbacks issue was covered in your 'zoning and design standards' idea. | By Alvin B
Comment 3	Seconded. I think this could go hand in hand with the idea I proposed about Relaxing Regulation on Outdoor Food Vendors. | By troy L
Comment 4	I'd also mandate that new infill buildings - or at least some of them within the central district - be setback several feet from the sidewalk to make room for an outdoor patio dining experience under sheltering leafy trees. Not sure how to determine *which* building lots should be earmarked in this manner, however. It would probably be based on location or a set percentile of plans submitted for approval. Another possibility: I recall walking by a bar many years ago, on a busy Sunday afternoon on Hennepin Ave in Minneapolis. As we were sauntering by, the manager slid an entire glass wall back to create an instant 'patio' fronting the sidewalk. | By Alvin B
Comment 5	Add more water fountains in the downtown. And then add a pet watering bowl at the base of each fountain. Many pets I see being walked in the central district on hot days are obviously bordering on heat stress - let's help 'em out. | By Alvin I
Comment 6	I want that near my house! | By Catherine W
Idea Title	City's comp. Plan has to be in control of school placement
Idea Detail	Time to get political: the last rounds of comprehensive planning were pretty well DOA due to actions of the Fargo School Board within weeks of the approval of the plans. And no--I do not work for the planning department. First with Bennett, then Kennedy, & now with Davies, the actions of the school board have probably promoted more sprawl than any developer or builder. If we think that greater density is a good thing, if we feel that strenthening the City's core is a positive move, if we think that it's ridiculous to have 100K population stretched out over 20 miles from NE to SW, then there has to be some enforcement authority to go along with the planning effort in order to get the school board to go along and "play well with others."
Idea Author	Beth P
Number of Seconds	6
Number of Points	18
Number of Comments	2
Comment 1	I think schools have a role in sprawl and land development. Siting a high school on the edge of town almost assures that the only way to get there will be by automobile or bus. | By Rory B

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Comment 2	I agree with your comments on sprawl, but a comment on "enforcement authority" and a desire to force a school board to "play well with others" automatically raises my warning flag. To blame the school boards for Fargo's sprawl is disingenuous. It might be ONE FACTOR but it's not the only factor. I would not be in favor of ANY proposition which would once again put the burden on our schools -- a convenient target when politicians get weak knees. Raise density, yes. Don't meddle with the schools to do it. | By troy L
Idea Title	A greenway: connect Fargo by a pedestrian & bike trail
Idea Detail	Greenways are popular in many communities across the country to connect points in town by providing an off-road paved walking/running/biking trail/path. They are generally maintained by Parks & Rec. Additionally, the best greenway paths have connected dirt paths for off road biking and trail running. While there are some great paved paths that run along the Red River in North Fargo to Lindenwood Park, it would be wonderful to have a connected and usable greenspace that is not underwater in the precious spring and summer months that it gets the most use. Streets Alive has been a roaring success- why not establish a sustainable urban space where individuals, friends, and families can enjoy the beautiful outdoors regularly. Here is a link to the Minneapolis Midtown Greenway Coalition: http://www.midtowngreenway.org/ Here is an example of the Huckleberry Trail in Blacksburg, VA. http://www.blacksburg.va.us/Index.aspx?page=821 and http://www.blacksburg.va.us/Index.aspx?page=808
Idea Author	Kristen B
Number of Seconds	5
Number of Points	18
Number of Comments	3
Comment 1	Bike paths are too short and disconnected in town. Riding bikes on narrow farm roads can be dangerous. Please connect trails and give bikers, skaters, walkers, etc. more safe areas to enjoy. It will encourage exercise as well. | By Laura
Comment 2	What a wonderful way to give more opportunities for outdoor recreation that is safe for even the little family members and pets! | By Heather S
Comment 3	Greenway! | By Andrew M
Idea Title	Design Review
Idea Detail	I recommend that the City establish design standards and a Design Review Board charged with maintaining them for major new construction projects citywide, and all new projects downtown. The standards should address architectural quality, landscapeing, and urban design features. Some will object that design review will raise the cost of new construction, but if the effort is successful it stands to create a more desirable city that will attract more people. Among many cities with design review programs, Fort Collins, Colorado, offers an excellent example. Its design review program includes building design, signs, and landscaping. Even their Walmart is beautifully designed and landscaped (and Walmart did not abandon the city to build in a less expensive and desirable place. It stayed, met the standards, built, and has prospered). Fargo is in a position to do the same.
Idea Author	Paul G
Number of Seconds	12
Number of Points	17
Number of Comments	6
Comment 1	Ban ugly apartment buildings as those on the west side of Fargo. They have no design details that make them attractive or homey. They look like concentration camp architecture. Come on, we can do better! A design review board is a good idea. Even low income housing should have good design. | By Coco S
Comment 2	Unfortunately, many new retail or major-chain restaurant buildings are built to standardised plans that reduce costs and look very dull. Different branches of the same store are often identical and carry no individual character. Creating proper design standards for Fargo would force new buildings to give our city a unique character and create nicer communities. | By Keshika D
Comment 3	Commercial buildings are definitely getting better, but we still get plenty of questionable design in residential planning and development. | By Catherine W
Comment 4	I understand the desire but I'm not sure of the necessity. Most of the stuff I see getting built these days is pretty well designed. | By troy L
Comment 5	I like the idea of this, if it is integrated into a vision of the city. Maybe then we can prevent the electric signs and garbage on a stick. | By Andrew M
Comment 6	Architect Mies van der Rohe famously said "God is in the details". Sometimes creative ideas come before the Fargo Planning Commission which could be either wonderful or horrible, depending on the details (which are not typically required as part of a planning commission review). A design review would ensure that the wonderful, creative, "outside the box" ideas can be approved and built. | By Catherine W
Idea Title	Protect our farmland
Idea Detail	Quit building on the richest farmland in the world. Create a better planning and zoning base and work within our current limits to create better use of the land. Planning should be looking long term and creating a better structure and infrastructure. i.e. How many apartments so we need'
Idea Author	carrie M
Number of Seconds	5
Number of Points	15
Number of Comments	6
Comment 1	There is lots of land in the city limits. Lets build more compactly and with less wasted space. Draw a "line in the dirt" and stay inside of it. This comment is not intended to be anti growth but rather anti sprawl. | By Backman E
Comment 2	Urban Agriculture is a very cool idea. Increase the density of our development and keep land available to grow fresh produce for residents. | By Casey S
Comment 3	+1 let's us our existing infrastructure instead of building new every year. Stop greenfield schools from being built that just induce sprawl. If they want to build outside of town send them the compelte bill for all the roads and utilities going out to them | By Mike
Comment 4	Oh, I thought this was going to say something about using ecologically sound pesticides/fertilizers. Oops. | By Ashley K
Comment 5	Yes--in other areas of the country there are farmland preservation movements advocating for restrictions on development. I'm not from a farming background, but colleagues of mine who did grow up on farms all state, "they aren't making any more land." With population growth--here and worldwide--we have to seriously question any time that we're taking land out of agricultural production. In other metro areas where the adjoining land isn't worth much, it might not be such an issue. But here--we need to think twice or three times about paving over the acres. | By Beth P
Comment 6	I don't know if it has to be either/or. I think that creating smarter density zoning would help both with this issue and with creating more walkable/livable cities. | By Andrew M
Idea Title	Relax the Regulations for Outdoor Food Vending

Idea Detail	Several years ago, due to pressure from big money interests, Fargo enacted draconian regulations on anyone who wants to do outdoor food vending in downtown Fargo. The changes were made because two downtown businesses were having a battle over business and sidewalk hot dog grilling (a commenter below fills the story in a bit). Essentially the regulations make it impossible for someone to buy a food cart (like I once wanted to) and serve hot dogs on the sidewalk downtown. You pretty much have to be a restaurant owner with a dedicated space to store your cart, and the space has to meet unbelievable requirements -- sewer requirements, etc... We should not allow this kind of big buck bullying in our city. Nor should we buy into the bogus "health concerns" argument raised by those same big buck bullies. The health code we had was perfectly sufficient. If I want to buy a hot dog from a sidewalk vendor, I'll examine their operation with my own eyes and decide whether they're sanitary.
Idea Author	troy L
Number of Seconds	10
Number of Points	13
Number of Comments	2
Comment 1	I love street vendors. I have heard the arguments against them, such as the ol': "you get better quality restaurants if you don't have them" but I just don't see it. Any city with street vendors in which I've spent time also had a very healthy selection of dine-in restaurants. | By Catherine
Comment 2	Actually, it was the owner of the Fargo Dog house, who was a City commissioner at the time, complaining about his neighbor Metro Drug selling on the sidewalk. | By Beth F
Idea Title	Snow sculptures and Winter Festival
Idea Detail	let's face it- 6 months of the year Fargo is in winter. And we still go outside. But we do not celebrate the winter. In Winnipeg and other cities, there are winter festivals with great snow carving, indoor and outdoor events, and international travelers and locals to celebrate the beauty of the snow, ice and weather. Let's plan events, including snow sculptures, snow boarding, ice drinks, a festival and activities to celebrate our winter.
Idea Author	Stevie F
Number of Seconds	3
Number of Points	13
Number of Comments	1
Comment 1	Let's embrace winter and get more people outside to enjoy the beauty it brings. Island Park would be a great location for such winter activities. Include sledding competitions or games, cross country ski race from Dike to Lindenwood, ice sculptures in the park, kid-friendly snow games, etc. The ideas are endless. | By Laura S
Idea Title	More Public Art
Idea Detail	Find a way to bring signature public art outside. The Bison on the Prairie was a fantastic hit. Now, we need to see if we can create memorable outdoor views and spaces by tapping into regional and national talent. Maya Lin put Grand Rapids on the map with her skating rink/patio/art installation. It was so popular that it became the symbol for the entire city. With the city behind it, we could become the regional art destination (and known for it). 1. Commission a major public piece of art, and really play it up 2. Use this are as a way to feature some of the art we already have. We've got a very famous mural at the Plains Art Museum.We could try to get Jiminez' "Sodbuster" back as well. 3. Use the commission and the publicity surrounding it to tie into a recurring event. Give people both art, and a knowledgable crowd to experience it with.
Idea Author	Andrew M
Number of Seconds	26
Number of Points	12
Number of Comments	17
Comment 1	Plains Art Museum is going to try to get Sodbuster out again. It needs conservation (which costs quite a bit). We are holding a Sodbuster Summit on November 8 and want people to come to find out the sculpture's history, current condition and give us ideas for future placement. It is an icon of Fargo and needs to get on display again. | By Coco S
Comment 2	Include space for performance art as well as physical works of art. | By Erin K
Comment 3	Public art needs to be part of city planning and should be the responsibility of the city under a public art commission. | By Bradley B
Comment 4	Check out downtown Sioux Falls SD. They have a wonderful sculture walk. It really is a delightful downtown area. | By nola S
Comment 5	a mixture of locally-based, regional, national, and even international public artists is a stimulating mix. we can all learn from each other in this realm, and sophisticated public art has developed in leaps and bounds around the nation and world. public art is about site and process not just sculpture out in public. | By Coco S
Comment 6	:) | By Andrew M
Comment 7	Yes to all. We need more aesthetic place making. The city as many have observed is "very austere." Density and detail make for more interesting places. Art can help to create places and sense of place. | By Coco S
Comment 8	Yes! I second the sculpture garden idea! MORE ART!!! | By Jen K
Comment 9	I agree, Emily. I think that featuring local artists should be part of what we do. Still, I think that our local artists can hold their own with anybody, so having nationally/internationally recognized art WITH local art might open some eyes. I think that a sculpture garden, or a mural street garden might do the trick. | By Andrew M
Comment 10	How about a sculpture garden? The parks of Fargo are great but screaming for some public displays of our regions creative minds! | By Eric J
Comment 11	We have so many talented artists right here in our community that we don't need to bring in "famous" artists from NY. Art can be incorporated in the concrete in the sidewalks, the metal lamp posts, special 2-D display areas on sides of buildings, of course sculptures, glass works, murals, textile designs, artful street signs...it is endless! The art needs to evolve and develop; not just a one-time experience. Children's art should have a place. Creative architecture really MUST been encouraged and builders should have an incentive to add unique qualities that set our city apart from others. Form may follow function, but it can be beautiful and provocative! | By Emily W
Comment 12	I have often wondered why there were not more Herd About the Prairie events. Those bison are still wonderful to see around town! | By Jen K
Comment 13	I know that the FM Arts Partnership would know of many local artists who might be able and willing to do it. 1% for the Arts, anyone? | By Andrew M

Comment 14	I agree. I know we have sculptors and artists that could be commissioned to put up their work around town. Some may volunteer their pieces just for the exposure. There's some of this now (bison, a few statues, wood-carvings in Moorhead) but we could do so much more. | By Jem J
Comment 15	Here's a pretty cool collection of sidewalk street art: http://news.yahoo.com/nphotos/3D-Street-Art-Edgar-Mueller/ss/events/wl/0513113dstreetart#photoViewer=/ydownload/20110513/photos_net_web_wl/1305300052 | By Durga
Comment 16	Many similar sized cities have a public art commission with a director built into the structure of the city government. Sometimes that person may even fit under Historic preservation, economic development or even public works departments. But the point is, that there must be a long-term plan to first catalog what the city does have and work on creating opportunities to help the city build a visual identity that is memorable and consistent with it's values. | By Brad B
Comment 17	Should we focus on a major/famous piece? A theme? Sculpture? | By Andrew M
Idea Title	Fill In, Not Sprawl Out
Idea Detail	There is plenty of vacant land within the current limits of Fargo--stop spreading the city out and start filling in the vacant land. Plan development so that people can easily and safely take advantage of current public transportation, provide opportunities for neighborhood businesses, and encourage housing and lot designs that foster a sense of community, rather than just showing off a big garage
Idea Author	Karin A
Number of Seconds	22
Number of Points	12
Number of Comments	8
Comment 1	agreed | By Keshika D
Comment 2	Most of us agree that sprawl is bad. Apparently Sanford Health did not get the memo. They are planning to build not only on the edge of Fargo, but in the West Fargo School District. So Fargo pays for all of the costs of extending services (Sanford is a non-profit and doesn't pay property tax) and the benefits go to the West Fargo School district. Beautiful!! It made sense for them to build in downtown Sioux Falls, but since Innovis has a building visible from the interstate, they need one too. I think our elected leaders should question this decision that greatly affects our future. This is crazy sprawl instigated by (maybe) the largest employer in the region. They should be better citizens. | By Fred P
Comment 3	Very well said, Skyler V! | By Alvin B
Comment 4	I completely agree with the concept of infill as opposed to sprawl. I was recently in London and was able to meet with city planners who were showing us a map of London and their strategic plan for the city. They have a clearly established green belt around the city where they are committed to stay within. With this they are analyzing different neighborhoods and underutilized or developed areas and redeveloping them. Fargo has plenty of land around it make no mistake. But Fargo is also spending valuable resources in expanding services and infrastructure outwards with every new development. Why not commit to investing within the current confines and boundaries that the available infrastructure lays out? Fargo is an urban community and that should be embraced. | By Skyler V
Comment 5	I agree - growing up and making our city a bit more dense within the current limits is the only growth pattern that will result in more effective public transportation services and truly allow us to be a walkable city. God forbid my car ever break down because getting around now without one would be the absolute pits. We are simple too spread out for our transport system to keep up with us and service us in the right ways. | By rachel G
Comment 6	Thoughtful design would also enhance the walkabout experience around the community. Who wants to go for a walk down a residential street that has nothing on display save multiple garage doors? Brrrr... | By Alvin B
Comment 7	A city indeed needs to grow. It's time for Fargo to grow up and NOT OUT. | By Abby G
Comment 8	A city's got to grow! I think what we are seeing in the FargoMoorhead area will continue, but hopefully we starting seeing some taller buildings in the downtown area start popping up... | By Danielle B
Idea Title	'Forget the damned motorcar, build cities for lovers and friends
Idea Detail	Cars, I think, have gone from being instruments of freedom to being pests...at least for many of the younger generation. For me, driving is an evil to be tolerated. The land use philosophy that began in the 1950s has been to build cities around cars: an automobile centered city. This has meant single-family houses built out in suburbs that isolates families from other types of activities. Land uses are separated from daily neighborhood needs and errands. And, gosh,imagine if you can't afford to own a car! So, what we've ended up with are suburban neighborhoods where people leave their house through the garage door, into their cars, and then off to do their errands or go to work/school. Neighbors rarely see each other except through car windows. I mean I only really know two people in my suburban neighborhood and that is only because I'd gone to high school with them! There have been many studies done about the decreasing civic engagement in America and researchers have connected this phenomenon to proliferation of suburbs since the 1950s. Our suburbs are not places where we might walk to our neighborhood grocery store, or coffee shop and see our fellow neighbor. So, what is crucially lacking is social cohesion sense of connection to the people in our neighborhoods, and some kind of public life because we're all sitting inside cars and there's nowhere
Idea Author	Durga V
Number of Seconds	11
Number of Points	12
Number of Comments	13
Comment 1	Good article relating to pestrian friendly parking http://www.originalgreen.org/blog/the-importance-of-on-street.html | By Mike Z
Comment 2	Couldn't agree more www.ted.com/talks/james_howard_kunstler_dissects_suburbia.html | By Mike Z
Comment 3	You'll have to pry my car from my cold dead lead foot. :P | By Amber B
Comment 4	We find ourselves living within a temporary abberation: For countless generations the human species has lived in tightly-knit communities/neighborhoods - even within the larger cities - where all necessary services & amenities were near-at-hand or accessible by foot. The automobile/internal combustion engine has destroyed all of that just as surely as though we'd dropped a bomb into the middle of each urban center. Equally dire, is the fact that many of us don't even realize what we are missing, & that our daily lives could be made more meaningful. We've even misplaced the language and terminology that might have articulated our plight, and that could restore our memories of previous modes of living that were more vital, more natural, and fulfilling. But times are changing our energy-glutted way of life is beginning to show signs of severe strains and this will eventually affect every facet of our lives. There are important lessons our predecessors can teach us...if we but listen. | By Alvin B
Comment 5	Mumford IS timeless. | By Andrew M
Comment 6	Mumford is timeless!! | By Alvin B

Comment 7	Speaking of lovers: I'll never forget driving down Broadway on a busy Haloween night several years ago. I was stopped for a red light and noticed a couple in costume had taken advantage of a nicely-recessed entrance to some store or other for a bit of privacy. (The store was closed.) They were both in costume and locked in a passionate embrace. I couldn't see exactly what the young woman was wearing, but the guy - who had his back to the street - was dressed in a Hagar the Horrible helmet! He was a very big guy just like the cartoon character, but it was clear that he had the tenderest affections for his lady. The incongruity of what I was witnessing caused me to break out into gales of confused laughter. (My windows were rolled up.) They on the other hand had other things on their minds. Without that cozy semi-private nook to retreat to this impromptu rendevous might never have taken place! | By Alvin B
Comment 8	@Durdon… You're speaking my language. I too would like to see my neighborhood meet my needs, allowing me to walk my errands instead of hoping in my car and driving all over town to get them done. I pay good tax money to maintain my neighborhood and I would like to spend time here except there is nothing here for me except houses and sidewalks to walk my dog. Some neighborhoods are already tranquil, but they do need some of that urbanity to keep us stimulated and social and entice us out of our homes. As I have said in other posts on here… we need to make our neighborhoods into "parts of town" where people can live, work, and socialize instead of just live. | By rachel G
Comment 9	I agree with all the comments on this page so far. @Todd H. Cities in Europe have been developed much longer than we have, and although we are our own, different country, they definitely have figured out what works and what doesn't when it comes to transportation. Sure, many people still drive in Europe, but there are many who do not own a car and are still able to get around the cities quite nicely. Think of Fargo through a visitor's eyes – one that does not have a car here. It is exhausting trying to get around the city using the current public transportation system, so without a car you feel stuck – yet when I travel to some European cities, I have no trouble getting around and actually enjoy my walks through the city because it is stimulating and sometimes also tranquil. | By rachel G
Comment 10	Beautiful idea, beautifully said. Pick a Fargo-sized European city and follow their lead. | By Todd H
Comment 11	Heartily seconded! | By Andrew M
Comment 12	BTW, I ran out of room to properly put quotation marks around it, the title of this idea is a quote from Lewis Mumford from the same book mentioned above. (Gotta cite sources, right?:) It's a fascinating read about the development of suburbs and the role automobiles played in completely restructuring the pattern of people's everyday life. Highly recommended!...even though the book's a little old now. | By Durga V
Comment 13	What we need are more neighborhoods integrated around people's daily needs, so people might walk to do their errands and gasp! actually meet each other face to face. The only place I can think of tending towards a more integrated land use is the downtown area. But even there something is lacking. One of my friends lives there and he complains about grocery stores being so far away that you have to drive just to grab some milk. I think the growth and the dynamic vitality of our downtown proves that people are interested in living in neighborhoods like that. Maybe we could have multiple donwtowns around the city! | By Durga V
Idea Title	bike trails
Idea Detail	bike trail that encircles the community where a family can get on the trail and ride for 20 miles and never have to cross a street.
Idea Author	charlie M
Number of Seconds	9
Number of Points	12
Number of Comments	6
Comment 1	Its possible if there is a will! In the short term I woudl just like some of the current trails connected. | By Backman B
Comment 2	I'm not sure how realistic, but a great idea. Seconded. | By troy L
Comment 3	Shared use paths/ roads are definitely better than nothing but Id like to see more paths independent of the roads. It is far more pleasant to bike where there are no cars, trucks, flashing lights, signs, pollution and general ugliness . It would also be more pleasant to walk where there are no cars. | By Catherine W
Comment 4	Shared use paths network coordinated with on road bicycle network. Maximize efficiency of the roadway system we have while complementing the growing shared use path system. Sioux Falls has a very nice circular shared use path system. | By Justin
Comment 5	Yes, a circular bike trail would be wonderful. I don't mind crossing a few streets if I can access trails that will take me throughout the city. Connectivity is importantant to me. | By Kay S
Comment 6	I love the idea of a circle park but don't think that it could exist without any road crossings. That's a lot of bridges or underpasses! | By Catherine W
Idea Title	A beach in Fargo
Idea Detail	Here's my dream, and some of us have been working on it for years. When many Fargoans think of sand, we think of sandbags. That needs to change. We all realize the first order of business is to protect Fargo. I believe it's vital to also protect our revitalized downtown that is ripe for more mixed use development. We can leverage this downtown flood protection as a catalyst for development and fun and it can serve as a way to recruit and retain people and businesses b making Fargo not only safe, but much more fun! Welcome to "Fargo, life's a Beach!" Wouldn't it be cool as you stroll the plaza on top of the protection eating a walleye on a stick from a small local shop that's one of many along the way on top looking over an expanded river front. The first thing that strikes you is a sandy beach with swimsuit clad Fargoans enjoying the sun and playing around a 3 - 4 acre swimming lake (like the artificial beaches within a beach at many resorts in Hawaii and Carribean or Paris Plage in France) between the river and the protection plaza. The large granule sand would be collected in early fall and stored for the next summer season. Everything on the riverside of protection would be "wash and wear" hose it down and get ready for fun in the sun! In the winter, the lake could be used for skating and snow could be shaped to create a half pipe for snowboarding (this snowboard park portion is a recent graduate from NDSU architecture students idea, he has a great powerpoint) It's also important to back away and give the river more room and to relieve stress on the riverbank. Second street could be moved back from the river about 2/3 into the Civic Parking lot, it could be merged with 3rd St in front of the Library and Civic Plaza and inside the protection underneath the plaza
Idea Author	Mike W
Number of Seconds	6
Number of Points	12
Number of Comments	1
Comment 1	I have wondered why we don't have a large lake w/ beach that can serve as floodwater protection. If we let it drain in fall to make room for flood water, the banks could be sledding hills- until the snow melts and it fills up again. | By Catherine W
Idea Title	Green Parking structures implementing green technology
Idea Detail	To use phytoremediation (plants to uptake toxins) in parking structure and throughout downtown to address cleaning storm water, parking lots toxins, air quality, and more. There are plants and planting design which can remove or reduce the toxins created by building materials, air quality, cars- and can be used in design for parking, buildings, rain gardens, and more.
Idea Author	Stevie F
Number of Seconds	8
Number of Points	11
Number of Comments	3
Comment 1	Brilliant! | By Casey S
Comment 2	Same here! | By Johnathan G
Comment 3	Anything green that also involves more parking downtown is alright with me. Seconded. | By troy L
Idea Title	Drive-In Theatre

Idea Detail	The era of the drive-in theatre was just coming to an end when I was growing up and I've always been sad that I missed it for the most part. How about a modern drive-in theatre that takes advantage of all our modern advances -- get the movie sound on your car radio, or stream it on your phone... Use your cellphone to order food from the snack bar and a car hop delivers it to the car... All of the standard trappings of course... playground for the kids, big (wind resistant) white screen, and carload pricing. You could probably even find a way to make it happen in the winter. Any town the size of Fargo where someone builds a drive-in is going to experience lines out the gate for the first 90 days I'm sure
Idea Author	troy L
Number of Seconds	3
Number of Points	11
Number of Comments	8
Comment 1	Unless you do something significantly different with the business model, I just don't see it taking off... | By Matthew F
Comment 2	Respectfully, drive-in theatres still exist. They just got out-performed by the multiplex. MPAA is a non-factor and so are land requirements. If there's one thing we have plenty of, it's open space on the edge of town... http://skyvumovies.com/ | By troy
Comment 3	Two of the most evil organizations in the United States that don't understand business or technology and manage to segregate all their customers...he he he, n reality it's the Recording Industry Association of America and the Motion Picture Association of America. :) | By Matthew F
Comment 4	What's the RIAA and MPAA? | By Alvin B
Comment 5	Hmmmmm, I don't think that would fly with the current legal bruteness of the RIAA and MPAA... There's a reason that drive in theatres died long ago... | By Matthew F
Comment 6	Build new sections of skwyay into new downtown development. Route these new pieces of skyway into block-long solariums (atop sublevel parking), 30-50 fe high. Fill these solariums with plants, benches, talbe & chairs. Show movies on huge automated screen in the biggest solarium. Patrons can bring their own pillows for sitting on the floor and/or comfy lawn chairs. They can also bring their own snacks or use cell phones to order goodies from neighboring coffee shops, sandwich shops, etc for delivery. Could be done year-round... | By Alvin E
Comment 7	You've got numerous good ideas producertroy, but I think drive-in theatres are a bit past their prime and as Durdon stated, the amount of wasted space for parking just isn't the type of development this city needs. | By Matthew I
Comment 8	That would take a lot of land for the cars...basically a huge parking lot! You know what I mean? I've loved the movies at the park that we've had at Island Park the last few years! | By Durga V
Idea Title	More Trees!
Idea Detail	Everywhere I turn in the city, when driving through new developments, it shocks me at the utter lack of vegetation and trees. At one point Fargo was voted and awarded "Tree City USA". We don't even come close to deserving that now-a-days. I'm all about property owners rights, but they shouldn't be able to tear down a massive, mature established tree line to build a structure. Don's Carwash on 52nd Ave is the latest travesty to wipeout a mature shelter-belt. We should be taking more of an approach like cities in the Pacific N.W. (Seattle/Vancouver/Portland) which try to incorporate the surrounding vegetation into the development, as much as they possibly can. Also, with the fact that we have 4 distinct seasons, we only really get to appreciate our trees and plants for about 1/2 the year. The other half they look like they are dead branches. Evergreens are called that for a reason, they ALWAYS stay green. We should be planting evergreens and pine trees like mad around the city and encouraging property owners to plant them as well. We could provide financial incentives, tax breaks, etc... Sure it'd be a small hit to the city budget, but it'd only be one time. Plus the rewards of having green vegetation year round is more than worth it, in my opinion, and would significantly add to the visual aesthetics of the city. Take a cue from our neighbors in the Pacific NW. There's no reason we can't have the beauty they enjo
Idea Author	Matthew F
Number of Seconds	18
Number of Points	9
Number of Comments	10
Comment 1	15yr resident, I'd rather look at evergreens all year, than the regular trees commonly planted around this area that lose all their leaves and vegatation for 8 months of the year... | By Matthew I
Comment 2	I support more trees, but I think diversity in tree species is being promoted by foresters rather than focusing on one kind of tree, and evergreens don't make a very good boulevard tree. They're fine for yards though. | By Cindy C
Comment 3	See my idea under 'Natural Resources & the Environment". | By Alvin B
Comment 4	I really hope the argument isn't because Trees will raise my property values and in turn cause more taxes. If you can't afford your property taxes, you bought t much darn house to begin with or are one of those rediculous people that only wants their property value to increase right before they sell, but stay much lower as they own the home... | By Matthew I
Comment 5	Enlighten us all Drtooth, the great burden financially you'll have from having trees on your property. This should be interesting as it'll directly go against the thinking of a majority of the properties in the pacific northwest where it's trees trees and more trees... last I checked, the city doesn't charge you for having a tree on your property. | By Matthew F
Comment 6	"I'm all about property owners rights," no, youre really not..... that said, this idea sounds like a good chance for you and folks who share your beliefs to buy up land and plant all the trees you want! good luck! heck, build a forest! yes, i sincerely wish you good luck...when you start paying property taxes on your land you will quickly find out why people dont plant more trees than is required by city codes. as for the rest of the land owners, they should be able to do what they see fit, why? because i AM all about property owners rights. | By Pete
Comment 7	Trees are good!!! | By Danielle B
Comment 8	Excellent point Caoimhean, the wind wouldn't be so bad if we had more trees. Especially if they had vegetation year round like pine trees and evergreens. | By Matthew F
Comment 9	This is a great idea. The other thing is that we're a HUGE wind corridor, and more trees would provide better coverage against wind. | By Kevin S
Comment 10	Yeah, why does everyone here pretty much plow the land down to the dirt until there's nothing left and THEN build? Come on folks, we can be better stewards of the land than that and still get what we want out of it. | By Johnathan
Idea Title	Actually Use NDSU Architecture Students
Idea Detail	Every year there seems to be a select group of students interested in designing new ideas for the downtown area. Why don't we make it a yearly competition for NDSU Architecture students to design new buildings and come up with new concepts for the downtown areas? We've got a gem of a resource that I believe we are simply ignoring at this time..
Idea Author	Matthew F
Number of Seconds	10
Number of Points	9

Number of Comments	13
Comment 1	I'm fine with that! Keep it open to anyone who wants to see the city grow... except Drtooth. :D I keed, I keed.... | By Matthew F
Comment 2	I think some of them are, albedo. Stevie F. Details? | By Andrew M
Comment 3	Stevie F - Are you saying that these various disciplines are *already* involved in Fargo 2030? | By Alvin B
Comment 4	There are quite a few areas of study that help with the Fargo 2030-- landscape architecture, visual arts, performing arts, horticulture, construction management-- just to name a few. Let's be much much much more open about whom can help here. | By Stevie
Comment 5	Exactly! It's a great resource that I feel we haven't even begin to tap. | By Matthew F
Comment 6	Top drawer suggestion, fmmetroplex! Give students some real world experience while the city benefits from their growing expertise. | By Alvin B
Comment 7	I suggest adding "landscape architecture" to that suggestion. Same department, different program. They take on a lot of real projects relevant to urban design planning and site design. | By Catherine W
Comment 8	Its a great way to generate fresh ideas. If there is a bit of money in it for the winner and second, it will really motivate the students. Maybe it can come from a corporate sponsor? | By Catherine W
Comment 9	Two people agreeing with this but only one seconded...??? Come on guys! :) | By Matthew F
Comment 10	I've always wondered why the city doesn't take advantage of the 'free labor' of our area tri-college students. As a student myself, I'd love the opportunity to be able to work on the real-life issues/challenges in our community along side our city agencies or organization. It would be such a valuable experience. Also, then I can put it on my resume! :P | By Durga \
Comment 11	I don't either. I would love to see them involved in all sorts of things (including downtown). I just thought it could be broader. Frankly, it should probably involve all sorts of other majors that can help with the built environment. | By Andrew M
Comment 12	Of course not. :) It can be city wide and totally up to them if they choose to work on it or not... but I don't see the harm in offering that option to them... | By Matthew F
Comment 13	There are lots of things going on with the architecture students. We don't need to just focus it on downtown, do we? | By Andrew M
Idea Title	ARTS SCHOOL
Idea Detail	Build an arts high school in the heart of the downtown, say atop the huge parking lot east of the post office at Roberts & 2nd Avenue. Students from city high schools interested in art would enroll, and in the process create room for more students in those schools. Students & teachers would take city mass-transit buses to/from the arts school, so we'd save the cost of new school buses & drivers. (The sublevel parking lot under the school would be public.) The arts school could use the Fargo Theatre across the alleyway to practice/present its plays. A vacant downtown storefront could be leased to teach business skills to students who want to sell their creations. Heat w/geothermal. Over-engineer building supports to hold additional floors that might be added in years to come. Attach a narrowish 4-story public solarium to the south side of the school, fronting 2nd Av N, and tie the solarium in to the back of the Black Bldg. w/another skyway segment. And be sure to reserve space on the north side of the school footprint for a pocket park connecting Roberts St to the alleyway.
Idea Author	Alvin B
Number of Seconds	10
Number of Points	9
Number of Comments	7
Comment 1	Such a school could be more successful if not only serving Fargo kids. Arts education just across the river is really strong. A true COMMUNITY school of the arts would be more sustainable and have the advantage of some autonomy from State school systems. | By Carolyn W
Comment 2	Plains Art Museum is building the Center for Creativity and LIfe long Learning that will be an arts school for the community. We will be partnered with Fargo PUblic School system and other K12 schools and will also have programs for teens and adults. Artmaking and entrepreneurship, creativity skill development, and CIRCUS ARTS! We want this to be integrated and impactful on all aspects of city life. | By Coco S
Comment 3	Question: could this be a branch/partner with Bluestem/Trollwood? | By Andrew M
Comment 4	I think this, combined with an entrepreneurial high school might help us create a SUSTAINABLE arts scene. | By Andrew M
Comment 5	Seconded. | By troy L
Comment 6	Isn't there an unused school 4 blocks west of there? That might be a good location for a charter school like the one you propose. | By Catherine W
Comment 7	Having taught at an Arts High School in NYC, they are great. There are select majors, and while it is a public school- it is also by application. Downtown is a great location- and there are other buildings which may be rehabed or new ones built which are suitable for the potential arts which are housed for this high school | By Stevie F
Idea Title	Landmark Structure
Idea Detail	Paris has the Eiffel Tower. St. Louis has the Gateway Arch. Seattle has the Space Needle. Los Angeles has the Hollywood sign. New York has the Statue of Liberty. London has Clock Tower (Big Ben). Sydney has the Opera House. Pisa has it's Leaning Tower. Berlin has the Brandenburg Gate. Fargo needs a landmark. It should be something that when people see they'll instantly go "Fargo". It has to be larger than life. Landmarks just simply are. It should represent the people of Fargo, the drive and ambitions of the region and the cities eventual move to a more and more metropolitan/cosmopolitan growing technology center. It should emit our dreams and aspirations and declare to the world, FARGO has arrived. It, yes, is a bold statement and such forth, the landmark needs to be bold. It should not be: A statue of Marge Gunderson. A larger than life wood chipper. Anything to do with the movie Fargo. Anything that is similar to a tractor, barn or silo.
Idea Author	Matthew F
Number of Seconds	9
Number of Points	9
Number of Comments	5

Comment 1	Sure, this is public art as discussed in many other parts of this web-site. A public Art commission should be part of the city government and in charge of creating a long-range plan and programs to enhance the entire city. | By Brad I
Comment 2	GREAT IDEA! We can find an artist that can create something awesome and make not just an object but an artful PLACE that is a gathering spot. Let's do an international public art competition. Sculptural fountains are magnets for people and kids and families and out of towners | By Coco ;
Comment 3	I agree with BB. It's a great idea, but it needs to be artful. | By Carolyn W
Comment 4	Landmark structure. What we are talking about here is public art. This needs to be part of city government thinking and planning under the auspices of a public art commission within the city government. | By Bradley E
Comment 5	Here! Here! Finally, build an attraction for the city! | By Johnathan G
Idea Title	Riverfront Beautification Development
Idea Detail	I was just up in Grand Forks and noticed how beautiful their riverfront was. We have a road and a parking lot that abuts our riverfront. Let's make this a super place for people to congregate, all along the river
Idea Author	Abby G
Number of Seconds	7
Number of Points	9
Number of Comments	3
Comment 1	Make the riverfront in downtown a destination. Moorhead is doing a good job of improving theirs. We need to develop the area along 2nd somehow. It's just a temporary dike and parking lot right now. "Build it and they will come." | By Laura S
Comment 2	I agree. We need something that will flood well and look good afterward. | By Catherine W
Comment 3	Agree. And it gets uglier every year. Embrace what we have and thats a great river. | By jeff H
Idea Title	pilot solar/high tunnel greenhouse for community use
Idea Detail	To help extend the growing season in our area I suggest we build a pilot solar/high tunnel greenhouse for community use. This type of facility is already in use at a local foods farmer near Frazee, MN The heat generated by the solar panels heats the soil to extend the growing season to 270 - 300 days a year. Many of our areas New American communities are prodigious gardeners. They also grow some unique vegetables from their countries that would be interesting to learn about and try. We can learn much from them. Perhaps NDSU Mechanical Engineering and extension could help fine tune and improve the facility as it's being built and operated. If it proves successful more could be developed. Some good examples of community gardening are in place in Madison WI and othe climates similar to ours. This zero/low net energy use greenhouse could be placed in a convenient location in the city's core on a transit route so users wouldn't have to have a car and could walk or bike a short distance. For initial funding this pilot hybrid greenhouse, some area foundations have a strong interest in helping develop more community gardens and fresh, local food. The produce beyond the gardeners needs could be donated to supplement the food pantries and/or could be sold at a grocery co-op Downtown that has typical grocery goods supplemented with fresh, local produc
Idea Author	Mike W
Number of Seconds	5
Number of Points	9
Number of Comments	5
Comment 1	Allowing leases on unused city/park land to build high tunnels for a long term use by gardeners. | By john R
Comment 2	Hi Catherine! The Sunmart adaptive use would be a bigger project than this pilot idea, but would likely be a good site (in the parking lot?) for this type of solar/high tunnel. Easy access and on transit route, near location where many that could use it already live. | By Mike
Comment 3	Thanks Albedo! Actually both sun and geo-thermal working together may be part of the equation, they compliment each other, helping heat and power such a facility. The new huge greenhouse at NDSU has incorporated g/t. | By Mike V
Comment 4	Would geothermal work better than solar for high tunnel heating? Really like the idea of a downtown co-op that sells the surplus, along with other foods...we could once again have a decent-sized grocery in the heart of the central district that sold high-quality foods! | By Alvin
Comment 5	Could we repurpose unused buildings, such as the former Sunmart on 13th for such a greenhouse? If so, that area could go from a blighted place in the city to activity hub. | By Catherine W
Idea Title	Require landscaping in parking lots.
Idea Detail	Have you seen the parking lot at Menard's in Moorhead? They have landscaped medians. If Moorhead can do it, why can't Fargo?
Idea Author	Kay S
Number of Seconds	13
Number of Points	8
Number of Comments	5
Comment 1	http://www.originalgreen.org/blog/the-importance-of-on-street.html This is what should be done with parking to make an appealing and pedestrian friendly environment | By Mike ;
Comment 2	This has been something I've wished for since I moved to Fargo. Beautiful cities are beautifully landscaped everywhere: industrial areas, shopping districts, neighborhoods, etc. Trees and landscaping in and around parking lots have a huge aesthetic appeal. Let's break up the concrete flats with landscaping! | By Laura S
Comment 3	Best parking lots are the ones you don't see! Yes trees make them look better, but hiding them behind buildings addresses the actual issue. But if that can't be done then provide shade trees in them | By Mike Z
Comment 4	And I believe the key word here is IN the parking lots. There are existing requirements in Fargo for screening from roads but no mandated functional plantings for water runoff or pedestrian right-of-ways. | By Jena S
Comment 5	I would encourage you to venture a look at the Microsoft Campus in Fargo. Best parking lots I've seen. | By Jena S
Idea Title	Stop subsidizing the destruction of historic buildings
Idea Detail	Beverage Wholesalers has demolished the beautiful brick 130-year-old Great Northern Railroad freight depot along 4th Ave. N. and is replacing it with a simple warehouse box. To encourage such projects, the City of Fargo has granted them a five-year tax exemption on the cost of these "improvements." It is outrageous that our tax dollars are subsidizing the destruction of historic buildings in Fargo. The City should provide incentives to PRESERVE historic buildings, not provide incentives to demolish them.
Idea Author	Kay S
Number of Seconds	9
Number of Points	8
Number of Comments	12
Comment 1	I am saddened by the loss of a lovely jewel in the crown of downtown architecture. Turning the Sons of Norway building on Broadway into an arpartment/cond building is a travesty. It was a beautiful historic space whose redevelopment as a public space could have benefitted the entire community for generations. | B Carolyn W

Comment 2	i completely understand the preservation of the historic building, but if we were to continue preserving every old building downtown, then we would no longer be talking about future development. How do we as a city continue to preserve the look and feel of the old and combine it with new archetecture? Should we look at building an entirely new Downtown area to the west and out of the airspace for the Airport were the city could start looking at building up instead of out Just some fodder to think of. | By Steve S
Comment 3	fmmetroplex: If you Google 809 4th Ave N, Fargo, ND - which is Minnkota Recyling - you can click on "street view" and then rotate to the right. You'll see the warehouses in the background. Only a few left, and who knows the fate of those remaining... | By Kay
Comment 4	TO CITY OFFICIALS, If you guys are really reading these ideas, please give serious consideration to the following idea: Immediately freeze construction on the new Beverage Wholesalers warehouse. Rotate the blueprints 180 degrees, so that the entrance is facing west. Resume construction. By so doing, we'd at least have a chance at building a future underpass (for cars & pedestrians) at that RR crossing on 7th St N. Access to the daycare on the north side of the RR tracks would be restricted to the alley until the residence next to it went on the market, whereupon a new parking lot/entrance could be added. With the continued growth of the central district, an underpass would doubtless add impetus to new development in the neighborhood. (There's already talk about building a college corridor towards NDSU along 10th St North.) With a new underpass in place, Powers Construction at 910 6th Ave N, would quickly see the logic of building a mix of retail and housing on its site, rather than using it as a parking lot. And they'd very likely site their new development far enough back from the street to provide diagonal parking to the storefronts. With easy 24/7 access UNDER THE TRAINS only two blocks away, the Powers Apartments would fill quickly with college students who attend classes on the
Comment 5	Albedo, the National Park Service, which oversees the National Register of Historic Places, has developed extensive criteria for determining historic vs. merely old. I should, however, have said that criteria EXIST for determining this, for the criteria are apparently not in place in Fargo with respect to granting 5-year tax exemptions for property improvements. In the short run I would urge the City to reconsider its policy so that, absent a comprehensive historic survey, at least on a case-by-case basis we can be assured that taxpayer dollars no longer subsidize the destruction of historic buildings. | By Paul G
Comment 6	Paul G, if criteria are already in place to sort out that which is merely old, from the truly historic, how could this travesty occur? Certainly, the incredible Great Northern freight depot would have fallen into the latter category. | By Alvin
Comment 7	I'm not all that familiar with that area and I'm only seeing a regular shipping facility at that address on aerial photos... can you provide a link to a pic or something to give us a better idea of what was destroyed... Also, in my opinion, one of the next great "warehouse" items that's quickly approaching the wrecking crane is the Leef Cleaners building across from the Cass County Courthouse on 10th... it's a building that needs alot of work, but definitely has enough character, that it should be saved and rehabilitated... | By Matthe F
Comment 8	Old and historic are not the same thing, Metroplex. The Case building to which you refer has been thoroughly gutted and altered, so there is almost no historic fabric or historic character remaining. But few people know this because the City has not undertaken a thorough inventory of its older districts. Since the GO2030 discussion is about planning policy, I would recommend that the City of Fargo undertake a comprehensive survey of all areas of the city older than 50 years with the intent of actually determining what is historic and what is merely old. Criteria are in place for determining this. Unlike the Case building, the Great Northern freight depot was nearly totally intact and represented beautiful craftsmanship and precisely the scale and materials that are irreplaceable and coveted today for being the sine qua non for refurbishing older districts of cities, such as downtown Fargo or the warehouse district of Minneapolis. | By Paul G
Comment 9	I second this, but at the same time, let's be cautious about what structures we prevent from being demolished for new developments... for example, the old Cass building right before the bridge to goto Moorhead Center Mall... It pretty much is as boring as a building can get. I for one wouldn't miss it if it was replaced by a glass and steel high rise, or structure more fitting of being that close to the river. | By Matthew
Comment 10	That's a damned good question, Drew. | By Alvin B
Comment 11	This is totally strange. What happened? | By Andrew M
Comment 12	How ironic. The city asks for ideas on how to improve out town, and now this. This is indeed, an outrage. I've often thought that that lovely old depot would have been ideal for a string of small specialty shops, each connected to the whole on the south side via a glazed colonnade. Who knows..such a conversion might even have been the impetus for a future pedestrian underpass leading to more development on the other side of the RR tracks...or at the very least, to a nice wide sidewalk unobstructed by the trains. To add insult to injury, the garage entry to Beverage Wholesalers' new warehouse is hard by the RR tracks, thereby precluding any possibility of a future auto underpass on 7th St. North. Is the city commission the final arbiters on such decisions? How exactly did this horribly myopic decision come to pass? I don't seem to recall any discussion about this in the media. We need a moratorium on any more destruction of historical buildings, until the citizenry can be made part of the decision process. | By Alvin B
Idea Title	Properly Maintain Existing Urban Redevelopment Projects
Idea Detail	I think what the Broadway redevelopment and new Main Avenue Bridge have done for the city is absolutely fantastic. However, you can tell these projects are already starting to show signs of wear and neglect. The intricate brick patterns at Broadway intersections are falling apart and need repairs. We should do this as soon as possible. If there are new technologies or approaches we could take for their replacement to achieve the same effect, such as molded concrete, we should seriously look into it if it minimizes the maintenance needed for upkeep. Broadway is now lined with intricate columns describing certain details of the city with emblazoned steel sheets and cutouts. Unfortunately one of these columns has been completely destroyed (just north of Spicy Pie) and should be replaced immediately. I certainly hope the city made copies of those steel plates or at least saved the designs. The columns on the Main Avenue Bridge also have aesthetic lighting, but several of them are out. It makes the city look bad to citizens and visitors when we let even small items like this fall to the way side. I know the steel pillars on the bridge have neon lights in them and several of those need to be replaced/upgrade
Idea Author	Matthew F
Number of Seconds	7

GO 2030

Number of Points	8
Number of Comments	1
Comment 1	Come on city... that's a stinking shame when we spend good money on stuff and it's vandalized. Put some security cameras up or something... fix what's broken! | By Johnathan G
Idea Title	native
Idea Detail	i saw some native grasses that grow six feet tall what about planting these along the interstate and highways, there would be no more mowing and maybe it woukld stop the ground drifting in the winter so interstates coukld be open all year lon
Idea Author	charlie M
Number of Seconds	6
Number of Points	8
Number of Comments	1
Comment 1	So... when I'm merging on an on-ramp, I'll need to have X-Ray vision to see if someone is coming behind six foot tall prairie grasses? | By troy L
Idea Title	Reinvigorate North Fargo
Idea Detail	It's blatantly obvious that a majority of the city's growth over the last 3 decades has been to the south end. It's becoming increasingly difficult to provide infrastructure and services as the city grows longer. Also the north end of the city has been gradually growing older and the student populations are falling. We should be reinventing North Fargo to take advantage of home flipping and increased density developments to breathe some life into that part of town. I know there were originally plans for a large condominium project (5 stories) called Le Meridian, but that fell through after the economic collapse. We need multiple projects like that spread throughout the area, as well as giving the classical and older homes in the area a new lease on life. I think the areas surrounding N. Broadway would be key contenders for higher density developments. In fact, the Hornbachers Mall parcel occupies what is essentially 4 city blocks. Work with Hornbachers to develop a 4 block walkable "mini downtown" area with mid rise developments and a park/plaza area integrated into the middle. The area already has a mid-rise building across the street and could handle the increased traffic. It's also close enough to NDSU where if promoted enough, it could be quite popular with the college age crowd.
Idea Author	Matthew F
Number of Seconds	17
Number of Points	6
Number of Comments	12
Comment 1	Re-invigorate through public art landmarks and public gardens. | By Coco S
Comment 2	Northport Shopping Center desperately needs reviving. It and the corner of Broadway and 32nd are beginning to look blighted. North Fargo residents hold their neighborhood dear to their hearts and are more than willing to support local businesses. I would love to see the old McDonald's become a cafe and coffee shop with an inviting area for young people and old to relax, visit, and have fun. There are several vacant spots for such development. | By Laura S
Comment 3	I live within view of 32nd & Broadway. My neighbors have beautiful smaller homes with well-kept yards - a lot of pride of ownership. As we look towards the intersection we see two vacant boarded up buildings that contrast sharply with our own pride. I know the vacant McDonald's property is owned by the same people who own the vacant lot across from Hope Lutheran north (used to Randy's). Both properties are empty eyesores to our Northport neighborhood. The Tesoro station was for sale, but recently the windows were boarded up and for-sale signs removed. A block further north is Van Raden's storage - the car wash is now boarded over and it looks like it's abandoned (even though it's not). Northport retail space is empty or abandoned all around us and I have a feeling most of the property owners don't live in our neighborhood so they probably don't care how it affects us. How can we regain our neighborhood from absentee owners who have no stake in our neighborhood's future?! | By John
Comment 4	Can't stand the NIMBY type folks who's only concern is them them them... ugh. | By Johnathan G
Comment 5	Contrary to the beliefs of the individual at my table for the go2030townhall meeting... the northern section of the city seems to most folks to be getting older and dying... It definitely needs some newer, smarter developments to reinvigorate it. However, you're apparently going to be up against a bunch of NIMBY's against any type of development in that area - according to the gentlemen at my table... which is selfish, shortsighted and naive in my opinion. | By Matthew F
Comment 6	Redevelopment of Northport is made more difficult by absentee property owners from what I've heard. It could be so much more than it is. The old McDonalds at 32nd Avenue N and Broadway is still vacant and turns into a giant weed patch every summer for the past 10+ years, and the old gas station, also at that intersection, has been vacant more often than not over the past five years. Something needs to be done to clear those obsolete buildings and make way for more housing or commercial redevelopment. Tax increment financing would provide a source of funds to pay for clearing of the sites to make them competitive with undeveloped property. | By Cindy C
Comment 7	I totally agree, however I think access is key. Right now, there is no efficient way to access northeast Fargo from other parts of the city, and leaving northeast Fargo is a chore as well. I live in the 14-hundred block, and I work off Main Avenue and I-29. Most mornings, it takes me twenty minutes to get to work. Unacceptable. We need a high volume high speed method of accessing northeast Fargo from other parts of the city, as I proposed with my "North Fargo and a Loop" topic. | By troy L
Comment 8	Maybe create a streetcar terminus here? | By Andrew M
Comment 9	Yahh! "another" downtown area! It'll definitely be a lot work to turn the 50s era Northport Hornbachers Mall designed for massive cars with its giant parking lot, no green space, huge signs etc, into the 19th century more human scaled and walkable downtown area. But if we can actually transform that area, it would so awesome! | By Durga V
Comment 10	Sounds cool to me! Almost like Dinkytown down here in the cities... or Uptown! | By Danielle B
Comment 11	Expand broadway from Sanford to about StopN Go. I think development in north fargo will happen naturally when supply and demand says it will. Right now nobody supports the businesses up by Nortport because its almost on an island. I don't think northport will ever be the same. Sad but true. Its kind of like sou moorhead where we used to have the brookdale and holiday mall. They built all new buildings almost 15 years ago and they are still vacant. Focus the development s around the fargodome or downtown. Its a more practical destination for the folks who live near northport. | By jeff H
Comment 12	I wonder if there could this could take advantage of the green space up north to create a different kind of destination for residents. | By Andrew M
Idea Title	A High Point

Idea Detail	If we're 'dreaming'... It would be nice to see a building thirty stories or taller in downtown Fargo. I don't propose it just for the sake of having a tall structure of course, but I'm dreaming here. Our lack of topographic 'high points' in Fargo is unfortunate. A tall building with a restaurant on top would surely be an attraction for those who want to take a date up to the observatory to get a rare look at Fargo-Moorhead from elevation. More density in downtown Fargo would also create a city footprint that puts less strain on city services and uses tax dollars more efficient!
Idea Author	troy L
Number of Seconds	14
Number of Points	6
Number of Comments	11
Comment 1	I remember the Tree Top, however that building is in desperate need of some updating... it looks liked they papered off the windows on the top as well... For being a bank building, it leaves much to be desired. | By Matthew F
Comment 2	The Tree Top. I was beginning to wonder if anybody remembered that place. | By troy L
Comment 3	I couldn't have said it better myself Steve S. | By Matthew F
Comment 4	I suppose most of you know that this is not the only place where caissons are used in construction of large structures. In Chicago they have to pour thier caissons to a depth of 200 feet and in New York and New Orleans, Seattle...All have caissons supporting thier skyscrapers. I have heard the cost argument, the no fly zone due to the airstrip at Hector airport. But I think a lot of this comes down to a change in the mentality of the people who work and live in the Metro area. We are growing, we can't stop that, so lets change and embrace it and make Fargo a city of the Future and not a city of the past. | By Steve S
Comment 5	I miss the Tree Top restaurant in downtown Moorhead for sure! | By Jen K
Comment 6	I appreciate it too. Fargo, the city on stilts! | By Andrew M
Comment 7	wow, thanks for the article! Who did know geology could be so fascinating!? | By Durga V
Comment 8	You are correct in that with the clays we have in the metropolitan area, one must dig down 100-150 ft to reach solid bedrock and then pour concrete caissons up to the foundation level before you even begin work. It's not uncommon though... as much as folks like to kick up the "it's simply too cost prohibitive"... Here's a few structures that have them: City of Fargo Water Treatment Center: 350 caissons Fargodome: 300+ caissons Scheels All Sport Store: 103 caissons NDSU High Rises: 36 caissons each Downtown Skyway: 1-2 caissons per connection Most tall or large structures in the city have them... Laskowitz Highrise, Bank of the West Building, Radisson Highrise, NDSU Sanford Health and Athletic Complex (BSA). Here's some good reads on the subject: http://www.ndsu.edu/fargo_geology/caissons.htm http://www.ndsu.edu/ndsu/news/magazine/vol06_issue01/city_stilts.shtml | By Matthew F
Comment 9	Correct on the soft clay soil since we're living on a former lake bottom. However, really all that means is it's more expensive to build high (and not much more expensive at that) than in other location. Pillars need to be driven down to bedrock, just like they did with the Fargodome, and then the foundation rests on the pillars. | By troy L
Comment 10	I don't know the accuracy of this or the limits it presents but if I recall correctly, and I'm not sure that I do, I learned in my 8th grade physical science class (many years ago, at Discovery) that Fargo has soft, pudding-like, soil under the top layer which is what prevents us from building tall structures. Someone please either back me up on this or correct me. | By Case D
Comment 11	Some highrise residential along island park would be really cool, especially if it developed into a mini fargo-sized central park type neighborhood. | By michael G
Idea Title	Extremely Dense Residential Downtown
Idea Detail	In order for Downtown to be successful, it has to be open to all people. With the growth we've had for the last couple of years, we've seen more higher end developments. What about the folks who want to live downtown, yet can only afford $500-$650/month for rent? The city could take advantage of this and work with developers to construct some large residential low-mid level income people. Keep in mind, I'm not advocating for ghetto development. But I think if we take what Minneapolis attempted to do with the Riverside development (those ugly towers east of downtown), and add some small aesthetics to the project and have active community projects (police presence, neighborhood crime watch, etc...) I think it could be a very safe place to live. I also see this as the start of the citizen who live downtown and relies completely on the city for transportation or is within walking distance of everything they need. Keep in mind I still want to see mid-higher end developments as well. But we need to be an inclusive downtown. As many folks have suggested, we need to avoid gentrification of the the downtown area. I agree to a certain degree, as everything takes money and it doesn't hurt having folks with money downtown. The more folks you convince to live downtown, the quicker we'll see other developments downtown. Restaurants, retail, grocery stores, and other services... gasp, even a downtown multistory mall/shopping center.
Idea Author	Matthew F
Number of Seconds	12
Number of Points	6
Number of Comments	4
Comment 1	I live downtown, in a fairly cheap apartment. I'm not telling you that to say we already have that 'inclusive downtown', though we do for the moment. I just wanted to say that I live in constant fear that one of these condo development companies will buy my building and I'll be forced out of an apartment I love, of the downtown I love, of the lifestyle I love! And just to tell ya, I am the citizen who lives downtown and relies completely on the city for transportation...now if only I was within walking distance of everything I need..... :) | By Erin S
Comment 2	If something like this would happen, this section of downtown could very well be the hottest spot in town. | By Amber B
Comment 3	I'm liking the way you're thinking Durdon! I have to admit, I'm quite biased for the downtown area. I think it's got great potential and could really transform into something spectacular in the next 20 years. Of course, there's no reason other sections of the city can't get these types of developments as well. If I recall correctly, Urban Plains was supposed to be a much more dense development, but then the economy went south and it hit several snags. | By Matthew F

Comment 4	Hey, I want to live in this neighborhood! It sounds pretty awesome. Every neighborhood, I think, should have a grocery story that you could walk to and grab something quick. I was thinking, if this isn't too viable for our downtown, why not build more neighborhoods like this elsewhere in the city? You know what I mean? There's no rule saying there can only be one "downtown center" in a city. Fargo could be a multi-nuclei city! Where there are multiple neighborhoods with the dynamic, active feel of the downtown area. | By Durga V
Idea Title	Light Up The City
Idea Detail	With the absolutely minimal amount of power that LED lights consume (aside from higher initial cost), why do we not light up the common structures/buildings in the city more? Light attracts people to a place and gives it life. The new top to Gate City Bank is a great start, but why don't we persuade the owners of prominent buildings to light their structures up at nighttime. The Radisson, Black Building, Bank of the West Tower, Laskowitz High Rise, Fargo Parking Ramp, American Federal Bank, etc... all would add significantly to the nightlife of downtown if they were actually lit up. Take a look at what Minneapolis did with the new I-35 bridge. Why don't we do that for the bridges downtown? Why not add some wavey concrete structures to the I-94 bridge (like that are on the new I-35 bridge). We should also start replacing incandescent lightbulbs and halogen lightbulbs, in our street lights and traffic signals with LED systems. They are brighter, practically last forever, and use a tiny fraction of what the old bulbs use. Another example of nighttime lighting is for trees and shrubs. Gate City Bank is implanting lights into the sidewalks to light up the trees on their property. Why not do this with other trees downtown? Microsoft also lights up their campus at night. Drive by the Vista and Vision buildings for an nice example. Here's some examples of lighting to get the mind flowing... http://upload.wikimedia.org/wikipedia/commons/9/94/Wells_Fargo_Center_Minneapolis_night_1.jpg http://farm6.static.flickr.com/5297/5504810445_7eb3f6353a.jpg http://www.treehugger.com/empire-state-building-green-light-night-city-new-york-lights-dark-blue-sky-photo.jpg http://empire-state-building.visit-new-york-city.com/Empire-State-Building-3.jpg http://www.ezsaleslighting.com/media//3rd_coneTrees_3.png
Idea Author	Matthew F
Number of Seconds	11
Number of Points	6
Number of Comments	7
Comment 1	I love this idea. Lights create excitement and add pizazz. Las Vegas built an entire image with lights. Its crazy because when your in Vegas at 3 am you can't even tell its the middle of the night. | By jeff H
Comment 2	Lighting up the highlights of our downtown would make the area more lively at night, as it would encourage people to set aside their cars and walk. It would perhaps also create a more memorable skyline that can be marketed for tourism. | By Keshika D
Comment 3	Definitely a concern to keep in mind. Thanks JG. | By Matthew F
Comment 4	I think our city could actually be quite beautiful if lit up at nighttime... we just have to ensure that we don't create too much light pollution (like the car dealership lots)... | By Johnathan G
Comment 5	Am I the only one who's noticed that the street lights on downtown Broadway seem unusually dim? Compare them to the street lights on intersecting avenues & you'll see what I mean. A friend of mine also pointed this out recently with no prompting on my part. Are these lights on a dimmer switch??? | By Alvin B
Comment 6	You're exactly right… I support the use of LED lights, but also well light areas attract people because it feels safer and usually creates an ambiance. This is al part of creating a desire to park our cars, get out, and enjoy the city in which we live and gives us a higher quality of life. | By rachel G
Comment 7	Yes! I completely support the idea of switching to all LED lights! | By Durga V
Idea Title	New Construction Should Be Distinguishable from Old Construction
Idea Detail	There is an ongoing debate about whether new buildings should resemble old buildings. The new buildings downtown, next to the Fargo theatre, are an example. Although they are designed to blend with old structures, they are not indistinguishab from the old structures. They have modern flourishes here and there. I am in agreement with those who say this is the way it should be done. Blend but don't imitate. Building new structures that look identical to turn-of-the-century properties will inevitably devalue and decrease the impact of actual historic structures.
Idea Author	troy L
Number of Seconds	4
Number of Points	6
Number of Comments	2
Comment 1	Disagree. Traditional architecture is based on traditions that have evolved over 1000 of years. It wasn't until modern architecture in the early 20th century that buildings were designed without any care of historic precedent. What is trendy today is outdated and tired tomorrow. Why is it that Fargo city hall, fargo police station, qwest building are all outdated and ugly despite being decades newer than HoDO, Gold Bar, Great Northern Bike, plains art, etc.? The latter were designed using traditional patterns and materials, not flash in the plan design model. The former do more harm in making an area unappealing than properly design traditional arch. The down NDSU apartments, the new libdary will also look dated in a few decades if not earlier. | By Mike
Comment 2	Mike, read my post more carefully. You're agreeing with me. The word is "distinguishable" not "indistinguishable" | By troy L
Idea Title	Get Rid Of Landfill

Idea Detail	The City of Fargo Landfill site is holding back development of the NW quadrant of the city. It's also an eyesore, producing terrible smells throughout that section of the city. We need to get rid of it, and I think it can be done by 2030 - opening that area up to more development in Fargo! Here's some options: 1.) Move it much farther outside the city. I don't see this happening, as I don't see anyone who would want this next to them. 2.) Contract with another major city to take our waste. Once again, odds of this are quite low as many major cities are also struggling with what to do about their own landfills which are overcapacity. 3.) Install a Plasma Furnace Incinerator and burn all the trash at the landfill leaving nothing but ash to be buried. I think this is the best option as it can be used to generate energy for the city. We'd have to ensure the incineration used exhaust towers that went at least 300ft-400ft in the air (like NDSU's Coal Exhaust tower) to ensure folks around the area don't have to deal with the smell. Make sure it's ISO 14001 certified as it's the strictest air quality standard. The cost could easily covered by sale of electricity to the businesses in the city or offset the city's own power needs. Also the costs of garbage collection should easily cover the cost. If the incinerator is efficient enough, we could also charge other cities to deal with their waste...
Idea Author	Matthew F
Number of Seconds	4
Number of Points	6
Number of Comments	2
Comment 1	Everyday, I wish I could just snap my fingers and make the landfill and sewage lagoons disappear. | By Matthew F
Comment 2	It is so unfortunate that the landfill is there... it's holding that part of town back in terms of some nice development... | By Johnathan G
Idea Title	Cocoa hut in the dog park
Idea Detail	We need a cocoa hut in the dog park. My dog may be keen to play outside when its ten below but I'm not! I prefer to stand inside with a heater and watch her through the glass. This way, we all get what we want.:
Idea Author	Catherine W
Number of Seconds	3
Number of Points	6
Number of Comments	3
Comment 1	I meant that a larger warming hut could be enjoyed by using the entire park, not that we would create a hut the size of the park. Just slightly bigger. :) | By Andrew M
Comment 2	I dunno about that, Drew. The dogs seem to take some strange delight in mountains of snow! :) | By Catherine W
Comment 3	Maybe a warming hut for the entire park? | By Andrew M
Idea Title	Redevelop Main Avenue Corridor
Idea Detail	The Main Avenue Corridor between I-29 and Downtown is one of the principle arterial roads used by folks to travel to downtown. It's been recently rebuilt up to 25th St. However after that, it's a sorry excuse of a corridor leading to a growing downtown. Basically, Main Avenue, between 25th and University is a sorry collection of aluminum siding buildings, structures with high turn over or very little maintenance. It has the 70's/80's/90's feel to it when you drive through it. Not too mention it's very cramped, where many buildings come right up to the roadway. The city should develop incentives to redevelop this section of the corridor and the roadway needs to be expanded to 6 lanes with a center divider, with turning lanes. It should be 6 lanes up to University Drive where the additional lanes turn off/onto University (an additional lane from not having to merge from southbound University traffic and an additional lane to handle vehicles turning south onto University). I think the area right before University would be a great spot for a large structure supported by venture capital and the chamber for office space for new business ventures in the city. It would also give these growing businesses prime space and visibility. It should be a modern building with lots of steel and glass Another idea would be to work the U-haul location to move into the spot that typically holds a car dealership (18th St. S.). It already has an intersection with
Idea Author	Matthew F
Number of Seconds	10
Number of Points	5
Number of Comments	7
Comment 1	This was my first impression of Fargo before I moved here and I thought I was moving to an ugly town because of it. Let's improve the aesthetics of this town!!! | By Laura S
Comment 2	Main Avenue, along with University Drive (south of 13th Avenue South), would both benefit greatly from greenery and landscaping. Paving the boulevard between the sidewalk and the road, though easy to maintain, is not a good look. It makes me sad driving through these parts. There are cool businesses located on these streets, but they are easily looked past because large stretches of concrete and parking lots don't really catch one's eyes. | By Casey S
Comment 3	Right on 15yr resident... it's a corridor that the city and citizens should be proud of... | By Matthew F
Comment 4	This absolutely needs to be done from an aesthetic standpoint and from a property value standpoint. As the city grows, it's important to build value into our urbanized area, to support our school district, park district, and city, and the Main Avenue corridor could be significantly increased in property value and aesthetic value if it were redeveloped using a tool like tax increment financing to clear strategic sites for redevelopment. It's currently an embarrassing corridor that should be avoided when showing prospective residents around the city. | By Cindy G
Comment 5	And I've always wondered why there aren't buses that run on Main--between Univ and 4th I get, because the streets are too narrow to allow traffic to flow around a stopped bus. But why not between University and 45th Street? | By Karin
Comment 6	Main ave is an excellent opportunity for historical light posts, with signage about areas within town as you pass from the interstate all the way into moorhead, plus | By Philip S
Comment 7	I would love to see some attention paid to Main Ave and try to bring in some eateries either on Main or just off Main as there aren't many and yet lots of people that work there. Since it's too dingy to walk, and no city busses travel up and down Main, people end up driving everywhere else. The city tried making it look better when they planted trees down the center of it but now it just looks sad. if the city wants to make a "walking friendly" city… there is much more to this tha just putting in walking paths. You have to make people want to walk there. it's about the experience. No one is drawn to a forgettable experience. | By rachel G
Idea Title	Diversion as a Growth Boundary
Idea Detail	Identity for Fargo? I think so.
Idea Author	Bryan L
Number of Seconds	5
Number of Points	5

Number of Comments	0
Idea Title	Buyout Mid-America Steel and Redevelop City Hall
Idea Detail	A few years ago a proposal was made to buyout the Mid-America Steel site at the intersection of Main Avenue and 2nd Street and redevelop it. That proposal should be the first step in a massive downtown overhaul. Step one, buyout the Mid-America Steel site. In keeping with previous proposals, construct a twenty story office tower on the site. This would be the new City Hall. Step two, use the remainder of the long, skinny, MidAmerica Steel site as a park/riverwalk. Wrap it under the Veteran's Memorial Bridge and join it with the riverwalk area south of the bridge, connected to the area near the park and skatepark. Step three, when City Hall has moved into their new office tower, demolish the old city hall and commence a total redevelopment of the site to create a new, state-of-the-art Fargo Police Department, a large public parking structure on the site of the present lot, and an expansion of the Civic Center. This project would create a greater riverfront presence, solve the overcrowding problem in City Hall/Fargo PD, add badly needed downtown parking, and create a better sports/entertainment venue in the Civic Center.
Idea Author	troy L
Number of Seconds	12
Number of Points	3
Number of Comments	11
Comment 1	Yes, albedo, pedestrian/bike access only, not vehicular. | By Cindy G
Comment 2	Great idea, 15! I'm assuming you have pedestrian access to the river in mind - not auto. A nice wide tree-lined walkway that ramped up gradually from 2nd Av N could - after moving through a new city hall atrium - eventually cross 2nd St N and then span the river into Moorhead's downtown district. Riverside amenities/activities would explode! | By Alvin E
Comment 3	Ooops. 2nd AVENUE N. (not 2nd Street N) | By Cindy G
Comment 4	Don't forget to make a 2nd Street North connection through the current city hall property to connect to the riverfront and the Hjemkomst in Moorhead as part of any city hall redevelopment projects. | By Cindy G
Comment 5	I found this a few years ago amongst the city of Fargo website. It plans out what the city planned to do with the riverfront and donwtown area, along with the M America Steel site. http://www.ci.fargo.nd.us/attachments/3db91126-f8db-46ce-b0e6-24494125bbb7/Riverfrontbook.pdf | By Grant116
Comment 6	We do need a new city hall, but rather than a 20-story tower, I'd rather we built 3 separate medium-height towers atop the civic parking lot, running E-W (with two levels of subgrade parking below). Build plazas between the three towers, and connect the various levels via catwalks over the plazas. Leave the entire ground floor level open and glaze the entire complex for all-weather comfort. (City hall in this design would begin at the 2nd floor level on all 3 structures.) Preserve the sight-line along Fargo's 2nd Ave N looking east (through one of the glassed-in plazas) over to Moorhead's Hjemkomst Center. Incorporate permanent flood walls east of 2nd St N into the design of the new city hall, add stairways/ovelooks/fishing spots/ seating into the walls & access these amenities via skyway segments over 2nd St to the floodwalls - Preserve the existing Civic Center & the present city hall for ?? Build new skyway from the civic to city hall complex - build arts center on S side of 1st ave | By Alvin B
Comment 7	That is an awesome spot overlooking the river and new Veterans Memorial Bridge that would be perfect to build a new multi-purpose Theater house. The current Gate City Theater operates in the FargoDome and there is not one good seat in the whole arena, because it was not designed for it. A proper facility that could be used to bring culture to this city and an architecturally designed landmark would be great for this spot. | By Steve S
Comment 8	ah, i haven't biked up there for about 3 years, it wasn't particularily bad then. | By michael G
Comment 9	Yes, I took my family for a walk on the bike path past Mid-America Steel. We saw weeds waist-high, plus empty liquor bottles and discared clothing from the vagrants and drifters who sometimes sleep down there... :-(| By troy L
Comment 10	Previous post should finish; Turning the large city lot into a massive ramp appears to be a recurring idea. Connect it to the skyway and toy suddenly have parking for much of downtown. | By michael G
Comment 11	The bike path already passes the mid-america-steel building. Turning the large city downtown lot into a massive ramp | By michael G
Idea Title	DOWNTOWN: MISC.
Idea Detail	~ More drinking fountains. Add pet bowls at their bases for all the folks doing the Downtown Pooch Walk. ~ Pedestrian crossings at mid-point of all downtown superblocks. Add flashing yellow light standards to alert drivers. ~ No deliveries during rush hours on NP & 1st avenues north. ~ Clear-glass storefronts mandated on all retail shops. ~ Mandate retail at street level on all new development in the central district. ~ Mandate setbacks on new developments of a few feet to widen the sidewalks. These patios can be used for outdoor dining, or the city can add tables/chairs/benches/trees & flowers for card players, chess matches, people watching, romantic rendevous, kibbitzing and so forth. ~ Pocket parks. ~ Place a moratorium on all new development until we have a routing overlay in place for new skyway segments. New segments of skyways must be incorporated into developers' plans and will finally release downtown habitues from the tyranny of those 80 trains per day in the central district. (Coming Soon: MORE TRAINS!!!) ~ Brighter lights on Broadway, for the love of Mike. Why are these bulbs so dim? Are they on rheostats?

Idea Author	Alvin B
Number of Seconds	9
Number of Points	3
Number of Comments	1
Comment 1	Love the pet bowl idea. | By Erin K
Idea Title	Develop from Older Land Use Design Traditions
Idea Detail	The comprehensive plan should discuss some of the architectural and land vernacular. There is a long tradition of land use and housing, from the Native American group practices of the plains tribes all the way through the sod houses of the pioneers that we can draw on in our city plans. If we could draw out some of these practices and articulate them in our planning documents, more private construction and public planning could incorporate sustainable processe and zoning. It would just make this a richer conversation if we better articulated things in terms of these longer traditions: 1. How place is reflected in material uses and practices. 2. Establishing a flexible vernacular that encourages use of local materials. 3. Discussing and holding up local examples of permaculture
Idea Author	Andrew M
Number of Seconds	8
Number of Points	3
Number of Comments	0
Idea Title	Parks for just relaxing and enjoying beauty and quiet
Idea Detail	Most major cities have large parks with big trees and nice lawns -- for just spending a day with sun and a good book, or throwing the frizbee around, or seeing the beauty of the flower gardens or sculptures. It seems like most of our parkland is used for organized sports. How about somewhere just to enjoy the peace and quiet.
Idea Author	Howard B
Number of Seconds	8
Number of Points	3
Number of Comments	5
Comment 1	Ohhhhh I HATE noise... this sounds like the perfect getaway from the hussle and bussle of the city. | By Danielle B
Comment 2	@Erin K... oh I totally agree it's quite sad that we'd need to post signage prohibiting noise. But at the same time, I can't tell you how many times I've had a nice peaceful weekend wrecked by teenagers who decided it'd be fun to show off their cars with each other in one of the parks parking areas and blast their stereo systems as loudly as possible or a parent who thought they'd blast their automobile sound system so their kids could have music while they play... You'd be surprised how rude some folks are around here when the rest of us just want an area with some peace and quiet... | By Matthew F
Comment 3	It seems like we have a good start with Lindenwood, Oak Grove, and Trollwood parks. And the Northern Plains Botanic Garden Society's Japanese Garden w be a pleasant addition when it is finished. Most of these are along the river - maybe we need a park like this on the outskirts of town, too. fmmetroplex, I think it's a little sad that we would need a sign telling people that they need to be quiet, if the park is well-designed. | By Erin K
Comment 4	To ensure that you enjoy the peace and quiet, you'd need to also post signs prohibiting loud noise (car stereos, boom-boxes, parties, etc...) | By Matthew F
Comment 5	We desperately need this. | By Catherine W
Idea Title	West Acres Rebuild and Redevelopment
Idea Detail	The West Acres Mall area has grown and flourished. The mall itself was originally opened in 1972 (coming up on 40 yrs old folks). Back when the mall was built it was supporting a population of about 120k. The metropolitan area now has nearly 210k. By 2030, if the metropolitan area continues to grow at 20% (no reason why it can't), we are going to be looking at roughly 300k people (if not more from increased growth). In order to compete with Grand Forks, Sioux Falls, Bismarck, Minot, St. Cloud, etc... for shoppers, we need to be the premiere shopping destination. In order to do that, I think the West Acres Mall needs to be rebuilt, a section at a time, into a new 2-3 storie mall complex. There's no reason it can't fit in the current space occupied by 13th Ave to the North, I-29 to the East, 17th Ave to the South and 42nd St to the West. This new complex should be capable of holding 250-300 stores and anchored by at least 4 major tenants. The new mall would have parking ramps to handle the number of vehicles that would frequent it. I also imagine development would explode around the mall area. New, larger hotels, eateries, services, etc... By this time, 13th Ave is going to have to be 6 lanes minimum from I-29 all the way out to Cheyenne Street in West Fargo. By this time, there should also be a direct off and on ramp to the interstate from the new mall. Instead of ramps on the outside of the interstate lanes, it could be put in the center, as not to cause problems with other ramps for 13th Ave and I-94, sort of like how I-394's carpool lanes are positioned.
Idea Author	Matthew F
Number of Seconds	6
Number of Points	3
Number of Comments	7
Comment 1	A bigger mall couldn't hurt! :) | By Danielle B
Comment 2	Yes, for sure. Last summer my husband and I tried to walk from the mall to target and tj maxx plaza and we now joke that area is a pedestrian "death trap" because it was insane how unsafe we felt and how many times we almost got hit. Again - make the city walkable and enjoyable because feeling unsafe is not enjoyable. | By rachel G
Comment 3	Because West Acres is (and probably will continue to be) a public transportation hub, make sure that it is easy and *safe* to walk to from all the surrounding streets | By Karin A
Comment 4	@Jerseygirl- I agree completely! I think there's a misconception that a walkable city means lots of sidewalks. While, of course, sidewalks are important, a walkable city really means a city where walking is convenient as a mode of transportation. I believe that's what you're thinking as well. Like you, I definitely hate walking for the sole and only purpose of exercising, I would love to be able to walk to do my errands and have a purpose for my walking somewhere. Walking for the sake of exercising is very time consuming and feels very hollow and futile because you just expended all that energy to walk around in a big circle! | By Durga V

Comment 5	I agree to build the mall up. I think that whole area from 45th street, 17th ave, and 13th ave, and around I-29 should all start building up instead of putting up a single story building and then making a parking lot that is triple the size of the building. Making things closer together and building up would make people want to get out of their cars and spend time walking their errands instead of getting in their cars and driving from the mall to Target to Kohl's to cash Wise and then going home and complaining they don't have time to exercise or begging the city of Fargo to put in more walking paths that lead to no where. Currently, if you were to walk that path it would take forever because everything is so spread out and you have to trek across the miles and miles of paved parking lots, or sidewalks that line them... that is not enjoyable and the timing is not feasible. it's not about just putting in a path for people to walk, it's about making people WANT to walk that path. If the people of Fargo are after a better quality of life and healthier lifestyles, we need to start building a walking friendly community, and that doesn't just mean putting in sidewalks. Make us WANT to walk there and give us purpose to walk there. | By rachel G
Comment 6	Some modest expansion would probably be good. Its well maintained and for the most part in excellent condition, however. | By michael G
Comment 7	The current Mall is starting to get real old... We need us a mini Mall of America here. I bet folks would drive several hundred miles just to shop here. | By Johnathan G
Idea Title	A Modern Fairgrounds
Idea Detail	Until 1967, the fairgrounds were located in Fargo, near the present site of Fargo North High School. After decades of fairs held in West Fargo, at a fairground which leaves MUCH to be desired, it is time for the fair to return to Fargo. Build a new, green, modern fairground in Fargo. Choose a semi-wooded location and keep as many trees as possible on-site. Include a lot of green space to avoid a parking lot feel. Use as little asphalt as possible, but make sure the parking lots ARE paved. Livestock and exhibition halls should be green and sustainable, making use of renewable energy -- solar and wind -- to heat and cool. Include an ampitheatre, space for free stages, and a family friendly design. Consider incorporating existing ideas or facilities, like the Red River Horse Park. Incorporate positive elements from the State Fairgrounds in Minot, like ample green space, a covered grandstand, etc... Include modern amenities like Wi-Fi, broadcast facilities, and more. Economic impact to the community would likely increase if the fair were held at a more pleasant facility
Idea Author	troy L
Number of Seconds	4
Number of Points	3
Number of Comments	5
Comment 1	The Red River Valley Fair struggles to break even. By competing with west fargo you will see 2 fairs lose money. Unless they can get back to the days of drawing 10k people for concerts its not going to make money. It would make more sense for W Fargo to expand and improve. | By jeff H
Comment 2	Oooo I love this idea! I grew up in central MN, and did the county fair circuit showing my dairy goats. I've always been disappointed by the Red River Valley Fair. For a community of this size, we can do better. I love the ideas you've listed. | By Latha
Comment 3	To elaborate some more -- most people I've spoken to agree the fairgrounds in West Fargo are badly in need of trees, as shelter from the sun and wind, and green space. That's something that could have been addressed years ago, but it wasn't. And now it will take decades for mature tress to grow once planted. Green space -- grass -- would be simple to address, but it's been ignored even though it's been suggested endlessly. Our present fairgound is like spending the day on airport tarmac -- until it rains, at which point you have to go out to a muddy parking lot. For the last three years, all of the fair's focus has been on returning to profitability after years of struggle, at the expense of progress. If we can't even turn a profit on a fair, in NORTH DAKOTA, I would argue it's time to start over -- with a new grounds, a new board, and a new director. | By troy L
Comment 4	I've had some dealings with the fair, so let me explain why I believe a new fairgrounds should be built: 1. There are many people who have advocated for a better fairgrounds in West Fargo. Those requests have gone ignored. One of the reasons for that is -- 2. The fair was run for years by a person who was incompetent at best, corrupt at worst. Issues that needed to be addressed were ignored, and a culture of corruption was fostered. Subsequent fair directors have failed to rectify the problem. 3. Most fairs in cities the size of Fargo have about a dozen board members. Our fair has 59 -- largely because the members value their status, perks, and the special treatment they receive as members of the board. Getting anything productive done is impossible due to constant infighting. I'm coming up on my character limit, so I'll just say -- the fairgrounds in West Fargo are beyond saving due to incessant bickering. I could elaborate 10x if I had the space... | By troy L
Comment 5	If a fair ground needs improvement, we should improve the existing one. I can't see a plausible place to locate a new fairground, and we certainly don't need two. | By michael G
Idea Title	trees
Idea Detail	stop planting the new area s with all one tree type the streets should have 20 30 varieties mixed it will stop the major cut downs of sick trees and it will be much more appealing and yes we can plant slow growth trees ie oak and city will be here a while to enjoy i
Idea Author	charlie M
Number of Seconds	4
Number of Points	3
Number of Comments	1
Comment 1	Fargo has been doing that for awhile because of the problems with Ash/Elm. Here's a link. I think it tops more than 50 varieties. http://www.cityoffargo.com/CityInfo/Departments/Forestry/TreeSpeciesInformation/ | By RCO
Idea Title	Redevelop South University Drive

Idea Detail	Offer tax incentives to redevelop south University Drive between 13th Avenue South and 32nd Avenue South. This neighborhood is frequently the first part of Fargo out-of-state visitors see when they arrive from Minnesota and it doesn't make a good first impression. North of I94, the former Mobil station across from Sanford Clinic needs to be used. The hospital has squatted on that property for years and it's an eyesore. The strip malls along University could use an updated look. The former Jake's Tesoro/Dave's Amoco at the intersection of 13th and University is outdated as a service station. There's not enough room for a proper convenience store, which seems to be a necessity in this day and age. It needs to be razed and developed into something for which parking and ground pollution aren't a factor. The University Drive redevelopment south of I94 in the nineties was an improvement, but falls short of what's needed. No offense to K-Mart, but they're not getting the job done. We need modern Big Box retail down there, or perhaps an events/convention center of some kind. Something to draw traffic from outside the neighborhood. The strip malls in the area are a revolving door of fly-by-night tenants in many cases, and the former Amoco station next to Taco Bell is an eyesore too. Tax incentives and/or exemptions would encourage renewed interest in this area. There's a sizable residential population in the area to patronize the new
Idea Author	troy L
Number of Seconds	7
Number of Points	1
Number of Comments	4
Comment 1	+1 on the electronic sign. I would love to see the 13th ave to i94 stretch be redeveloped to more of a traditional mainstreet feel. I live in the area and ride my bike downtown instead of walking the short distance to this area because its too suburban and autocentric | By Mike
Comment 2	Great idea! To spruce it up, we could add wider sidewalks *that cross the parking lot to connect with the front door of the businesses* street trees, and building face-lifts. | By Catherine W
Comment 3	Surely there must also be a way to renovate and clean up the apartment housing between Univ and about 18th St and I-94 and 27th Ave S. It's gotten a reputation as a bad neighborhood, which also doesn't help nearby commercial development. There are ways to keep housing affordable while keeping the properties in decent condition--the apartment owners in that area need to be encouraged to do so. | By Karin
Comment 4	I think the biggest eyesore on University is the NE corner of University and 13th Ave S. where they allowed that investment firm based out of an old house to erect what has to be one of the ugliest electronic/digital signs I've seen in the city. But I concur, that whole stretch of road needs some new development to keep up with the 13th Ave and 45th St development. I think one of the biggest planning failures of the city in history was allowing 13th Ave (for the most part a 6 lane major arterial road) to eventually have to squeeze down to 2 single lanes of traffic as it passes through a residential area, before hitting the University S. and 10th S. one ways. It's a horrible bottleneck which adds to the problems of the decline of that particular area. | By Matthew
Idea Title	real parks on the outskirts, with trees.
Idea Detail	Lindenwood, oak grove, and in particular, island park are my favorite spots in fargo. Unfortunately, these are all right in the core of the city, and there are no good parks on the outskirts. What makes these parks good are the combinations of trees, facilities such as tennis courts, pools, horseshoes and covered 'party' areas, bike/walking paths, and open space. The large parks on the outskirts, which are few and far between, are almost entirely open (and often weed strewn) fields, and have too much space dedicated to soccer and baseball fields. Get rid of some of the fields, plant lots of trees and walking paths, and stop tryignt to make everything so geometrical. Put some artistry into it. There is no reason that the old 'spiderweb' park in south fargo can't be every bit as awesome as lindenwood. There is also a lot of open empty land around all the schools. Plant some trees. Even in 30 years, when all the current trees are grown, it will still be sparse.
Idea Author	michael G
Number of Seconds	9
Number of Points	0
Number of Comments	4
Comment 1	Parks along the river are great - that's how this floodplain land SHOULD be used. However, we also need green open space that isn't either under water or spongy for several months a year. Our park system needs more vision, more connectedness, more variety - less focus on recreational sports and more focus on unprogrammed green open space. | By Cindy G
Comment 2	We could do that. First, we would identify now undeveloped land around the city (probably in the extra territorial areas to get enough contiguous land) to be developed as a parkway. Right now it seems that we wait until a developer wants to use the land and then ask him to set aside a small park. The only downside to a great outskirts park is that creating it would encourage development around it instead of in town. We would simultaneously need to have some nice incentives to building in town so that we are planning for positive change and a higher quality of life on the fringe without encouraging sprawl. | By Catherine W
Comment 3	I think we could implement London-style, one-block size parks through out the city. | By chuck A
Comment 4	Yeah the trees are a problem aren't they? I moved to Fargo in 1991 and lived on 34 1/2 Avenue South which was at that time a new neighborhood. The trees were young and there was very little shleter from the wind. 20 years later, I go back through that neighborhood, and the trees still aren't mature. I'm not sure what the answer is for a community that keeps spreading as fast as Fargo does...? | By troy
Idea Title	DOWNTOWN INFILL DESIGN SUGGESTIONS

Idea Detail	Oh heck, let's mandate the following for all infill projects within the downtown district: 1) At ground level retail spaces only will be allowed with clear glass fronts. This allows window shoppers to actually see in to your store. NO SMOKED GLASS. If you want a semi-opaque storefront use plywood...it's cheaper. Oops...sorry, you can't because of #... 2) No blank walls at ground level...they deaden the vitality of the street. 3) Bonus points for *fewer* parking spaces in new project plans. 4) Your designs must reserve space for new segments of skyway depending on the address of your site. Consult the city planner re. this requirement. Such segments will be financed by the city and considered city infrastructure. You will be compensated accordingly at tax time. 5) If you're putting up a new restaurant, your building must be recessed several feet from the sidewalk at ground level, to provide space for outdoor dining. (setback to be determined) Sliding glass walls that provide an 'instant patio' abutting the sidewalk will be considered to meet this requirement. 6) Along downtown alleyways your new building project must be recessed at ground level for its entire length, to allow room for dumpster storage. (Dumpster owners will be responsible for erecting/maintaining a pleasing privacy fence around each receptacle.) Vacant spaces along this recess will be planted with flowers/greenery and/or reserved for benches both provided by the city. Decorative/ornate city light standards may be attached to your project to light the alley.
Idea Author	Alvin B
Number of Seconds	7
Number of Points	0
Number of Comments	5
Comment 1	Sounds good. Yes, e.t.= extra territorial area. | By Catherine W
Comment 2	Producertroy, I probably should have offered more detail. What I might have said was that we'd award bonus points (tax incentives) for new projects that move parking sublevel or out of sight of the street at ground level. I would also remind developers that our downtown is becoming increasingly popular with folks of all ages and occupational levels, but especially college students. As the central district continues to grow in population, more retail space will be needed. The overriding goal should always be to add vibrancy to the street. Garages and parking lots detract from the liveliness. | By Alvin
Comment 3	This all sounded good until I read number 3. Why would you want FEWER parking spaces when we already have parking problems downtown??? | By troy L
Comment 4	Cat, Yes. The extra costs associated with reducing the square footage by a small amount at ground level, would be reflected in reduced property taxes. And of course the city always picks up the tab for civic infrastructure. Left to their own devices, civic amenities such as small gardens, concealed/recessed dumpster spaces, public benches and skyways will likely not be provided by developers...hence the mandates. Such amenities add delight, convenience & comfort to the central district and will attract more $hoppers...more shoppers will attract developers. PS - 'e.t.' = extra-territorial? | By Alvin B
Comment 5	I like your idea but we cant leave the onus of such development on the developer or s/he will develop housing in our e.t. or commercial development in West Fargo. I believe that the city has to have a share in the cost of our public life. | By Catherine \
Idea Title	8TH & MAIN, SE CORNER
Idea Detail	Using 'surgical eminent domain,' the city seizes the air rights above the small parking lot fronting 8th ST S on the south side of 720 Main Ave (the former bank building, now vacant many years). The city also takes the south strip of parking spaces on the tiny lot, the bank elevator, and the air rights above the vacant lot east of the bank. The city then builds a solarium/staging area at the second floor level above the parking lot and adjacent lot. They are connected/open to one another. Along 8TH ST a glassed-in stairway is built going up to the solarium, atop the parking spaces. A new skyway segment is built from the solarium across Main Ave & the RR tracks, at which point it branches left to NDSU's arts college & right to new development built on the large O.B. parking lot. (Guess where we've moved the cars.) At the point where the skyway branches,, the sight line provides a striking view looking straight N up Roberts ST. The view is preserved with clear glass. Meanwhile, back at 720 Main, the elevator is being used for handicapped access to the skyway. Theatre B has built an entrance into the skyway from the 2nd floor of its building. The bank has also built an entrance & customer window into the skyway. And skyway users have begun ordering lunches from the websites of neighborhood restaurants with their smartphones for delivery to the solariums. There are comfortable tables and chairs sprinkled all over these greenery-filled spaces.
Idea Author	Alvin B
Number of Seconds	5
Number of Points	0
Number of Comments	6
Comment 1	Nice idea. I suggest that lunch users bring their sandwiches with or order their lunches 40 minutes in advance. :) | By Catherine W

Comment 2	I think it would not only be very practical, but a lot of fun, Drew! I ran out of room while posting my original idea... After crossing Main Ave, the skyway would enter a two-story solarium at the NE corner of 8th & Main, and from there cross the RR tracks. This solarium would be built atop a parking garage, already used for that purpose by the park district. The illuminated garage is glazed at ground level. Tables & chairs & a coffee kiosk are arrayed about the solarium, and the park district keeps an eye on the greenery. This solarium might even be a handy plac to apply for golf passes & other programs run by the park district. The garage footprint might follow the curve of the fountain on its east side. With a stairwell & elevator on this end facing the fountain. Both stairwell & elevator are made visible with the aid of clear glass. | By Alvin B
Comment 3	It's just super-interesting. Let the bidding wars begin! | By Andrew M
Comment 4	Addendum: The bidding war I mentioned in the previous post, would be for the 720 Main address, of course. | By Alvin B
Comment 5	Skyways are civic infrastructure, so yes I believe the city can do this legally although ND eminent domain laws have tightened up in recent years. This is why I've coined the term 'surgical eminent domain'. More to the point however is the salubrious effects that new skyway segments will bring to businesses that are contiguous to it or in the neighborhood. There can be little doubt that skyways that lift downtowners OVER those endless trains will be extremely busy, and even more so if they're routed through mult-level solariums. My hunch is that as soon as an announcement was made that a skyway was planned at 8TH & Main, a bidding war would erupt between a bank ar most likely, NDSU. (A few years ago, NDSU was seriously looking at adding that address to their downtown campus - I think the trains scared them off) One way or the other we MUST build at least one skyway over the RR tracks. Why not incorporate existing structures into the plan, while generating excitement in vacant storefronts? Downtown infill will quicken its pace, and population density will steadily increase. I suppose it all comes down to the will and dare I say, THE VISION. | By Alvin B
Comment 6	Can the city do something like this? Really? | By Andrew M
Idea Title	Attract Big-Box Retail to the North Side
Idea Detail	I feel that the reason that the north side of Fargo is slowly losing population is because people have to travel to South Fargo to get most of what they want. I think that the city should try to attract big-box retail stores to the north side, which would in turn, attract more people. Another issue that has been facing the city lately is the lack of students at some north side schools. I would bet that if large stores were to come up here, that that would attract more people to live here, thus alleviating problems with a lack of students. To the contrary, one thing that I like about North Fargo is that it feels like a small town within a big city. I hope that if the city were to get these large stores to the north side that it would take that away. So perhaps the best place to build these buildings would be along I-29. This would also help get rid of that awkward "notch" in the city by NDSU (previously stated in another forum). Although big box retail might take away from the "small-town feel" of the north side, it would definitely attract more people and oppurtunitys to this part of town. It would also help the city grow mor upwards and to the west, helping with the housing boom of the south side. Overall, I beleive attracting these stores woul
Idea Author	Grant116 T
Number of Seconds	4
Number of Points	0
Number of Comments	2
Comment 1	The appeal and charm of North Fargo is largely due to the local businesses and eateries, which is exactly why I purchased my home in this area. I agree that increased businesses will keep locals shopping on the North side; yet I don't think bringing big box stores is the answer. | By Kristen B
Comment 2	I agree. As I mentioned in another thread, we need a highway loop around Fargo-Moorhead that would provide easier transportation access to North Fargo. That would facilitate the rest of this. | By troy l
Idea Title	More One Ways - Reconnect Streets - Get Rid of Superblocks
Idea Detail	I know we've appeared to have a consultant firm convince the city that it should convert the existing one-ways to bidirectional roadways. I, and I think many other people in the city, think that is absolutely the wrong way to go. With as congested as Broadway gets sometimes, I think if you add two more similar stree with that traffic pattern, you're going to end up with one large headache and more traffic than you want to deal with downtown. Keep them one-ways to ensure we have proper flow of traffic. To take this idea further, we need more one-ways and we need to reconnect streets to ensure we have as few dead end streets as possible downtown. I propose doing the following: 1. Keep NP Ave a three lane eastbound oneway all the way up to the bridge. Rearrange the intersection for this new configuration. 2. Keep 1st Ave N. a three lane westbound oneway all the way up to University Drive. Basically nothing changes. 3. Convert 2nd Ave N. into a three lane eastbound oneway all the way up to 2nd St. N. This will require extending the road between 4th St. and 2nd St. (basically plows through existing city hall and parking lot). A new city hall is needed anyways. 4. Convert 3rd Ave N. into a three lane westbound oneway all the way up to University Drive. This will require extending the road between Broadway and 7th (basically plows through a structure on Broadway and the middle of the parking lots of the Federal Building and Salvation Army). 5. Convert 4th Ave N. into a three land eastbound oneway all the wap up to 2nd St. N.
Idea Author	Matthew F
Number of Seconds	2
Number of Points	0
Number of Comments	6
Comment 1	If you expect to have more people downtown, you'll need more lanes and wider roads for traffic... make cars park in ramps/lots and have people start using the bus system more... | By Danielle E
Comment 2	There's no reason why you couldn't have both. Look at New York City. A majority of the streets in Manhattan are one way streets and there's hundreds of thousands of pedestrians walking on the streets everyday, including crossing those streets. Pedestrian friendly doesn't mean absolutely no cars. | By Matthew F

GO 2030

Comment 3	I was hoping to see downtown as a pedestrian zone...<:(a space for people rather than cars... perhaps that's what Oliver is thinking as well? | By Durga V
Comment 4	Oliver, can you give some clarification of why you might be against doing so? | By Matthew F
Comment 5	NO! | By Oliver E
Comment 6	I'd also connect 3rd St. N. between 3rd and 4th Ave N. as well. I think that Howard Johnson is outlived it's usefulness there (it can't even handle city meetings about the diversion). I see a taller structure (probably hotel tower) eventually being built on the new city block. | By Matthew F
Idea Title	REMOVE CURBING ALONG NP & 1ST AVENUES NORTH IN THE DOWNTOWN
Idea Detail	Remove the curbs by gently shaving/sloping each avenue to the midpoint of the street. The street would look like a shallow "V", with all drainage going to multiple storm drains in the MIDDLE of the street. Sidewalks/parking spaces/bike lanes/auto lanes would be demarcated by colored concrete. The absence of a curb would make coming/going much easier/safer for pedestrians & bicyclists. (Have you ever watched as somebody's head snapped back as he stepped off a curb?) Bollards would further demarcate parking spaces from sidewalk usage. These bollards might even be designed for easy pop-out removal (using a special tool) to make snow removal a lot easier during winter months. Use colored concrete for the lines that separate traffic lanes, also ...something that really pops and contrasts sharply with the driving surface. (Bright white colored concrete lines against a teal road surface???) The perennial problem of disappearing/expensive traffic lines would be a thing of the past. Install electric heating elements under the colored sidewalk surfaces to melt winter ice - energy provided by solar panels mounted along these walks.
Idea Author	Alvin B
Number of Seconds	2
Number of Points	0
Number of Comments	2
Comment 1	Sorry, Drew - I hatched this one up myself. (I tried to reply at length, but I'm having technical problems on this end.) | By Alvin I
Comment 2	Do you have a YouTube video that shows what this might look like? | By Andrew M
Idea Title	Pursue Big Box Retail for 13th Avenue South and 25th Street
Idea Detail	The site of the former Sunmart (and present home of CVS Pharmacy) is quickly turning into a ghost town, right on one of the busiest intersections in Fargo. Presently empty storefronts include the former Sunmart, Advance Auto Parts, Blockbuster Video, Taco Del Mar, and more. The redevelopment recently done on that corner has failed miserably, and the closure of Sunmart has accelerated the decline. In addition, some area property owners have neglected their property for far too long -- the Rent-All just north of the radio building behind Sunmart is an example. Falling down chainlink fences, potholed parking lot, etc... Also the strip mall which includes Kum & Go -- badly in need of a freshening. Pursue a Big Box retailer, preferably different from the Big Box stores we presently have in other areas of Fargo, to locate in the former Sunmart location. A new Big Box would draw traffic back to this blighted area and spur another round of development.
Idea Author	troy L
Number of Seconds	1
Number of Points	0
Number of Comments	12
Comment 1	CVS has purchased the auto parts store at 25th & 13th avenue south & has plans to raze it. A new CVS will be built on that corner. And Cat, thanks for that link. What a smashing idea. We can use the reburbia concept to beautify the city with thoughtful infill and more trees. Every time we can build anew or add to existing structures WITHIN THE EXISTING CITY FOOTPRINT, we are going to save BIG BUCKS in infrastructure costs... | By Alvin B
Comment 2	@Cat--Thanks for the link! We're definitely big enough to embrace urbanism, get away from these huge parking lots, and encourage more and more urban in-fill. | By Durga V
Comment 3	This area calls for some "reburbia" style infill (http://www.re-burbia.com/2009/08/04/sprawl-building-types-repair-toolkit/)with front-toward-street multi use (business below, residence above) parking lot infill and repurposing of the original sunmart structure. Housing would-be pedestrians there would strengthen this corner because 1. businesses fare better with higher numbers of pedestrians passing by and 2. the vehicular access to the businesses across the street is awkward. Big boxes typically want 40 acres or more (so they can profit off out-lot sale) so this spot is no candidate for big box. Anyway, its proximity to residential development makes it a poor candidate for big box in terms of highest land use relationship. I say we call it blight and proclaim it TIF eligible strictly for the purpose of urbanizing (aka reburbing) this intersection with *parking on the back*. If we want our city to look pretty, we must put parking behind or unde our buildings and tree all other lots. | By Catherine W
Comment 4	The area definitely needs a new grocery store. Because it is such a big transition from the commercial strip up until 25th St and the residential housing to the east, development that helps to ease that transition might be more appealing than giant asphalt parking lots. | By Karin A
Comment 5	The previous SunMart location would be a great location for a Trader Joe's. It would bring groceries back to the neighborhood and be a draw for people from all over the metro area. | By Erin K
Comment 6	I would hate to see a big box retailer with another large paved parking lot go in on this site. It would be a great place for a visually pleasing, quaint center that would draw in those that work on Main Ave and along 25th street to walk over for lunch, sit on the patios, do some shopping, etc. that could spill over to the Kum & Go area which is long overdue for a makeover. The strip mall across the street from this site is not visually please at all which is why people don't really think about going there. There are lots of businesses and residences nearby that are in need of something, and throwing in even a small grocery shop would do well as people in that area, and those that work there, have no other close place to pick up basic items and produce. | By rachel G
Comment 7	He he he, let me clarify Durdon. I meant the dinosaurs in the legislature have set us back in terms of developing that area. CVS Pharmacy wants to build a much larger Pharmacy building (like they did in Moorhead/Dilworth on Highway 10). Our current laws stipulate though that a Pharmacy has to be majority owned by a North Dakotan. They were apparently trying to prevent big companies from destroying small town pharmacies. As is the case typically in Fargo, what's good for the rest of the state, typically doesn't work for us. :) | By Matthew
Comment 8	mgraalum, I agree! I'm so excited people are in favor of mixed-use development! What if we just make it into green space, a park! I can't even imagine I how hard that would be, seeing how the entire block is paved over, eh? Anyway, that is just a suggestion :) fmmetroplex, what does "set back" mean? That the building is set back from the street? | By Durga V

Comment 9	I've kind of hinted to this already, but the fact that 13th Ave, right after this intersection turns into a single lane of traffic each way (I don't know what they heck they were thinking in terms of planning) kind of says "GO AWAY" to most motorists. Sure it's not that difficult to get to from the other directions, but that's just the vibe it gives off. It's not all bad news though, I thought I recently heard/read that CVS Pharmacy is buying or has already bought the land and plans to build a new and larger Pharmacy (set back thanks to our idiotic legislatures ancient pharmacy laws). The development to the South was done completely wrong... you basically are looking at the back side of it as you drive by on 25th. | By Matthew F
Comment 10	The neighborhood definitely needs a grocery store. If you drive a couple blocks north, the only food store is a Stop and Go. Many in that neighborhood do not drive. | By Rory B
Comment 11	I drive by this corner every day and it is so sad (and kind of embarrassing) to see how awful it looks. I know part of the problem is accessibility to the businesses-it's just not good. I think the neighborhood really needs a decent grocery store again as there are many who live nearby who do not drive. | By Lisa C
Comment 12	the place is in bad shape, but a complete redevelopment, like what is going up at the intersection of 25th and 17th, or maybe even some sort of mixed use development would be good. | By michael G
Idea Title	Broadway plaza?
Idea Detail	pretty much every time i walk down broadway i see either a block or two closed down and used for pedestrian traffic only. . . outdoor vendors, cafes, street performers, movie nights etc. . . . or it would be nice to get rid of parking spaces for cars on broadway for a couple of blocks so that there is more room for people/cafes/outdoor vendors. i love the people and how it feels downtown during the street fair . . . i want that more often during the summer
Idea Author	jason G
Number of Seconds	1
Number of Points	0
Number of Comments	2
Comment 1	I love downtown Fargo! It has come so far, but there is always room for improvement/expansion. Park spaces downtown, like the green space created in front of the Great Northern Bicycle Company, are much needed. Places for people to buy some grub and sit outside to eat/hangout. The plaza in front of US Bank is a huge concrete eyesore and could use a real makeover. Something more friendly and inviting. Sculptures and different exhibits would be absolutely wonderful! Through this we can have a more 'big city' feel but still be the friendly, downtown area we are all used to and love. | By Casey S
Comment 2	Increasing pedestrian spaces would have a good impact on the social life of Downtown. More bus services and/or street car should be created to make up for the loss of parking space. | By Keshika I
Idea Title	Skating on the red
Idea Detail	i would like to see fargo use the river for activities during the winter. having a path cleared so we could skate down the river in the winter would be great
Idea Author	jason G
Number of Seconds	1
Number of Points	0
Number of Comments	5
Comment 1	Since we are notorious for our lengthy winters, let's create more outdoor recreation and make the winter a little easier on us but getting us outside! I go to Edgewood up north to cross country ski but it would be great to have rentals available downtown and in other parts of the FM area,as well as groomed trails throughout the city. I love the idea of making more use of the river. Summer or winter, it's a great resource and a beautiful place to be so let's get out there and have some fun with it! | By Casey S
Comment 2	Winnipeg has skiing and skating on the Red. They have government employees that check ice conditions and determine when its safe, just like the DOT does with our highways, closing them when its not safe. Last winter Fargo had a bike race on the Red. | By Backman
Comment 3	if the ice doesn't get hard/thick enough it would make sense not to use it. i just enjoy walking/biking near the river so much i'd like to see it used more. the dam by main street is my favorite place in fargo and i'd like to see it developed a bit more . . . a place where you could rent cross country skis, canoes, bikes etc and get refreshments would be great. | By jason G
Comment 4	Yes, unlike the skating on the canals of the Netherlands (including the long distance races through 11 cities), the Red has sufficient current throughout the winter to make skating somewhat dangerous and frankly it makes for bad ice. | By Beth P
Comment 5	I think that might actually be a little dangerous... unless it was dead winter... | By Johnathan G
Idea Title	Municipal Off Road Recreation Complex
Idea Detail	Much like the city-owned skatepark, Fargo should create an offroad, motocross, snowcross, and BMX facility. The city must take the lead on a project like this due to liability concerns. Too much risk of liability for the private sector. Create a complex of tracks for offroad recreation, including ATVs, bikes, snowmobiles, motorcycles, 4x4, etc.
Idea Author	troy L
Number of Seconds	0
Number of Points	0
Number of Comments	2
Comment 1	What?? I was thinking we should drop this right in the middle of Rose Creek! :-p | By troy L
Comment 2	Having lived in the country before next to someone who decided to turn their property into dirtbike heaven and having had to listen to dirt bikes constantly for hours on end, this would definitely drive down the property values of whatever it was next to. I'm not exactly sure where would be a good place for something such as this, but it'd have to be far away from private residences or surrounded by a sound barrier wall... The noise from the W.F. Fairgrounds Raceway is annoying enough... and I live in South Fargo! | By Matthew F
Idea Title	SW CORNER OF ROBERTS & 2ND AVE N

Idea Detail	That corner is begging for development. Of course the parking lot should be moved sublevel. And we need clear-glass retail at street level. (But what sort of retail? A small space recessed half-way into the footprint on the south side of the lot would be ideal for a pocket park. Access to the garage would be opposite the park on the west end. Such an arrangement would allow natural light to enter all north windows on the existing building south of this lot, even if the new project at Roberts & 2nd was several stories high.
Idea Author	Alvin B
Number of Seconds	0
Number of Points	0
Number of Comments	2
Comment 1	I guess I got a little carried away - for some reason I was thinking that the city owned that lot. | By Alvin B
Comment 2	I'm not clear on what you are proposing here. If the church doesn't want their parking lot at grade, wont this sort of thing happen automatically by virtue of the land value if it is economically profitable to develop? Certainly, the city could support this sort of proposal w/ a TIF but what do you suggest that they do beyond that? | By Catherine W
Idea Title	New Golf Course North of Airport
Idea Detail	Due to noise ordininces, housing has stopped in the paths of runways around Hector International Airport. I think that the city should build something (like a golf course) on the north side of the airport along County Road 20/40th Ave. N and between 25th St. and County Road 31. This way, it will keep houses out of the blaring noises of approaching planes, and then spur growth around the golf course, furthering the growth on the north side. I am not sure what the area is zoned for, if zoned at all, but that area is prime for developement since it has access to two major roads and an interstate ramp less than a mile away. Edgewood Golf Course is near-by, but there are so many golf courses in Fargo, why not add another 9-hole?
Idea Author	Grant116 T
Number of Seconds	0
Number of Points	0
Number of Comments	0
Idea Title	A greenway- connect Fargo by walking, running, and biking
Idea Detail	Greenways are popular in may communities across the country to connect points in town by providing an off-road paved walking/running/biking trail/path. They are generally maintained by Parks & Rec. Additionally, the best greenway paths have connected dirt paths for off road biking and trail running. While there are some great paved paths that run along the Red River in North Fargo to Lindenwood Park, it would be wonderful to have a connected and usable greenspace that is not underwater in the precious spring and summer months that it gets the most use. Streets Alive has been a roaring success- why not establish a sustainable urban space where individuals, friends, and families can enjoy the beautiful outdoors regularly. Here is a link to the Minneapolis Midtown Greenway Coalition: http://www.midtowngreenway.org/ Here is an example of the Huckleberry Trail in Blacksburg, VA. http://www.blacksburg.va.us/Index.aspx?page=821 and http://www.blacksburg.va.us/Index.aspx?page=808
Idea Author	Kristen B
Number of Seconds	0
Number of Points	0
Number of Comments	0
Topic Name	***Natural Resources and the Environment***
Idea Title	Nature playgrounds at the schools
Idea Detail	Nature teaches children how to learn. A California Department of Education study from 2005 showed that sixth-graders improved their science scores by 27 percent after taking week-long outdoor education classes. Similarly, studies from the University of Michigan have suggested that proximity to nature enhances people's ability to concentrate. Natural playgrounds (I refer to maintained habitats, not weed patches) can provide experiences for our students outside the classroom and foster their value f the natural world. If our school children, as part of their education become stewards of their nature playgrounds they will become stewards of our landscapes. Lets encourage our children to unplug from their Wii by turning some of our turfed school grounds into living laboratories for elementary education and exploration.
Idea Author	Catherine W
Number of Seconds	17
Number of Points	24
Number of Comments	6
Comment 1	I like this idea and there is a great company (around Fergus Falls I think) called Prairie Restoration that could probably provide some insite here. They did a great restoration at St. John's University. I think this could be a great resource for school science classes, but also for the art classes too. Students would have opportunityeis to photograph, draw and paint the natural environments right outside their school. | By Shannon I
Comment 2	Great. Seconded. | By troy L
Comment 3	Thanks! If the regional science center is an environmental center, the schoolyard nature parks should intellectually or thematically connect to that, perhaps so that students can apply lessons they learn there at their school. When kids go on a field trip to a remote nature spots and then not see it again for years, they remain disconnected from nature. I agree that they need nature near where they spend most of their time. | By Catherine W
Comment 4	One of the selling points of your idea, is that these natural playgrounds would be right there...right out the door of the school! | By Alvin B
Comment 5	More people need to be aware of the Regional Science Center near Glyndon, and utilize those resources. We also have the Lions Conservancy Park on South University and the Japenese Gardens in development by Yunker Farm. There is room on the (newest) school grounds to add gardens and trees. Schools should dollaborate with the forestry department and parks department. | By Connie N
Comment 6	Wonderful idea - the perfect foil to our children being constantly plugged in, and an introduction to what could become a life-long fascination with the natural world.. | By Alvin B

Idea Title	Plastic Bags
Idea Detail	"In the United States alone, an estimated 12 million barrels of oil is used annually to make the plastic bags that Americans consume. The United States International Trade Commission reported that 102 billion plastic bags were used in the U.S. in 2009" (Bag It The Movie). This is an enormous amount of consumption of a material that is made from a non-renewable resource, a material that will exist in the landfill for many hundreds of years---and that is going to be thrown away after a few minutes of use. This seems incredibly foolish, right?! It is! Luckily, there has been a movement to use reusable shopping bag and, I'm so proud to say, our Fargo grocery stores have taken steps to promote reusable bags. But we live in a world where the feedback loop of our individual consumer actions is so large and so far away that those consequences have a hard time making an impact on our actions. We want to do the right thing, we want to stay informed, but it is often an incredible burden to make morally conscious decisions all the time. We need someone to give us a little push to quit the habit. So, I propose adopting a ban on plastic bags or at least imposing a small fee. Now, I'm all for reducing gov't intrusion into our lives, but just as we adopted measures to ban smoking indoors in public places for the sake of our health, let's take up to challenge to reduce our consumption of plastic bags for the sake of our environment! We are such incredibly creative creatures and adapt so easil
Idea Author	Durga V
Number of Seconds	15
Number of Points	22
Number of Comments	20
Comment 1	I wouldn't mind a small fee, but I would oppose an all out ban. People need to have their choice and time to get used to not using plastic bags. Make it like the $.05 deposit that some states have on pop cans to "really" encourage recycling. | By Shannon
Comment 2	Thanks! | By Andrew M
Comment 3	DrewFM, Rivger Keepers has this on their websitehttp://riverkeepers.org/images/uploads/T-shirt_bag_instructions_updated_postcard.pdf | By Backman B
Comment 4	Yes. Is there an email for that particular effort RedWayne? | By Andrew M
Comment 5	River Keepers is promoting "Tshirts into totes". A recent news story on WDAY showed volunteers making t shirts into reusable bages. Dont we all have too many printed t shirts in our drawers? | By Backman B
Comment 6	Nice. Just cut the &%$# word out of my post to make me look illiterate... | By troy L
Comment 7	Seconded. You know, I got a chuckle reading this today. The thought crossed my mind that Glenn Beck would probably shit his pants if he saw all the liberal/progressive ideas in this forum... he's especially fond of plastic bags. | By troy L
Comment 8	Ooops- meant to put *observes* after Durdon's suggestion. | By Catherine W
Comment 9	Sorting through my used bags to separate them per retailer (as one must do in the Target example) sounds like more work than just remembering to bring a reusable bag into the store. I would prefer that retailers be required to at least use recyclable bags so that we can recycle any bag anywhere. Durdon's suggestion that including price of the bags in the price of the products constitutes a market failure. If stores charge a few cents per bag, it offsets the cost of recyclable bags so that people bringing in or recycling their own bags do not have to pay an increased cost for their groceries/ consumer goods. | By Catherine W
Comment 10	I know cashwise also collects plastic bags for recycling. Is there anything for paper bags? Since we are talking about the "vision" for Fargo, I'm hoping we become that kind of city. Obviously, we're not the first innovator of this kind--Europe, Alaska, and many East/West coast cities are way ahead of us---but we could be the first in this region. And, wow, I didn't know the price of disposable bags were already figured into the price of groceries. They should definitely make that known in the receipts---people don't want to waste money on throwaway bags! | By Durga V
Comment 11	I still think that we could easily transition away. Just because we do it now doesn't mean that we can't change. Even recycling doesn't cover a fraction of the new bags that are made (bags that mostly still go to landfills, take oil, won't break down for hundreds, if not thousands of years, and which kill wildlife). There is an floating island of plastic in the Pacific the size of Texas because of practices like this. It's killing fish, turtles, and birds. No need to feed that island. | By Andrew M
Comment 12	Well Durdon, even when I was a teenager I worked in a Grocery store as a bagger and cashier. I know for a fact the bags aren't free. The do cost money and that cost is already factored into the overall price per item of your groceries. Instead I think it's smarter to push the grocers to use recyclable plastic bags and have containers at the existing recycling centers in the city for collection. As I said, some retailers, such as Target, already collect the bags for recycling if you bring them back. I do this already... | By Matthew F
Comment 13	@fmmetroplex-- I know I thought if felt a little draconian as well, but think about it: stores are giving away plastic and paper bags completely for FREE, in a context where their manufacture, transportation and disposal use large quantities of non-renewable or finite resources. What I want to advocate for is to stop giving them away for free, a practice that encourages (even promotes) this ecologically harmful behavior. This was successfully done in Ireland where the government introduced a plastic bag tax (PlasTax) that has slashed consumption over 90% and raised $9.6 million. Retailers both saved the costs of bag purchases and improved their public image by doing the right thing (http://www.bagitmovie.com/get_involved.html). Many cities in Alaska have also adopted similar measures. The best part is that we're small enough that the ACC probably wouldn't try to stop us! | By Durga V
Comment 14	If I'm not mistaken, many of these bags can be recycled. I know the local Target store will recycle any Target bags if you bring them back into the store. An all out ban seems a bit of a stretch to me when there's a simple solution... | By Matthew
Comment 15	I'm going to use the "forgot my bag" jar idea. Thanks Cat! | By Andrew M
Comment 16	This inspires me to set myself up with a "forgot my bag jar" at home. It's like a "swear jar" that you put money into each time you regress. Now... what to do with all that money... | By Catherine W
Comment 17	I'd be happy to pay a small bag fee to get myself to remember to bring my canvas ones with me into the store! | By Catherine W
Comment 18	I dig it. | By Kevin S
Comment 19	Love this! | By Andrew M
Comment 20	Great idea!!! | By Alison A
Idea Title	1% for the Arts
Idea Detail	For every new construction, 1% of the budget must be assigned for innovative design, the arts, green arts, environmental art--- what type of art should be wide open. But the idea that art is a pride of the city, and is required for new construction is part of other cities- and could open up innovative opportunities to define and celebrate the arts.
Idea Author	Stevie F
Number of Seconds	13
Number of Points	20
Number of Comments	3
Comment 1	A percent for the arts program is a proven and wonderful way to beautify a city and state. A program in Fargo and ND would be fantastic. A program could be run through a public arts commission within the city government. | By Bradley B
Comment 2	1% is a formula used for public art associated with new buildings and renovations: 1% of the building's budget. Yes, agreed, arts overall deserve more than 1% if we're talking operations and project support. | By Coco S
Comment 3	In Iowa and other states, the percentage is 10% toward the arts. I think 1% is better than none, but can't we aim a little higher? | By Emily W
Idea Title	More Trees!

Idea Detail	I had posted this in another thread, but it's even more important in this section... Everywhere I turn in the city, when driving through new developments, it shocks me at the utter lack of vegetation and trees. At one point Fargo was voted and awarded "Tree City USA". We don't even come close to deserving that now-a-days. I'm all about property owners rights, but they shouldn't be able to tear down a massive, mature established tree line to build a structure. Don's Carwash on 52nd Ave is the latest travesty to wipeout a mature shelter-belt. We should be taking more of an approach like cities in the Pacific N.W. (Seattle/Vancouver/Portland) which try to incorporate the surrounding vegetation into the development, as much as they possibly can. Also, with the fact that we have 4 distinct seasons, we only really get to appreciate our trees and plants for about 1/2 the year. The other half they look like they are dead branches. Evergreens are called that for a reason, they ALWAYS stay green. We should be planting evergreens and pine trees like mad around the city and encouraging property owners to plant them as well. We could provide financial incentives, tax breaks, etc... Sure it'd be a small hit to the city budget, but it'd only be one time. Plus the rewards of having green vegetation year round is more than worth it, in my opinion, and would significantly add to the visual aesthetics of the city.
Idea Author	Matthew F
Number of Seconds	10
Number of Points	18
Number of Comments	0
Idea Title	Boulevard Rain Gardens
Idea Detail	Rain Gardens in the boulevards to stop dirty water from entering the Red. http://www.raingardens.org
Idea Author	Abby G
Number of Seconds	12
Number of Points	14
Number of Comments	3
Comment 1	Goldie, see my idea *PERVIOUS CONCRETE* in Transportation & Infrastructure....it would be an ideal adjunct to this idea! | By Alvin B
Comment 2	Love it. Clean the environment AND beautify Fargo. | By Andrew M
Comment 3	Definitely! | By Catherine W
Idea Title	Rain Barrel Incentives
Idea Detail	Offer economic incentives for owners of single family homes in Fargo to install rain barrels on their property -- perhaps a discount on city water and sewer service. The captured rain can be used to water gardens, plants, lawns, and even wash cars. And it helps keep the river clear
Idea Author	troy L
Number of Seconds	11
Number of Points	14
Number of Comments	10
Comment 1	Redirect the sump pump to the barrel, too. | By Keshika D
Comment 2	I recently called River Keepers and got plans to build a barrel which are on their web site. They said their answering system had been garbling some of the messages. Some of the big box hardware stores also sell barrels. | By Backman E
Comment 3	Latha, please tell me where you got your barrel... | By troy L
Comment 4	I called Riverkeepers about getting a rain barrel this weekend and they didn't even have the courtesy to return my call. Ziggy, the point is to reduce water usage and to keep pollutants out of the river. | By troy
Comment 5	Riverkeepers will build you a rain barrel for $85. | By Kay S
Comment 6	The city has sold discounted composters b/4. I suspect they would be able to get some quantity discounts for rain barrels. Plus, if the city promoted their use, it would become more acceptable. | By Rory E
Comment 7	Is the point of the barrels just to reduce usage of water from the hose? | By Tyrone G
Comment 8	I just put in a 65 gallon rain barrel this spring. I bought it for $85. Am I allowed to name the store here? The barrel was completely full after a day and a half of drizzles, and this is just the drainage from one side of my house. | By Latha S
Comment 9	Or would there have to be a specific size requirement, or will my ice-cream pale work? :) | By Tyrone G
Comment 10	Would the city provide the barrels? | By Tyrone G
Idea Title	Simplify Going Green
Idea Detail	We need to make it easier for individuals and businesses to go green. Use the new downtown library as a Green Center to create a conversation center for people to go green in Fargo. We have conventions to distribute the information, but they are sporadic and sparsely attended. Using the new building (with a wonderful green design) to create a central city location for this information might signal an openness to developing a deeper culture of environmental respec
Idea Author	Andrew M
Number of Seconds	9
Number of Points	14
Number of Comments	1
Comment 1	This seems like a really good way to use the library. Have other places done this already? | By Tyrone G
Idea Title	Prohibit Smoking In City Parks
Idea Detail	Recently I was with my nephew at one of the local city parks and was apalled to see cigarette butts scattered all over the area where children were playing. Disgusting!
Idea Author	Matthew F
Number of Seconds	4
Number of Points	14
Number of Comments	0
Idea Title	Revitalize the Xeriscape demonstration garden
Idea Detail	Xeriscape is a great way to have a garden that works with the environment - using native plants with varying water needs and resulting in a relatively low-maintence landscape. When it was created, the Xeriscape demonstration garden was a great example. Now though, it seems that the garden needs a little more TLC. Spruce up the xeriscape garden, and then evangelize it even more so residents can learn from it. http://www.ci.fargo.nd.us/Residential/Xeriscape/

Idea Author	Erin K
Number of Seconds	11
Number of Points	13
Number of Comments	6
Comment 1	Went there yesterday. This place could use a lot of help (with actual plant names, instructions on how to take care of the plants, etc.). | By Andrew M
Comment 2	I think this is a great idea! I stumbled across this idea on the City of Fargo website; however, even with all the extra reading, it would be nice to have some examples to check out to really understand the process and do it right. | By rachel (
Comment 3	Thanks for the link! I didn't even know this existed in Fargo. | By Durga V
Comment 4	Love this idea. | By Andrew M
Comment 5	Cat, that sounds like a great idea. It could be a project for one of the neighborhood associations. | By Erin K
Comment 6	I'm tempted to get some kids together and make shrinky dink labels for the plants... | By Catherine W
Idea Title	Tree the parking lots.
Idea Detail	Our beautiful city becomes uglified anywhere there are huge expanses of parking lots. This is because our tree ordinance does not require trees in the lots and as a result, most developers don't plant them. An industry standard dictates that all parking lots should dedicate 5% of their interior paved area for tree plantings. (This comes out to one tree for every nine parking spaces.) If we rewrite our planting ordinance to require what is a minimum requirement in other cities, our parking lots will become urban forests which cool our parked cars and reduce volatilization of gas in our tanks while we shop. We could give developers a flush curb detail so they can see how to add trees to the lots without impeding snow removal. And this will make our city look nice. So how can businesses advertise with all of that canopy where they want to have signs? Use monument signs instead! It is far easier for customers to find businesses and services in cities where monument signs are consistently used than in places where they must too look everywhere to find the name of a business they seek. Let's adopt a planting ordinance and a sign ordinance that will be easy on the eyes- aesthetically and functionally!
Idea Author	Catherine W
Number of Seconds	18
Number of Points	12
Number of Comments	4
Comment 1	YES!!! There aren't enough good things to say about this idea. 5% is minimal. The efforts to make sure the trees are staying alive should also be stepped up. This should be a huge priority for the community. It's not like developers are running away looking for other places to build as a result of higher development standards. They want to build here. They're watching the F-M economy and the ND economy. Let's not shoot ourselves in the foot by allowing more shoddy, cheap development. | By Cindy G
Comment 2	YES! It seems like nobody understands the benefits of trees, especially on paved surfaces. Both Cat and Erin make excellent points, kudos! | By Brandyn E
Comment 3	Hi Erin! Trees at the edge of parking lots certainly help to beautify our city but in order to shade the cars, the trees have to be in the parking lot. To enable snow removal, all we need is to use a flush curb around the tree islands rather than a standard bull nose curb. A flush curb is actually a simpler design than a bull nose curb. This could also provide more places to put the snow which works well with the kind of trees- riverine species- that are used in parking lots. | By Catherine W
Comment 4	In the spring, summer, and fall, this would work well and I agree that it would be much more visually pleasing. But snow-removal in the winter could be complicated in this type of design. Maybe it could be refined for our climate by putting the trees around the edges of the parking lot. Rainwater-retention areas with plantings could be used around the trees to help make sure that they have enough water in the summer, and to reduce the amount of runoff that goes into the storm sewer and ultimately to the river. | By Erin K
Idea Title	Create a Landscape Code
Idea Detail	If we are going to make Fargo look distinctive, we should create a code (probably not an enforceable one) that directs residents to plant species that work WITH our conditions. Recommend plants that fit in with bird migrations, help filter the water, replenish the soil, and generally work better here. Let's put the natural environment front and center
Idea Author	Andrew M
Number of Seconds	9
Number of Points	12
Number of Comments	6
Comment 1	Good idea, Cat. Unfortunately, I can't change the title by hitting "refine." | By Andrew M
Comment 2	Since Fargo already has a landscape ordinance (albeit, not a very strict one) which applies primarily to commercial businesses you might label your idea "residential landscape code" or something like that. It should avoid confusion between the two. | By Catherine \
Comment 3	Thanks R J. Do you think the city could highlight these/encourage the use of these (and not just sort of sit by once we've plunked down a demonstration at a water plant and a park)? | By Andrew M
Comment 4	Many of the flowerbeds on the NDSU campus are done with the intent of highlighting types of appropriate local plants. There used to be brochures/maps of their demonstration areas/gardens on campus. The city of Fargo has a Xeriscape plot off of the Water Treatment Plant on 13th Ave. S & 2nd St. that highlights low water use plantings for our soil/conditions. The park district/NDSU has a demonstration grove of trees N. of Yonker Farm that shows trees developed through NDSU & appropriate varieties for Fargo. | By RCO J
Comment 5	Agreed, and I think that the extension folks at NDSU do some of that. | By Andrew M
Comment 6	Education about what plants work with our conditions would be a good approach, too. | By Erin K
Idea Title	Sustainable Energy
Idea Detail	Fargo should strive to power itself completely with sustainable energy (wind, solar, etc.). It is the responsible thing to do. Not only would we be making a positive impact on the future, but we could also serve as a national example to other communities in the natio
Idea Author	Todd H
Number of Seconds	4
Number of Points	12
Number of Comments	0
Idea Title	Line Roads with Trees
Idea Detail	Trees prevent glare ice, provide a wind break during blizzards, and make summers more bearable. The city of Fargo should take the lead in creating tree lines on highways and major roads. The state has a fund for this, but we could create a sort of tree oasis by taking the lead in creating snow/wind breaks: http://www.ext.colostate.edu/sam/windbreaks.html We could combine this with trees around parking lots and prairiegrasses as windbreaks and natural snow fences to make Fargo a safer place.
Idea Author	Andrew M

GO 2030

Number of Seconds	13
Number of Points	11
Number of Comments	5
Comment 1	Oops - I missed this when I added LIVING SNOW FENCES to this category. Trees along long stretches of roadways also add make the view more pleasant. | By Alvin B
Comment 2	Baby trees are cheap as chips. So cheap that we got 2 free ones from the RR zoo on arbor day. (I believe they were donated from the Arbor day foundation but could be wrong about that.) Planting them was easy and took approximately 20 minutes. One survived the transplant and its first year so I'll try with 2 more to prepare for the day my boulevard ashes will come down. | By Catherine W
Comment 3	I'm not sure. I know that trees aren't exactly cheap. I think that working them into the plans for roads might help us get a handle on the real cost of roads. | By Andrew M
Comment 4	How much does it cost to plan trees? | By Tyrone G
Comment 5	They also help prevent noise pollution | By michael G
Idea Title	Nature Dog Park
Idea Detail	My dog and I love being in a natural environment where she can run off leash. Right now, we must choose between nature OR running off leash in a "dog park" er.. turf expanse enclosed by a chain link fence. Even when there are lots of dogs there, she gets bored with that scene. I would love to see a dog park with orchards, (SQUIRRELS!) and a stream (we could dechannelize one of our drainage ditches for this). I envision a stormwater retention pond with reeds- and that one lotus that grows here- cleaning the water so that it attracts ducks! We can have a pebble beach for the dogs to swim. And of course, a cleaning station near the parking lot. A *real* meadow with flowers and tall grass- not weeds (you have to burn it to get that)- and butterflies would make this place so wonderful that folks will want to walk through it, even if they don't have a dog.
Idea Author	Catherine W
Number of Seconds	8
Number of Points	11
Number of Comments	1
Comment 1	Many people walk dogs off leash where they are not supposed to. It is obvious this is a good idea. The dog parks are nice, but very limited. Some dog parks even have canine obstacle courses for the dogs to learn and play in. | By Laura
Idea Title	Single Stream Recycling
Idea Detail	Instead of having residents sort their curbside recycling why not have residents place all their recycling into ONE container? I think it would get even more people to recycle. Also we need to expand what we can recycle; something like what Grand Forks does
Idea Author	Joe B
Number of Seconds	8
Number of Points	11
Number of Comments	3
Comment 1	I think Park Rapids, MN has single stream recycling. They use developmentaly disabled folks to sort. At least thats what they were doing a couple of years ago. If they can do it why cant we? | By Backman
Comment 2	People have become so busy and it seems everything needs to be streamlined for time. This is a good idea and may encourage those who don't recycle either because they are lazy or busy to consider the one-container idea. | By Emily W
Comment 3	The free curb-side recycling was a nice gesture as a first step, but the volume that the container accommodated was far, far too small. With kids who drink milk, the requirement to put plastic jugs in a paper grocery sack (and apparently the recycling coordinator forgot that the majority of stores no longer offer paper) is completely impractical on two counts--a paper grocery sack can't handle the folume of plastic used by the majority of residents in two week and 2) you can only put the sack out 15 minutes before pick-up due to the winds. Our alley has been littered w/ plastic containers awaiting pickup so many times--so much so that the majority of people on our block have gone back to bringing the recyclables to the collection centers. | By Beth P
Idea Title	pilot solar/high tunnel greenhouse for community use
Idea Detail	To help extend the growing season in our area I suggest we build a pilot solar/high tunnel greenhouse for community use. This type of facility is already in use at a local foods farmer near Frazee, MN The heat generated by the solar panels heats the soil to extend the growing season to 270 - 300 days a year. Many of our areas New American communities are prodigious gardeners. They also grow some unique vegetables from their countries that would be interesting to learn about and try. We can learn much from them. Perhaps NDSU Mechanical Engineering and extension could help fine tune and improve the facility as it's being built and operated. If it proves successful more could be developed. Some good examples of community gardening are in place in Madison WI and other climates similar to ours. This zero net energy use greenhouse could be placed in a convenient location in the city's core on a transit route so users wouldn't have to have a car and could walk or bike a short distance. For initial funding this pilot hybrid greenhouse, some area foundations have a strong interest in helping develop more community gardens and fresh, local food. The produce beyond the gardeners needs could be donated to supplement the food pantries and/or could be sold at a grocery co-op Downtown that has typical grocery goods supplemented with fresh, local produce.
Idea Author	Mike W
Number of Seconds	6
Number of Points	10
Number of Comments	2
Comment 1	Schools could use these to teach about local food and science with field trips. Newly retired people could use their time wisely working in a garden. | By john R
Comment 2	Dang. Never heard of such a thing but I would sure support it. Seconded. | By troy L
Idea Title	Make Fargo a Zero Waste City
Idea Detail	Let's pick a date when everything will either be fuel for power, repurposed, sold or recycled. We could be the city that makes it happen.
Idea Author	Andrew M
Number of Seconds	6
Number of Points	9
Number of Comments	5
Comment 1	The plasma incinerator, from what I've read, is pretty clean and thurough... what you're left with it nothing but ash that can be used in soil, and the energy from the burning process used to generate more energy. | By Matthew I
Comment 2	I'm not sure about that. What we can't recycle or sell or repurpose, we burn? I think it's more about a mindset than anything. | By Andrew M
Comment 3	This is a great idea, but everything? That date will never come. We need to be realistic so the goal is attainable. Once we near that goal, then we can raise expectations to another level. | By Emily W
Comment 4	Totally! I'll second that. | By Andrew M
Comment 5	This goes right along my idea of using a trash incenirator to eliminate the existing landfill and open up the NW quadrant of the city for development. | By Matthew F
Idea Title	Native landscapes

Idea Detail	I would like to see incentives for homeowners to plant native plants and grasses to reduce lawn watering as well as the applications of chemicals to produce that "perfect" lawn. Xerascaping really isn't promoted like it used to be. And for those folks brave enough to invest in xerascaping there needs to be more support and less hassle from the City
Idea Author	Kay S
Number of Seconds	14
Number of Points	8
Number of Comments	4
Comment 1	wow! Thanks for the link. I love that I learn new things here! I really liked one of the pictures where they'd landscaped to contrast the "lawn" with the prairie plants. It looks amazing! No mowing, no watering, providing valuable habitat for birds and butterflies...Wow why aren't we all doing this?! | By Durga V
Comment 2	Sorry, I meant Prairie Restoration! | By Kay S
Comment 3	To Durdon, check out Prairie Landscaping. The beauty of xerascaping is that you can create your own palette. And the City of Fargo has a test plot down at the Water Treatment Plant (13th Ave. South) to see the native, drought-tolerant plants and grasses that can grow and thrive in our zone. | By Kay S
Comment 4	I just googled xerascaping. Sounds like an incredible idea! People hate mowing, but we don't know anything else and so we just continue doing it! That noise and all that time....bleeh! Could you post a link to what xerascaping would look like in this area? | By Durga
Idea Title	Make a Renewable Portfolio Requirement
Idea Detail	Fargo should lead the way in making a renewable energy portfolio requirement. We should say that we will buy a certain % of renewable energy and lead the way.
Idea Author	Andrew M
Number of Seconds	6
Number of Points	8
Number of Comments	7
Comment 1	Don't disagree one bit, Ziggy. | By Andrew M
Comment 2	I think the two could go hand-in-hand which would obviously create some economic development directly, plus investment dollars would be used locally rather than on wall-street. | By Tyrone G
Comment 3	Absolutely not. Other states and municipalities have made commitments to buy a certain percentage of renewable energy (the portfolio in this case is the portfolio of energy types--not capital investments). | By Andrew M
Comment 4	I thought you were talking about using defined benefit pension money to invest in renewables. | By Tyrone G
Comment 5	Understood. Seconded. | By troy L
Comment 6	You mean, who WILL provide it? It depends on companies who will be willing to develop it. They are doing in in very creative ways in other parts of the country. Renewable portfolios drive the demand and provide stability for utilities to take the chance and make the investment. Works in Texas and could work here. Heck, we have WAY more wind potential than Texas. We just need the will. | By Andrew M
Comment 7	Who provides the renewable energy that we want to buy? | By troy L
Idea Title	nature park
Idea Detail	all the property along the river that was bought out to the south of town plant thousands of trees and make a nature area for hiking and picnicing, put in a fishing pier
Idea Author	charlie M
Number of Seconds	4
Number of Points	8
Number of Comments	0
Idea Title	Tree Lined Major Arterial Roadway Medians
Idea Detail	It's really disappointing to see medians of major roadways in town filled with rocks or even worse, molded concrete patterns. At least plant grass. Most of the city is already a concrete/asphalt jungle, we should be trying to incorporate vegetation into the roadway designs as much as possible. Once again, take a cue from our neighbors in the Pacific NW. They build the roadways right up to the vegetation and line a majority of their streets with vegetation, where possible.
Idea Author	Matthew F
Number of Seconds	14
Number of Points	6
Number of Comments	4
Comment 1	Exactly... they should institute some sort of rule, similar to what they do for federal and public buildings requiring that 2% of the budget goto public art... in this case, take 2%-5% of the construction of the road and require it goto planting vegetation and landscaping. | By Matthew
Comment 2	I strongly agree. Some places are such an eyesore! In Kansas city, they have this whole roadway that has fountains, trees, parks, between the two roadways. Allbeit, the medians aren't that big, but the city should take inspiration from that. | By Grant116
Comment 3	Oops, typo: I meant to say it was a *2005* study (page 21). http://www.na.fs.fed.us/urban/treespayusback/vol1/Minneapolis%20Benefit-Cost%20Analysis.pdf By Catherine W
Comment 4	The thing that makes Singapore such a beautiful city is the plants in all of the medians, on all of the boulevards and even under the highway underpasses! We can't do the underpass thing at this latitude but we can certainly beautify our streets with trees on the sides and in the median. The maintenance does cost more but studies show that urban trees pay back this investment in terms of ecosystem services (i.e. storm water reduction, improved air quality, energy savings) and in terms of economic development/ increased property values. A 2006 study of trees in the city of Minneapolis found the annual value of the benefits of the street trees to fall between $23.2 million and $26.7 million. Over the same period, tree-related expenditures were estimated at approximately $9.2 million. Here are some online reports: http://www.na.fs.fed.us/urban/treespayusback/vol1/index.html | By Catherine W
Idea Title	LIVING SNOW FENCES
Idea Detail	Wherever possible, plant closely-spaced evergreens on both sides of long stretches of open city roads running E-W. (e.g., 19th Av N from University Drive to I-29 or some stretches of Main Ave between Fargo & W Fargo) Besides the aesthetic appeal, the increased carbon sequestration, increase in oxygen levels & increase in evaporative cooling and the benefits for wildlife, we could save money on manpower & fuel for plows. Less frequent plowing on some roads would mean that employees could be reassigned to other streets across the city, another cost savings.
Idea Author	Alvin B
Number of Seconds	6
Number of Points	6
Number of Comments	0
Idea Title	Electronics recycling - more often, please!
Idea Detail	It shouldn't just be once or twice a year that the City collects old electronics, and the hours should be more flexible. Best Buy makes you pay $10 to have them recycle your old stuff, and there are certain items they will not acce
Idea Author	Jen K

Number of Seconds	6
Number of Points	6
Number of Comments	3
Comment 1	I was thinking about clean up week... as much as I would love to see it happen twice a year, maybe we don't want junk on the boulevards twice a year. So instead, how about adding a free landfill weekend, where people can bring their stuff for free? | By troy
Comment 2	I think the city is already doing this at its 7ave north location on monday to friday. Maybe a better location would help. | By john R
Comment 3	Seconded. | By troy L
Idea Title	Clean up litter along Interstate highways
Idea Detail	I feel that we need to do a better job making sure garbage is being cleaned up along the interstate highways as this is often the first/only view of the city people get, and sometimes its not a pretty sight
Idea Author	Eric J
Number of Seconds	6
Number of Points	6
Number of Comments	2
Comment 1	why arent the criminals doing this???? chain gang them! | By lakes B
Comment 2	And get rid of the dandilions and weeds! It is very ugly looking at makes the city loom ghetto. | By jeff H
Idea Title	Recycling and apartment life
Idea Detail	Perhaps the landlords could receive incentives, or the City could include apartment buildings in their curbside recycling pickup; but something needs to be done to make it easier for apartment dwellers to recycle. My partner and I take great pains to recycle in our 595 sq. foot apartment with two cats - often driving to Hornbachers or Walmart to dump our plastics, cans and cardboard. Our trips to the dumpster end in disgust, not because of our trash, but because a lot of our neighbors do not recycle. Generation X and Y are incredibly interested in recycling, and we make up a vast majority of apartment dwellers (and beer drinkers) so why don't we have apartment recycling already?
Idea Author	Jen K
Number of Seconds	11
Number of Points	5
Number of Comments	3
Comment 1	I am 25 years old. I have 3 children and a husband. I am also a student at MSUM. I can speak from experience that many of the students (in which Fargo has tons of) and peers of mine would actively recycle more if it was more convenient to drop off. I myself recycle everything and it is a pain in my schedule to have to load up bags of cardboard, glass, cans, and plastics to bring to the recycling center. I realize most apartment dwellers do not have to pay for trash as it is included in their rent but I if there was a recycling system property owners would save large sums of money in which they could put into renovation and/or holding off rent increases in this troubled economy the nation is part of. This is a great idea and I hope it is heard, as well as embraced by the city leaders. | By Sarah D
Comment 2	I am 60 yearsa old and still recycle but live in an apartment. So i have to bring my recycling to a collection site. I also see the amount not recycled every time i bring my weekly bag down to the dumpster. | By john R
Comment 3	Particularly given Fargo's demographics, this should be addressed. The last time I looked, Fargo had a higher-than-national-average percentage of young adults & senior citizens. Both of these groups are much more likely to live in congregate/high-density housing. Fargo has/had a lower percentage than national average in the mid to peak earning years--those that typically live in single-family housing. So a recycling program that is structured around single-family pick-up is unlikely to be successful in the long run due simply to numbers of participants. | By Beth P
Idea Title	Create a City-University BioCenter
Idea Detail	Partner with NDSU and extension to create a series of urban gardens and heritage landscaping. We could create a series of online maps for visitors to explore these islands and disseminate information for people who want to join this effort to create a distributed greenway.
Idea Author	Andrew M
Number of Seconds	9
Number of Points	3
Number of Comments	3
Comment 1	Totally! | By Andrew M
Comment 2	Partner w/NDSU to build huge solariums in the central district, linked to the skyway. | By Alvin B
Comment 3	This could work hand-in-hand with a sort of landscaping wing of the planning department. | By Andrew M
Idea Title	Leverage Pension Dollars to Create a Better World
Idea Detail	North Dakota state and local employees have a lot of dollars in their defined benefit pensions. Right now they are invested within broad categories, but all the money is on wall-street. As a result in 2008 they all saw a huge hit in their portfolio values. In fact people have been questioning the wisdom of "diversification" within the publicly traded market as a solution to avoid huge drops in portfolio value. My idea is to use a percentage of that money to do the things most of us realize would be good for the world around us, and on a local level rather than in New York. Some specific ideas could be purchasing a wind turbine and setting percentage of electricity that Fargo needs to use from renewables, which ensures the investment is safe. There are many other ideas as well such as investing in local businesses after a professional gives them the thumbs up. These two specific ideas and more could be possible, and we'd be effecting OUR town rather than New York, at least we'd be using some of our money to affect our town :)
Idea Author	Tyrone G
Number of Seconds	8
Number of Points	3
Number of Comments	2
Comment 1	Agreed. Thirded. :) | By Johnathan G
Comment 2	Agreed. Seconded. | By troy L
Idea Title	Promote Evergreen and Pine Tree Species
Idea Detail	I made the comment in another thread, but when we spend so much time of the year suffering through the colorless and sunless season of winter, we should be promoting and giving incentives for people to plant evergreens and pine tree species in the city. We should also line our streets and public properties with them as they require minimal maintenance. I don't see why some sections of our city can't resemble the Pacific Northwest or Cascade/Rocky Mountain region of the country when it comes to the plants and trees we are planting

Idea Author	Matthew F
Number of Seconds	4
Number of Points	3
Number of Comments	0
Idea Title	Environmental Report Card
Idea Detail	Create an online Environmental Report Card that boils down and reports major environmental statistics for the city in an easy-to-understand manner.
Idea Author	Andrew M
Number of Seconds	2
Number of Points	0
Number of Comments	1
Comment 1	There is a community wide Earth Week Committee. Is this something they could coordinate with some basic funding. | By Backman B
Idea Title	city namesake park
Idea Detail	downtown where border electric between main ave and np along river would make a perfect place for a green area with major art piece and sprinkler water feature for children to play in maybe tiered seating facing the river for relaxing or music a cart selling icecream a gatherng place for downtown
Idea Author	charlie M
Number of Seconds	2
Number of Points	0
Number of Comments	0
Idea Title	Purchase Tree City USA signs & display them around city
Idea Detail	For decades, Fargo has been a "Tree City USA" award winner from the National Arbor Day Foundation. The city should approve a line item in the budget so that the city forester can buy a few hundred signs to promote this & plaster them all over town. In turn, that may encourage more people to take some pride in this feat & plant even more trees. Get the word out & give some recgonition to Fargo for doing this. Local business could contribute & place decals or something that could fund the efforts & help build out more awareness of tree planting in Fargo. It's a fairly cheap way to promote the planting that has been done & encourage further planting. Feel free to expand this though:
Idea Author	RCO J
Number of Seconds	2
Number of Points	0
Number of Comments	0
Idea Title	Man Made Lake/Resevoir South of Convent
Idea Detail	South of the Convent, cant Fargo dig up a big ol' Lake?? Just dig it deep (20-25 feet deep) and make a recreational spot and hold water back at the same time??
Idea Author	lakes B
Number of Seconds	1
Number of Points	0
Number of Comments	1
Comment 1	Your right the water is not as prevalent in south fargo. | By jeff H
Idea Title	FARGO RESEVOIR
Idea Detail	PLEASE make a resevoir, it could be between oxbow and south fargo, buy up that farmland, flood it, dig it out to 15-20 feet deep and use the sand from the sandbags to make a nice beach. lets do this
Idea Author	lakes B
Number of Seconds	1
Number of Points	0
Number of Comments	1
Comment 1	Sure that would be great. But since we can't buy out those people to build a diversion, I don't know how we would buy them out to do this either. Everybody thinks their land is worth twice it's actual value. | By troy l
Topic Name	***Flood Mitigation***
Idea Title	Fargo, life's a beach
Idea Detail	Here's my dream, and some of us have been working on it for years. When many Fargoans think of sand, we think of sandbags. That needs to change. We all realize the first order of business is to protect Fargo. I believe it's vital to also protect our revitalized downtown that is ripe for more mixed use development. We can leverage this downtown flood protection as a catalyst for development and fun and it can serve as a way to recruit and retain people and businesses b making Fargo not only safe, but much more fun! Welcome to "Fargo, life's a Beach!" Wouldn't it be cool as you stroll the plaza on top of the protection eating a walleye on a stick from a small local shop that's one of many along the way on top looking over an expanded river front. The first thing that strikes you is a sandy beach with swimsuit clad Fargoans enjoying the sun and playing around a 3 - 4 acre swimming lake (like the artificial beaches within a beach at many resorts in Hawaii and Carribean or Paris Plage in France) between the river and the protection plaza. The large granule sand would be collected in early fall and stored for the next summer season. Everything on the riverside of protection would be "wash and wear" hose it down and get ready for fun in the sun! In the winter, the lake could be used for skating and snow could be shaped to create a half pipe for snowboarding (this snowboard park portion is a recent graduate from NDSU architecture students idea, he has a great powerpoint) It's also important to back away and give the river more room and to relieve stress on the riverbank. Second street could be moved back from the river about 2/3 into the Civic Parking lot, it could be merged with 3rd St in front of the Library and Civic Plaza and inside the protection underneath the plaza
Idea Author	Mike W
Number of Seconds	9
Number of Points	20
Number of Comments	7
Comment 1	It is interesting to read that parking seems to be more important than geting the flood under control and actually do something against it with that idea... | By Dirk O
Comment 2	Anyone know how much it would cost to collect, store, and clean the sand every year? I'm guessing it'd be a pretty penny... | By Ashley K
Comment 3	amen sister | By lakes B
Comment 4	Heck why not do a entire lake. We sure have enough water to do it!! | By jeff H
Comment 5	I love the idea too. Celebrate what we have and learn to live with it. | By Andrew M
Comment 6	Dreaming! Love it. Seconded. | By troy L

Comment 7	I don't think fargo coudl afford to lose the parking ther at the moment. What about on the east side of the dike, near island park? | By michael G
Idea Title	Create Parks and Buildings as Flood Protection
Idea Detail	Why not continue to plan for structures that double as recreation AND flood protection? In the last city plan, were was a call for a performing arts center that looks out on the river AND protects 2nd Avenue (pilings, cement walls, and glass that looks out over the Red River from a high place). Create dikes and more permanent recreation structures that won't get swept away by cyclical floods. When the waters recede, we could have small boat docks, cycling and skiing trails, and plenty of picnic space!
Idea Author	Andrew M
Number of Seconds	8
Number of Points	15
Number of Comments	3
Comment 1	See today's Forum for a story about a 'flood house' designed by an architectural grad from NDSU. The fact is we do NOT need to run away from the river. With a little imagination we can design riparian structures that will enable us to ride out the annual floods in almost complete comfort/safety. And during the rest of the year we get to reside in close proximity to nature while living in an urban setting! (BTW, there are almost certainly other building techniques that are less costly than the one illustrated in today's paper.) | By Alvin E
Comment 2	Thanks Cat! | By Andrew M
Comment 3	I agree. Flood protection need not look like a giant paved or channelized ditch. Let's have some flood protection that also supports the public life of the city. | By Catherine W
Idea Title	Green Zone
Idea Detail	How about a green zone through the middle of town. It will be a flood zone in times of need and a park the rest of the time. Rapid City, SD and Grand Forks di this and its working.
Idea Author	mikey S
Number of Seconds	3
Number of Points	15
Number of Comments	0
Idea Title	Simple Solution...
Idea Detail	...quit building along the riverbed. Am I really the only person who has had this idea? I hope not.
Idea Author	Todd H
Number of Seconds	6
Number of Points	14
Number of Comments	2
Comment 1	And for those that have already built along the river and need 5-6 foot walls of sandbags in their yards each year… couldn't we give them an option – accept a buyout or the city will be putting in a dike 10 feet from their back doors. I understand property owner's rights; however, this is for the reliable and permanent protection of the city. | By rachel C
Comment 2	This is obviously the simple solution, perhaps not politically pleasing but the cheapest solution. We need to get serious about not building in areas that we know will flood. | By Backman E
Idea Title	Adopt wise policies
Idea Detail	Flood Mitigation isn't rocket science. FM officials MUST implement urban development policies/regulations that address some basic facts: 1) Every river will periodically occupy its flood plain (that's what river's do...) 2) Flooding is an unavoidable consequence of living where we live City officials must understand that engineered "solutions" can and do fail (there's always a bigger flood looming). Officials should implement policies which build community resiliency - develop resources to better predict and understand flood events, move people out of harms way, and ensure future generations don't repeat past mistakes
Idea Author	Chuck F
Number of Seconds	4
Number of Points	14
Number of Comments	6
Comment 1	Understood, Will. I just wanted to resolve contradictory language here. There is no guarantee, and our language should reflect that; however, protection isn't a guarantee. This could be said for almost anything anywhere. Awareness and wisdom is always a good thing. Still, we will need to take risks and plan for both good and bad. | By Andrew M
Comment 2	Drew FM - The greater the flood, the greater the area inundated. I am fairly certain our most recent floods are in the 100 - 125 year event category. Certainly, engineered structures will "bake in" an event threshold...But remember, there is always a chance that a bigger (250 year or 500 year event) will happen each year. Because of this fact, there is no such thing as flood "control" or flood "protection" (regardless of how much money we spend)because there is always the chance that a larger flood could occur (not to mention failure of an engineered structure). During a large spring event like '09 or '10, its going to flood somewhere, we're just quibbling over where we're going to allow that flooding to take place. Is it wise to build/develop in a given flood plain (25, 50, 100, or 500 year event) when there is nothing in place to reduce the risk of flood damages? The focus (and the wise policies I advocate) must be on reducing the flood damages. | By Chuck F
Comment 3	I kind of understand will, but your idea says "its" flood plain. You mention multiple flood plains in your comment. I'm aware that Fargo resides on the lakebed of an ancient glacial body of water, so I'm not sure of what "wise" means. We had back-to-back 500-year flood events in successive years, so I even question risk assessment as a tool; moreover, engineering strategies will, by necessity, acknowledge risks and assign the kinds of responsibility you call for. When billions are paid out, that gets baked in. If we just don't build where it won't flood period, then Fargo is history. Toast. | By Andrew M
Comment 4	I second this statement. The folks in Minot thought they were safe behind engineered solutions and today many are without homes. Science tells us where it w flood. Lets not build there. | By Backman E
Comment 5	Drew FM, No. A Flood plains would be determined by the magnitude of the event. A 500-year flood event flood plain would be different from a 25-year flood event flood plain. I'm talking about establishing policies that acknowledge what risk is acceptable and what risk isn't. City officials, developers and potential homeowners must understand, make wise choices, and - most importantly - be held accountable. | By Chuck F
Comment 6	I would second this, but isn't the entire Red River valley in the flood plain? Do we just build everything on pontoons? | By Andrew M
Idea Title	Clear the riverbed and flood zone.

Idea Detail	We should clear out the riverbed of all the junk that has been dumped in it over the years. I see lots of busted concrete etc. It should also be cleared of some of the additional lower size dikes that have been put in here and there. Moving back from the river is a good idea
Idea Author	Howard B
Number of Seconds	6
Number of Points	10
Number of Comments	0
Idea Title	build the diversion
Idea Detail	2 months out of the year it keeps us from being annihalated by the red river. The other ten, you have a 20 mile long, quarter+ mile wide recreation area. There is no reason that a diverion can't incorporate trees, bike paths, fishing ponds and all sorts of things that we want and need. It can be an opportunity, if we let it, and it doesn't have to look like the los angeles river
Idea Author	michael G
Number of Seconds	17
Number of Points	9
Number of Comments	10
Comment 1	Just tell those anti-diversion folks to kiss it... and point to your you-know-what... :) Just look at Minot and Bismarck... growth in Minot has just been set back at least a decade, even with the oil money they have coming into their city... Being as Williston is approaching 15,000... and Minot just lost about 1,200 homes, I see Williston being a strong contender to replace Minot as the 4th/5th largest city (depending on what happens with West Fargo). | By Johnathan C
Comment 2	Maybe we need a rally. | By Catherine W
Comment 3	You are right. We should write, speak, and have our voices heard. We actually are the great majority. | By Andrew M
Comment 4	You folks who are for the diversion... you really need to start speaking up and out against the folks who are anti-diversion. With all of the online channels and media they've got a strong voice and lately, have been tending to get much more facetime voicing their objections than folks voicing their support. With the latest snafu on the city of Moorhead contemplating to still be part of this diversion project, your voices need to be much much much louder... All you have to do is look towards Minot and Bismarck right now and remember Grand Forks from 1997 and come to the realization how desperately needed this diversion project is for the area. | By Matthew F
Comment 5	You can build concrete structures that can be occupied when the waters recede. We could make lots of things that could be occupied and then abandoned in the winter/spring. | By Andrew M
Comment 6	I suspect that they wouldn't allow buildings within the diversion. Usually parkland is allowed to be flooded. Its a question worth asking. I met someone from the ACOE 18 months ago to discuss such a park he didn't say that it would not be allowed. | By Catherine W
Comment 7	Great idea, but how much incorporation of park area would the ACOE (Army Corps of Engineers) allow? I doubt they'd allow anything inside the diversion, other than water. | By Matthew F
Comment 8	I agree wholeheartedly. This could be the passive recreation space, the bike loops, the water gardens, the winter playground and the waterfront public esplanade that Fargoans have been asking for. | By Catherine W
Comment 9	Love it! 20 miles of beaches! And don't forget snow mobile trails and ice fishing! Camp sites. Swimming. Fishing. Sand Volleyball. Playgrounds. Jet Skis. Water skiing. Hiking trails. Water park. Heck we could actually be a premier entertainment spot. Its got something for everyone. Heck they could even put basketball courts, softball diamonds, and soccer fieelds there.Before you know it businesses will open. Hotels will open. Its a once in a lifetime opportunity. | By jeff H
Comment 10	Unfortunately, ten farmers are going to prevent Fargo from getting flood diversion. Our elected leaders need to grow a pair and make a decision -- either disregard the naysayers and move forward regardless of opposition, or pay the price when Fargo is lost ala Grand Forks in '97. There is no in-between. | By troy L
Idea Title	Aggressive Collaboration for Upstream Storage: Ecosystem Market
Idea Detail	The city of Fargo is a potential consumer of an Ecosystem Service Market for upstream water storage and evapotranspiration. We are well positioned to collaborate with both other towns and land owners within the Red River watershed to create a supply of ecosystem services, primarily but not exclusively for flood control. There are three parts to this proposal: Work with small towns throughout the Red River valley to retain their stormwater runoff. These can have the ancillary benefit of beautifying the towns as rain gardens and vernal pools. This could possibly just entail a gentleman's agreement to control the runoff, or a sharing of flood control dollars for same. Purchase land easements around fields for water retention to enlarge the ditches throughout the Red River basin for water retention. If done when the county roads are reconstructed, it will be is a relatively inexpensive partial solution to storm water management. This does not (necessarily entail retaining water in the fields themselves. This will result in lenthening the water runoff/ snow melt into the red river during our peak flood events. The farmer gets fair market value for the land during years when s/he cannot plant. Relatively cheap and everybody wins. Rent (long lease) land 35'-70' easements along all the tributaries of the Red River for use as buffer zones. Plant poplar trees in these easements. Poplar trees can uptake 100 gallons of water/ day, creating more storage in the soil micropores in the spring by evapotranspiring water from the soil during wet autumn rains. If the soil isnt saturated during our spring snow melts, it will soak in the ground like a sponge. Soil can hold 7x the amount of water as can above ground
Idea Author	Catherine W
Number of Seconds	5
Number of Points	8
Number of Comments	4
Comment 1	Perhaps there are too many agencies working with water, but its the system we have. At the very least they should be working together for the good of the entire basin. | By Backman B
Comment 2	Aggressive collaboration should also take place between FM and the upstream Watershed Districts (MN) and Water Resource Districts to identify, develop and fund floodwater storage projects such as the North Ottowa project in the Bois de Sioux Watershed District. | By Chuck
Comment 3	We can get a lot of mileage out of increasing our ecosystem benefits through the water control easements/ buffer zones suggested above. If folks stay overnight to ride regional trails, there is a fair chance that they will stay in and eat in Fargo. Overnight visitors spend 3x what day visitors spend, supporting our economy. Buffer zones also have the benefit of reducing sediment in the river, which happens to also be our drinking water. Sediment (like pollutant) reduction in our drinking water can reduce the work of our water treatment plant (another benefit!) A final benefit of upstream storage is that when where is retained upstream, it will extend our water supply during droughts. And although we are most concerned about floods right now, remember that scientists tell us that the Red River (our water supply) is anticipated to dry out in the next 50 years. There is more: Q's about this? Call me 7012005737. I happen to be one of the (lowest level) city officials reading this forum. | By Catherine W

Comment 4	In so doing, this creates an Ecosystem Services Market with buyers- all the cities along the Red River- and sellers- Red River basin-wide farmers- keeping our flood control dollars in our River basin. Economic studies show that such "green" ecosystem management strategies for flood reduction (as opposed to the "grey" concrete/ pipe ones) are among *the cheapest and fastest* ways to reduce downstream (Red River Valley)flooding. Aggregate reductions can be up to 20%. Buffer zones also has the ancillary benefit of reducing N, P& K pollutants from entering our river by uptaking these nutrients. A third benefit of such easements will be that they can serve as wildlife corridors and hence- increase ecotourism throughout the Red River Valley. Tourism (mostly as ecotourism) is the 3rd largest industry in North Dakota, and a huge industry in Minnesota. It can support our Quality of Life w/ the trails that everyone on this forum is pining for and can support regional economic development. | By Catherine W
Idea Title	A plaza space from broadway/3rd ave to river
Idea Detail	This space could be used for the street fair, farmer's markets and could be surrounded by mixed use residential/commercial retail structures. This could make for a very vibrant downtown for all parts of the day rather than just a night-life. This plaza would maintain a constant grade towards the river with the lowest point of the plaza being the highest point on the flood wall. see: Kansas City Power and Light Distric
Idea Author	Bryan L
Number of Seconds	3
Number of Points	8
Number of Comments	0
Idea Title	Deal with 2nd Street
Idea Detail	Let's just get downtown flood protection done. Second street needs to be addressed. North of 1st Ave. N, either raise the street or close it. Build a multi-function, multi-level parking structure that will also work as a flood wall. South of Main Ave, close the curved section of 2nd St. and build a permanent levee/embankment. Access to the apartment complex and High Rise could be from the north, rather than the south. Yes, this will require intensive traffic engineering to handle the traffic volume currently carried by 2nd Street. But if the 1st Ave. North/NP one-ways are being re-engineered anyway, here is the opportunity to solve this problem as wel
Idea Author	Beth P
Number of Seconds	17
Number of Points	7
Number of Comments	9
Comment 1	Thanks Producertroy! Yes I submitted the idea as Fargo, life's a beach on the first day of the Mind Mixer: http://www.go2030townhall.com/what-is-your-vision-for-fargo/fargo-life-s-a-beach | By Mike W
Comment 2	See Drew FM's idea, "Create Parks & Buildings as Flood Protection" in this section. | By Alvin B
Comment 3	I agree, gofargo. The civic plaza part of it is very intriguing. I can picture that -- closed for a festival, all pedestrian traffic. Yes. | By troy L
Comment 4	gofargo, have you put that down as an idea? It's a good one. | By Andrew M
Comment 5	It's also important to back away and give the river more room and to relieve stress on the riverbank. I forgot to mention that second street would be moved back from the river about 2/3 into the Civic Parking lot, it could be merged with 3rd St in front of the Library and Civic Plaza and inside the protection underneath the plaza. During community events the street could be closed to cars and opened up for a street party like we do on Broadway occasionally. Portions of this plan are an amalgamation of successful flood protection sites like the confluence in Denver, the Forks in Winnipeg, Sioux Falls riverwalk, Rochester plaza, Portland causeway, Paris Plage (only one I haven't been to yet) | By Mike W
Comment 6	Some of us have been working on this for years, it could be a culmination of many ideas presented by citizens in various renditions of Downtown Framework plans, Riverfront Development Plans, Cultural Bridge plans, etc, etc,. Here's my dream. When many Fargoans think of sand, we think of sandbags. That needs to change. We all realize the first order of business is to protect Fargo. I believe it's vital to also protect our revitalized downtown that is ripe for more mixed use development. We can leverage this downtown flood protection as a catalyst for development and fun and it can serve as a way to recruit and retain people and businesses by making Fargo not only safe, but much more fun! Welcome to "Fargo, life's a Beach!" Wouldn't it be cool as you stroll the plaza on top of the protection eating a walleye on a stick from a small local shop that's one of many along the way on top looking over an expanded river front. The first thing that strikes you is a sandy beach with swimsuit clad Fargoans enjoying the sun and playing around a 3 - 4 acre swimming lake (like the artificial beaches within a beach at many resorts in Hawaii and Carribean or Paris Plage in France) between the river and the protection plaza. The large granule sand would be collected in early fall and stored for the next summer season. Everything on the riverside of protection would be "wash and wear" hose it down and get ready for fun in the sun! In the winter, the lake could be used for skating and snow could be shaped to create a half pipe for snowboarding (this snowboard park portion is a recent graduate from NDSU architecture students idea, he has a great powerpoint)
Comment 7	I would build some sort of recreational/arts venue into this event. That way, we could protect ourselves from the river when it threatens and celebrate it when it doesn't. Works for Winnipeg, and it could work for us. | By Andrew M
Comment 8	Agree with the idea of a recreational/arts venue aspect to this project. | By Erin K
Comment 9	I agree with this. In addition, the to-be-closed section of 2nd Street could become a nice riverfront "Riverwalk" development with gardens and other amenities which wouldn't be subject to damages due to flooding. | By troy L
Idea Title	fargo lacks an identity to the outside world
Idea Detail	When you say Fargo, what is the first thing that comes to mind? Cold. Floods. Basically it always has negative connotations. I was on an airplane last week and the stuardist said in a sarcastic voice, oh boy were going to Fargo. Im down south and whenever I talked to someone, the first things they said was... oh man its cold! is it flooding? I hear your the coldest place in america? Just all negative crap What's the last time someone said something good? We have a low cost of living. Most of our homes are 3 times nicer than most down south for less money. We have jobs and tax surplusses. We have more concerts and entertainment than cities with twice our population. We have the street fair, rib fest, blues fest, marathon, fargodome, the hub, Scheels center, trollwood, and many small music clubs. We have great shopping, resturants, and a cool downtown. We have warm beautiful summers with dozens of lakes within a half hour. We have hunting and fishing. We have clean air, low crime, and our students are better educated. Were a hip young community with thousands of college students. So what is fargo known for? Think of other cities. They have identities. Obviously the perception needs to change.. This is a great place to live. We need to do something big.
Idea Author	jeff H
Number of Seconds	10
Number of Points	5
Number of Comments	17

Comment 1	Mh, I did not read all the many replies to this interesting post in the Flood Mitigation section but... I do not believe we have to do something BIG to ditract from the "negative" things that people hear and know about that are facts to our City. We can not wish these facts away. We do have to something BIG to get this flood protection neverending threat under control. I do not want to see "a" Grand Forks" nor Minot Flood any time in Fargo and destroy all of downtown before we actually DO something. I believe we have to do good in our limits and continue the improve our Fargo for the future and get our "problems" under control. That would be positive press. "Fargo is Safe now" for example. We have a very nice life here but it is not for everyone neither. We like it that is because we are here but others like it elsewhere. And that is good too. An image is only half worth reality. In a nutsh I think we have to finally built a save flood life in Fargo. Like "gofargo's" idea too! | By Dirk O
Comment 2	I don't think of Illinois as "priarie"... if they want "Silicon Lakes" that's fine with me... Silicon Prairie is ours for the taking and people are starting to identify us with it (with the national exposure we've recieved from the great economic stories from the state while everyone is still in the dolldrums) | By Matthew F
Comment 3	Illinois has been using "Silicon Prairie" for years. I struggle with what comes next. But yes, I think we own Prairie. | By Andrew M
Comment 4	Also... on a side note, how'd this topic get stuck in Flood Mitagation? :) | By Matthew F
Comment 5	Just wanted to bring this up again, as last night I was watching "How the States Got Their Shapes" and they finally had North Dakota on there. What was the intro question? "Where is the Silicon Prairie"? YEAH! That's right... prefect opportunity to jump on this now and just ride it forever.... They were talking about North Dakota, but a majority of the 5-10 minutes was pretty much an advertisement for Fargo! I think now we can "safely" start widely using the "Silicon Priarie" moniker.... | By Matthew F
Comment 6	Of course it's played... doesn't mean we can't take ownership of it. It's used by various areas around the great plains, but none of them really "stuck" and I don't really hear it being used anywhere. So if we wanted to, we most certainly could start branding ourselves Silicon Prairie in all media published about the Fargo/Moorhead area. | By Matthew F
Comment 7	I'm all for this idea but think the Silicon Prairie idea has been played: http://en.wikipedia.org/wiki/Silicon_Prairie . Perhaps there is a alternative appropriate moniker? | By Catherine W
Comment 8	But if we go with Silicon Prairie, we really have to OWN IT. Anytime you mention Fargo, somewhere near by should be "Silicon Prairie"... it should be plastered all over tourism brouchers, the state and city websites, etc... It should be to the point where you hear Fargo in the region and you think Silicon Prairie.... and we should have a valid argument why all the other places claiming it AREN'T the real thing, or we should have different names for them... | By Matthew F
Comment 9	I agree as well. We need something more to define us than cold and a Coen Brother's film. I think that if we got the name "The Silicon Prairie" this would give us a better name and a better reputation. Perhaps Microsoft could be a huge helping hand in that. Also, it may attract other large companies to put offices here, creating a large amount of jobs. | By Grant116
Comment 10	But at the same time, it wouldn't hurt to erect a stone monument stating "Toughest Weather City In the US!" | By Matthew F
Comment 11	I still think taking ownership of Silicon Prairie and using that for all branding/publications... if the other areas of the country complain about us using it... tell the to bug off... | By Matthew F
Comment 12	Jeff, I totally agree. In my experience, when I tell people I'm from Fargo, the reaction I always get has something to do with the movie "Fargo" and goddamn do I hate that! A former co-worker of mine came to town from Minneapolis once and she said, "You guys have an Old Chicago!" Like it was some miracle or something. I remember thinking, "What kind of town did she think this was?" I agree, we need to do something big, something that gets us attention on a national scale -- a monument or something. Seconded. | By troy L
Comment 13	Oh, I would LOVE to see curling become part of the more-celebrated culture of Fargo. As it stands, it's still a bit of a punchline (although almost everyone who tries it loves it). | By Andrew M
Comment 14	Yes- we need good press! But lets be careful when we claim that the cost of living here is low. Remember that the price of a pair of jeans in Fargo is the price of a pair of jeans in California. Our Applebees charges the same as theirs too. I think that it is for this reason that most cost of living estimators put North Dakota close to *average* compared with other states. The part about our housing being 1/3 the price of houses in the south is just not true. The cost of living here is really only low when we compare this place to California, Oregon or the Northeast. Nevertheless, your point is well taken. Once realized, the idea that we could have a flood protection promenade serving local delicacys can really set us apart. There are also some more things that we have now that other communities *do not have* (this is key!), such as the Art Crawl, a place where you can learn curling (who has that?), learn to speak norwegian for pennies at the Son's, cheap colleges...etc. | By Catherine W
Comment 15	Agreed! And seconded. | By Andrew M
Comment 16	I couldn't agree more Jeff. I've made a few suggestions on other posts, like taking ownership of the term Silicon Prairie. There's other possibilities as well... :) | By Matthew F
Comment 17	Here's my dream, and some of us have been working on it for years. When many Fargoans think of sand, we think of sandbags. That needs to change. We all realize the first order of business is to protect Fargo. I believe it's vital to also protect our revitalized downtown that is ripe for more mixed use development. We can leverage this downtown flood protection as a catalyst for development and fun and it can serve as a way to recruit and retain people and businesses b making Fargo not only safe, but much more fun! Welcome to "Fargo, life's a Beach!" Wouldn't it be cool as you stroll the plaza on top of the protection eating a walleye on a stick from a small local shop that's one of many along the way on top looking over an expanded river front. The first thing that strikes you is a sandy beach with swimsuit clad Fargoans enjoying the sun and playing around a 3 - 4 acre swimming lake (like the artificial beaches within a beach at many resorts in Hawaii and Carribean or Paris Plage | By Mike W
Idea Title	hold a flood design summit
Idea Detail	Invite landscape architects, architects, engineers, artists, water scientists, and designers from around the nation and world to come together to propose how art and design could be integrated into flood control. How can we respond creatively to this issue and topographic/climate reality of this place? How can flood activities incorporate art? How can we make a creative response at the same time we make effective infrastructure or diversion?
Idea Author	Coco S
Number of Seconds	5
Number of Points	5
Number of Comments	0
Idea Title	Fargo Flood Consulting
Idea Detail	Form a city-owned consulting firm to spread the knowledge we've gained in our flood fights to less-than-prepared cities domestically and overseas. Revenue raised from our consulting services can be used to fund the diversion, flood mitigation efforts, and Red River Projects.
Idea Author	troy L
Number of Seconds	3

Number of Points	5
Number of Comments	0
Idea Title	LONG-RANGE PLANNING
Idea Detail	Institute long-range program to purchase farms upriver (south of the metro) that are going on the market. The cities of Fargo-Moorhead should have right of first refusal to purchase such parcels at fair market value. This growing inventory of acreage will be earmarked in some fashion for flood retention as it becomes necessary...perhaps some version of the proposed Waffle Retention System. (The way the climate has been shifting in recent years, such retention will probably be utilized two or three times/year before long!) There is no reason why we cannot lease out much of this land to farmers willing to take the risk - nice little boost to city coffers...after all we are living on top of some of the most fertile soil on the planet. And as the city builds up its inventory we would no doubt see much of this area devoted to parks, wildlife preservation, hiking, restoration of native plant species, miles & miles of bike paths, camping, etc etc etc
Idea Author	Alvin B
Number of Seconds	3
Number of Points	5
Number of Comments	1
Comment 1	Lease this space to truck gardeners also, to provide fresh vegies to the metro. Also lease to entrepreneurs/developers/architects/engengineers (consortium) who want to experiment with new types of flood-proofed building designs. | By Alvin B
Idea Title	PERMANENT FLOODWALL ALONG 2ND ST S
Idea Detail	Let's preserve the stretch of 2nd St S. curving along the river...this short loop is a very nice bit of urban/nature overlap. Build a handsome permanent flood wall where the grass berm is now located along the north side of 2nd St. Reserve openings in this wall for driveway access to the hi-rise and the apartments just north of the existing berm. During floods, seal these driveways and the street itself with sliding panels (ala Moorhead's new downtown flood panel system installed on 1st Ave N.).
Idea Author	Alvin B
Number of Seconds	3
Number of Points	5
Number of Comments	1
Comment 1	There is a start! We have to built something permanent I agree. And we can design it nice too. Walkways could be on top of it where you actually see the river and have benches to rest on. Like any promanade on a beech front. | By Dirk
Idea Title	Follow the lead of Grand Forks.
Idea Detail	We should build dikes and walls on our drains and let the river flow between Fargo and Moorhead. This will need more space but will provide protection as long as we build the dikes high enough. For those who must look out over the river they need to build 3 stories high to look over our mutual protection. We will probaly need to raise some bridges to allow flow under them but we could start building for the future now instead of rebuilding later.
Idea Author	john R
Number of Seconds	3
Number of Points	5
Number of Comments	0
Idea Title	First Avenue North Bridge
Idea Detail	Raise the roadbed of the 1st Avenue bridge, if necessary, to keep it open during flood season, together with building a permanent dike or floodwall along 2nd Street northward from the bridge, or raise 2nd Street to be the dike, as some others have suggestec
Idea Author	Steven C
Number of Seconds	6
Number of Points	2
Number of Comments	0
Idea Title	Let's Build the Diversion
Idea Detail	I know that some people think that buying out thousands of acres is cheaper than a diversion, but as far as I'm aware (and as every analysis I've seen has shown), a diversion is the only option besides letting Fargo be destroyed. Seems like a no-brainer to me. Build the diversion. Let's. Get. It. Done.
Idea Author	Andrew M
Number of Seconds	2
Number of Points	0
Number of Comments	1
Comment 1	This can't be said enough! | By Matthew F
Idea Title	Create a Kayak/Boat Park
Idea Detail	Build flood protection in the downtown by integrating natural features into a kayak park like the Truckee River White Water Kayak in Reno, Nevada. This has become a show-stopping center for families, artists, and sporting enthusiasts. You can build the boat launches and amphitheaters into the flood-fighting defenses. Sioux Falls and Winnipeg have also integrated these kinds of features into their riverscape. So can we. http://www.visitrenotahoe.com/reno-tahoe/what-to-do/water-adventures/kayak-park
Idea Author	Andrew M
Number of Seconds	2
Number of Points	0
Number of Comments	0
Idea Title	diversion
Idea Detail	The US is broke. The Congress has not funded a large dirt moving project such as this in years. The chances of a diversion being built is nil. It doesnt matter if it is a good idea or not. We need to move on beyond this concept and work on a plan that works and also can be funded. It seems to me upland retention and extensive buyouts are the only plan that can work
Idea Author	Backman B
Number of Seconds	2

Number of Points	0
Number of Comments	2
Comment 1	RedWayne, if you have the analysis that shows that buying tons of land and building dams/etc. is cheaper, please show. I can be persuaded, but I haven't seen anything cheaper. And, for the record, the U.S. isn't broke. We're still the largest economy on the planet. We still spend the most. It can be done if we want it to. And quickly. | By Andrew M
Comment 2	That would cost more. It's diversion or destruction, I'm afraid. | By Andrew M
Idea Title	REVENUE GENERATOR
Idea Detail	Anybody else getting the feeling that precipitation (in its myriad forms) is the new reality for much of the nation? With all of the flood-fighting expertise the city of Fargo has acquired in recent years, perhaps we could offer an annual Flood Fight Seminar, sponsored by the sheriff's dept. & others. It would be a very thorough overview of various techniques covering communications, logistics, methodologies and latest technologies, pro & con. We would be sharing valuable information, while quite possibly making a tidy profit. Early fall might be best time for such a meet...not sure...
Idea Author	Alvin B
Number of Seconds	1
Number of Points	0
Number of Comments	2
Comment 1	Back to the drawing board! | By Alvin B
Comment 2	Actually, the City makes heavy use of Homeland Security's incident management system; it's pretty well available to any city that want to invest in educating itself. | By Beth F
Idea Title	River does as river wants
Idea Detail	We can move back from the river, and build dams, and even diversions, but it's not really going to fix anything in the long run. The flood plain for the Red is simply too massive, exacerbated by the fact that it flows north, where melting flood waters in the south are constantly blocked by frozen areas in the north. The river also is shallow without a well defined valley, and has very little gradient to work with. A diversion or dams will help, but will eventually only move the problem downstream. A north flowing diversion would have the same problems as a north flowing river. If a new river channel (diversion) is to be dug, wouldn't it make more sense to divert water south into the Minnesota River instead? As for the houses, move back from the river use the river banks to create an extended wilderness area along the river to be used for recreation. Dams could be incorporated into a natural looking landscape. I can't believe that with all the flooding, I still see new houses being built by the river. Come on people, its just common sense. I had to edit this. I ended up having to use the word "dams" since the auto-censor wouldn't let me use the word d-i-k-
Idea Author	nate E
Number of Seconds	0
Number of Points	0
Number of Comments	2
Comment 1	Because the Minnesota River is in a different continental watershed than the Red, an inter basin transfer of water would introduce biota that are not currently in there. This would have make a profound change in the flora and fauna along the river. | By Catherine \
Comment 2	The river banks aren't really natural. If we let the river do what it wants, all of Fargo would flood. I think some of these ideas can be incorporated, but these are hardly letting the river do what it wants. | By Andrew M
Topic Name	***Transportation and Infrastructure***
Idea Title	Design Fargo to be a bicycle city
Idea Detail	I would like to see a more aggressive approach to making Fargo a "bicycle-friendly" city. See the attached link to see how Washington, DC is now a top 10 bicycle-friendly city in less than 10 years. Let's get people out of their cars (and off their couches) and on to their bicycles. http://sustainablecitiescollective.com/dirt/25085/how-design-bicycle-cit\
Idea Author	Kay S
Number of Seconds	15
Number of Points	18
Number of Comments	7
Comment 1	More dedicated bike trails. transform rail roads lines into bike trails like so many areas have done. create gardens around them and bird/butterfly areas along them. | By Coco S
Comment 2	I fully agree. The three cities need to work together to create a comprehensive trail throughout the metro. | By Keshika D
Comment 3	I biked in Sioux Falls a while back. We went around the whole city and ended up back where we started. Did not have to go back on the same trails we started on. We should work with Moorhead and our suburb to the west to create a comprehensive trail network that works for all cities. I use to live in south Fargo before I moved downtown. I would go south and hit the end of the trail. My dog got bored when we had to travel back on the other side of University Drive. | By Bruce T
Comment 4	A bicycle sharing program, like the one in Minneapolis, would compliment this. | By Keshika D
Comment 5	:) | By Andrew M
Comment 6	Seconded. | By troy L
Comment 7	Heck yes! | By Andrew M
Idea Title	Bicycle Lanes
Idea Detail	The city should put more bicycle paths on the streets, especially downtown. There is a lot of bicycle traffic downtown and they are always on the street (because they can't be on the sidewalk) that they clog up traffic because most can't go the speed of traffic. It would be nice to see more bike lanes. They are everywhere in Seattle and it seems to be working swimingly. I don't see why we try to do more. The only problem is where to fit these lanes? Most streets weren't built to handle another "lane." Especially in downtown where there isn't any more room to expand streets.
Idea Author	Grant116 T
Number of Seconds	3
Number of Points	18
Number of Comments	0
Idea Title	Support bicycle use

GO 2030

Idea Detail	Fargo's topography makes it an ideal bicycling city, but it's difficult to bicycle in many parts of the city. The existing bike paths are excellent and should be expanded when possible, but more bike lanes on streets would be really helpful. A good bicycle corridor between NDSU and downtown would be especially beneficial.
Idea Author	Paul G
Number of Seconds	12
Number of Points	17
Number of Comments	1
Comment 1	Add a bike-sharing program, too. (see similar post) | By Keshika D
Idea Title	Bike-friendly amenities and businesses along trails
Idea Detail	Have bike-oriented businesses and amenities located along the recreational and transportation trails. Bike shops, bike repairs, coffee shops, rest rooms, and so on. If you're out for a leisurely bike ride, it would be nice to have a pleasant spot to stop along the wa
Idea Author	Erin K
Number of Seconds	8
Number of Points	15
Number of Comments	4
Comment 1	Could also be used for x-country skiing in the winter - keeping the businesses open year round. (Angle the trails towards busy metro areas so shops can pick up street trade also.) | By Alvin E
Comment 2	I really love the idea of having businesses along the trails. Seconded. | By troy L
Comment 3	It would also be fun to have creative bike racks around town - partner with art departments at local colleges/universities to design some unique racks. Valley City has done a few of these and they are really fun. | By Kim
Comment 4	Love this. | By Keshika D
Idea Title	Winter bridges
Idea Detail	If there was a way to more easily raise and lower bridges, it would be wonderful to have ski bridges over the Red River. That way, we could more easily connect cross-country ski trails in town
Idea Author	Andrew M
Number of Seconds	6
Number of Points	14
Number of Comments	3
Comment 1	Good news. If I'm not mistaken the park districts of both cities are in the process of upgrading the pedestrian bridges at Lindenwood & at oak Grove. The new system will allow both spans to remain on site. When necessary park employees will rachet the bridges straight up along towers on either bank. Time for lowering/raising these bridges will be reduced to only about 15 minutes, and no worries about heavy equipment getting bogged down on saturated riverbanks. | By Alvin B
Comment 2	Totally, utterly agree! | By Andrew M
Comment 3	Skiing, mountain biking, walking--all of it can continue in winter--if there is a path open. But when the Lindenwood/Gooseberry bridge goes out of commission, there's no easy or safe way to get from Fargo to Moorhead w/o fighting congested car traffic as the streets narrow with the increasing snow piles. | By Beth P
Idea Title	Start Planning Subway/Maglev/LightRail
Idea Detail	By 2030 the metropolitan area is going to be approaching 300k people. At some point shortly after that (if it's not already critical) we are are going to need some sort of higher volume Mass Transit. Now is the time to start planning where you would want these lines to run, where the stations would go and what types of mass transit they would be. If you plan ahead you've be able to incorporate it into the city development plan and have developers plan around this. You'd also be able to control, somewhat, where the pockets of higher density would go in the city. Ideally you would want to connect up these points... 1. West Acres Mall 2. New Sanford Medical Center (when built) 3. NDSU 4. Downtown GTC 5. Hector International Airport You'd also want to establish this early own as to keep down the costs of implementing such mass transit tends to be extremely expensive and difficult after places are already well developed.
Idea Author	Matthew F
Number of Seconds	5
Number of Points	14
Number of Comments	0
Idea Title	Cycling and Bike Sharing Programs
Idea Detail	Some European cities have a bike-sharing program, where public-owned bikes are used by commuters to get around the city. Commuters can hire a bike from a bike station in their neighborhood for a very low fare, and ride it to another bike station and drop it off there. This program has been very popular in several cities and reduced road traffic tremendously. It has also made cycling much more popular among commuters; it is no longer seen as just an option for the poor. Minneapolis has started a similar program and Fargo should try it out too. Even though we are a much smaller city, we can benefit from a bike sharing program, especially to connect neighbourhoods that are not adequetely served by bus. Such a system could compliment other forms of transit.
Idea Author	Keshika D
Number of Seconds	4
Number of Points	13
Number of Comments	3
Comment 1	We also have an increasingly-active population. | By Andrew M
Comment 2	Our flat terrain means that cycling has huge potential (no one wants to cycle uphill, but we don't have to) | By Keshika D
Comment 3	Definitely! | By Andrew M
Idea Title	Commuter Train
Idea Detail	Minnesota is building out their commuter train from Minneapolis/St. Paul to St. Cloud. If we want to look out farther, we should encourage partnering with Minnesota to extend the train to Fargo/Moorhead. That would cement the Minneapolis/St. Paul connection and give people options for travel besides expensive flying and sometimes-dangerous driving. The New Mexico Rail Runner has wireless internet, so it is better for working while one commutes (not to mention the chance to either read or nap). We could use this for daytrips to Minneapolis, and even to get to intermodal transportation to the lakes.
Idea Author	Andrew M

Number of Seconds	20
Number of Points	12
Number of Comments	20
Comment 1	http://www.railamerica.com/RailServices/OTVR.aspx Thanks! | By Andrew M
Comment 2	I think its the Otter Tail Valley Railroad (OTVRR) | By Keshika D
Comment 3	What's the OTVRR? | By Andrew M
Comment 4	I think the fares would need to be reduced by AmTrak and they would definately need to run more often. I still think with all the traffic coming down from Canada some of those folks would put this to use too. | By Eric J
Comment 5	Cheapest way would be to work through the OTVRR in Fergus Falls, MN | By mikey S
Comment 6	Simply bringing the Amtrak trains here during daylight would probably be enough. People will be willing to hop on a train if the schedules are reasonable. Fargo & Minneapolis are the biggest cities on this route, we can make this work. | By Keshika I
Comment 7	I think that much of Amtrak's issues have to do with the time it is offered (at least from Fargo). The "red-eye" schedule can be a problem for many. | By Andrew M
Comment 8	I would think that restoring a direct passenger rail link between Fargo & the Twin Cities would be very popular, Shannon RJ...even a regional draw. If you took a day trip to Minneapolis via rail, you could use something other than a car seat to lug the kids around. Upon your arrival you'd grab a cab or bus to take you to your hotel or favorite shopping center. And it wouldn't surprise me to see quite a few folks coming up north to take in a concert or sporting event (Bison football...UND hockey...Alice Cooper at the Blue Stem?). Amtrak's scheduling might need some tweaking, however. Also, rail right-of-way would have to be watched closely: By law, passenger trains are supposed to take priority over freight trains. Unfortunately, that hasn't always been the case. | By Alvin B
Comment 9	Although I would have loved a train between Fargo and Mpls (when I lived there) and Fargo and Grand Forks (during my last three years of commuting there for school) I think that we will find the costs of creating a regularly running commuter-type line is is jnot justifed by the number of people who would use it on a REGULAR basis. There is already an Amtrak train that runs both of those routes and I think it is not well used. People just don't want to take a train if they don't have a car to use when they get somewhere. Especially if they are bringing their family and have car seats and luggage to tote around! I know there are a lot of people who travel from Fargo to GF on a daily basis, but perhaps a couple of cargo vans running on a regular schedule would be a wiser investment. It would be much easier to start with very minimal capital investment. | By Shannon R
Comment 10	I'd always assumed a commuter train ranged over distances much less than 200 miles +, but I really like this idea whatever it's called. I can even picture this rail line eventually moving beyond Grand Forks and into Canada! However, the economy - both state & national - could threaten to derail this project. On the other hand, if the feds continues to insist on printing money like there's no tomorrow (!), I'd rather we spent it on jobs for hungry folks who can actually build something real/useful/timely such as a commuter railroad, rather than handing it all over once again to the banksters to cover their sorry @$$e$. It'$ our turn. | By Alvin B
Comment 11	Buses are good for in-city travel. The fact that the U.S. and Minnesota are working on the Minneapolis to Fargo corridor gives us a real shot to make that connection. I also like the idea of adding the leg to Grand Forks. That would definitely be a shot in the arm to the Red River Research Corridor. | By Andrew M
Comment 12	In Curitiba, Brazil Mayor/architect Jaimie Lerner revamped that city's mass transit system. When they learned that a subway system would cost $60-70 million dollars PER MILE, they went instead with specially designed (segmented) buses, at a cost of $200,000 per mile, and also revamped the city's traffic routing system. The larger (3-unit) buses can carry as many as 270 persons, on designated routes. Another innovation that they came up with was acrylic 'tubes' which are used for boarding/offloading purposes - tickets are sold in the tubes and there are separate doors on the buses for egress/entry....startling in its simplicity and a huge boost in efficiency. I highly recommend studying what Lerner accomplished in Curitiba - one of the 'greenest cities' on the planet, w/a population of c. 2 million. | By Alvin B
Comment 13	As someone who is currently doing a lot of driving for my profession right now- I would not mind being able to hop on a train for part or all of my drive. I'm thinking more of the train systems in bigger cities... maybe there isn't enough people here to support commuter type trains... but with the distance that people drive here to get the large distances between cities in some cases I think it would work.... say Grand Forks to Fargo...etc. | By Eric J
Comment 14	Agreed on all counts Shannon. This is what we didn't do with automobiles, which takes a MASSIVE infrastructure and tons of taxes just to barely tread water. We need to weigh different configurations and options, but thinks like commuter trains should be weighed against other expensive options like automobile-centered transit plans (which is what we currently have). | By Andrew M
Comment 15	The idea of commuter rails are always great in theory, but there are a few problems. There are so many costs involved in building/refurbishing the lines that they usually require a LOT of government subsidies not only to get off the ground, but also to continue operating. With regard to the light rail in MSP, I still don't think they are operating w/out subsidies. The other problem is that despite people's best intentions with regard to the environment... many people still want that freedom of having their own vehicle available and not having to worry about how they're going to get around once they get to their destination. I think it's good in theory, but I think that there needs to be very careful cost/benefit analysis done before we commit our limited resources to a capital investment this large. | By Shannon R
Comment 16	This is a great idea... Hey, EAJ ARTS, doesn't Amtrak already route from Fargo to Bismarck? And why isn't the federal government investing in a nation-wide upgrade to the system? I'm not talking bullet trains here, just an upgrade. Think of the jobs such a project would create. And besides, travel by rail is the most energy efficient form of transit. | By Alvin F
Comment 17	It would be great to have something running from Winnipeg to Fargo and Fargo to Bismarck as well! Or perhaps have a station for people from Canada to board just south of the border to ride to Fargo? | By Eric L
Comment 18	Holy cow, Emily. That would be amazing! | By Andrew M

Comment 19	A friend once told me he and his family used to get on a train at 7am in Fargo and travel to Minneapolis for a day of Christmas shopping, eating, etc. They returned home by 11 pm. How great that would be for commuting, students returning to college, attending conferences, shopping, etc. The tracks are already there! | By Emily W
Comment 20	Only if its legitimate hsr, or at least close. | By michael G
Idea Title	People centered development
Idea Detail	Let's focus development as people centered instead of car centered. The You-Tube video explains it better than I could :)
Idea Author	Tyrone G
Number of Seconds	13
Number of Points	12
Number of Comments	7
Comment 1	Wonderful & seconded. @ Durdon: the city has control over new neighborhoods proposed within its boundaries but has none over developments outside its extra territorial area. I take it you really refer to these new neighborhoods within the city? A couple of years ago, the state of North Dakota halved the size of ET areas that any ND city could have, reducing our city's control of whether there will be "suburbs". | By Catherine V
Comment 2	Great observations/commentary, Durdon! | By Alvin B
Comment 3	Here's a wonderful article describing the relationship between land-use and transportation planning. http://www.pps.org/articles/integrating-land-use-and-transportation-planning-through-placemaking/ "if you plan cities for cars and traffic, you get cars and traffic. If you plan for people and places, you get people and places." | By Durga
Comment 4	A good place to start would probably be to stop allowing suburbs to be built (especially ones with just one kind of housing--like single-family unites) We should encourage more mixed-uses neighborhoods which contain places that people might actually walk to or bike :)I love biking! I think there's a mis-perception that a walkable community simply means having sidewalks. Think of the miles of sidewalks we have in Fargo, and how many people are actually walking? How many people are driving instead? A walkable community, I think, means having an environment that makes walking convenient as a mode of transportation. | By Durga V
Comment 5	where there's nothing anyone could possibly describe as "public life" or civic live. I think there should be more neighborhoods like the downtown area. Walkable communities with neighborhood grocery stores, coffee shops, post office, library, small movie theaters, or bistros, or a pub maybe?...haha. But you get the idea: communities that are the opposite of sprawling-monsters called suburbs where streets are deserted, where no one leaves their house unless it's in a car because there's nowhere to walk to, where people never see their neighbors except through car windows. Suburbs try to imitate being in a remote countryside refuge. Not only do they fail at being any kind of refuge, they make the city incredibly inefficient by contributing to sprawl and demanding more and more roads and parking lots for its residents' ever increasing number of cars. Ultimately, suburbs are just bad ideas for cities. They are completely unsustainable, inefficient, and foster civic disconnect. | By Durga V
Comment 6	I completely agree! I think this is the reason European cities are so appealing. They were built before cars were invented and so naturally were built for humans to occupy the streets. It allows for a thriving public scene where shop fronts and restaurants open out into the street and there are lots of people walking around. It allows for more spontaneous connections with fellow citizens, as opposed to seeing each other through car windows, you know what I mean? It's probably the reason the street fair is so popular. It's the one occasion when we banish the cars and take back the street for people. As Jane Jacobs once described succinctly, "Sidewalk contacts are the small change from which a city's wealth of public life may grow." Most of simply live in single-use residential suburbs. | By Durga V
Comment 7	Good idea generally. How would we implement this in Fargo? | By Andrew M
Idea Title	Streetcars
Idea Detail	(Reposting since I originally posted in wrong forum) In the earliest days of Fargo, streetcars were common sights. Early postcards of Fargo prominently feature the Fargo & Moorhead Street Railway System. The last car ran in 1937. With wide streets and an ever expanding city boundary, a streetcar system would provide an alternate means of mass transit -- environmentally friendly and forward thinking -- and a unique transportation experience if done right. Make it electric to keep our air clean. Get it done sooner rather than later, before density becomes an issue. Connect the system to the Fargodome, shopping hubs, the airport, and bus terminals, thereby creating an interconnected system of mass transportation options. Tip the hat to Fargo's heritage, attract some tourists, and make a small profit to boot.
Idea Author	troy L
Number of Seconds	7
Number of Points	12
Number of Comments	5
Comment 1	Rail transport is much more efficient than busses - and if done right, much quicker. Portland, Oregon built a modern street car line and a light rail network. Now it spends much less on transport than other cities of its size. Fargo may face big start-up costs when creating street car, but it will eventually benefit the city and its residents tremendously. | By Keshika D
Comment 2	How about slower-moving buses designed to *look* like street cars? You could even have the driver standing up at the wheel! You'd have the charm w/o the expense of rails. | By Alvin E
Comment 3	I've heard the expense critique. Street cars can be expensive, but taking full advantage of modern tech should minimize the expense. Renewable heat via soloar in the winter, electric lines in the ground wherever possible to power the cars, with a small extended range hybrid engine for cruising purposes | By troy L
Comment 4	Street cars would be really neat. I hope this idea gets a serious look. | By Tyrone G
Comment 5	Were the railroads in the city to be replaced, their current lines could provice some excellent starter routes. | By michael G
Idea Title	End the cable/internet monopolies
Idea Detail	Allow multiple providers into the city. Reduce costs for consumers while breeding competition amongst providers.
Idea Author	Zac E
Number of Seconds	7
Number of Points	12
Number of Comments	2
Comment 1	Cable and satellite providers have Fargo residents in a headlock. We are forced to put up with average service, lousy offerings, and only have provider options with satellite TV. A resident should be able to choose from several cable and satellite providers, regardless of their street address. Competition among providers makes for better service for consumers. If all of us were confined to having only Verizon as our wireless carrier, many customers would not like that, either. Having only one choice is not a choice at all. | By Timothy I

Comment 2	Cable one stinks. | By jeff H
Idea Title	Could Fargo be next?!
Idea Detail	Look what Minneapolis did! There is now a bike/pedestrian trail connecting St. Louis Park to the Mississippi River. Twenty years in the making but they made it happen. Fargo can do this, too! http://www.startribune.com/local/west/123875924.htm
Idea Author	Kay S
Number of Seconds	9
Number of Points	11
Number of Comments	1
Comment 1	Seconded. | By troy L
Idea Title	Downtown Trolleys
Idea Detail	Since light rail is so expensive, it's doubtful that Fargo will get them anytime before we hit 1 million people in the metro area, BUT that doesn't mean we just have to shrug and throw up our collective hands. We could institute a downtown evening trolley that circulates around downtown and goes down 13th to West Acres and West Fargo. Connect the two commercial centers and allow people to travel and celebrate without drunk driving. This might connect arts events an bring new people to both areas. It's no monorail, but I think it's kind of cool.
Idea Author	Andrew M
Number of Seconds	6
Number of Points	10
Number of Comments	4
Comment 1	I think the existing trolley is only available through charter. What we need is trolleys running a regular service. | By Keshika D
Comment 2	Don't we already have the FargoMoorhead Trolley Bus? Or are you thinking of actually putting rails into the streets... | By Johnathan G
Comment 3	Thanks! | By Andrew M
Comment 4	Great idea!!! | By Roz A
Idea Title	Less focus on motorized transportation.
Idea Detail	Check out this article where researchers discovered that people actually drive more when the stock of roads in their city increases. I don't think that adding more lanes or building more roads to downtown will improve congestion. In fact, according to this study, that may actually make congestion worse. Let's retu NP and 1st Ave back to two-way streets which will in turn slow traffic and make it more safe for everyone - pedestrians, bikers, and cars. http://www.infrastructurist.com/2011/06/06/why-building-roads-creates-traffic/
Idea Author	Kay S
Number of Seconds	5
Number of Points	10
Number of Comments	8
Comment 1	@Jeff: I haven't driven to work in two years. I walk, bike, and take the bus. While I agree that public transportation is not always the most accomodating, I believe that more ridership will produce more routes and a better configuration. | By Kay S
Comment 2	@jeff--it's true that it's not very easy to get around without a car right now, but that's only because, over the last 50 years, we've built our city for cars--hence the ever increasing lanes, parking lots, and sprawl. But I it's time that we work to build our city in a way that makes all the other modes of transportation a more convenient way to get around. And the efficiency and usability of public transportation/biking/walking depends largely on how a city is laid out and its density. | By Durga V
Comment 3	I will always drive my car in the summer, much less the winter. It's not realistic to think that people will suddenly start taking busses, trains, bikes, and walk to work. It's just not reality. Try taking a family of 5 anywhere without a car. The only reason it works in the Twin Cities is because they have big time draws like the Vikings and Twins, so they need them. Fargo has no big time teams, except for Bison Football. | By jeff H
Comment 4	@Drew FM--It's true. I can't believe that people ever thought that in a rapidly growing city, it would be efficient to have each and every individual be required to own/maintain a car for transportation. | By Durga V
Comment 5	BOOOOOOOOO! I LOVE my car as many Fargoans do... You folks think you'll solve the traffic issues downtown, but you'll just create more... plus more possibilities for accidents... | By Johnathan G
Comment 6	It's true, although it's a % of income. I would love to see these in both absolute dollars and as a %. In any event, it IS shocking. | By Andrew M
Comment 7	I was shocked to learn at the Go2030 meeting last night that Fargoans spend more on car transportation than folks from major cities in the US. | By Kay S
Comment 8	Most people don't realize that we destroyed public transportation to socially engineer people to drive. Time to go back to the future. | By Andrew M
Idea Title	Barriers to walking and biking.
Idea Detail	Instead of widening roads and building more barriers, we should find a way to support biking and walking to school. South University Drive is a barrier to children attending Lincoln Elementary and Bennett Elementary; 25th Street South (if widened as planned in 2014) will be a (bigger) barrier to west side children who attend Lewis & Clark and South High; and, I-29 is a barrier for Kennedy kids. We need more safe pathways to school, so parents don't feel that they have to deliver their kids to school, which causes congestior
Idea Author	Connie N
Number of Seconds	4
Number of Points	10
Number of Comments	0
Idea Title	Incentives for hybrid/efficient cars
Idea Detail	Adopt some incentives that will encourage people to drive smaller/hybrid/efficient cars. Dedicated parking spaces for efficient models would be a start.
Idea Author	Erin K
Number of Seconds	5
Number of Points	9
Number of Comments	1
Comment 1	Great. Seconded. | By troy L
Idea Title	Amtrak Schedule

Idea Detail	Amtrak's Empire Builder line from Chicago to Seattle goes right through Fargo, which is great. It goes through in the middle of the night (1 am - 3 am), which is not so great. Being the most populated area in the region, it might be worth Amtrak to look at rearranging Empire Buidler's schedule so that it goes through the FM area at a better time. I do believe more Fargoans would ride Amtrak if it didn't go through at such an ungodly hour
Idea Author	Latha S
Number of Seconds	4
Number of Points	9
Number of Comments	3
Comment 1	Now when you say commuter train Drew, what exactly are you talking about? High speed rail? What cities would be served? | By Matthew F
Comment 2	Maybe if we get a commuter train, this will be a moot point. | By Andrew M
Comment 3	Actually back in the 1960's and 1970's Amtrak used to come through the Fargo Moorhead area during the daytime. The schedule was changed so riders would be able to enjoy the scenic ways of the Rocky Mountains and Cascade Ranges during the daytime as they pull into Seattle/Portland. In this era of economic frugality perhaps Amtrak could be persuaded to modify the schedule so it comes through Fargo-Moorhead at more reasonable times, say 7:00am or later in th evenings. The 2:00am/3:49am schedule is simply rediculous. | By Matthew F
Idea Title	Bus Station/Stop at 13th & University
Idea Detail	Buy the former Jakes Tesoro at the corner of 13th and University and raze it to make room for a small bus station/stop. The ground there will be too contaminated for much else, and the space is too small for a real gas station with a full-size convenience store. This would be the ideal place for a small bus transfer station, and would provide easy access to the nursing home directly to the sout
Idea Author	troy L
Number of Seconds	4
Number of Points	9
Number of Comments	2
Comment 1	Interesting idea. The poor owner probably should've just been bought out when the intersection was rebuilt. It became almost impossible to get into and out of the site. | By Cindy C
Comment 2	The city NEEDS to do something with this corner. | By Andrew M
Idea Title	Plan Transportation Infrastructure Proactively
Idea Detail	Take a proactive approach to the planning and construction of the infrastructure in the city. Nothing is more of a nuisance than seeing millions being spent on a new road (which I'm fine with, we need roads) and then seeing part of it ripped up a few years later to expand it. If we know what the future traffic volumes will be, plan for it and build it to handle that
Idea Author	Matthew F
Number of Seconds	3
Number of Points	9
Number of Comments	3
Comment 1	Exactly my thoughts Jerseygirl | By Matthew F
Comment 2	I couldn't agree more. Someone once told me though that they end up doing that because they need the road/improvements, but don't have the funding at that moment to go all out and plan for the future. I don't sit on the committees for this stuff obviously, so it's all just grapevine information. I can see both sides, but I feel the same as you…. build for the future. | By rachel (
Comment 3	Makes sense to me... :) | By Danielle B
Idea Title	Bus Schedule Digital Readout
Idea Detail	We are supposedly becoming a more technologically savvy city. Let's actually show it be adding simple and effective LED readouts at major bus stops showing when the next bus will be arriving. With the way the buses are all networked now-a-days and with how cheap GPS is, this could easily be setup.
Idea Author	Matthew F
Number of Seconds	5
Number of Points	8
Number of Comments	0
Idea Title	Eliminate Extinct Railroad Tracks
Idea Detail	All over town there are railroad tracks which are no longer in use. We should eliminate the ones which are no longer in use, particularly where they cross streets. Main Avenue, just east of 25th Street comes to mind. Right next to Simonson's there's a line which crosses Main Avenue from North to South. I don't recall the last time I saw a train crossing Main Avenue. In places where dormant tracks are removed, the lines should be redeveloped as bike paths, as suggested by mgraalum in another thread.
Idea Author	troy L
Number of Seconds	4
Number of Points	8
Number of Comments	5
Comment 1	I think "quite often" is an exaggeration. It's bee years since I've seen a train across Main Avenue and I drive on that stretch every day. | By troy L
Comment 2	There are actually business that have railcars quite often over that track---do we pay to move them? | By john R
Comment 3	Yes. It felt very Twilight Zone and unsettling anyway. | By Case D
Comment 4	Wow. I don't remember stopping at those tracks any time in the last five years at least. At any rate, if they're used that seldomly, we should be able to get rid of 'em, don't you think? | By troy l
Comment 5	Believe it or not, and I have no idea why it was there, but I had to wait 20 minutes for a train using those tracks about 2 years ago. It may be for emergency usage? There aren't even arms that come down, just flashing lights. I'm still a bit confused by the whole thing. | By Case
Idea Title	Super Intermodal Port
Idea Detail	The intermodal port (basically railyards) in Dilworth simply doesn't cut it. We need a higher volume system capable of handling the products the city's businesses may produce in the future. The city should look into development of a new intermodal port in the triangle of land surrounded by 19th Ave. N., I-29, and the existing railroad tracks. There's more than enough room to develop an extensive intermodal port, and it would already be connected to the industrial park. It would also be a short skip to Hector International Airport. The close proximity to the interstate also makes it ideal for truckin

Idea Author	Matthew F
Number of Seconds	4
Number of Points	8
Number of Comments	0
Idea Title	Rails to trails
Idea Detail	Biking and hiking corridors that pass through the city but are *entirely separate* from the traffic contribute to the quality of life and catalyze land values, commercial economic development and housing along their corridors. But it is very difficult to get such corridors in the oldest, most tightly developed parts of the city. I would also like to see a study of which businesses along the 7th ave train and the Main/ NP ave train lines actually use the trains. Some do, but perhaps, few. And some of those would like to upgrade their facilities and would entertain an offer for a buyout from our community. It is worth running a cost/ benefit analysis (which attributes value to increased access to recreation as well as anticipate new business receipts) for buying out the existing train corridors, providing the railroads new corridors to either service our now more heavily industrialized parts of the city or route around it completely. One extension of such a network, though not currently a rail line, could be in the very wide, turfed setback on the west side of 25th St. A new path pushed back from the street with dense plantings separating it from 25th could be routed to connect the neighborhoods along it - Westgate, Prairiewood, South High- with (potentially more walkable) 13th Avenue, downtown and NDSU via Jefferson, Unicorn and Johnson Parks. If there is sufficient buffer along the highway to add a path and dense plantings to connect Prairiewood with Lindenwood Park, we would have a big 7-8 mile loop.
Idea Author	Catherine W
Number of Seconds	4
Number of Points	8
Number of Comments	7
Comment 1	Err...yeah. That's yet a better reason to move them. | By Catherine W
Comment 2	Another reason to move the train tracks is metro safety. The other morning I watched as a freight train rolled through town. It was moving much slower than usual. Several unusually long and shiny-black cars came into view. On their sides was printed, "Anhydrous Ammonia". Brrrrr.... | By Alvin B
Comment 3	The city has hired a bicycle expert, and was talking about this possibility over the past few years. City folks who are "listening," can you weigh in? | By Andrew M
Comment 4	Metro COG did a study on moving the tracks 10+years ago. What would it take to have them redo the study with todays costs. When they did the original study it was determined it was too expensive but many things have happened since then. | By Backman
Comment 5	The city has talked for years about converting the tracks to hiking and/or biking. | By Andrew M
Comment 6	Correct! It would certainly be expensive to move the tracks. I am saying that the cost benefit of moving the railroad should be studied, and it should take into consideration more than the existing value of the land, but also the value of the improved (redeveloped) land (esp. along Main Avenue) and the positive externalities of rails- to trail corridors connecting the heart of the city with outlying neighborhoods, (i.e. physical & mental health, community building/ spontaneous interaction, increased appeal for in-migration of talent/ retention of existing, increased attractiveness for business, traffic reduction, reduced air pollution, and so forth). If such a study has been done, I have yet to see it. That said, I take your your point about Amtrak. It seems to me that such infrastructure is better suited near to highways 29 & 94, since we must have have sound protection and that is now a central to our community. It maybe that isn't feasible; I'd like to see it studied. | By Catherine W
Comment 7	Cat - if you're saying you want to reroute the railroads around the metro, I'm all for that - but it would be very expensive. Another problem is that Amtrak uses the rails that intersect 7th Ave North. A national passenger rail system should always have depots sited in the hearts of towns across America. | By Alvin B
Idea Title	Redesign and Eliminate the Toll on 12th Avenue North Bridge
Idea Detail	When the 12th Avenue North toll bridge was constructed, it was contentious. Residents of neighborhoods on both sides of the river opposed the project. Eventually, the powers that be acquiesced to public opinion and agreed to make the bridge a toll bridge to keep traffic levels low and minimize impact on adjoining neighborhoods. In my personal opinion, this action contributed to a long, slow death for North Moorhead. Now, the private operator is asking for a bailout, and threatening to close the bridge if they don't get it. It is time to fix this problem. 1. Buy the bridge from the owner. 2. Raise the bridge significantly to eliminate flooding trouble. 3. Eliminate the toll. With the Moorhead/Dilworth area blowing up on that side of the bridge (Walmart would be a LOT more accessible to North Fargo residents), it makes more sense now than ever to fix this problem. Just like the flood diversion, all it takes is for our local politicians to grow a pair and face down the opposition of a very
Idea Author	troy L
Number of Seconds	3
Number of Points	8
Number of Comments	3
Comment 1	I prefer leaving the toll in place. The bridge is there for those who need it, and having the toll helps keep the overall volume down to a level that isn't detriment to the Horace Mann neighborhood. | By Cindy C
Comment 2	If the toll is $1 each way, doing away with the toll just might reduce some of the downtown traffic congestion during rush hours. Workers/drivers would save approximately $88/month. (Figuring an average of 22 working days/per month at $2/day) | By Alvin
Comment 3	Definitely buy the bridge (which, if I remember recent news reports correctly the City of Fargo is willing) and eliminate the toll. Given the costs of building/rebuilding bridges, it may not be immediately economically feasible to get a higher bridge--given all the other dreams we want to accomplish here! | By Beth P
Idea Title	*PERVIOUS* CONCRETE

Idea Detail	Amazing stuff. Pervious concrete is able to drain up to 400 INCHES OF RAIN PER HOUR directly into the ground under it.This permeable product is laid atop 6-12" of sand. It works in all climates, and apparently is not affected by freezing. (The water has drained into the ground, remember.) It is used in parking lots, driveways and road shoulders, but I don't see why it couldn't be used for sidewalks. The photo that accompanies the attached article was taken during an Iowa winter. http://tinyurl.com/6dza4dy Note that you can actually see the guys reflection as he stands atop the icy road, and then look at the pervious concrete road shoulder next to him. It is bone dry. Standing water caused by freeze/thaw cycles would simply drain into/through the a pervious concrete sidewalk. Voila! That dreaded winter sidewalk icing syndrome is no more! (We could install this stuff in the downtown district and at crosswalks.) The increasingly frequent summer road flooding in the busy SW metro area, would also be history if all the parking lots out there SOAKED UP a 'rain bomb', rather than draining it to overtaxed storm sewers. An added bonus: while 1000s OF ACRES OF PARKING LOTS are soaking up that water, the aquifer is recharging at the same time. And finally it seems logical that huge expanses of pervious concrete up and down the valley, would have a salubrious effect on river levels. Worthy of serious testing. (Not for use on high-speed, heavy traffic lanes.)
Idea Author	Alvin B
Number of Seconds	9
Number of Points	7
Number of Comments	7
Comment 1	Your point is well taken. However, these roads and parking lots are typically built over a void/ holding facility with an outfall drain so they do not exceed capaci if they were to freeze full. Porous concrete is expensive and makes economic sense in areas with little available land for retention/ storm water ordinance satisfaction. | By Catherine W
Comment 2	I can tell you exactly why this isn't used here... CLAY. Our soils, beneath the topsoil is a fatty clay that is notorious for absorbing the smallest amount of water and expanding like mad. When foundations are poured, they usually attempt to let the clay dry somewhat and ensure it's well packed. I just sat on a lawsuit between two contractors in town over a bad concrete job and the main culprit was the fatty clay had absorbed water and buckled the concrete foundation. You let water go straight through the parking or street surface and our roads/parking lost will buckle like crazy... the cost of maintenance will be outrageous. I'm sorry I cannot second this idea, as cool as the concrete sounds... :(| By Matthew F
Comment 3	I agree that it would work. It was a great idea from SciFriday on MPR from fridays show.Is there any local contractors already trained? Could we do pilot projects with bike paths as a test of this method? Could we even do it this year? | By john |
Comment 4	I'm still reeling, Drew! | By Alvin B
Comment 5	The video at the link you provide is astounding! | By Andrew M
Comment 6	That is indeed great news, Cat! We could further keep a tight rein on city sprawl and expenditure. I'm still reeling from the possibilites offered up by pervious concrete. I can't believe I never heard of this stuff before today. | By Alvin
Comment 7	As an added bonus, the roads and parking lots made with this stuff can satisfy our city's storm water retention ordinance without additional land dedicated for retention. The technology on that has been improved in recent years so that the pores don't plug with sediment anymore. | By Catherine W
Idea Title	Upgrade Power Grid
Idea Detail	It's been quite apparent with the last couple of storms and bouts of weather that the entire metropolitan area is very susceptible to widespread power outages. This last storm knocked out 39,000 people's power. A couple months earlier, a majority of West Fargo and the West Acres lost power for several days. A few years earlier, a majority of the south side lost power during an ice storm and power took several hours to come back on, even though it was well below 0 outside (very dangerous conditions to not have power). Just recently several thousand lost power downtown Fargo. Xcel and Cass County Electric need to have some fiscal muscle applied against them from the city to convince them to upgrade their ailing equipment and distribution network. Powerlines should be put underground and power stations need to be beefed up. If the power companies refuse, start fining them HEFTY amounts per hour, per person that the powers out...
Idea Author	Matthew F
Number of Seconds	6
Number of Points	7
Number of Comments	1
Comment 1	Yeah, they just lost another 3,000 yesterday in downtown... absolutely PATHETIC... a city can't grow without dependable power. | By Johnathan G
Idea Title	Strengthen bus system, forget the rest (for now)
Idea Detail	While a tram is a lofty idea, for a city our size, focusing on the current bus system is a much more practical option. I ride with MAT weekly and would love to see extended hours and more marketing toward college students. There's nearly 25,000 college students in the FM area, more than enough to convince that riding the bus is in fact convenient, quick, and easy. Let's make students *want* to ride the bus

Idea Author	Matthew H
Number of Seconds	4
Number of Points	7
Number of Comments	2
Comment 1	I actually think this is a matter of attention more than money. The schedule is correct. There might be a way to work on this with the shelters, but I think it would take a more proactive NDSU, Concordia and MSUM to make this happen. | By Andrew M
Comment 2	So...apart from extending hours(clearly needed!) how do you make students want to ride the bus? It already doesn't cost students any more to ride the bus a lot vs. a little or not at all. And they can strap their bikes on for no charge. What next? | By Catherine \
Idea Title	ALLEY WAY BETWEEN BROADWAY & ROBERTS
Idea Detail	Bury all power lines along this alley, perhaps even building a wide tunnel under the alley for freight deliveries via electric cart to the basement level. (Convert the downtown firehall into a staging area for accepting neighborhood freight deliveries.) Dress up the backsides of buildings along the alley; provide back door entries: lay a nice brick 'floor' or use colored concrete along this lane; attach ornate lighting to buildings along its entire length to brighten it up; find space for a least one pocket park; and after the work is done stand on the south end of the alley (next to the Old Broadway) and note that the view to the north is terminat by the steeple of St. Mary's Cathedral which is framed perfectly down the alleyway - light up the steeple for an even lovelier night-time view! (Zandbroz might even add a neon "Z" to the south side of its wonderful store!)
Idea Author	Alvin B
Number of Seconds	7
Number of Points	6
Number of Comments	4
Comment 1	Last I heard that was the case... he's trying to do that, with also his efforts to redevelop the US Bank Plaza block... | By Matthew F
Comment 2	Isn't Doug Burgum attempting to do this? | By Johnathan G
Comment 3	See the colored concrete floor in the new Arts store next to Erberts & Gerberts on Broadway....it's lovely! | By Alvin B
Comment 4	@albedo, I couldn't agree more. I second this comment and take it further on the other post I had originally where the city should work on burying ALL power lines in the city where possible and that the city should start lighting up the common buildings/landmarks at night... | By Matthew F
Idea Title	IDEAS
Idea Detail	As far as the movement of ideas is concerned, perhaps the Fargo MindMixer could become a permanent fixture for citizen input...city officials could come over here regularly to take the pulse of the citizenry
Idea Author	Alvin B
Number of Seconds	6
Number of Points	6
Number of Comments	3
Comment 1	The fact this site will close down in 9 days is a bummer... it should be kept open the ENTIRE year... you're planning for 20 yrs... why not take at least 6 months for collecting ideas... you're leaving out the college students from this process for the most part... I'd think they'd be the population you'd want to get the most input from, since it's them we'd like to see stick around... | By Amber E
Comment 2	I agree with Drew on the pictures. I have to admit, when I started posting here, I didn't realize this was a time-limited forum. I thought it was just a new website to discuss ideas. | By troy L
Comment 3	I would like to see something similar, but I would like to see the chance to submit pictures too. | By Andrew M
Idea Title	TWO-WAY TRAFFIC
Idea Detail	The traffic-routing system in the downtown district is byzantine & non-intuitive...getting around the downtown is like the punchline to the old joke: 'You can't get there from here!' Thre are more dead-ends & more superblocks than in the past and hardly a day goes by that I don't see at least one driver going the wrong way along our one-way lanes. The other day, the driver of a two-ton delivery truck turned west on to NP Avenue by the fire station- that was one even I had never witnessed before! The solution is obvious: Return NP & 1st avenues north in the downtown district to two-way traffic. There are at least 100 curb cuts along these sections, which would translate directly into 100 NEW TURNING OPTIONS for downtown drivers with 2-way traffic flows. This also means that there would also be roughly 50 opportunities for drivers to TURN AWAY FROM THE CONGESTION along Broadway. True, traffic speed would decrease slightly , but congestion would also decrease. To compensate those who worry @ efficiences, we could convert 1st & 3rd aves north to one-ways west of University Drive...eventually extending these lanes across the interstate with nice overpasses going further west! (North of Main Ave) To compensate homeowners along the new one-ways for concerns re. decreased property valuations, we could pave all residential alleyways with a nice smooth blackto
Idea Author	Alvin B
Number of Seconds	3
Number of Points	6
Number of Comments	19
Comment 1	Bruce B, your assertion that two-way traffic "every street and avenue downtown would be blocked with traffic as far as the eye could see" is patent nonsense. Unfortunatly we've run out of time to debate the issue further on this forum...it closes in a couple hours. | By Alvin B
Comment 2	HERE IS THE SPELL CHECKED COPY, SORRY. If we turn the one ways into two ways, downtown Fargo will come to a complete shutdown during rush hours. With no left turn lanes one car could tie up traffic for blocks. Even Fire, police and ambulances would be stuck in traffic. With only one underpass downtown going in each direction, and if a train is stopped for a half hour or so,(which I have seen) every street and avenue downtown would be blocked with traffic as far as the eye could see. I agree with Johnny G. NO NO NO NO!!! | By Bruce E
Comment 3	If we turn the one ways into two ways, downtown Fargo will come to a complete shutdown suring rush hours. With no left turn lanes one car could tie up traffic for blocks. Even Fire, police and ambulances would be stuck in traffic. With only one underpass downtown going in each direction, and if a train is stopped for a half hour or so,(whic I have seen) every street and avenue downtown would be blocked with traffic as far as the eye could see. I agree with Johnny G. NO NO NO NO!!! | By Bruce E
Comment 4	NO NO NO NO NO! | By Johnathan G
Comment 5	WOAH! albedo, this is a totally new approach where you're suggesting extending out all the way to 45th??? Yowserz... | By Matthew E

GO 2030

Comment 6	If we return to two-way traffic, left turns would likely not be allowed at the intersection of Broadway & 1st Ave N during the MORNING rush hour. Left turns would also not be allowed at Broadway & NP during the AFTERNOON rush hour. (Nor at NP & 5th St going east if NP carries two lanes of eastbound traffic.) To compensate a bit, there is enough room at NP & 4th to install a left-turn lane. For the remaining TWENTY-TWO HOURS PER DAY, drivers would be able to turn in ANY direction following a return to two-way traffic flows in the downtown district. That means that drivers will ba able to drive DIRECTLY to their destinations. And that means that their cars will be removed from the traffic that much sooner, which results in DECREASED traffic congestion, of course. Through-town traffic speeds will be reduced slightly after returning to two-way traffic, but this could be compensated for by sliding the downtown one-ways further west to 1st and 3rd avenues north, from University Drive to 25th St (and eventually further west spanning over I-29...there's your alternative to Main Avenue!) Traffic speeds on these new sections of one-ways west of the downtown could be bumped up to 35mph or higher, once out of the residential areas. The major expense here would be spanning I-29 with overpasses, and buying out landowners where necessary to extend both one-way avenues west to 15
Comment 7	One ways are the way to go! :) | By Matthew F
Comment 8	No more congestion like on Broadway... NO THANK YOU! | By Amber B
Comment 9	I'd have to see whole system on paper before I could throw my support behind it... | By Matthew F
Comment 10	fmmetroplex - you've stated that w/2-way traffic we'd have a single lane of traffic in both directions. It is my understanding that there would be TWO LANES OF TRAFFIC IN ONE DIRECTION & one lane in the opposite direction along both NP & 1st aves...We'd have the same amount of room for traffic volume...it would simply be distributed differently. As for your concern re. turning west from the OB parking lot, much of the rush hour traffic that might now be viewed as an impediment along NP, would be heading east along 1st Av N following the return to two-way traffic flows. Turning west out of the OB lot would be no more difficult than leaving any other lot in the central district, and probably a bit easier as its sited on a super-block: the nearest intersections are fairly distant from the exit/entry of the OB lot. | By Alvin E
Comment 11	I believe that emergency vehicles already can control traffic lights. If not that would be something to look at more closely. BTW, If NP was a 2-way the fire dept. would be able to cut 2 blocks off its response time to a fire S. of the RR tracks while a train was in town. Business deliveries should be made at non-rush hour or by using smaller trucks. Or use the downtown fire station as a staging area for deliveries to many downtown businesses. Computer video cameras linked directly from the staging depot to neighboring business could facilitate the process. Drop-offs at the depot could be moved via electic handcarts to nearby businesses. Another idea I had regarding larger delivery trucks would be for businesses to reserve a couple parking spaces along the curb for a half hour or so during delivery times. But mostly we'd rely on the common sense of drivers: if you see a delivery truck 1 block ahead w/flashers on, move smoothly/early into the next lane... | By Alvin B
Comment 12	I think it will be just as bad as Broadway is with the congestion if you squeeze it into two single lanes for traffic moving in each direction. I've seen Broadway during the trains and I've seen Broadway during the morning, lunch and evening hours rush. It gets very congested. It's also nearly impossible to make a left turn onto Broadway from any of the parking lots or street intersections, unless you have a dedicated traffic light. The other thing that you would also need to address would be truck traffic. The three lane one-ways make it quite easy for truck traffic and delivery vehicles to do their work, not too mention emergency vehicles being able to navigate through traffic. How is this going to be accomplished with only a single lane of traffic in each direction? | By Matthew F
Comment 13	I've observed traffic along NP during rush hour. Exiting the OB lot & driving west will not be nearly as dire as you portray it. Fargo is not Minneapolis. There is no textbook solution that fits all locations eually. Downtown Fargo has a very large problem that Minneapolis does not: 80 trains/day crawl through the heart of town, many 1 mile long. Coal is cheap. The problem is likely to get worse. W/2-way traffic almost every curb cut from Bdway to University will allow drivers all along NP to TURN AWAY from the congestion & head directly to their destinations...e.g., the new University Drive RR underpass. Ditto for drivers on 1st Av N heading east of Bdwy...they'll all be able to drive away from the congestion instead of adding to it! | By Alvin B
Comment 14	The only way, I'd ever support two-ways in the downtown area is if they could handle, at bare minimum, 4 lanes of traffic - two for each direction, with a dedicated turning lane in the middle. I think the only reason you're against the one-ways, is due to the inconvenience of having to drive an extra block or two, in order to get where you're going. Considering how much smaller our city blocks are, I think that's kind of a stretch for an argument to be against them... | By Matthew F
Comment 15	I just returned from staying in downtown Minneapolis over the weekend. Sat through traffic before three Twins games (I don't think the traffic load gets much higher than that downtown)... care to guess which roads handled the traffic better? The one-ways were superior to the two-way traffic. They allowed more vehicles to get through, while the two way roads were clogged with vehicles. Downtown Fargo definitely also has smaller sized city blocks, compared to most metropolitan areas. So when the traffic does back up, it's actually worse here than in those cities. Even with having two-way streets, taking into account your example of exiting the parking lot behind the OB, you'd have to get across the east bound traffic, which would be difficult considering how small our blocks are and then you'd have to also ensure your safe with west bound traffic. That scenario, during peak hours, just sounds like a recipe for a nasty accident... which would snarl traffic even more! :) | By Matthew F
Comment 16	Opening up business establishments visually for passing drivers is a secondary - though not unimportant - benefit of two-way traffic flows. The primary benefit is that traffic congestion will decrease for the precise reasons I've already explained. I'm afraid you're confusing speed with congestion, fmmetroplex. In the example you've cited, your vehicle will be one of many leaving the O.B. parking lot and not only driving INTO the congestion, but RETURNING to add to the congestion once again. With two-way traffic you can avoid that all together, and remove your vehicle from the congestion by simply turning west. I don't know how to make it any more clear. | By Alvin E
Comment 17	@albedo, I'm going to go ahead and respectfully disagree. I can easily get out of that parking lot, drive two small blocks and turn around and come back down the existing westbound one-way and avoid Broadway's congestion. You're using the argument that in order to see more success downtown, we need the two ways. I'm arguing, that with continued success of the development of downtown will come more traffic. The additional traffic will be too much for single lane tw way roads to handle. You're basically going to be emulating Broadway on east and west bound routes. Traffic should flow SMOOTHLY and QUICKLY. Not be forced to reduce speed, just so some retailers hope they notice their shop and stop. If you make it a destination people WILL GO. We should convert all the main downtown routes to one-ways and expand the roads to go through the super blocks, where possible. | By Matthew F
Comment 18	How can 50 new opportunities to turn AWAY from the heart of the downtown district NOT translate into reduced congestion? E.g., look at the huge parking lot in back of the Old Broadway: imagine being able to leave that lot & turn west on NP Ave, and then head directly for the new 5-lane RR underpass on University. Such a turning option would at once remove your car from downtown congestion. Or imagine being able to drive directly to our new library/civic center from *anywhere* along 1st Ave North. Having more direct access to downtown destinations means that your vehicle is removed from traffic flows that much sooner. Traffic will move a bit slower with two-way lanes, but that will be a plus as Fargo's incredible downtown renaissance becomes ever more vibrant. (We ain't seen nothin' yet!) | By Alvin E
Comment 19	I'm sorry, but converting the one ways back to two way traffic is a recipe for disaster and traffic snarls beyond what you even see on Broadway. I think the real solution is to convert the existing two ways to more one ways. They'd be able to handle more traffic and also time the lights perfectly. | By Matthew F
Idea Title	Great Northern Trail
Idea Detail	Acquire railroad land currently used by AmTrak that goes through the north side of downtown Fargo and convert it to a recreational trail for biking and walking Done completely, it would connect NDSU with MSUM through both downtown Fargo and Moorhead
Idea Author	Cole C
Number of Seconds	3
Number of Points	6
Number of Comments	1

Comment 1	The city proposed this in an earlier plan (and I put something similar in my ski/bike trails idea). Fully agree. | By Andrew M
Idea Title	Downtown Streets Names
Idea Detail	The numbering system we use for the streets in Fargo is easy to use, but at the same time boring and adds nothing interesting to the character of the city. This is especially true Downtown. Take a look at other cities around the country/world. They have SOME streets with names on them, which add to the character of that place. Chicago has Michigan Ave, Lake St, State St, etc... Seattle has Pike St, Denny Way, Elliott Ave, Columbia St, etc... Even Omaha has Farnam St, Jackson St, William St, etc... All we've got in Downtown Fargo is NP Ave... that's it. Hopefully most folks understand its Northern Pacific Ave. See what I did there? It's already more interesting. Every town has Main and Broadway. Let's take a few streets and name them. Name them after famous Fargoans or North Dakotans... or the different railroads, or historical figures/moments. Here's some suggestions: Theodore Roosevelt Ave. Roger Maris Ave. (Yeah I know we've got Roger Maris Dr.) Minnesota Ave. Montana Ave. Iowa Ave.
Idea Author	Matthew F
Number of Seconds	9
Number of Points	5
Number of Comments	2
Comment 1	Very nice producertroy... I'm liking those names! Selkirk is also the name of that mine out in the middle of the state... | By Matthew F
Comment 2	Here are some more ideas... Centralia Street - Fargo was originally known as Centralia. Front Street - the original name of Main Avenue North Star Avenue - a tribute to one of the original steamboats that used to steam the Red River. Selkirk Street - another pioneer-era steamboat Timber Lane - a tribute to the former settlement along the Red River known as "Fargo in the Timber" Walaker Way - a tip of the hat to the Mayor who has tirelessly saved this city from floods. | By troy
Idea Title	TRANSIT
Idea Detail	the MAT bus service is deplorable for a city this size. Doesn't start early enough or run late enough; no new routes in 10 years; it's unreliable. FM area hasn't been an 8-5 town in years; MAT can't adequately handle employment, shopping, etc. Some limited Sunday and Holiday service is badly needed to address employment & shopping. Need a flexible, demand responsive route to address late hour needs. would like to see a professional transit authority to take over transit and run it responsibly.
Idea Author	Linda O
Number of Seconds	5
Number of Points	5
Number of Comments	5
Comment 1	Think about how many people would use the bus to get home from the bars at 2am...and how much safer our streets would be as a result! I am a bus rider wh does not have an 8-5 life. Every Sunday, I have to scramble for rides to and from work. At least once a week, my scheduled hours end after the busses stop running. And yes, they absolutely need to add more routes on 13th Ave. I hate taking that insanely crowded bus to the mall! I know they're doing what they can, but it may be time for Fargo to invest in the bus system that is becoming more and more vital as people become more and more environmentally conscious - and can no longer afford gas! | By Erin S
Comment 2	The taxis here are pretty bad. When you call for one, you will wait for 45 minutes to an hour. Come ON, Fargo, put more taxis on the road....the city is GROWING!!! | By Roz A
Comment 3	They have added routes--23 started just this year. However, the amount of time and effort it takes to get most places on the bus can be ridiculous, especially compared to driving a car. One lady I ride the bus with takes over an hour to get home from work using two buses. And there has to be some way to deal with the real killer issue: Winter. If we had two cars again, I'd probably never take the bus in winter, just because it's such a pain in the rear to get from our place to the West Acres transit hub. The wind in unsheltered parts of the city doesn't help, either. This probably relates right back to making Fargo a more "walkable" city--with the weather we have for half the year, how to make it easier to walk in the winter is a problem I don't have a solution to yet. | By Karin A
Comment 4	@Jerseygirl: I love your idea about more frequent bus routes on 13th ave! There are definitely enough people using that route to make it efficient for public transportation to provide more frequent service. | By Durga V
Comment 5	I agree a makeover is needed. It's so easy and quick to drive yourself wherever you need to go that in order for an effective public transportation to take hold and gain popularity is if it's relaunched with routes that cover more area and pass each stop more often so that it doesn't take quite as long to take the bus as it does now. I can't believe that there is not a couple buses that are committed to working up and down 13th ave alone carrying people working and shopping and stopping at each stop every 10-15 minutes like in every other city with a good transportation sytem. | By rachel G
Idea Title	Hector International Airport Expansion

Idea Detail	The airport itself is absolutely critical to the regions economic growth. While it's current growth has been impressive and we now have more direct routes than ever before, we need to continue to grow the airport and do everything possible to get new routes and help drive down the price of airline fares. The airport is very close at the moment to landing some additional direct flights (Seattle/Dallas/Atlanta). Perhaps we could establish a fund that the business community could contribute to in order to lure more airlines here. As the passenger growth continues, we need to hook the airport up to I-29 directly, instead of forcing folks to go through downtown and past the stinky NDSU agricultural plots (easy folks I'm an NDSU grad). The airport currently has a master plan already established. Everything should be done to ensure that the airports master plan is executed in the next 20 years to ensure we continue to be competitive against other airports in the region (GFK). The airport build needs to be expanded so gates move outwards from the building to the north to ensure ease of adding gates in the future and minimizing downtown and affects on existing gates/airlines/passengers. The airport should also eventually look at adding a parking ramp with a hotel connected to the main terminal building. Finally, I think we are going to eventually see taller buildings downtown, so we should not do anything more at the airport to limit the height of buildings in th
Idea Author	Matthew F
Number of Seconds	4
Number of Points	5
Number of Comments	5
Comment 1	Totally agree. The only possible way to have them avoid getting close to downtown is to require them to use the East-West runway... but that's not going to happen on a permanent basis. Now if they at some point in the future, need to repour the runway (say after 20 yrs of use), it might be wise to angle it away from a downtown approach path and instead of being directly North-South for the approach, it's more of a SSW-NNE approach (the runway is angled away from true N-S at about 10-20 degrees. There's room to do it, but then again, I'm not 100% positive on the FAA rules/regulations or where the height restrictions would be in downtown Fargo. I know in San Jose, planes pretty much do the same as here. They fly right by their downtown, though I think the tallest building there is 350-400ft.	By Matthew F
Comment 2	I am positive that the Fargo airport will always beat out other airports in the state with getting new flight. Like you said, the city should add incentives to airlines to come to Fargo. One flight that the airport should get before anything else is to Seattle. There are so many people that come to and from Seattle becasue of Microsoft. But most take connecter flights making the flight more expensive. Also, is it possible to reroute flights coming in to avoid the downtown area do you think? I also agree with everyone, BUILD THEM TALLER!!	By Grant116
Comment 3	Build 'em taller!!!	By Johnathan G
Comment 4	I think the city and developers are going to have to continue to research into building taller buildings downtown. The city is becoming to lengthy (North to Soutl and is basically boxed in from the West by West Fargo and Horace. Eventually, the only way to grow will be up and this should contribute to establishing a dense downtown atmosphere.	By Matthew F
Comment 5	I think the cost of building tall buildings gets pretty prohibitive because of the soil, but I like this idea. And, please, can we get a bus going to and from the airport? I know that taxis live off of the airport, but as we grow, we should start to act like people who take the bus are full citizens too.	By Andrew M
Idea Title	Address NP Ave and 1st Ave Bridges
Idea Detail	I think its a wonderful thing we've been able to do with the Main Avenue Bridge in terms of Aesthetics. The same principles should be applied to the 1st Ave N. bridge and the NP Ave. N. bridge. They should be rebuilt down the road with much higher bridge decks, so they don't get affected by the Red River when we have major flooding. Also, make the lanes on the NP Ave Bridge slightly wider, to allow comfortable turning with traffic... Also, is there a way to straighten the NP Ave Bridge connections so the bend coming into Fargo isn't so severe? Perhaps make it follow a more natural path of the Red River shoreline to smooth out that turn.
Idea Author	Matthew F
Number of Seconds	3
Number of Points	5
Number of Comments	0
Idea Title	Light rail
Idea Detail	Consider light rail, with major lines north/south and east/west. Infrastructure exists-could the current rails be used for mass transit? We really need major N/S and E/W corridors, with parking lots for commuters to utilize as Fargo seems to continue in an urban spiral
Idea Author	Kerri W
Number of Seconds	3
Number of Points	5
Number of Comments	1
Comment 1	I think this is a wonderful idea… one that my husband and I commonly discuss. This could also be accomplished with busses if Fargo is willing to put more busses on the street so that each stop is visited every 15 minutes instead of every 30-60 minutes as a lot are currently. Most houses and buildings aren't that far from a major road so have the busses work the major roadways and people will walk there. The problem with Fargo and Mass Transit, is that most people can drive themselves anywhere in the city in 15 minutes or less…. Everyone's time is valuable and the less time spent on the road, the more time spent doing the activities we love… so until public transportation can get us where we need to go in a more reasonable time, I'm afraid it won't catch on even though a lot of people would like it to.	By rachel G
Idea Title	Interstate Loop and Downtown Connections
Idea Detail	By 2030 the metropolitan area's populations is going to be approaching 300,000 people. I would imagine traffic counts are going to increase significantly in the next 20 years, not only around the city but also the number of vehicles attempting to get to downtown. We should be planning for an interstate loop around the city (i.e. I-294) and a downtown route (i.e. I-394) that could go from I-29 (just north of Main Avenue), travel just south of NDSU, go through downtown Fargo/Moorhead and connect up with Highway 10/Highway 336/I-94 in Minnesota as it exits out of Moorhead. This downtown connector could easily be placed where the northern railroad tracks in downtown currently are located. As the interstate approaches the downtown area, it could be underground as to minimize the noise and space the infrastructure actually occupied. I-94 is going to need to be made 4 lanes eventually as will I-29 as they are running through the metro area. This means the I-94/I-29 interchange needs to be rebuilt to handle that traffic demand and should incorporate flyover ramps for all 4 connections (as used for connecting Southbound I-29 to Eastbound I-94) instead of circular ramps which demand traffic slow down considerably. We should also eventually connect the airport directly to the interstate as I expect the boardings and shipping traffic at Hector International to continue to grow into the future. With the interstate loop circling the metropolitan area, would see development along that freeway. Efforts could be made to design it to encourage growth on
Idea Author	Matthew F
Number of Seconds	4
Number of Points	4

Number of Comments	6
Comment 1	Sure beats driving in the cities, let me tell you!!! :) | By Danielle B
Comment 2	@fmmetroples-It's true you can drive from one end of town to another within 20min, but how long would it take you to do the same using public transportation? feel that is a better indication or measurement of sprawl. I think that's what mgraalum is wary about. | By Durga
Comment 3	I think we need to be very careful what we define as sprawl... sure, in terms of the metropolitan area, it is starting to get rather large. However, compared to many other metropolitan areas, we are still quite small. Not too mention the fact I can drive from one side of town to the other side of town within 10 minutes on the interstate, and within 20 minutes through town. If we established the loop, it would give the city some power over the shape of the city and we could make it more rounded, instead of elongated from North to South. Also, we could building numerous different types of infrastructure into the loop (fiber optics, power lines, water pipes, sewage pipes, etc...) The city needs to start planning very long term into having a loop around the metropolitan area with the spokes conversing into the downtown areas. | By Matthew F
Comment 4	we should be working to prevent sprawl, not encourage it. Expanding and improving some portions of interstate is a good idea, the I94/I29 interchange is already under strain at some portions of the day. Redeveloping np ave into a major route as proposed elsewhere is a better idea. | By michael G
Comment 5	The amount of land that could be developed, would be an enormous boon to the city. | By Johnathan G
Comment 6	Seconded. Similar to an idea I've proposed. | By troy L
Idea Title	Improve Arterial Road Intersection Design
Idea Detail	I think there's a few concepts the city designers need to take into account when designing intersections of major arterial road in the city. 1. Look into adding right turn lanes at more intersections. 2. The intersections, when possible, should be completely square. That is, the lanes should line up and be parallel with another and perfectly orthogonal to the other road lanes. 3. To take the second point even further, turning lanes (especially double turn lanes) should line up with turning lanes across the street. All too often on 13th Ave, at many of the intersections you're trying to avoid the car in the turning lane next to you and basically avoid clipping the cars of the oncoming turning lanes opposite of you. If these were realigned to allow more turning room, traffic would flow smoother. 4. Have medians and left turn lanes set back, so they are not at the same stopping mark as regular lanes. This is pretty evident when turning left from westbound 13th onto southbound 45th, or north bound 45th onto westbound 13th, it takes a bit of skill to avoid hitting the concrete medians with your tires. It's also really when making left turns from southbound 42nd to eastbound 13th (by Target). Set the medians and turning lanes back and that will open the roadwa up for left turns. 5. All inner lane medians should have a curve to them to all allow easier turns for vehicles making lefthand turns.
Idea Author	Matthew F
Number of Seconds	3
Number of Points	4
Number of Comments	3
Comment 1	I've seen some interesting intersections when traveling out in Seattle... they seem to have it down better than the Twin Cities area... | By Danielle B
Comment 2	When I was 16 I failed my drivers test with the scenario you described. I almost clipped a guy! :) | By jeff H
Comment 3	To iterate on item #3... if the number of lanes is different from the two roads, you can still maintain the square shape of an intersection by having a larger median on the roadway with the fewer lanes. | By Matthew I
Idea Title	PEDESTRIAN UNDERPASS - NORTH RR TRACKS
Idea Detail	Starting at NW corner of Roberts & 4th Ave. N...move parking on both lots at that corner sublevel. Build a 1.5-story solarium on the corner lot (city-owned). Return air-rights above solarium to original owner. Return surface parking lot (now brand new concrete) to original owner (the bldg that recently served as our temporary downtown library). The owner of the corner lot is granted all sublevel parking on both lots and immediately sets to work building condominiums w/wide French patio doors atop the solarium. The landlord of the adjacent lot is further remunerated for seizing his sublevel space under his new surface lot. MEANWHILE, BACK IN THE SOLARIUM...build a N-S pedestrian/bike ramp along the west side of the solarium ramping down to the north. Exercise surgical eminent domain to claim west garage end of former bar/library for ramp. Route ped ramp below parking lot on n side of bar/library. Build a store or stores UNDER that parking lot to enhance sublevel ramp lighting, ambience, security. The city can either use surgical eminent domain to do this, or the landlord of th parking lot can build these underground stores...BUT IT WILL GET DONE one way or the other. (The parking lot owner could build apts/efficiencies atop his parking lot, also)Run the ped ramp under the RR tracks & route it through the empty space between the apt./office bldgs that are sited there.
Idea Author	Alvin B
Number of Seconds	3
Number of Points	4
Number of Comments	5
Comment 1	Me too, Drew FM! :^) | By Alvin B
Comment 2	O.K. I would love to see what you are imagining. | By Andrew M
Comment 3	Drew FM, the siting of my proposed underpass necessitates enclosing most of it, in order to return most of the surface to the original owners. By the way, if we curved the ramp going down to the underpass it might not be necessary to seize the rear garage part of the adjacent building. | By Alvin B
Comment 4	Looked at the picture. I'm going to second this, but I worry about enclosing everything. I like the mix of solarium and open air, though. | By Andrew M
Comment 5	I found an example of an enclosed pedestrian lane that - while it is above ground - might translate nicely to a pedestrian underpass going under the RR tracks. This photo was taken in a town that is praised as one of the best examples in the world of a 'green city': Curitiba, Brazil. (For jaw-dropping solutions to urban problems google 'jaimie lerner mayor architect curitiba brazil') Anyway, it is something like what I had in mind for a downtown underpass in Fargo. Note how brightly the retail storefronts light this passage - it wouldn't feel a all like a dark gloomy damp subterranian chamber...and for pedestrians & bikers, those endless waits on coal trains as they crawled through the downtown district would be over...just a bad dream. http://tinyurl.com/6xvnbm4 | By Alvin B

GO 2030

Idea Title	widen roads in front of Scheels Center
Idea Detail	Big pet leave. Trying to get in the UP Center during a force game is hideous at best. Why is that not a 4 lane road? Need some fore sight. Speaking of arenas, why not construct a walking bridge over 19th Avenue so people can leave the Fargodome without interupting traffic
Idea Author	jeff H
Number of Seconds	3
Number of Points	4
Number of Comments	0
Idea Title	rerout the railroads.
Idea Detail	Main ave runs parallel with the railroad nearly the entire stretch of the city. Its dangerous, loud, impeads traffic across the line, and is a blight on the entire stretch. Relocating it, if economically feasibly would greatly improve traffic, allow widening of main ave downtown, and allow the revelopment of much of the stretch. This could and should include expanded bike/walking paths
Idea Author	michael G
Number of Seconds	6
Number of Points	3
Number of Comments	6
Comment 1	If highspeed rail were to ever be built, the route through fargo, as well as most towns, would probably have to be elevated, which would effectively do the same thing that I proposed. We would also probably want it to go on exactly the current main avenue route. | By michael
Comment 2	I believe I read somewhere that re-routing the railroads around the city would cost something on the order of $150M, and would free up about $75M of prime land for development. | By Matthew F
Comment 3	Maybe if the railroad were more useful to the local population it would be more appreciated... At the moment it's all large scale commercial/industrial transport logistics and of no concern to anyone living near it. I wish we had a high-speed national rail system in the US. If this ever becomes the case, I feel citizens would appreciate the convenience of the downtown tracks more. At the moment I'd have to agree that they are a blight but mostly because their services are far abstracted from our consumption of goods. I also agree with other commentators, there is very low probability of them being rerouted. In their infancy, the railroads claimed/owned miles on either side of the line all the way across the nation. They fought to keep that property under their thumb too. | By chuck A
Comment 4	It would be fantastic, but the railroads are notoriously hard to deal with when it comes to their right-of-way. The probability of them rerouting two subdivisions around the metro is probably about zero. | By Andrew E
Comment 5	I've been saying the same thing for years. The problem is it would have to be a pretty sweeping diversion. No one is going to want railroad built through their neighborhood. | By Case D
Comment 6	I would be all about this if it could be done. I don't know how realistic it is costwise. | By troy L
Idea Title	No More Traffic Circles
Idea Detail	Traffic Circles are alright for the residential roadways but are simply a nuisance for higher volume roadways, unless you get serious about developing multiple lane traffic circles, like they have over in Europe
Idea Author	Matthew F
Number of Seconds	3
Number of Points	3
Number of Comments	9
Comment 1	Roundabouts are being used more and more in cities. They help save energy by reducing stopping and starting, cut down on traffic noise, and are safer for pedestrians. They handle traffic more efficiently than traffic signals if they're designed well. I noticed Billings, MT is putting in a lot of them as part of new development on their west side. And....they still work when the power grid fails! | By Cindy C
Comment 2	You can only put so many cars through a roundabout... unless we get serious about developing multilane roundabouts over here, like they have in Europe. Considering people can't even get their heads around oneway streets, I doubt they'll be able to handle roundabouts of more than a single lane. | By Matthew F
Comment 3	Roundabouts can be attractive by providing additional green space in a neighborhood. They are visually appealing. Mostly importantly, they help eliminate the dangerous T-bone accidents that occur at intersections. We need more, not less. | By Nancy
Comment 4	They don't relieve traffic... they back it up. The only way I see roundabouts being seriously used, is if we took the approach from European countries and had multilane roundabouts... These single lane ones are nothing but a nuisance that requires you to slow down considerably and turn hard while going through it. If I'm going to do that, just put in traffic signals. With LED being pretty green to begin with, they are already green solutions for intersections. | By Matthew F
Comment 5	I disagree. I am a huge fan of roundabouts and beleive that they do releive traffic congestion. They are also a green solution for intersections. They don't require traffic lights, and most have lanscaping in the center to provide something nicer to look at than other cars across the intersection. | By Grant116 T
Comment 6	I hate roundabouts... there's a reason you don't see them in the cities... they can't handle the traffic... | By Danielle B
Comment 7	Hey Jem, I just saw in the Fargo Forum this morning that they are installing 3 roundabouts on 25th Ave S. as it heads out to Davies High School. I would consider 25th a high volume arterial roadway. | By Matthew F
Comment 8	Hey Jem, sorry you mistook my comment. I've noticed they are putting up more and more traffic circles in the city and I'm sure at some point in the future, they'll attempt to do one that has more than a single lane on one of the busier streets... if they want to get serious about it, they need to study up on how Europe handle their multilane roundabouts. I don't think folks around here are quite ready for that shock yet. | By Matthew F
Comment 9	If you're referring to roundabouts, I disagree. I'm not aware of any in high traffic areas and they are so much safer for low-traffic intersections. Especially in winter - cars slide into the center hub if they lose control instead of head-on collisions. And they can be very aesthetically pleasing with a little grass, a small garden, or a sculpture in the middle. | By Jem S
Idea Title	High Volume Connection Downtown

Idea Detail	The city needs to look into developing high volume and higher speed connections into the downtown area and they should connect up with both interstates. Ideally you'd be able to exit to either Main Avenue or Unviersity and get downtown traveling 55 mph. This is a very difficult problem to solve as the only way downtown from University is via the one ways (10th and University). They both go through residential areas with numerous historical houses. We need something faster than 30 mph. Main Avenue is the same. Once you hit 25th, you're limited to 30 mph. I seriously don't know what the solution is. Here's a few ideas though: 1. Completely rip up a solid line of blocks, each 1 city block wide. Make a sort of "freeway". In terms of Main Avenue, simply eliminate all structures on the north side of the road and you'd be able to have a free way there. 2. Have the freeway go under the city. This I would imagine would be ridiculously expensive and I don't know what would have to be done to prevent the freeway from sinking, if it's underground (drive concrete pylons all the way down to bedrock?)
Idea Author	Matthew F
Number of Seconds	3
Number of Points	3
Number of Comments	79
Comment 1	Well, I finally got my 3! :) I agree albedo... those trains are the biggest setback to the downtown area. Which is why I don't understand why more folks don't vo to subgrade the railroad... | By Matthew F
Comment 2	that's funny, I tried to park there a couple months back and it looked like the ticket issuing machine was only setup for "private parking" which I thought was a load of you know what... being it's a public ramp... | By Johnathan C
Comment 3	15-year Resident, I just heard that the new Island Park ramp at Broadway & Main Ave is UNDERutilized. This is a bit puzzling because the location of that ramp is excellent. I believe it is because shoppers & downtown workers are sick of having to wait for the trains. One way to improve access to the downtown from Main Ave, would be to build a new skyway segment from the parking ramp across Main Ave & then into new development atop subgrade parking (on both sides of the RR tracks. I'm visualizing mom & pop stores at the corner of Main & Broadway with a narrow solarium on the north side of this building (housing units on top). We'd route the skyway through this, then across the RR tracks into a very large enclosed plaza surrounded by small retail shops & offices on two levels with several floors of small modestly-priced apartments atop that. This plaza/atrium/solarium would have lots of plants and perhaps a large full-service grocers on the east side, w/parking under. | By Alvin B
Comment 4	Access to downtown could be improved, certainly, but not by destroying neighborhoods and building highways. Like Kay says, when you do that, you destroy the very neighborhoods that help make downtown a walkable, vibrant, special place. How about improving Main Avenue access to downtown (both aesthetically and transportation-wise on both sides of the river), and improve the connections to 7th Avenue along both sides of I-29 via 12th Ave N and Main Ave, and then enhance that as a convenient corridor to the northside of downtown? How about emphasising University, 10th Street, NP Ave (Center Ave in Moorhead), 1st Ave N, 7th Ave N and Main Ave with way-finding streetscape elements, so they all convey the same message - "You're headed someplace special - Downtown Fargo". Then ramp up those routes with some serious walking and biking components. | By Cindy G
Comment 5	Sorry I wasn't clearer Cat... yeah, every time I look at something as destructive as putting interstate through downtown, I try to come up with the least destructive approach, no matter what the cost, just to see how feasbile it is... I think the approach i came up with, once the northern tracks are eliminated, would be minimal in it's affect on where it's placed. In fact I think it would be highly positive and really jump start more economic development downtown as people would be able to quickly get there. I just wish I had the talent and experinece to do some 3D modeling of what my ideas would look like because simple words don't do alot of the ideas on this si justice in terms of how great they'd be... plus its tough to cover everything in words, where as a picture would more than suffice. | By Matthew F
Comment 6	My bad- I thought you were suggesting that it go through the Madison and Unicorn Park neighborhoods. | By Catherine W
Comment 7	Cat, I'm not expecting someone else to deal with the cost for me to have super fast and convenient access to our downtown. I've already presented an idea where we wouldn't have to steamroll ANY neighborhoods to build a direct connection to downtown. What I envision is, at minimum, 4 lane roadway that comes from I-29, follows 12th Ave until the railyard overpass, and then basically uses the area occupied by the tracks and replaces it with roadways. Once the roadway gets closer to downtown, we can subgrade it (put it under street level) as it goes through downtown Fargo and Moorhead and comes back up to basically become Highway 10... There would be NO neighborhoods destroyed in the process. I still believe that it would, in fact, encourage growth of our downtown by allowing easy access. In the future, the traffic counts on University and 10th, along with Main Avenue are simply not going to be able to handle that traffic load. | By Matthew F
Comment 8	Uh... not to digress here but NEPA was enacted because New York had killer fogs, American rivers were industrial dumps (the Cuyahoga River actually burning), minorities and the poor were tremendously discriminated against in pre NEPA government constructions (the Garrison Dam and ACOE takeover of an entire culture's arable land, is one such example) and much of our continent's endemic faunal legacy was critically endangered of extinction. Its true that nobody wanted that in their backyard then or now. So, if you want someone else to bear the cost for you to have super fast and convenient access to our downtown, the Singapore example is indeed a poor model. But please don't deceive yourself that there are no cars there, or that such would prohibit Americans from driving here. I for one would pony up to drive in January, at least until the bus frequency increased to 10 minutes or less. I'm all for growth and positive change but let's not steamroller our neighbors to achieve it. | By Catherine W
Comment 9	There's numerous interstate projects all across the United States, ranging from small repairs, to constructing entire loops around growing metro areas. The interstate is a CRITICAL piece of our economy allowing the movement of goods and people across this country in a timely fashion. Fargo is an up and coming city and should have direct connections from the two interstates to downtown. It can be done to absolutely minimize the impact of the surrounding areas and I think the additions would actually encourage growth, not stiffle it. What stiffles growth, is the attitudes I witnessed at yesterdays go2030townhall meeting. A gentlemen absolutely was deadset against any development in the northern portion of town as they "like" the way it is up there. Even though that section of town continue to get older and their school populations continue to decline. Growth is essential, and if you're not growing, you are dying. Either work with the growth, or get steamrolled by it. | By Matthew F
Comment 10	revoly- should read revolt | By Matthew F

Comment 11	See, the thing is, I think these are all the wrong approaches Cat. By forcing people to pay $4/$5 a day just to enter the downtown district, I think you're basically saying, if you aren't a pedestrian or cyclist, stay out of downtown. While I'm sure you and albedo would just LOVE that, I think we can actually have a system that combines all forms of transportation. We've already hinted at ways to develop this on the various threads on this board. Cars will ALWAYS be part of the Ameican persona. They are never going away. Instead of attempting to fight it, you should be thinking of ideas to integrate all the different forms of transportation. Also, NEPA itself was enacted as part of the NIMBYism revoly in the late 60's and early 70's of the intial construction of the interstate system. NEPA would NOT prevent an idea, such as the one I offered from being done. It would merely stall it, for performing all EPA tests to be performend (which I'm fine with). | By Matthew F
Comment 12	The city of Singapore has an interesting solution to too much traffic in the city core. They have identified a central district for which drivers must pay extra ($4 or $5 Sing Dollars for a day pass) if they want to drive there. In so doing, it encourages rapid transit use by asking the drivers in the central district to have to pay the real cost of keeping it convenient for them. One (of several) problems with the proposal of putting a highway spur to downtown along 12th and the train tracks is that it would go through some of Fargo's poorest neighborhoods. The city would by necessity rely on federal funds to extend i94 or i29, which automatically triggers NEPA. NEPA (which did not exist before 1970) will not permit federal money to go toward a project that marginalizes any one demographic *in particular*. In short, this idea cannot happen. | By Catherine W
Comment 13	HA HA HA, I meant the offramps would go OVER that land... | By Matthew F
Comment 14	Be sure to roll your windows up when you're driving 55mph down those culverts, fm! | By Alvin B
Comment 15	HA HA! Of course we can agree on some things! :) Yup, I'd like to be able to get to downtown at 55 mph, like in most metropolitan cities... and I know there's a fear of destroying certain neighborhoods, but there also solutions that completely bypass those areas... such as having the interstate connection go just north of 12th Ave N. and follow along the train tracks and over pass bridge and sneek it's way into downtown through the culvert and water diversion. | By Matthew F
Comment 16	I don't believe it...after all the debate we have finally agreed on something: Yes, we could park cars on the edge of the downtown district, and then shuttle the drivers in. I proposed elsewhere that the city could lease space west of the downtown between 1st & 3rd aves n. for a car park, & then shuttle drivers into town. Another parking lot might be down by the river NE of the civic parking lot (E of 2nd St N) - at least during the non-winter months. Each of these lots would have attendants on duty in a nice waiting area, complete w/coffee kiosk, restrooms, etc where possible...lots would be well-lit, secured &/or patrolled regularly. I can see this becoming a reality not too far down the road, as downtown Fargo becomes ever more vibrant and busy. I doubt that we'll ever see roads coming into the central district at speeds of 55 mph - you're talking interstate speeds, fmmetroplex! | By Alvin B
Comment 17	There's no reason we couldn't park cars at the egde of downtown and use mass transit, but you STILL have to get the cars there efficiently and quickly... | By Matthew F
Comment 18	I didn't say that, fm...What I am opposed to is auto-centrism where cars are the measure of urban design rather than the human scale. By the way, in Crawford's carfree concept auto ownership is not eliminated. Cars are simply parked at the periphery of each community. | By Alvin B
Comment 19	and you finally admitted you were against cars albedo. :) | By Matthew F
Comment 20	While that's a nice vision, I don't think it's realistic. I just don't see people letting go completely of their vehicles... I think a more realistic approach, as I've hinted to earlier, is to come up with a plan that combines all modes of transportation. | By Matthew
Comment 21	If you were willing to let go of your auto-centric world, fm, the metro region's population could hit ONE MILLION if we were to adopt the ideas of J. H. Crawford's www.carfree.com Following Crawford's amazing vision and exhaustive research, any point/person in a car-free city would be no further than 45 minutes from any other point/person in a city of one million people. We'd all be living in small communities of about 12,000 people the radius of which would be the distance the average person could walk in 5 minutes. Each community would be linked to the others via high-speed rail. Parks, woods, lakes, farms and gardens would ring each community so we'd daily be eating the freshest foodstuffs possible. Your children could play safely on the 'steets' cuz the only traffic would be pedestrians, bikes and small delivery carts. I wonder if we couldn't build a carfree town out by Veteran's Boulevard. (You can save up to 80% on your infrastructure costs, also.) | By Alvin B
Comment 22	I admit it. I'm a auto-junkie. :) | By Matthew F
Comment 23	Ok, let me throw this out there. I estimate the population of the metro area will be 300k by 2030. Let's get a little crazy and say it's the year 2070 (I'll still be alive then)... the population of the metro will be 561,507. This is approaching 3 times the existing traffic downtown (assuming 18 percent city growth per decade). This doesn't even take into account increasing larger percentages of people spending time downtown. How do you expect to handle that traffic downtown? How do you expect to get another 40k vehicles down Main Avenue each day? How do you expect to get an additional 20k vehicles down University and 10th each day? It gets really fun, when we hit 2100. We'll have just shy of 1 million people in the metropolitan area. :) That's a little less than double what I just went over for 2070... How are you going to get 100k people down Main Avenue every day? 50k down each University and 10th... | By Matthew F
Comment 24	C'mon, admit it, fm...you are in thrall to the automobile! | By Alvin B
Comment 25	fm - you're talking through your hat, now. There are numerous avenues into the downtown district. And there are anywhere from 5000-6000 parking spaces in the downtown - about 23 acres of parking - if I'm not mistaken. Nobody is being forced to live anywhere. (My hunch is that the "gentry" own very comfortable private coaches.) | By Alvin
Comment 26	Philadelphia Logan Square (part north of JFK) took 70- 80 years to recover from the construction of the JFK boulevard and subsequently, the vine street expressway. There are some neighborhoods in Minneapolis- though I cant recall their name- just now recovering from construction of 35 & 94 south of the highway. There are more but I must go to get my butt kicked in Jeopardy. :) | By Catherine V
Comment 27	Come on... just admit it you two, you both hate automobiles... :) Come on! Say it.... say it... :) | By Matthew F

Comment 28	On a side note... I think this thread now has more comments than any other... :) | By Matthew F
Comment 29	Also, I think the counter argument could made that with your philosophies, you're essentially cutting off downtown from the rest of the city. Forcing people to li there if they want to be downtown. In a way, almost gentrifying the downtown area for a certain class of people who hate autos, like small shops and rely solely on mass transit. | By Matthew F
Comment 30	I'm sorry Cat, I just don't see it... most of those big city examples have paid off handsomely for their respective cities. Can you provide some examples? Also, don't fool yourself into thinking that gas is ever going to hit $5/$6 a gallon... the oil companies know exactly how to manipulate the market and the American people as to keep them dependent on their vehicles as much as possible. They raise the price of oil to maximize their profits and when they see the loses from people starting to utilize mass transit, they decrease price so people start using their cars again. It's been happening this way for the last 20 or so years... | By Matthew F
Comment 31	Hear, hear, Cat...well said, indeed! | By Alvin B
Comment 32	Mass transit is indeed a chicken- and egg game. (Evidently) we don't have the ridership to have viable frequency and the service is thus far unattractive to perspective riders because it is infrequent (and in some cases, circuitous). Nevertheless, the days where Americans pile into their own cars to drive everywhere is indeed going to change as gas exceeds $5 or $6/ gallon. I do believe that we should plan in anticipation of this change. With regard to your suggestion, it was done in big cities throughout the US starting with the city beautiful movement circa 1908 through the 1960's. The ramifications to communities proximate to the new highways was disastrous. It took many decades for affected neighborhoods to recover. Why would we want to do that to our city in such a time of directional change? I suggest that the social cost is too great relative to the benefit you speak of. | By Catherine W
Comment 33	That's part of it... I want people to be able to get downtown quickly and efficiently. The bus, doesn't cut it. Hence the whole purpose of this thread. The bus as a local downtown circulator is fine. But for folks on the fringes of the city, it's a pain in the you know. | By Matthew
Comment 34	I thought we were discussing the downtown district, fm. Apparently, it is growing even faster than I'd anticipated! ;^) | By Alvin B
Comment 35	Ah, but, it only goes so far albedo... consider, the 2,000,000 in ridership this year... that's 5479 riders a day (most of them counted twice for each trip (to and from)). So realistically we're talking about 2,700/day riding the bus for their transit needs. There's 208,000 people in the metro... of them I'd say at least 150,000 of them are capable of driving. That's barely 2 percent of the eligible population using Mass Transit. It's only 1.3% if you consider the entire population (people taking their kids on the bus, etc...). We've got quite a ways to go before anything close to what I think you're mentally picturing for the mass transit needs of this city. | By Matthew F
Comment 36	Time is much more than money, fm...much, much more... (I gotta run.) | By Alvin B
Comment 37	That may be true, fm...however, ridership on mass transit in the metro has risen dramatically in recent years. In light of the steady rise in the price of petrol, I see no reason why this trend should not continue: $150-$200 to top of the ol' gas tank every month, vs. $40 or $50 to take the bus is a pretty easy decision. And by the way, increased use of mass transit will mitigate much of that downtown traffic congestion. | By Alvin B
Comment 38	I think a large part of it, is I already spend a good chunk of time working during the day, so I don't want to spend 30-45 minutes getting downtown by bus. Let's say, I live in the Woodhaven development (I don't, but theoretically). I can catch the bus that goes by Microsoft and eventually get up to West Acres Mall (takes about 10 minutes). Then there's a 10 minute stop waiting for my transfer to the GTC. With all the stops the bus makes before hitting downtown, 20-30 minutes have passed. I'm then out 45 minutes just going downtown. It's another 45 minutes to get back. I can hop in my car and be there in around 10-15 minutes from south Fargo. | By Matthew F
Comment 39	Didn't you know albedo? :) Time is money. I actually do listen to NPR/MPR on 90.3 :) | By Matthew F
Comment 40	fm...Why are you in such a bloody hurry? (Try tuning in to 91.1 FM for some nice soothing music!) | By Alvin B
Comment 41	Most people don't ride mass transit albedo... :) I think you folks need to come to grips with the fact that the American automobile is not going away anytime soon. What we need is a system in which ALL mediums of transportation can co-exist... not be singled out as you guys are trying to do. :) - There I said it! HA HA HA... | By Matthew F
Comment 42	fm...as the downtown increases in density, vibrancy and popularity, the city will have incentive to add more mass transit serving the central district...it's pretty straight-forward. | By Alvin B
Comment 43	Cat, as the traffic counts increase, which they will... it'll take longer and longer to get downtown. | By Matthew F
Comment 44	Good grief... the infrastructure I'm proposing is NOT downtown. It's connecting the fringes of the city TO downtown. I can't make that any clearer for you folks... We NEED high speed connections to get AT LEAST from I-29 and I-94 to downtown. The regular streets will not cut it in terms of handling traffic between thes points. | By Matthew F
Comment 45	Understood. I don't agree that people will not go downtown if it takes them 8 more minutes to get there from either the main ave- I29 interchange or the one at Univ- 94 than it would with a high speed highway connection. | By Catherine W
Comment 46	But don't you see, fm?...By building ever-more high-speed roads in the downtown area to efficiently handle more vehicles you have to destroy the very fabric of the central district you want to improve. As evidence we need look no further than suggestion #1 in your idea above. (No more questions, yer honor!) | By Alvin B
Comment 47	I think that's the wrong approach to take Cat, saying that if you want to be downtown, you have to live downtown. Downtown Fargo-Moorhead needs to grow and with that will come new businesses and office towers (hopefully). In order to efficiently get folks from outside downtown - into downtown, you need something that can handle traffic more efficiently than Main Avenue and the two one-ways... | By Matthew
Comment 48	I have a very difficult time seeing how this proposal would benefit our downtown. People are living there now- and will do so more in the future- because it is a place for people. For those who want to live near a highway, we have that elsewhere. | By Catherine W
Comment 49	HA HA HA!!! Albedo, there's no need to apologize. It's a free country and with that comes free speech. You and I are obviously very passionate about our stances on the subject and I can definitely respect that. The only real disappointment I have right now is this thread originally wasn't about the oneway/twoways... I actually have another thread on that in infrastructu This one was about improving the abilities of more people to get downtown faster and more efficiently. | By Matthew
Comment 50	fmmetroplex - My apologies for getting snarky with you....I'm a bit sleep-deprived lately. (That's my excuse & I'm stickin' to it!:^) | By Alvin B
Comment 51	fmmetroplex - Watch my lips: Two-way traffic flows on NP & 1ST avenues north will actually REDUCE congestion on Broadway. Why? Because two-way traffic gives drivers almost FIFTY brand new opportunities to turn directly AWAY FROM the Broadway core...opportunities that at present are not available. (where's my two by four?) | By Alvin B

Comment 52	fm - Agreed on a very large increase in downtown population coming, for various reasons, one of which is the growing charm of the district. In my & others' view, charm is not enhanced by ever more vehicular traffic. As you pointed out, a good share of that growth will be students. Have you heard the recent report that nation-wide, student loan debt now exceeds personal credit card debt?! We're talking well OVER A TRILLION $$$ HERE! It's becoming untenable. Havin the "pleasure" of auto ownership is already taking a back seat to the more pressing concerns of where that next meal is coming from and keeping a roof overhead for growing numbmers of students...and employed folks too. This is where a new & improved & more sophisticated shuttle/mass transit system comes in to play...and also a civic investment in several wide bright colorful art-filled over/underpasses to finally render impotent the daily tyranny of the railroads for all downtown denizens! The writing is on the wall. | By Alvin F
Comment 53	Wow, that last part of my post got butchered... What I meant to say is that traffic starts backing up into the actually intersection and prevents crossing traffic from going. This trickles down to the other raods and so on and so on. Sure only Broadway gets backed up now, but you continue to add more vehicles and people and I garuantee you during the peak demand hours, we'll actually start seeing gridlock downtown. It might not happen until 2030, but it'll happen. The solution also is not to simply say "get rid of the cars" - they'll always be there. | By Matthew F
Comment 54	fmmetroplex - Thoughtully designed sidewalk bumpouts were recently added to the downtown corners in question, so even though your suggestion would give us dedicated turning lanes on NP & 1st avenues, it looks like eliminating curbside parking along those lanes would be pointless: drivers using your newly-added lanes would have to swerve to avoid the bump-outs. (You're not by any chance, acquainted with the Marquis?;^) | By Alvin B
Comment 55	I would advise caution not to base performance on existing road traffic, but on future road traffic. If you assume in 2030: There will be an additional 10,000 people living downtown (500 people a year is very doable - many of them will have cars) Several more businesses establish themselves in downtown Fargo - including a few large ones - I can see several thousand people extra a day commuting in and out of downtown and finally NDSU continues to grow and majorily expand it's presence downtown - say an additional 4,000-5,000 students (very doable) Do you still think the two way streets are going to be able to handle that amount of traffic? Keep in mind, our city streets are smaller than other typical cities, so you can only squeeze so many cars into the pavement along one block... I see happening, what currently happens on Broadway. Traffic backs up and people drive into intersections and block the crossing traffic since they can't move across the intersect. Happens oftenion | By Matthew F
Comment 56	fmmetroplex - one solution that will obviate some of your concern is to extend the timing of the green lights for E-W traffic DURING RUSH HOURS. Even with the existing one-way system, rarely do I see three lanes of rush-hour traffic waiting on a red light on NP or 1st Ave N THAT IS MORE THAN THREE ROWS DEEP. That means that upon returning to two-way traffic flows, the two lanes in one direction will be asked to carry ONLY AN ADDITIONAL THREE VEHICLE OR SO, per cycle...certainly not an impossible demand, especially if we add that bit of extra time to the green light during the rush hours. | By Alvin B
Comment 57	fmmetroplex (and then I hie myself off to bed)...The proposed return to two-way lanes on NP & 1st avenues calls for TWO LANES OF TRAFFIC IN ONE DIRECTION and a single lane in the opposite direction...ON BOTH AVENUES. You do realize that there are strict penalties for making off with two whole driving lanes from the downtown district? (Almost as strict as the penalties for selling boot-legged videos!!) ~grin~ | By Alvin B
Comment 58	HA HA HA, true, I never got ya once! ;) But yeah, if we could somehow reroute the trains OR get them to run either below or above the streets, it would solve MANY current issues. | By Matthew F
Comment 59	Ya never laid a glove on me fm!!! (Why am I so woozy???) | By Alvin B
Comment 60	The fact is that for 24 HOURS EVERY DAY, traffic routing in downtown Fargo is byzantine, non-intuitive and INCREASINGLY FRUSTRATING FOR PEOPLE WHO ACTUALLY LIVE/WORK/SHOP/VISIT/HANG OUT in the central district. But it's just peachy for a lousy TWO HOURS PER DAY for everybody else who wants to tear through the downtown at top legal speeds (and higher) just so they can get home a few minutes earlier. Look at any aerial photo of downtown Fargo taken during the other 22 hours & you'll see block after block along NP & 1st avenues with only a handful of cars total. Even if a mile-long coal train is crawling through the heart of town, you can only drive one way along these lanes! The Marqui de Sade himself, couldn't have hatched a more tortuous asinine traffic plan. And for what it's worth, last night as I drove down 1st Av N about to turn south on Roberts I had to slam on my brakes cuz a guy in a white Chrysler turned east into my lane. Happens every single day. | By Alvin F
Comment 61	albedo cont'd... and it's not really so much in my mind that every one is wanting to make left turns, I just see single lane in each direction getting backed up to the point where nobody can move. It happens frequently in New York City (and they don't have any trains! - lucky them). Of course deliveries aren't made all day long, but it sure is nice being able to go around delivery trucks (as I have done so many a time). If we had all one way I could EASILY seeing us incorporating a semi-dedicated bicycle lanes as one of the lanes... which would really please the cyclists of the city and make traveling on the road safer for them. I think the city could also do a MUCH better job of signage on the city streets and start incorporating technologies I've witnessed in other cities... I've seen LED's incorporated into signs to give them priority and dynamic. I've also seen LED's built into the road to act as visual indicators... :) | By Matthew F
Comment 62	He he he, albedo, you and I are like Rocky and Drago throwing punches on this one! and am I getting tired... ha ha ha.... anyways, yes you are correct. There's plenty of train traffic downtown. In fact, if you were to ask me what the single thing is that's holding back from downtown Fargo blossoming into a very dense social fabric, I'd proudly say "the stinking trains!". They are also quite loud and if you live/work close enough to the tracks, the ground shakes. I don't know what the easy answer is either for the train situation. It has to be remedied, as it's holding the city back. I've toyed with outlandish ideas of digging trenches for the trains to pass under the city's street level (not totally underground, just low enough to clear streets. | By Matthew F
Comment 63	fmmetroplex: One thing that the cities you mentioned DON'T have is some EIGHTY TRAINS PER DAY RUNNING THROUGH THEIR CENTRAL DISTRICTS We do. Returning to two-way traffic downtown will mitigate much of that congestion by giving drivers approximately FIFTY NEW OPTIONS TO TURN *AWAY* FROM BROADWAY & drive either east towards Moorhead, or west directly to the new 5-lane RR underpass @ University & NP, Traffic congestion will decrease w/2-way traffic flows. Period. We're already using left-turn arrows at NP/1st avenues & Broadway, so the only change w/2-way traffic will be that you'll be able to turn west/east on to NP/1st avenues. You cleverly paint worst-case scenarios, as if every single car will want to turn left against the traffic which is silly. Is everybody going to the same pub? Let me know which one. I wanna buy stock in the joint! And you seem to imply that deliveries are made all day long at all downtown stores which is also patently silly. | By Alvin B

Comment 64	Albedo, finally, as I've stated before, I would ONLY support twoway traffic in downtown if the streets were configured to maintain at least a minimum of 2 lanes of vehicular traffic in each direction and a dedicated median for left hand turns. Problem is, we just don't have that kind of space downtown, UNLESS you completely eliminate parking on all streets (which I'd be for) and dictated that the streets only be used for vehicular and bicycle traffic. We'd have to create underground parking and above ground parking to accommodate the number of spots lost, simply to make up the difference. When you think about it though, there's plenty of bare surface lots that could be ripped up and turned into a combination of underground parking, first floor retail and office/residential on the floors above.	By Matthew F
Comment 65	Albedo, the other thing is you and a few others have presented the it's "either cars or people - you can't have it both". I think that's just simply naive to think that way. Manhattan pulls it off daily, Chicago pulls it off daily, Seattle pulls it off daily... so the argument simply does not hold. We should not limit or slow traffic through a certain area. Oh and 30 mph isn't exactly "top speed"... it's a normal speed. Quite slower than most other major thoroughfares throughout the city. The entire downtown street system needs a complete overhaul if you ever plan on increasing the population density of that part of the city. It just has to. In order to support the numbers, you need to support ALL three mediums; Vehicles, Bicycles and Pedestrians. | By Matthew F
Comment 66	Albedo, I agree with you on many of the posts on this site, but this one I need to stand firm in my belief that oneways are better. You can't simply use the fact that we should have oneways due to some moron going down them the wrong way... My vision is also for clearing up the street system downtown and opening up all streets so we no longer have these superblock dead ends. If you lay the streets out in a simple grid fashion with alternating one ways and have appropriate signage (the twin cities puts blinking LED borders around their oneway signs), we shouldn't have a problem. If the city of Fargo does go back to two way traffic for everything downtown you are going to have traffic nightmares until it's converted back to oneways. Twoway traffic lanes simply cannot hand that level of traffic that a one way can, it's just basic numbers. | By Matthew F
Comment 67	Another point of contention, fmmetroplex: Fargo's one-ways ARE NOT safer than its two-ways for pedestrians. Because the downtown routing system is so no intuitive I see drivers going the wrong way along NP & 1st avenues north...EVERY SINGLE DAY! And recently, I've even been seeing delivery trucks going the wrong way along those lanes. (My hand on a stack of bibles!) If I were you, I'd be sure to look both ways before I walked across our downtown one-ways! | By Alvin B
Comment 68	I come down firmly on the side of Kay S in this debate. You can have either a human-scaled, vibrant, and stimulating downtown...or you can have a race track. You cant have both. As Kay pointed out, the downtown should be viewed as a destination, and not as an obstacle to be driven through at top speed for two hours every day. Those who actually live downtown or come into the central district to work, shop & play on a daily basis, have been given short shrift. For decades the focus has been on the needs of the driver in his automobile as drives at top speed to get THROUGH that district. Furthermore, the existing one-ways along NP & 1st avenues north are non-intuitive, byzantine and actually contribute to the maddening congestion along Broadway. Considering the ever-growing numbers of people streaming into our central district the time has come finally to return to two-way traffic. | By Alvin B
Comment 69	Finally Kay, I believe you are not considering the most important aspect of growing our downtown. Downtowns are MEANT to be centers of business, finance and governance. I expect within the next 20 yrs to see several new companies take up shop downtown, bring with them several hundred, if not thousands of new employees. With the additional burden on the street system, are going to force these people to sit in traffic like on Broadway? Or are you going to allow them to quickly get downtown and back home again. This is a portion of the puzzle of growing downtown, IN ADDITION to getting people to live downtown as well and create that ecosystem to support them. But if you continue to restrict traffic downtown, no one will want to build anything down there other than little mom and pop shops. While they are an important piece of the whole picture, they are still only a very small portion of total business downtown. | By Matthew F
Comment 70	The other thing is, I truly believe oneways are safer for pedestrians as there's only a single direction of traffic you have to consider when trying to cross the street. Two-ways are much more dangerous in my opinion for pedestrians. Two-ways also present more turning options which increases the chances for accidents. Oneways efficiently and safely move the traffic. | By Matthew
Comment 71	I think it's also safe to say that most people view downtown as at least stretching out to the block west of University. Many on here, including myself, would like to see it grow even more... There's no reason it can't stretch all the way down to the park area or even 25th. | By Matthew
Comment 72	10th and University most certainly do cut through downtown. That's how a good chunk of people commute in and out of downtown every day. Also if you convert NP and 1st Ave back to two way traffic, they WOULD be two-lane. There's not enough room for any more than one lane in each direction and a middle turning lane, unless you want to completely get rid of parking along those two streets, which I would be perfectly fine with as long as you provide ramps. In simplicity though, one-ways work, and your concerns are completely blown out of proportion. If many of the major metropolitan areas of the world can make oneways work WITH pedestrian traffic I don't see why it can't work here, other than small town type thinking of keeping things slow. Traffic should NOT be impared just to increase the time a retailer has to attract you with their store front. I've never bought into the old addage that the slower you get them to drive through the higher the odds they'll stop and shop. | By Matthew F
Comment 73	For the record, NP and 1st Ave should be converted back to TWO-WAY not two-lane. | By Kay S
Comment 74	fmmetroplex: "If you build cities for cars and traffic, you get cars and traffic. If you build for people and places, you get people and places." -Dan Burden I prefer people and places. | By Kay S
Comment 75	fmmetroplex: One-ways themselves are not bad, the problem occurs when they cut through the destination (which is what downtown is). I challenge you to sit downtown on either corner of NP or 1st Ave and count the vehicles that pass through downtown (hint: you'll need a fast clicker). And no, 10th and University should not be converted back to two-way as they're not cutting through downtown. | By Kay
Comment 76	Finally Kay S, I didn't mention converting roads to oneways at all in the post above... it's all about increasing the infrastructure to allow more people to easily g downtown. *sigh* Here's another thought... if you're so against oneways, should we convert 10th and University back to two way traffic? Nothing possibly bad could come from that would it? Other than the fact those roads combined carry over 30,000 vehicles a day... You want more people downtown, it involves cars at some point. To be naive and attempt to restrict them is simply foolish. Perhaps a better solution is to have bicycles on the street since they really are more pedestrian traffic than vehicular traffic. | By Matthew
Comment 77	Kay S, do you have any proof to back that claim up that "they destroy the very city they were meant to serve"... please... Broadway can barely handle the traffic that's on it right now and you want to take away lanes on the other one ways??? I have no issue with folks on bicycles as long as they obey the same rules of the road as the other vehicles. I can't tell you how many times I've seen a bicyclist occupy the entire lane in front of me (which I give them) and then go through a red light while I sit there and watch them pedal away. Don't even get me started on cyclists passing me on the right as I sit in traffic. I just don't understand how you folks don't realize how much better the one ways are. Especially if you're a cyclist. I'd be totally fine with them dedicating a single entire line to you folks, since I'd have another two lanes to pass you when you can't keep up with the flow of traffic. | By Matthew F
Comment 78	The problem with building wide, fast streets is that they destroy the very city they were meant to serve. The problem with one-ways is that they move people through downtown, with no incentive to linger downtown. I for one, am opposed to one-way streets. I think NP avenue and 1st avenue should be converted back to two-lane traffic. If that were to be done, they would not become congested like Broadway. There are more modes of transportation than just motorized vehicle. I'm a bicyclest and a walker - I'd feel a whole lot safer if people weren't speeding on through downtown. | By Kay S
Comment 79	If Fargo wants to continue to grow, you're gonna have to eventually have interstate connecting your downtown, like we do in Minneapolis... It'll sting at first (destroying alot of property) but in the end it'll be worth it. | By Danielle F
Idea Title	Alternate to Main Avenue

Idea Detail	A few years ago a proposal was floated to create an "alternate Main Avenue" by redeveloping 1st Avenue North and NP Avenue to create an alternate east/west route between 45th Street and the Red River. Resurrect this idea! This project would be the answer to several problems, most notably the rush hour bottleneck caused by the narrowing of Main Avenue as you approach downtown from the west. Old structures which crowd Main Avenue would have to be razed to widen Main Avenue. They could be saved with this alternate proposal. A redeveloped 1st Avenue North could coexist with Main Avenue, and create attractive development opportunities where presently only unattractive options exist. This project could be joined with a system of streetcars which would parallel the railroad tracks between the two avenues, creating mass transit options presently unavailable.
Idea Author	troy L
Number of Seconds	10
Number of Points	2
Number of Comments	4
Comment 1	albedo, good grief man, LET IT GO... Oneways can handle the traffic. You have to be a moron not to understand how to use them... | By Johnathan G
Comment 2	I sincerely believe that the west side of downtown Fargo will never reach its full potential until we return NP & 1st avenues north to two-way traffic flows. The alternate to Main Ave would eventually become 1st & 3rd avenues north, converting them to one-way avenues all the way to/from 45th st north...(see my suggestion, TWO WAY TRAFFIC) | By Alvin B
Comment 3	You bet. I think it's interesting how you can nearly chart the expansion of Fargo over time by looking at the location of our industrial areas. In the beginning, our first industrial area was built on what was then the edge of town -- the western edge of downtown. Then over decades Fargo expanded and we got a new industrial area on 7th Avenue North -- "The Ridge." Then Fargo expanded some more, and we got the industrial park on 45th. Unfortunately the end result is regional pockets of undesirable properties with dwindling occupancy and a drag on neighborhood property values. | By troy L
Comment 4	It seems we are all saying the same thing. The Western area of downtown needs to be a major focus. | By Case D
Idea Title	downtown mega-ramp
Idea Detail	The current downtown parking lot next to the library, civic center and city hall should be replaced by a large 4-5 level ramp. It would easily be connected to the skyway allowing easy winter walking toward broadway, and would eliminate any nearterm parking shortage. Additionally it could be a great asthetic improvement, much like the new ramp on UND campus, and could even turn out to be an excellent revenue generator. Fargo could learn quite a bit for the way grand forks operates its downtown parking.
Idea Author	michael G
Number of Seconds	5
Number of Points	1
Number of Comments	17
Comment 1	You better design this mega-ramp properly or it will ruin the public realm. Most parking structures are ugly and kill the pedestrian realm. If you want to build upon the pedestrian-friendly improvments that have occured in downtown then you need to user liner stores at the street level. This street-level stores "hide" the ramp, utilze the land better, and maintain a pedestrian friendly public realm http://www.flickr.com/photos/49980618@N08/5699663743/ http://www.originalgreen.org/blog/the-importance-of-on-street.html | By Mike Z
Comment 2	Sprinkle subgrade public parking all over the downtown district. Many parking lots vs one huge ramp means that shoppers will be able to park closer to their destinations...and sometimes, literally UNDER them. | By Alvin B
Comment 3	In my last post I meant to say, 'the east side of the ramp could be made of thick enforced cement, so we do not have to build those clay dikes any longer. Sorry. | By Bruce B
Comment 4	Has anyone looked at the rundown and dilapidated parking lots downtown? There all eye soars, crumbling asphalt, garbage all over, weeds and grass growing in them and on the sidewalks. In addition the sidewalks are crumbling also. I believe a parking ramp at the City Hall lot would be a great idea. The top floor could be made into a grassy mall, with an extended extension going over 2nd St. to the river and maybe a walking bridge leading to Moorhead. The top floor could have natural grass, with shrubs and small trees. There could also be food vendors. a great place to socialize and a great view of the river. The east side of the ramp could be enforced thick cement and be used as a flood wall, so we don't have to build those clay dikes every year. There are lots of possibilities for the top of this ramp. Now I am thinking a good place to shoot off fireworks, and a great place to watch them. Just my thought. | By Bruce B
Comment 5	I like the idea of a ramp but not at City Hall/Civic Center. I think the vacant lot on 2nd Ave N, one block west of Broadway would be better. I just don't see us switching to being more pedal/pedestrian/public transit. Sure the idea sounds urban and progresive, but we live in an area where people think parking more than one block away is stretching it and we need to deal with winter winds and icy sidewalks for many months. That's why I think a ramp one block off Broadway would be better. Plus that parking is better for the people who don't work downtown but need to spend 1, 2, 3 hours downtown during the day. Parking several blocks away in a ramp cuts into the time they have and gives them less incentive to be downtown. The hard part of all of this is paying for it, regardless of where we put it. Ramps are expensive but so are roads and we are used to putting money into them. | By John M
Comment 6	too expensive - too ugly - too centralized - there's are at least 5000 parking spaces in the downtown area, but if we really do need more parking, i'd rather we built surface lots atop land leased west of the downtown between 1st & 3rd avenues north & then run brightly-painted shuttles into the central district during business hours - secure the lots, provide weatherized waiting areas w/rest rooms & kiosks w/employees who dispense coffee & literature from the convention bureau & generally keep an eye on things - we could run shuttles for literally decades for the price of a new mega-ramp... | By Alvin B

Comment 7	Without parking solutions, downtown Fargo will never grow. Yeah I get the whole "alternative transportation" idea but its not realistic. Nobody wants to take a train, bike, railcar, or bus. Its not realistic. People want to drive their cars. Thats the truth. I would never take a bus myself much less bring my entire family. There is a reason I pay for my car. The only people who use alternative forms are college students and people who live downtown. | By jeff H
Comment 8	Maybe building a ramp would make sense if you take current lots out and allow development on them. That way the ramp could be paid in part by the increased property tax receipts. Otherwise we're just increasing our level of "car worship," which doesn't necessarily lead to positive outcomes. | By Tyrone G
Comment 9	Larger cities have to encourage alternate transportion methods because they have run out of feasible ways to increase their parking capacity. We on the other hand have plenty of ability to increase parking capacity without burdening traffic corridors. As long as people park downtoqwn, the hthe hodgepodge of dinky little lots will remain, unless their is a large scale alternative. Parking spot rentals, if I recall, run about 70 month, which should be plausible for a profitable parking garage. | By michael G
Comment 10	What incentive do businesses have to pay their employees to take transit? It seems to be the sort of thing that if everyone does it, it will work, but if just one does it competitive advantage is just given up without a significant effect (and moreover the effect is shared by all). | By Tyrone G
Comment 11	This would require an increased focus on alternative forms of transportation like transit/biking/walking to allow the precious downtown real estate be reserved for more aesthetic and lucrative economic opportunities than a parking garage. I know of businesses in Denver that pay their employees to take transit to reduce auto travel to downtown. | By Rory E
Comment 12	I neither live nor work downtown but I do pedal there for meetings quite a bit. I suggest we look at what many larger cities are doing, trying to find ways to reduce automobile travel in their downtown | By Rory E
Comment 13	I thought the whole ramp was reserved in Grand Forks the first time I was there too, but there are some spots on the upper levels. All those reserved spots on the bottom levels are misleading. | By Tyrone G
Comment 14	The problem with the und ramp is that there was already a ton of nearby , and much cheaper parking. Most of the current parking downtown I believe is already paid parking, and I think the going rate is well above the rates und had panned to charge. The grand forks ramps never seem to be full except late at night on the weekends, but it seems that most of the parking spots are reserved and paid for. | By michael G
Comment 15	Jeeze, being hard on Grand Forks I guess. The UND Parking Ramp isn't much of an income producer. They thought they would get the thing filled with $300 yearly ramp passes, now their prices are much lower and they let in anyone who has a normal pass. So as far as revenue generation, I'm not so sure. As far as Parking Ramps go though, it might not be a bad idea if you can figure out how to convince people they are okay to park in. In Grand Forks I think people must be afraid of them to some extent because they are rarely full when I've been around there. | By Tyrone G
Comment 16	The only part of grand forks that seems to be doing alright is its downtown, and from a bar/restaurant/residence perspective its quite nice. The rest of the city is a disaster, and agree, there are few positive lessons to be gained | By michael G
Comment 17	Fargo now has twice as many people as Grand Forks. I would respectfully disagree. It's always good to keep an open mind toward learning, but I don't know how much we have to learn from Grand Forks. | By troy L
Idea Title	North Fargo and a Loop
Idea Detail	Thousands of cities across the nation maximize development and efficiency -- while minimizing commute time and wasted tax dollars -- with a bypass loop. It is seemingly rare for a community the size of Fargo-Moorhead not to take advantage... There should be a bypass loop, all the way around Fargo-Moorhead with I29 and I94 forming a cross through the middle. Commute times would be minimized and more importantly, development might actually occur in the now-wasted territory north and west of Fargo. Presently, we have little-used roads that could easily become part of the loop -- County Road 20 north of the airport, Highways 75 and 52 to the East in Moorhead, Highways 6 and 12 (also known as 52nd Avenue South in Fargo and 60th Ave S in Moorhead) to the south, and Highway 17 (Sheyenne) in the we Look at that on the map. A near perfect loop that meets up with I94 on both sides of the metro. In the nineties, tax incentives were offered for businesses to build on Fargo's western edge. The reason for the incentives was to encourage Fargo to grow "fatter" and to minimize the strain on city services which resulted from having a long, skinny city that stretched along the river. It worked, however tax dollars are still being used inefficiently due to Fargo's drawn-out footprint.
Idea Author	troy L
Number of Seconds	6
Number of Points	0
Number of Comments	5
Comment 1	Based on your comments gentlemen, I realize I've left some details out. I will refine this post. | By troy L
Comment 2	I have traveled to 38 of the 50 states, and I've lived in 6. There are lots of other towns, smaller than Fargo (Tyler, TX is an example -- 80,000) that have loops, Drew. | By troy L
Comment 3	This would also allow a lot of the semi's that travel through town to go around. I it always difficult to merge onto the interstate in town when huge semi's won't l you on. I think to do this would take extreme creativity. Would it be better to convert a road or build a completely new interstate? In response to Drew FM, does a city necessarlily have ot be a certain size to get a loop. In Minneapolis, They have numerous loops. Were they formed one by one as the city grew? This cou perhaps be another steppin stone for us to become the next Minneapolis-St. Paul! Hahaha. | By Grant116 T
Comment 4	I like it. Trying to get from south fargo to downtown fargo takes 45 minutes and its only going to get worse. This will encourage travel downtown and improve commute times. Another solution is to make a downtown exit off the interstate. 12th ave north takes forever. | By jeff H
Comment 5	Are we big enough to do this? | By Andrew M
Idea Title	Better regulation of trains
Idea Detail	There have already been mentioned dreams of rerouting the trains throug the center of the city. But if that proves impossible, or until such time as it is possible, could there please be a ban on trains STOPPING ON THE TRACKS during high traffic times? You've all heard it--the screech of the hydraulic brakes. Then, the train gradually comes to a halt. There is a cacaphony of couplers; then the blasted 1/2 mile long obstruction BACKS UP. It stops again. Finally, after you are now late for reporting for work or a doctor's appointment or whatever business you had, it finally, slowly starts pulling away in its original direction. With all the technology that is now BNSF's disposal it has to be possible to eliminate this bottleneck. If there isn't space in the yard at Dilworth--use the communication available to park the train west of West Fargo; not in the middle of downtown. If they need to recouple trains or segments of trains that will back into downtown, do it between the hours of midnight and 6am. Yes, there are a couple of underpasses, but by the time the train starts backing up, you're locked in by traffic and unable to make use of alternate routes. The fact that this spot is where the railroads crossed the river is the reason for Fargo's founding and existence. Transportation--and intermodal transportation--is a major industry here. I not asking it to go away. I would just like to see the railroad acknowledge the needs (or be coerced into recognizing the needs) of th
Idea Author	Beth P
Number of Seconds	2
Number of Points	0
Number of Comments	0

GO 2030

Idea Title	Airparks (Fly-In Community)
Idea Detail	The video speaks for itself. There are over 300 airparks around the US. If the number of trained pilots in Fargo can justify it, this is a good idea for a development on the flat, treeless outskirts of Fargo
Idea Author	troy L
Number of Seconds	2
Number of Points	0
Number of Comments	3
Comment 1	This idea would also attract more people to the north side of Fargo, assuming since the airport is right there. In Kindred, they have already done this and it looks to be working pretty well. This would also add more air traffic to the Fargo area. | By Grant116
Comment 2	Is this a build-it-and-they-will-come sort of thing or do you think we need to make Fargo more attractive for the folks that want an airplane parked at their house? I ask because the land cost would make homes here far more costly than the ones in the movie.(We have few 2br condos for less than 100K *without* an attached airpark!) Do you think that this kind of thing will become more or less popular as gas prices increase? | By Catherine W
Comment 3	I like this idea. We already have a burgeoning aircraft culture in Fargo. | By Andrew M
Idea Title	Widen 7th Avenue North and Add I-29 Ramps
Idea Detail	It's time for 7th Avenue North to get a redevelopment just like 12th Avenue North. Widen the street, buy out blighted properties, and add on and off ramps to access I-29. It would reduce congestion on 12th Avenue North and beautify one of the ugliest areas of our city
Idea Author	troy L
Number of Seconds	2
Number of Points	0
Number of Comments	0
Idea Title	8 Lanes for 13th Ave. S.
Idea Detail	There's nothing more annoying, when it's the shopping season with numerous events in town and you're out shopping along 13th Ave on a Saturday weekend putzing along at 5 mph because the existing 4 lane roadway cannot come close to accommodating the volume of traffic that roadway handles on weekends. I've seen traffic, 2 lanes, solid, backup from 42nd St S. all the way past Walmart. This is something that needs to be looked into as soon as possible, not for 203(
Idea Author	Matthew F
Number of Seconds	2
Number of Points	0
Number of Comments	14
Comment 1	Yeah, I didn't like the way they handle traffic in Minority Report. Plus I don't see American's allowing cars to drive themselves... | By Matthew F
Comment 2	Also on the circulators for downtown. I absolutely love the idea as well and agree that they should be free. You know there's going to be a portion of the population that complains about them being free, just like they've complained about college students using the bus system for free. | By Matthew F
Comment 3	No no no, :) Automobiles would stick to the roads. People and other light traffic (cyclists) might move to another level though... I know in some of the larger Asian cities, they've got two levels on some of their streets, where they've created basically street based skybridges for pedestrians to move over the traffic... | By Matthew F
Comment 4	I was trying to keep my suggestions a bit more practical, fm...Your vision is beginning to sound (to my ear) like the nightmare urban scenario depicted in the sc fi flic, 'Minority Report', which had the automobile actually clinging to the sides of skyscrapers. Brrrrrrrr.... | By Alvin B
Comment 5	Actually, yeah, you can... there's no limit on high you can build really... all comes down to money and need. The trick is incorporating high density with the different modes of transportation that people would use, while not trying to seclude any of them. | By Matthew
Comment 6	You can't have population density while covering the landscape with ever more road surfaces. Neighborhoods such as those found in downtown Fargo, have the best chance of increasing their densities BECAUSE they are more pedestrian friendly, and are handy to mass transit. Given the opportunty it seems that growing numbers of folks are showing a lot more interest in moving into these neighborhoods. BTW, there is talk now of introducing 'circulator' buses into the central district. They'd offer free rides around the downtown. I like that idea. | By Alvin B
Comment 7	but in the meantime, make 13th 6 lanes between walmart and the mall. 32 Ave S. is also on the boards to be 6 laned as well. | By Matthew F
Comment 8	I think what we really need to do Albedo, is come to an agreement (not you and I, but society in general) on what we could realisticly expect in terms of a balance between those folks who absolutely MUST have an automobile (like me) and those folks who are willing to do their daily business using bicycles and simple walking to get around. In my opinion, the later has a much better chance, the higher the population density is in the area you're trying to change. If everything is all in one central spot (within a quarter of a mile of where you live), there's no need for a vehicle and the pedestrian model works quite well. But f areas outside downtown Fargo (which has the best chace for density in my opinion) the odds are extremely low since it's urban sprawl at it's worst. We need to start somewhere and downtown would be it. | By Matthew F
Comment 9	Ohhhhhh, I feel another epic debate on streets and traffic between myself and Albedo coming on.... j/k :) The thing is, 13th Ave and the West Acres area were poorly designed. The Mall itself is alright since it encourages pedestrian traffic on the inside (which I kno you like Albedo). But the truth of the matter is, that area is a perfect example of sprawl and it's also one of the most congested areas of the city. The current two lanes in each direction they've got going between 45th St. S. and I-29 simply cannot handle the traffic. Additional buses aren't going to solve the problem eithe It needs at least 6 lanes of traffic, just like the rest of 13th east of I-29... I think we need to come to grips with reality as well, in that we won't be able to solve ALL traffic problems with mass transit. You will eventually need wider roads. | By Matthew F

Comment 10	I would improve this idea by razing every single building within a 10-mile radius of West Acres. Then pave the ground. Paint solid bright-yellow evenly-spaced spokes on the pavement radiating from the mall to the end of the pavement. Traffic routing will simply alternate around the circle of spokes: to the mall/away from the mall/to the mall/away from the mall...and so forth. Oh - I suppose we'll have to dedicate a lane or two to a few remaining stubborn individuals...the ho outs who still insist on running their daily errands on foot. (So retro, so stone-age!) :-(The benefits to such an arrangement? Since all lanes will be no-passing. And since all intersecting lanes have been removed, there will be no more car accidents; consequently, minimal consciousness will be needed to operate your vehicle (esp. the further you are from the mall), so your attention can be devoted to more important tasks such a applying ketchup to your burger or makeup to your face, or sexting & texting while driving; and since there are no remaining obstacles for drivers (such as that pesky antiquated downtown district) there will be - *HUZZAH!* - No SPEED LIMITS...you'll be able to drive 150 mph and get home 2 or 3 minutes SOONER!!! (All this and a Heaven too?!?) Oh...that's right...your home was just demolished to provide for the needs of the automobile...sorry about that, bubba...I think th call it Progress
Comment 11	I would like to see improved transit service along 13th Avenue South and a strong education campaign pushing options other than the single occupant vehicle as the assumed method of travel. Eight lanes for 13th Avenue South? I hope not. No city has ever built its way out of congestion. Supply the maximum number of motorized and non-motorized options. Think outside the box and dare to be cutting edge. Adding lanes is not cutting edge. | By Justin K
Comment 12	He he he, I wish I did, as there's plenty of money to be made in terms of infrastructure in this ever expanding city. :) | By Matthew F
Comment 13	Hey fmmetroplex...Do you own a road construction company? | By Alvin B
Comment 14	I'm a little wary of ever-expanding lanes to accommodate single passenger private vehicles. We can't keep building for cars and expect to have an efficient public transportation system, you know what I mean? I think Jerseygirl in the "TRANSIT" idea made a really good recommendation: "I can't believe that there is not a couple buses that are committed to working up and down 13th ave alone carrying people working and shopping and stopping at each stop every 10-15 minutes like in every other city with a good transportation system." | By Durga V
Idea Title	Subgrade the Railroads
Idea Detail	One of the biggest things holding back the development of the downtown FM area is the dual railroad tracks going through on the south and north sides of downtown. Moorhead has it even rougher as they tracks begin to converge as they go through downtown. We should do what Los Angeles did with their railroad issue. They dug a 20 mile trench to subgrade the trains on the Alemeda Corridor. It eliminates 200 at grade crossing in that particular city. Of course we would never need anything that large, but I think we at least lower the grade as the trains go through downtown and then come right back up to grade. It'd probably be sub-grade for no more than two miles. Sure it'd cost probably over $100M easily, but I think the value the metropolitan area would get from consolidating the two lines into a single trench would be worth it. Especially when one considers how much it would cost to route the tracks completely around the city. Also Fargo is nowhere near as dense as Los Angeles so costs would be a fraction per mile of what they were for the Alameda Corridor. It would also present a unique opportunity to add new infrastructure into the two downtowns. A fun fact is that at it's peak, the Alameda Corridor handled 17,824 a year in 2007. That's 49/day. Downtown Fargo puts up with upwards up 88 trains per day crossing through. I think we could work with the DOT, Fed, railroads and the state of North Dakota/Minnesota to make this a reality...
Idea Author	Matthew F
Number of Seconds	2
Number of Points	0
Number of Comments	2
Comment 1	Yup, I estimate it would only have to be subgraded for about 2 miles... | By Matthew F
Comment 2	With as much of a pain in the butt the trains are, as they go throughout the city, I don't know why more folks don't second this idea! YES YES YES YES! | By Johnathan (
Idea Title	Enforce Laws for Cyclists
Idea Detail	I have NO problem sharing the roads with cyclists. However, as I've been passed on the right by cyclists downtown, witness them go straight through red lights, and go against the flow of traffic, I'd like to see the Fargo Police really enforce the rules of the road for cyclists as I don't believe they should have any special privileges over regular motorists. Also, if they plan on doing these "Critical Mass" rides, make the event REQUIRE a permit and police escorts. I just witnessed a critical mass ride in the Twin Cities and it was the most unorganized mess I've ever seen. They basically take ownership of the road from unknowing motorists causing mass confusion and setting up traffic for accidents. You want to ride on the roads, please obey the rules like the rest of us and make your statements on your own private property or the parks
Idea Author	Matthew F
Number of Seconds	2
Number of Points	0
Number of Comments	3
Comment 1	I'd also like to see the violation penalities be as severe as it is for motorists, to the point where their bikes are impounded, for example. | By Matthew F
Comment 2	I'd like everyone to follow the rules of the road and see Police and HP more active in ticketing offenders. The reason I posted this, is that I am a driver and have witnessed NUMEROUS traffic violations from cyclists in the city. They seem to, not all; but certainly many, have the mentality that they aren't bound to normal traffic rules, yet, expect us to share the road with them. Yes, crappy drivers are just as bad as well and should be ticketed, but most drivers I've seen don't pas my on the right in a single lane of traffic, only to go through a redlight, which I'm stopped at and then jump between sidewalk and roadway. Not too mention, cyclists should all be licensed and display a plate on the back of their bike so they can be reported just like regular drivers. | By Matthew F
Comment 3	I would like Motorists to also folllow the rules of the road. Most of the time i am driving, but sometimes walking and many drivers do not stop or drive on the right side of the road. | By john F
Idea Title	Fully Implement ITS

Idea Detail	There's been major work to implement a partial Intelligent Transportation System in Fargo. I'd like to see this continue into the future in partnership with FM MetroCOG and the three main cities. Yesterday there was an awful two car accident on East bound I-94, which took up all three lanes of traffic right at the beginning of rush hour traffic. It would've been nice to be warned of an accident ahead as I went under several overpasses before getting to it... 9th St. S./Veterans Blvd. 45th St. S. I-29 25th St. S. S. University. That's five places I could've been warned (as well as several thousand other motorists at the time) of the upcoming accident and I could've diverted off to a different road or taken a route through town. You could also use these systems to dynamically adjust the speed limits on certain roads due to heavy load, or even to inform approach automobiles they are going to fast for the existing conditions (icy roads). Another thing is have the data being collected in realtime and available publicly so it can be incorporated into web/phone applications to give live traffic conditions. Another system includes LED lights in the ground for visual indicators of where to stop/not cross over. I've included that video... Here's a few examples I've found... http://www.waughtechnology.com/homewaughtechnologywwwcms/images/Slippery%20Surface%20Warning%20Sign.jpg http://farm1.static.flickr.com/228/475193424_a46a6e061d_z.jpg
Idea Author	Matthew F
Number of Seconds	2
Number of Points	0
Number of Comments	2
Comment 1	He he he, I'm kinda regretting that too JG... But I do know FM MetroCOG is constantly working on this... | By Matthew F
Comment 2	fmmetroplex, why the heck didn't you suggest this sooner!?!?!?! The forum closes up tomorrow!!!!!!! YES YES YES YES YES! | By Johnathan (
Idea Title	Public Tram
Idea Detail	I would like to see a public tram that runs from the West Acres area to the downtown area (with stops inbetween of course). This could increase people's ability to circulate through town, while also limiting the amount of traffic on the roadways. A shopper could access the department stores of the mall and the local shops of downtown, without spending half the day in their car
Idea Author	Todd H
Number of Seconds	2
Number of Points	0
Number of Comments	2
Comment 1	Have the tram or trolley go around downtown too. Light rail could be so good in this railroad heavy region. Pelican Lake Round Trip?? | By Coco S
Comment 2	I feel both Trams and light rail should be considered. Quick, efficient public transit between those two areas is essential to the city's development. It would also help in the growth of the downtown, as more people would be able to get there more easily. | By Keshika
Idea Title	Pedestrian safety!!!!!!!!!!!!!!!!!!!!
Idea Detail	Three years ago while rollerblading on the sidewalk and attempting to cross a street on which I had the right of way, I was struck by a car not watching for pedestrians or minding the law of stopping behind the stop sign. And again just yesterday, I was hit by ANOTHER car while rollerblading. Exact same circumstances, different street. We obviously need some kind of driver re-education initiative or campaign to raise awareness of pedestrian safety. To anyone who drives a car: PLEASE be careful and watch out for pedestrians!!! To anyone who walks/runs/bikes/rollerblades: PLEASE watch out, because drivers in Fargo are clearly NOT watching out for you!!!
Idea Author	Sarah M
Number of Seconds	2
Number of Points	0
Number of Comments	2
Comment 1	Did you report these to the police? Because hitting pedestrians is very much illegal. People who do it will at the very least, get a ticket. I'm not sure what you would like for the city to do, but if you identify some physical conditions for these events (i.e. flashing signs near the intersection, too dense boulevard planting they may be able to address them that way. | By Catherine V
Comment 2	I agree. I feel the state does not give enough emphasis to being careful of pedestrians in the drivers' manual when applying for a driver's license. | By Keshika D
Idea Title	Attack the High Cost of Infrastructure Improvements

Idea Detail	I do not have any experience in the bid process or accepted procedures but I know the cost of improvements to our city is skyrocketing out of control. I may be getting the numbers wrong here, but this is what I remember: Fargo recently painted lines on some of our streets to designate bike lanes. If memory serves, it cost just more than a million dollars to PAINT LINES on the street... I don't recall how many miles of lines it was, but I know that is TOO MUCH to paint lines on the street. At some point, no matter how bad you want the project done, you have to go back to the contractors and say, "No. It's too much. We'll try again next spring." Explore all avenues to reduce costs on infrastructure improvements.
Idea Author	troy L
Number of Seconds	1
Number of Points	0
Number of Comments	4
Comment 1	It 's like the punchline to the old joke: "I'll have what he's having!", only in this case we're talking about the guy who paints stripes on the road surface. Fargo streets are replete with examples. My favorite is driving south on 2nd St N on the inside lane. If you intuitively stay in your lane crossing NP Ave, you run smack dap into the curb...inexplicably, your lane has shifted several feet to the east! If I had a nickel for every time a driver in the other lane has almost sideswiped me at that intersection, I would throw a very large party over the weekend! | By Alvin B
Comment 2	not to mention that some of those lines seem to be just slapped on the road with little consideration for those that have to drive next to them... there is a road by my place of work where the bike lanes start, stop, and then start again... except they are not lined up so I have to swirve my car to the left to respsect these bi lanes. this seems more dangerous for all parties involved than if they just didn't paint them. | By rachel G
Comment 3	Wait a minute...A MILLION DOLLARS?!?! (How did I miss that one?) So why are the new lines so difficult to see at night or when it rains? And why do they wear out so fast? This is ridiculous. | By Alvin B
Comment 4	One thing we might do is - rather than building a mega-(expensive) parking ramp - purchase/lease vacant land between 1st & 3rd avenues north, just west of the central downtown district. Build secured/paved parking lots on those parcels. Furnish each lot with warm depot waiting areas w/rest rooms & coffee kiosks/newstands. Run free shuttles every 20 minutes or so from these new parking lots to & from the downtown district. Run one or two other free shuttles buses throughout the downtown district. Shoppers would hop the brightly-painted downtown shuttles for getting around the business district. When they were ready to go, they'd hop the other buses taking them back to their vehicles at the west side parking lots. We could run these shuttles for years (decades?) before we began to approach the co$t of building more ramps... | By Alvin B
Idea Title	Overpass/Underpass at Great Northern Drive and Dakota Drive N
Idea Detail	I'm not a civil engineer so I'll leave the details to the experts, but we need either an overpass for automobile traffic or an overpass for the trains where they intersect at Great Northern Drive and Dakota Drive North. This would create better access and escape for college residents near NDSU, and would facilitate better traffic flow into and out of "The Ridge". The present intersection is barely controlled with cross arms.
Idea Author	troy L
Number of Seconds	1
Number of Points	0
Number of Comments	0
Idea Title	Free Taxis/Shuttles
Idea Detail	A trend that's happening in several places around the country is the Free Taxi/Shuttle. A free taxi service existed in Tampa a few years ago, but they were run out of town by the traditional taxi services -- aided by the city government. I'm not certain of the feasability of this business model in a cold weather climate, but it's worth some investigation. The taxi service makes use of electric and/or high mpg vehicles, and the service is sustained by advertising wraps and tips. A limited area would also have to be enforced. When I first heard the idea, it didn't sound financially sound to me, but after a little research I was surprised to find this model succeeding in several markets. We have a shortage of taxis in this town, as you well know if you've tried to get one at bar close. Set up hubs in about ten places around the metro to minimize travel time, and fill-in the gaps that the traditional taxi services don't cover. It's not a perfect idea, but it's a start.
Idea Author	troy L
Number of Seconds	1
Number of Points	0
Number of Comments	1
Comment 1	Maybe this could be worked out with the companies and the MAT. | By Andrew M
Idea Title	Three Lane One Ways
Idea Detail	Create two underground roadways that basically follow South University and 10th Street. The underground roadways can be expanded to 3 lanes of traffic. The top surface can be converted back to a quite twoway street for home owners along those roads.
Idea Author	Matthew F
Number of Seconds	1
Number of Points	0
Number of Comments	16
Comment 1	Boy, I must admit, now I understand this idea even less. My window on 10th Street sees traffic traveling to the North, not the South. I'm telling you, traffic volumes don't warrant an expansion. Next summer, they're widening the road three feet to completely re-pave it and add a bike lane. To add a third traffic lane, they would have to add 15 feet of width and take 7 1/2 feet of yards on each side of the road. I don't think any of these residents wanna give up that much yard space. And underground roadways aren't feasib;e in our soft clay soil. Ask anyone who designed the Big Dig what these projects entail. | By troy L

Comment 2	Barely, if you recenter the road. We're talking an additional 5 ft on each side of the road. Looking at overhead aerial imagery, the distance between the street and sidewalk on either side appear to be a bit under 25ft... So no big issue there. Do it a section at a time and the irritation will be kept to a minimum. In terms of the Main Avenue work I suggested, I don't see why we couldn't also have redevelopment efforts with those business (tax incentives, etc...) like a majority of the downtown Renaissance Zone had. I think most of them would be very open to redevelop their property for a 5 yr tax exclusion... I understand where you're coming from in terms of business owners along Main Avenue albedo, but they are also part of the problem of the decline on that particular corridor... Many of the property owners on the south side of Main Avenue have made improvements, but the north side, is desperate need of incentives to rehabilitate the area. | By Matthew F
Comment 3	Point taken on the condition of many of the structures along Main Ave, fm...On the other hand there are more than a few stable businesses along that stretch who managed to hang on throughout the recent Main Ave improvements. I imagine they'd take a rather jaundiced view of the improvement you had in mind for Main Ave. Re. burying roads on south 10th - that's a residential area. Unless you were planning on calling in the Chunnel engineers one side of 10th St would have to be razed to make your tunnel wide enough for three lanes. Tar & feathers springs to mind... | By Alvin B
Comment 4	Another thing Albedo, is the north side of Main Avenue is only really 1/2 a block, with the train tracks taking up the other half... | By Matthew F
Comment 5	and why are complaining about razing the north side of Main Avenue? Have you seen most of the buildings on that side of the road between 25th and University??? They are horrible, dilapitated structures or steel buildings with absolutely no character... if that's the kind of "urban fabric" you want for the city... we've got different mindsets for the future... | By Matthew I
Comment 6	Woah woah woah.... albedo, I'm not removing any of the exist fabric... I'm adding to it... there'd be 3 new lanes in the submerged portion and you'd get a nicer residential fabric with a new two-way street above... Sure, during construction it would be a nuisance, but most road work is to begin with. I see something like this built in sections, block by block, to minimize the interruptions to these areas. | By Matthew
Comment 7	fmmetroplex...To build a 3-lane underground road, you'd have to completely raze one side of the road or the other...on the surface. This idea echos another you had to raze one side of Main Ave one block deep to provide faster transit into the central district. By removing even more of the existing urban fabric, you'd leave us with less 'metro'. In light of these suggestions, your avatar begins to sound a bit ironic to my ear. | By Alvin
Comment 8	I went ahead and modified the idea to include the underground and aboveground portions, which seems like a better approach and I think producertroy would actually approve of as it would make his neighborhood more quite and enjoyable. | By Matthew
Comment 9	What do you mean albedo? | By Matthew F
Comment 10	I think it'll eventually happen... your window on the street producertroy has only shown you traffic heading to a declining downtown. It hasn't been until recently that interest has picked back up in revitalizing downtown, that the traffic counts are starting to go back up... Like I said, give it time, and you eventually see more and more vehicles. Perhaps the best approach would be to put the two major arterial streets underground and three lane them . Then put regular two way streets on the top surface. Local neighborhood traffic stays above and cars going downtown or north fargo can basically go under the neighborhood. | By Matthew F
Comment 11	Yikes, if you do Cable Cars, you're going to have to plaster that area with overhanging wires to run the trolley... | By Matthew F
Comment 12	I'd be willing to bet it DOESN'T HAPPEN for at least fifty years. As someone whose living room window overlooks tenth street, I can say the traffic volume isn't even close to necessitating it yet, even during rush hour. | By troy
Comment 13	You were being ironic when you chose your handle, weren't ya, fm? | By Alvin B
Comment 14	I say reduce them to one lanes and introduce cable cars and a bike lane on both. | By Matthew L
Comment 15	It's gonna happen eventually... | By Matthew F
Comment 16	I live on 10th Street, so no second from me. | By troy L
Idea Title	ARCHEOLOGICAL EXPEDITION
Idea Detail	Unearth the pedestrian underpass that ran under the RR tracks many years ago. It was on the east side of 8th St. N just north of Main Avenue. For some reason, it was filled in by the city. This time let's make it wider and light it up brightly
Idea Author	Alvin B
Number of Seconds	1
Number of Points	0
Number of Comments	0
Idea Title	DOWNTOWN DELIVERIES
Idea Detail	To ease congestion caused by delivery trucks, we might consider a no parking zone for one or two hours per day directly next to certain businesses along NP & 1st avenues north. As an example, take a bar such as the Old Broadway: On delivery days mandate No Parking from 10-11 a.m., along the east side of their building along NP Avenue. To ensure that drivers notice the signage, attach a small LED light to the No Parking sign. Attach a timer to the light and set it to start flashing 90 minutes before delivery parking hours go in to effect. (I believe parking is limited to 90 minutes per cycle on these avenues.) At 11 a.m, the flasher turns itself off. Repeat for afternoon deliveries. Site other LED signage as needed on the two avenues. (All deliveries should be scheduled so they do not conflict with rush hour traffic). Another idea I had was that a special traffic barricade be carried by delivery trucks. The barricade would fold out and be placed behind the truck, blocking the entire lane. These barricades would incorporate battery-powered bright orange LED arrows that would flash/scroll from right to left (or visa versa). The idea of course being a very bright moving arrow alerting drivers well in advance that they needed to switch lanes. (The same type of LED system used in patrol cars.) Position the barricade 30-50 feet behind the delivery truck so that shoppers who parked before the arrival of the truck would still be able to pull out from the curb. (Alternative: attach a roof-mount LED system to the rear of each truck.)
Idea Author	Alvin B
Number of Seconds	1

Number of Points	0
Number of Comments	6
Comment 1	We often find businessmen on the city council, so that line is a bit nebulous. I was thinking however that this would be a business alliance, not governed by the city. Deliveries could be made even during peak traffic hours, w/o blocking busy lanes. I forsee very little backup at the depot...deliveries would be same-day. We'd likely have to build an addition to the fire station's north side to accomodate the operation. Where the t-intersection now terminates at Roberts & NP, the street would be blocked & used instead for vendor trucks to que. The curved section of the roadway where Roberts St curves/blends into 8th ST would be at least three lanes wide, with a VERY gentle radius at the NE corner.
Comment 2	I suppose we would have to find out from business owners if that was a workable idea, since it could delay their deliveries for a day. That said, if it were feasible and we decided to do all that, the depot would need to be along a train spur. It need not be on prime downtown real estate. Nevertheless, my suspicio is that the city government wouldn't want to get mired in the delivery business beyond instituting an efficient policy to reduce traffic during peak road use. | By Catherine W
Comment 3	For nearby businesses, the delivery depot could use electric or hand-powered carts to deliver orders via the alleyways, or even the sidewalks. | By Alvin B
Comment 4	I just can't let this one go. Another idea: In the interests of reducing downtown traffic congestion caused by delivery trucks blocking lanes, we decide to repurpose the fire station @ Roberts & NP, as a staging area for downtown deliveries. Daily delivery orders to various vendors are cc'd by enrolled businesses to the depot in preparation for delivery. Vendors drop off orders directly into the delivery depot via the large garage doors already in place. The depot provides security and weather protection. Deliveries to the depot are carefully checked against the manifests, and are then transferred to specially designed shipping containers for final delivery via small straddle trucks. http://tinyurl.com/6xus4fe As a container is being loaded, the depot alerts the intended business owner who then puts out traffic cones to reserve a parking space by his storefront. These unusual-looking trucks will be sized to fit nicely into a standard diagonal parking slot. The straddle truck will simply drive in to the reserved space, drop the container & take off for more deliveries/pickups. When the business is ready, it calls the depot to pick up the container. Containers could be single-spaced or divided into sections each with its own separate doorlock. (E.g., a three-section container could be dropped to deliver goods to 3 neighboring businesses at once.) A container can also be dropped parallel to the curb. The depot is bonded and insured. As downtown traffic lanes become busier, this idea might be worthy of serious consideration
Comment 5	YES, YES, YES!!! Thanks, Cat - Your solution is the very definition of simplicity itself! I do have a habit of getting carried away at times! | By Alvin B
Comment 6	I like your idea about accommodating deliveries with special parking but it sounds a bit more complicated than it needs to be. Why not just label the street sign "15 minute parking 2pm-4pm" (or when ever deliveries occur)or "parking permit required". If the former leaves too much time where the spot would be unused, the business owner could have a parking permit that s/he gives to a patron to park there for an hour or so when the spot is available. | By Catherine W
Idea Title	PEDESTRIAN UNDERPASS, PT II
Idea Detail	Build a pedestrian underpass ramp under the Great Northern RR tracks (on the N edge of the downtown) along the east side of 7th St N routing it into the basement of the brick building on the N side of the tracks. (SW of Hardees) Many years ago there used to be a nice Italian restaurant in the basement of that building - I believe it also has an elevator
Idea Author	Alvin B
Number of Seconds	1
Number of Points	0
Number of Comments	0
Idea Title	GROUND LEVEL 'CHUNNEL' ON 2ND ST N...

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Idea Detail	Build a TUNNEL along/on top of 2nd St N, from the RR tracks to 1st Ave N to keep 2nd St open during our annual record flood, and to finally give permanent flood protection to that section of downtown Fargo. Glaze the tunnel roof to allow natural light to flood the interior. Span the tunnel at 2 or 3 places with pedestrian overpasses leading to the river/Moorhead Add a pedestrian walkway along the entire east side atop this project, and incorporate stairs at regular intervals leading down to riverside amenities. Also build in decks, patios, overlooks, kiosk space, bike stands, bait shop, x-country ski lockers, whatever on the east side... Reserve large opening on NE corner of 4th Av & 2nd St N for truck/bus/car access down to riverside. Perhaps GoFargo's downtown 'lake' amenity could be sited down there? (This opening would be sealed during floods.) Reserve openings at 3rd & 4th avenues north for traffic access coming/going. (Traffic lights within the tunnel will be suspended from the ceiling.) Use wild colors on the concrete to stimulate the senses...change color schemes frequently...
Idea Author	Alvin B
Number of Seconds	1
Number of Points	0
Number of Comments	0
Idea Title	Main Ave to NP Ave viaduct.
Idea Detail	One of my biggest gripes about Fargo is access to downtown and a smooth flowing east to west route through the cities. As much as I would like to see a spur giving direct interstate access to downtown, the size and scope of such a project seems almost impossible. And anyone that has traveled into MN on Hgwy 10 from the Main Ave corridor in Fargo can tell you that the transition to/from hgwy 10 & Main at 8th street in Moorhead is a joke. My solution? A 12th ave N / Demers Ave (GF) style viaduct between NP Ave @ University and Main Ave @ roughly 18-22nd street. (With NP being made 2 way with 5 lanes through downtown.) If you look at a map currently you will see that NP and Main between I29 and 25th St. run on the same line of longitude. Why not bridge the gap over the tracks and make traveling into FM from Highway 10 and out at I94 in West Fargo a smooth, straight line? The project would be less intrusive than an Interstate spur, as NP currently fades away behind warehouses at University, and only a few properties on the north side of Main would need to be raised. Not to mention the view coming into downtown from an elevated roadway over the BNSF line. :)
Idea Author	Jeremy S
Number of Seconds	1
Number of Points	0
Number of Comments	0
Idea Title	Bicycle Transportation Hub
Idea Detail	Provide a centrally located bicycle storage facility downtown complete with showers and changing rooms so commuters can bicycle to work and have a place to safely store their bike and clean up. Down the road, once Fargo becomes more of a tourist destination with several "hot spots", a bicycle rental program would allow tourists to experience the city. Ideally, once there is flood protection, the bike paths along the river will be utilized longer during the warmer seasons and there will be development and areas of interest along the river.
Idea Author	Alp A
Number of Seconds	1
Number of Points	0
Number of Comments	0
Idea Title	merging on I 29 - I 94
Idea Detail	People in Fargo need to learn how to merge, its just an embarassment for most of FARGOANS on how they approach off and on ramps. particularly the south I 29 to West I 94 bridge.... they have it to 1 lane, then there is 2 lanes on the bridge BUT NO ONE USES THE 2 LANES!! argh!!
Idea Author	lakes B
Number of Seconds	0
Number of Points	0
Number of Comments	3
Comment 1	something like that. people are crazy drivers | By lakes B
Comment 2	Instead, they should redesign the ramp and it's connection to fully utilize the lanes. The offramp fly over should be two lanes. The inner lane should be for folks who want to connect to I-94. The outer lane should be for folks who want to immediately exit off I-94 onto 25th St. S. | By Matthew F
Comment 3	So you're proposing... a mandatory class to teach interstate commuters how to merge? | By troy L
Idea Title	Stop the stopping insanity
Idea Detail	Lets stop stopping all the time. When I drive, I am stopped or sitting more than moving. I think about waste while stopped. Waste of energy, waste of time, waste on my vehicle. A waste that does not need to happen. I live downtown, but the stopping will not be different anywhere in town. There will be less stopping the further from downtown, but impact of less stopping will be the same. I drive as little as I can, but when I do, I notice that I am stopping at many intersections, and sitting. I dont understand why at many, as there are no vehicles there but me, most of the time. While my vehicle is stopped, idling, it gets the worst MPG. ZERO, zilch, zip, NOTHING. I drive down streets like 1st Avenue south in Fargo and Main Avenue in Moorhead, and I stop at almost every intersection. Why do you have to stop at both 4th street and 2nd street on 12th Avenue North? Do we need to have stop lights on Main Avenue in Fargo at all of 2nd street, 4th street, Broadway, 7th and 8th streets? I understand 2nd. How about a grid system that people can get use to. Every 5, 6, 10 or 12 blocks? Or coordinate lights to travel through? The one ways in downtown Fargo are great for through travel. Some will argue that you should not have to stop at an intersection for extended periods of time if you have a stop. There are enough lights and stops, for people will go a few blocks to get to an intersection with a stop light or 4 way stop to get where they need to. I dont mean remove all stops, but I truly believe that many of them can be removed.
Idea Author	Bruce T

Number of Seconds	0
Number of Points	0
Number of Comments	2
Comment 1	I agree with Cat that a pedestrian friendly community must happen. To clarify, I did not say that I am trying to get around any stopping, just some. I walk and bike and do not think I need to have 100% access to every intersection at all times. I think there are ways to solve the walking issue like the controls currently in use now. There are timers and push-button signals that can allow for pedestrian flow and sensors that monitor vehicle movement. We should use the utilities that we have to solve that issue. I agree that pedestrians must be accounted for, but with the controls we now have, I do not believe having less stops for vehicles will hurt business or endanger lives of pedestrians. | By Bruce T
Comment 2	I think the stops are necessary for walkability, especially downtown. But your point that the lights should be properly timed is well taken. I dont like to speed to make the lights (you apparently are not speeding). Having poorly timed lights that drivers must speed to make also counteracts efforts made to increase walkability. The only way to get around any stopping is to take a highway. I don't think that we want that downtown because it hurts businesses and endangers pedestrians | By Catherine W
Idea Title	underpass
Idea Detail	Build more underpasases under the tracks @
Idea Author	mikey S
Number of Seconds	0
Number of Points	0
Number of Comments	0
Topic Name	***Arts and Culture Initiatives***
Idea Title	Public Art
Idea Detail	Incorporate public art into new transportation and utility infrastructure investments by implementation of a program for the arts.
Idea Author	Nathan P
Number of Seconds	25
Number of Points	0
Number of Comments	6
Comment 1	While it is important to have permanent public art devoted strictly to Fargo to give it a unique identity, Fargo may also want to partner with cities such as Bismarck, Grand Forks, and other nearby cities to share and rotate public art so the artwork is fresh and mutually funded. | By Alp A
Comment 2	pick 3-4 spots that could use public art and then find a way to privately finance them. It's going to be hard to get public dollars right now for this. The city of Fountain Hills, Arizona has a ton of public art-all or a great part is privately financed. | By Brad V
Comment 3	The city I live in has these huge murals on the sides of buildings downtown: http://www.youtube.com/watch?v=mqxbM3A2BhM | By Ashley K
Comment 4	Public art must also become a part of public policy, and not simply a one-time event. It can have a tremendous impact on long-term economic development and investment in the community. | By Carolyn W
Comment 5	Love this. Would it apply only to public projects or also to commercial projects? | By Erin K
Comment 6	Fantastic idea that has been implemented with much success throughout many similar sized cities and many states as well. Such a program will help create the attractiveness our city needs to be competitive with others which will concretely impact economic development efforts. | By Bradley B
Idea Title	Festivals and Cultural Events
Idea Detail	Develop space and programming for festivals and events.
Idea Author	Nathan P
Number of Seconds	19
Number of Points	0
Number of Comments	6
Comment 1	I just came across this ingenious way to create outdoor living space. Check out http://www.bbc.co.uk/news/world-us-canada-15208873 How about using the old Sunmart on 13th Ave, 23rd Street S as a green house/cafe/meeting place?? Possibilities to use abandoned places? | By Ronaldo Y
Comment 2	We need a winter carnival like the ones they have up here in Canada! They have them in even the smallest of towns. Last year I was at one in a city of 3,500 that had an ice sculpture competition that drew international competitors, an ice bar, and live music under a tent. | By Ashley K
Comment 3	I love this idea and have inquired about it before. Especially right before Christmas where the weather is still bearable. Island Park or Lindenwood Park (where they do the christmas lights) are good places since they have tree coverage to help block some of the wind. | By rachel G
Comment 4	Nice idea, depending on the quality and content of the events. Another low-quality street fair passing off sunglasses, imported wood-crafts and tie-dye as art sends the wrong message to the region and nation that this is our understanding and sophistication in the arts. Nice community event yes, quality art event no. Great examples abound in Places like Madison WI, Des Moines IA, Cherry Creek, Co. | By Bradley B
Comment 5	I agree with BB. We want to make sure that we are elevating the understanding/appreciation of art as we move forward on the planning and execution of festivals and cultural events. The arts can, and should!, be instrumental in helping our community find fun and creative ways to not just survive the winter but look forward to it because of the community-wide events that become part of the season. | By Dayna
Comment 6	I also agree. Went to a great artists' market in Jacksonville, FL under a bridge. Sounds creepy, but it's near a museum and a river. The city cleaned it up, built a dedicated space with a stage, which provides the stability to have not only a weekly event, but larger festivals. Do something like this near the Plains Art Museum, and then the adjoining parking lots (and there are plenty of these), and even NP could become a real arts festival location. Some could be indoors, and some could be out. | By Andrew M
Idea Title	Public Gathering Spaces
Idea Detail	Develop dedicated public gathering spaces and public spaces in neighborhood centers. Promote programming of public spaces with festivals and other cultural events.
Idea Author	Nathan P
Number of Seconds	16
Number of Points	0
Number of Comments	4

Comment 1	Fargo Life's a Beach! The first thing that strikes you is a sandy beach with swimsuit clad Fargoans enjoying the sun and playing around a 3 - 4 acre swimming lake (like the artificial beaches within a beach at many resorts in Hawaii and Carribean or Paris Plage in France) between the river and the protection plaza. The large granule sand would be collected in early fall and stored for the next summer season. Everything on the riverside of protection would be "wash and wear" hose it down and get ready for fun in the sun! In the winter, the lake could be used for skating and snow could be shaped to create a half pipe for snowboarding (this snowboard park portion is a recent graduate from NDSU architecture students idea, he has a great powerpoint) It's also important to back away and give the river more room and to relieve stress on the riverbank. Second street could be moved back from the river about 2/3 into the Civic Parking lot, it could be merged with 3rd St in front of the Librar | By Mike W
Comment 2	Here's my dream, and some of us have been working on it for years. When many Fargoans think of sand, we think of sandbags. That needs to change. We al realize the first order of business is to protect Fargo. I believe it's vital to also protect our revitalized downtown that is ripe for more mixed use development. We can leverage this downtown flood protection as a catalyst for development and fun and it can serve as a way to recruit and retain people and businesses b making Fargo not only safe, but much more fun! Welcome to "Fargo, life's a Beach!" Wouldn't it be cool as you stroll the plaza on top of the protection eating a walleye on a stick from a small local shop that's one of many along the way on top looking over an expanded river front. The first thing that strikes you is a sandy beach with swimsuit clad Fargoans enjoying the sun and playing around a 3 - 4 acre swimming lake (like the artificial beaches within a beach at many resorts in Hawaii and Carribean or Paris Plage | By Mike W
Comment 3	One simple solution would be to make sure that sidewalks connect to each other and allow walkers to make a circle in their neighborhood. The core of the city allows many interconnections because it's based on a grid. Newer developments could include connections, in a different form, too. | By Erin K
Comment 4	Walking paths for those who live on the south side of Fargo! I visited some friends of mine in Winnipeg and after supper, we went for a walk. I was delightfully surprised at the ingenious way the developers incorporated a walking path in their neighborhood. When I returned home in Fargo, I wondered why we can't have similar ideas. We are encouraged to keep fit but so few places in our areas where we can simply walk and enjoy some aspects of nature! City officials - consider walking paths in our neighborhoods! | By Ronaldo Y
Idea Title	Access to Art Classes and Cultural Programs
Idea Detail	Develop strategies to increase access to art classes and cultural programs.
Idea Author	Nathan P
Number of Seconds	13
Number of Points	0
Number of Comments	5
Comment 1	How did Performing Arts Center NOT make these final lists? There were multiple ideas around that idea that must've totaled at least 20 "seconds"... shame.... | By Matthew F
Comment 2	Plains Art Museum's Center for Creativity would be just such as place as people advocate for in these comments. We welcome support to help us fulfill this vision. | By Coco S
Comment 3	The City, Park District, Schools and Arts organizations should team up on a Community Art Center that shares resources, opportunities and a facility to offer more options and not duplicate services, getting more bang for the public buck! Like Erin said, the arts teach creative thinking skills, collaboration, and problem solving all of which make our community a better place to live. The City needs to take an active role and should not just rely on organizations that are only funded by donations. | By Meg S
Comment 4	Visible involvement in arts and cultural activities by city officials and business leaders would help to support the notion that the arts are not a novelty but integral to a healthy community. Policy decisions that encourage volunteerism, charitable giving and active participation in arts and cultural offerings will also have a significant impact on community cohesion and well-being. | By Carolyn W
Comment 5	These classes should be offered for both kids and adults. Creative thinking can make people better students, employees, and citizens. | By Erin K
Topic Name	***Health Initiatives***
Idea Title	Healthy Food
Idea Detail	Ensure all neighborhoods have access to healthy food. Promote more Farmers' Markets and community gardens in Fargo.
Idea Author	Nathan P
Number of Seconds	23
Number of Points	0
Number of Comments	12
Comment 1	How do you expect small mom and pop restaurants to add calorie counts to their menus? It's not cheap to have laboratories calculate that for you... | By Matthew F
Comment 2	I doubt it would significantly effect small, local restaurants. Au contraire, it might drive out some lazy/unhealthy chains, not to mention there's less bureaucracy to cut through. If it's really a concern, we could follow Vermont's example: "The legislation applies only to companies that operate at least 20 restaurants throughout the country." It's also a one-time setup cost, and the city/county/state could help out with that... hey, ND is sitting on $1 billion last I heard. How about we use it for a healthier population? | By Ashley K
Comment 3	Cellar Door, if you haven't noticed that $1B+ surplus is being hoarded and spent by those mostly in the western portion of the state... they've already got $1B in infrastructure pegged for the next several years... yet, NDSU is highly underfunded, there's a diversion that needs to be built, and we just blew $450M on property tax relief... I think it's no longer Imperial Cass and now it's Imperial West. :) | By Matthew
Comment 4	And require calorie counts on menus!! | By Ashley K
Comment 5	The farmers market should be more intergrated into downtown...like the picture at top of this page...and have more of a permanent feel. This would bring a lot of foot traffic to downtown which can only be a good thing. The current location is too hidden. It would make most sense for a more permanent location to be placed off of broadway since it would act as a destination and spur new growth/interest in the emerging parts of downtown. Or even just move the market as it currently is (temporary tents) from Dike East to the gravel lot on Broadway across from HoDo | By Mike Z
Comment 6	Why doesn't the city simply study and emulate (encourage) other successful farmers markets? Say like the ones in San Francisco and Seattle... those are packed every weekend... | By Matthew F
Comment 7	Some cities combine the Farmers Market with a gathering space and yes it needs to be year round. | By Backman B
Comment 8	City needs to help promote the Farmers' markets we already have. Build a structure that can hold them all year round, butchers, bakers, crafts. | By Sam N

Comment 9	Love, love, love this! | By Durga V
Comment 10	+1 | By Mike Z
Comment 11	Perfect | By Keshika D
Comment 12	Exactly, like the Pike's Place Market in Seattle. :) | By Matthew F
Idea Title	City-Wide Trail Loop
Idea Detail	Connect the city with a greenway that is made up of primarily off street trails.
Idea Author	Nathan P
Number of Seconds	18
Number of Points	0
Number of Comments	8
Comment 1	In Minot, they have a couple of 'waste bag' dispensers along their path and a garbage can here and there - helps to keep things cleaned up. There are a lot of active dog owners in town that would utilize something like this. | By CrazyDog L
Comment 2	This could also be considered a transportation initiative for both children and adults. | By Spencer S
Comment 3	Agreed. If you make these accessible and connected, I can see a huge increase in bicycle, walking, x-country ski commuting. | By Andrew M
Comment 4	Have "rest stops" at periodic intervals along the trail. | By Erin K
Comment 5	This concept could be part of a greenway | By Backman B
Comment 6	Is there a way to make this a year-round amenity. I would think this could be pretty easily combined with that particular one. | By Andrew M
Comment 7	It would be great to link the cross-country ski trails at Lindenwood,Gooseberry,Dike West, Hjemkomst,and Edgewood. Each one is nice, but a bit short. | By Kelly S
Comment 8	A recreation trail that circumnavigates the city would give users a safe trail that can be utilized for exercise and provide a means for getting about the city without cars. Ideally, the river would have a complete trail running along it that would also connect with a trail that goes through the central/western part of the city that would complete a loop. Sioux Falls, South Dakota has a very nice trail like this (http://www.siouxfallsparks.org/Bike/trail/view_map). For winter, let's have a complete cross-country ski trail that goes from Edgewood Golf Course to Lindenwood Park, or farther. The trails that exist in Fargo now are disconnected and disfunctional. Let's make them a destination! | By Laura S
Idea Title	Year-round Recreational Opportunities
Idea Detail	Develop a year-round regional recreational amenity within the city.
Idea Author	Nathan P
Number of Seconds	16
Number of Points	0
Number of Comments	7
Comment 1	Would love it if there was an opportunity to bring a dog along - not to skate, but to mingle. | By CrazyDog L
Comment 2	I love this idea for downtown Fargo. The downtown area has already sparked a cool vibe with the great restaurants and the art galleries. That said, a skating rink gives a mini-Central Park feel. Popular, social, and fitting for ND. I simply love the ida. | By Nathan I
Comment 3	I think a downtown skating rink at the bike shop or at the Bank Plaza would more than make up for lost parking in city identity and providing a family draw (in contrast to the bars). It could provide an athletic vibe to the area near the railroad tracks, something already developing with a bike shop and running store down there. | By Andrew M
Comment 4	We need a downtown skating rink that is open at night and plays music... it could be partially funded by skate rentals and an admission fee, just like the pools. People would donate their old skates to be rented! | By Meg S
Comment 5	Adding cross-country ski trails, snowshoe trails, and skijoring trails (for a person on skis and 1-3 dogs in a sled dog harness) would really expand our winter recreational opportunities. | By Kelly S
Comment 6	The down town skating rink at the "Forks" in Winnipeg is very popular. | By Backman B
Comment 7	I though the idea of a small skating rink downtown was really cool. Would be a fun way to get more people downtown and would be fun for people watching when downtown shopping or eating. | By Mike Z
Idea Title	Access to Healthcare
Idea Detail	Fargo will ensure all residents have access to quality healthcare.
Idea Author	Nathan P
Number of Seconds	6
Number of Points	0
Number of Comments	2
Comment 1	AFFORDABLE access--with or without health insurance. | By Sandra B
Comment 2	I don't think that should be the responsibility of the city to enforce "affordable" access. That's either a state/federal matter... What Fargo should do is continue to promote health care developments in the city that give residents more options and more access to the latest in healthcare technology. The new hospital by Sanford is a step in that direction. I'd like to see eventual expansion plans from Essentia Health as well (their building was designed to handle another "wing" on their flagship campus on 32nd Ave... | By Matthew F
Idea Title	Regional Recreational Amenity
Idea Detail	Develop regional recreational destination, such as a water park, indoor athletic center, or zoo.
Idea Author	Nathan P
Number of Seconds	4
Number of Points	0
Number of Comments	1
Comment 1	Indoor playgrounds would be a welcome addition for those who want to keep their kids active during inclement weather. | By Chris F
Topic Name	***Economic Initiatives***
Idea Title	Amenities and Beautification as an Economic Development Tool
Idea Detail	Invest in amenities and beautification as an economic development tool to attract creative individuals. For example, improve the streetscape and walkability of Fargo's main corridors.
Idea Author	Nathan P
Number of Seconds	21
Number of Points	0
Number of Comments	10

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Comment 2	Here's my dream, and some of us have been working on it for years. When many Fargoans think of sand, we think of sandbags. That needs to change. We al realize the first order of business is to protect Fargo. I believe it's vital to also protect our revitalized downtown that is ripe for more mixed use development. We can leverage this downtown flood protection as a catalyst for development and fun and it can serve as a way to recruit and retain people and businesses b making Fargo not only safe, but much more fun! Welcome to "Fargo, life's a Beach!" Wouldn't it be cool as you stroll the plaza on top of the protection eating a walleye on a stick from a small local shop that's one of many along the way on top looking over an expanded river front. The first thing that strikes you is a sandy beach with swimsuit clad Fargoans enjoying the sun and playing around a 3 - 4 acre swimming lake (like the artificial beaches within a beach at many resorts in Hawaii and Carribean or Paris Plage | By Mike W
Comment 3	The appearance of our city has a huge influence on peoples' decision to move here. Major corridors with high visibility, like Main Avenue, the interstates, etc. need so much improvement and enhancement to not be a source of visual embarrassment for the city. And in our growth areas, corridors like the interstates and other major corridors could be showpieces - streets that are beautiful and inviting. Improvements to the sign codes, a ban on billboards along city streets and higher spacing requirements along the interstate), design standards, and landscaping requirements are the key. IT TAKES CITY LEADERSHIP AND VISION TO TAKE THESE STEPS. Along with developers who care about the appearance of the community. | By Cindy G
Comment 4	The City should beautify our downtown and not make the struggling shop owners pay for and install all the Holiday lights themselves, Downtown is the heart of Fargo and should be clean, decorated and inviting year round. | By Meg S
Comment 5	Oops - that should have read 'alfresco' season.. | By Alvin B
Comment 6	Extend F-M's 'alfreso' season by building huge greenhouses above downtown city-owned parking lots (parking sub-level). Fill with tables, chairs, benches, lush greenery, coffee kiosks, etc and link them to new bits of pedestrian skyway systems that will allow passage over those 80 coal trains per day running through the heart of town. Mandate that new developement INCORPORATE SPACE for the new skyways/catwalks. Ring the larger solariums with small mom & pop stores on the first two levels (at the periphery)with efficiencies and small apts. atop...provide cab stands and bus stops out the main doors.... | By Alvin B
Comment 7	Something as simple as keeping the major road ways and associated sidewalks free from weeds would improve the look of our urban area. | By Backman B
Comment 8	The city government itself can make a major contribution to beautification of the city by making the maintenance of all rights-of-way, including curbs, signage, and poles a top priority - and with an eye to making it all look good rather than just serviceable. The City itself should set an example for creating a beautiful community. If you look closely, you can see how much needs to be done. | By Paul
Comment 9	The cultural amenities and beauty of a city are MAJOR contributors to a city's ability to be attractive and competitive in bringing not just creative individuals but discriminating companies and workers to the FM area. The instillation of a person within the city government structure (Public art advisor, Public art commission) would help the city deal with ALL of the remaining topics such as transportation, environment, neighborhoods in a more creative and dynamic way. | By Bradley E
Comment 10	The reconstruction of the roads downtown should provide more room for sidewalk displays, tables, etc. Yes, less than half the year is nice enough to do something like that. So should we scrap all summer activities? Of course not, build for the best times, deal with the worst. | By Sam N
Idea Title	Redevelop West Acres Commercial Area
Idea Detail	Redevelop West Acres commercial area to increase the amount of retail space, density, and promote walkability to increase competitiveness of this regional shopping destination.
Idea Author	Nathan P
Number of Seconds	7
Number of Points	0
Number of Comments	3
Comment 1	Here's an idea... push the mall to convert to a multi-story structure. Add parking ramps, a few mid-rise/high-rise hotels, an indoor water park, expanded movie theatre with an IMAX screen (it's not really that big of a deal to get these days with digital systems), and finally rework I-29/I-94 so you can get directly into the mall and out without having to sit on 13th, 42nd or 45th.... | By Matthew
Comment 2	West Acres itself is quite nice - I think the owners do a great job of keepeing the mall up-to-date and maintaining their landscaping around the mall (although I think there could be more of it). It's the many underutilized sites in the area that could be places for reinvestment at a higher density. This would encourage pedestrian traffic, and would add value to the tax base, and visual interest. The area is already a major attraction to out-of-towners; think of what it could be with updating, reinvestment, and a greater sense of place, where people want to spend more time and more money. | By Cindy G
Comment 3	There is a ton of vacant land by West Acres, not to mention the rundown "shopping center" that has the Savers store. Redeveloping these areas is an excelle idea, especially if done with a redesign of the mall parking areas to increase *safe* pedestrian access. Would it work to put a second MAT GTC in that area--a place where people can purchase cards, etc? | By Karin A
Idea Title	Entrepreneurship
Idea Detail	Create an environment of entrepreneurship through business support and public awareness campaigns.
Idea Author	Nathan P
Number of Seconds	4
Number of Points	0
Number of Comments	1
Comment 1	I would back this up with city space dedicated to helping people with big ideas start to bootstrap them. Homegrown businesses give back more, and have better jobs, than outside companies. | By Andrew M
Idea Title	Workforce Training
Idea Detail	Promote workforce training at the local universities and colleges.
Idea Author	Nathan P
Number of Seconds	3
Number of Points	0
Number of Comments	3
Comment 1	Also, the workforce in the Fargo-Moorhead area is consistently ranked amongst the best in the nation. I don't think it's training that's the problem, it's the availability of well-paying jobs. | By Matthew F
Comment 2	I think the other component to this is to continue to seek out, bring in and develop new higher paying jobs. A city becomes more enjoyable as the average salary increases. There's too many positions in Fargo/Moorhead that pay well under what is considered a normal "living wage". Of course there's bright spots with all the medical and technology jobs, but it's not enough. | By Matthew

Comment 3	Actually, I think this should be changed to start promoting it long before the university and college level. How about promoting it in high school? Work with hig school counselors and teachers, and help them understand the needs of businesses in the community. This will help guide high school students in their selection of majors and help get them thinking about the right path for post secondary education. | By Cindy G
Idea Title	Technology Infrastructure
Idea Detail	Create strategies to increase the quality of Fargo's communication infrastructure. This infrastructure will give Fargo a competitive advantage for technology related businesses to locate in Fargo
Idea Author	Nathan P
Number of Seconds	3
Number of Points	0
Number of Comments	3
Comment 1	Seriously folks? Only 3 "seconds"? Are you really that content with the offerings of CableOne? *sigh* I don't know what it is about the mentality of the folks in Fargo, but they seem to just take whatever is offered to them (even if it's subpar) and never demand MORE. | By Matthew F
Comment 2	Also, when national initiatives come up, like the Google Fiber project, jump on them. Sure we were all busy taking care of the flooding issue, but Fargo missed out on what would've been a tremendous boon to the city and economy by partnering up with Google to offer Gigabit internet speeds. | By Matthew F
Comment 3	You need to work with other providers that can give Fargo better service and better connection speeds. CableOne at this moment in time is doing nothing mor than charging ever increasing rates for minimal increases in speed and performance. It's rediculous you can get twice the speed and performance in West Fargo or Moorhead for roughly the same price from Midco. | By Matthew I
Idea Title	Incentives for Specialized Space
Idea Detail	Provide incentives for developing specialized space where both the demand and public benefit are substantially demonstrated. For example, there may be a need for more "wet" laboratory space to strengthen the bioscience industry and provide more jobs
Idea Author	Nathan P
Number of Seconds	0
Number of Points	0
Number of Comments	1
Comment 1	How about a green-house complex in the old SunMart building on 13th Avenue and 25th Street? Now that CVS is moving - the entire building is available? Is it? Add a few shops/cafe and voila! something green, inviting, giving us a break from the cold of winter blues! | By Ronaldo
Topic Name	***Neighborhood, Infill, and New Development Initiatives***
Idea Title	Promote Infill
Idea Detail	Develop policies to promote infill and density within areas that are already developed and are protected by a flood resiliency strategy. Control sprawl and focus on areas outside of the floodplain
Idea Author	Nathan P
Number of Seconds	20
Number of Points	0
Number of Comments	8
Comment 1	Take this one step further and also promote ever increasing higher population densities within the city and larger/taller developments in the urban cores. | By Matthew F
Comment 2	AGREED! Like Europe! These old cities were on to something in terms of sustainability. I really hope Fargo embraces urbanism, least we become an ever-expanding land of suburbs. | By Durga V
Comment 3	I would love to see the area of land south of the mall, north of 17th, (the 'old Menards' area) be redeveloped. Possibly a mall expansion, hotel / convention center, concert arena, indoor year round ice skating, something, anything! Make it a trophy destination point or central recreation and events center for our visiting shoppers and residents. There is huge potential there but ultimately it would be up to the land owners and not the city. I can just envision something really special being done there. | By Jeremy S
Comment 4	Here's my dream, and some of us have been working on it for years. When many Fargoans think of sand, we think of sandbags. That needs to change. We all realize the first order of business is to protect Fargo. I believe it's vital to also protect our revitalized downtown that is ripe for more mixed use development. We can leverage this downtown flood protection as a catalyst for development and fun and it can serve as a way to recruit and retain people and businesses b making Fargo not only safe, but much more fun! Welcome to "Fargo, life's a Beach!" Wouldn't it be cool as you stroll the plaza on top of the protection eating a walleye on a stick from a small local shop that's one of many along the way on top looking over an expanded river front. The first thing that strikes you is a sandy beach with swimsuit clad Fargoans enjoying the sun and playing around a 3 - 4 acre swimming lake (like the artificial beaches within a beach at many resorts in Hawaii and Carribean or Paris Plage | By Mike W
Comment 5	Fargo needs to repair the rundown parking lots downtown. They look awful, full of garbage, bad sidewalks in front of them. asphalt is in dire need of repair. Look at the Forum's parking lot on 1st Ave, or State Bank and Trust and Gate City Savings. These parking lots look good with fences and shrubs. The parking lot behind the VFW is a eye soar to say the least, as well as the two lots surrounding the dirty book store, which is an eye sore and needs to be torn down. He Fargo is the largest city in the state and there is a gravel parking lot next to the Flag radio station and Fort knox bar. According to city law, there are not suppose to be gravel parking lots downtown and I can point out many along Main Avenue. Why are these laws not being enforced? Fargo should fine these owners until they asphalt their lots.They look bad and their rocks are thrown onto the sidewalks making for trip hazards. | By Bruce B
Comment 6	...but the infill must match the surround character. I.E. no strip mall style development in the downtown areas, no cookie cutter homes in the historic neighorhoods. | By Mike Z
Comment 7	or allow ridiculous flashing signs like that tobacco(?) place in Moorhead in the NW corner of Main and 4th!Completely ruined the one rare nice looking part of Moorhead. haha! | By Durga V
Comment 8	Not to mention that place is a HUGE distraction to drivers! | By Ashley K
Idea Title	Design Standards
Idea Detail	Develop design guidelines for infill and new development, include policies on sidewalk cafes and dog friendly areas and limiting billboards and other visual clutter. Improve quality of new housing and develop neighborhood design standards to promote dense, walkable communities with neighborhood centers.
Idea Author	Nathan P
Number of Seconds	18
Number of Points	0
Number of Comments	13
Comment 1	Check out recent article from yahoo on Eco-Friendly Communities are surprisingly retro: http://realestate.yahoo.com/promo/eco-friendly-communities-are-surprisingly-retro.html Interesting! | By Ronaldo V
Comment 2	wow, wonderful article Ronaldo! I've heard of LEED certified buildings, but never heard of whole LEED certified neighborhoods. That is fantastic! I really hope can Fargo develop one of these urban villages that is "pedestrian, bicycle and mass transit- friendly"! I agree one hundred percent with the sentiment in the article that the worst thing to be sacrificed to sprawl is the sense of community. Thanks again Ronaldo! | By Durga V

Comment 3	Remember, when you put houses closer together the more likelihood the value of the property will fall and slums will grow. Just look around to some of our our condensed neighborhoods. | By mikey S
Comment 4	mikey s, I don't think it's necessarily increased density causes 'slums' to grow as much as it's the segregation of low-income and high-income. Think of the new (and very expensive) condos next to the Fargo Theater, a very high-density area--I can't see their prices falling to where they'd be seen as 'slums.' The challenge in this case, I think, is to make sure there are affordable housing available in this same neighborhood. As someone wrote in another post before, it's the mixing together of affordable and high-end housing that will keep people connected to their neighborhoods/communities and form the foundation of a safe, healthy city. I don't think density by itself causes 'slums' to appear; I think it can be blamed on failure of policies to prevent the concentration of low-income households. | By Durga V
Comment 5	Design standards should be form based to address scale, signage, site design, etc. | By Mike Z
Comment 6	While I agree with most of this suggestion, I think there has to be serious consideration given to density. I support multi-story complexes that are beautifully designed, but they do not necessarily belong in a quaint historic neighborhood. Why not build a beautifully designed row of LEED-certified townhouses with landscaped front stoops and a community garden? | By Kay S
Comment 7	Yes! I hope the density, that is quite beautiful and enjoyable in downtown, is brought to the rest of the community! I remember seeing this chart that showed how over the years the sizes of households decreased while the square footage of houses kept increasing! I really hope we can grow away from the obsession of owning suburban houses (worst idea, I think, for any growing city) to wanting to own urban homes. Why? Because we live in a CITY! Not a wanna be country-side, sprawled out suburbia that is inefficient and unsustainable. | By Durga V
Comment 8	FYI to Durdon. That trend of more square footage houses on smaller lots is... INCREASED DENSITY. So in one paragraph you love increased density. You then see it in action and you complain about it... | By Sam N
Comment 9	I'm not sure I understand you, Sam. The trend I was describing was DECREASING sizes of households--as in, number of family members in one home decreased--, while the sizes of houses INCREASED. I don't see how that's increased density? I wasn't comparing the size of homes to the size of lots they occupied... | By Durga V
Comment 10	Is that really a matter of density per se, or is that more a question of keeping future construction in character with existing development? | By Karin A
Comment 11	Do you know how to find the ugliest house in the neighborhood? Find out where the architect lives. | By Sam N
Comment 12	Well put Sam! | By Mike Z
Comment 13	Care to expand on that? You're attempt at humor failed on me. I know plenty of architects that live in pretty amazing houses... | By Matthew F
Idea Title	Historic Preservation
Idea Detail	Strengthen historical preservation incentives.
Idea Author	Nathan P
Number of Seconds	16
Number of Points	0
Number of Comments	2
Comment 1	I too hate that gravel parking lot between the bar and the radio station on Broadway. That spot could be so much more than it is. It detracts from Broadway. | By Cindy G
Comment 2	Why does Broadway still have an illegal gravel parking lot next to the Flag radio station? | By Sam N
Idea Title	High Quality Affordable Housing Near NDSU
Idea Detail	Develop higher quality affordable housing near the North Dakota State University campus.
Idea Author	Nathan P
Number of Seconds	8
Number of Points	0
Number of Comments	2
Comment 1	Fargo needs to do something about the numerous landlord owned homes. These are falling into disrepair, are not safe and are ugly for otherwise very nice neighborhoods. Eventually these homes will no longer provide cash flow for the landlords and will fall into blighted conditions. We need to save them now! | By Sam N
Comment 2	The city doesn't need to do something about the property, they need to do something about the landlords themselves. The city allows them to get away with packing 6 college students into a tiny rundown 2 bdrm house and charge $1200/month. You can't blame the students either, since you'd be surprised with what they are willing to live in as long as it's affordable... They need to get serious and tough on these landlords and property owners. | By Matthew F
Idea Title	Housing for New Americans and Low Income Residents
Idea Detail	Pursue strategies to increase access to housing for new Americans, low income residents.
Idea Author	Nathan P
Number of Seconds	8
Number of Points	0
Number of Comments	4
Comment 1	I think this also goes towards being an open and welcoming community. It's disgraceful how many comments and posts I read in forums online and the Fargo Forum where people in our community are very vocal and hateful towards these individuals and see them as a negative unwelcome strain on our city. While they are entitled to their opinions, it's disgusting and also reflects poorly on our city when people search online and research about moving to our city and then come across comments as those... Promote diversity and strengthen programs between the city of Fargo/Moorhead, LSS, and FHA | By Matthew
Comment 2	I think the Fargo Housing Authority and others already do a pretty decent job of this. | By Cindy G
Comment 3	Seconding Durdon. Well-integrated communities (on all levels) are healthier communities. | By Karin A
Comment 4	Housing that is well integrated withe the rest of the income groups and classes. Hope it's not a plan that isolates them. | By Durga V
Idea Title	Quality New Development
Idea Detail	Support homebuilders and developers that construct high quality, energy efficient buildings, and require new development to meet site design standards that result in well-designed new neighborhoods.
Idea Author	Nathan P
Number of Seconds	7
Number of Points	0
Number of Comments	8
Comment 1	Yesterday I read Michael Kimmelman's "In Madrid's Heart, Park Blooms Where a Freeway Once Blighted!" [New York Times, December 27th, 2011] Is it possible to use such innovative ideas in our 'neck of the woods?' | By Ronaldo Y

Comment 2	Another thing I've noticed is things in Fargo tend to be built up to minimum code, which usually means the cheapest materials and labor... like the old addage goes, you get what you pay for... | By Matthew
Comment 3	You folks need to come out the Seattle metropolitan area to see building/construction standards. What exist in the Fargo-Moorhead area are the bare minimum and just barely meet "code" in order to save as much money as possible. Just take a look at the new areas of the city and how the homes are all the same and boring... not too mention have no vegetation what-so-ever. | By Matthew
Comment 4	"Livability" solutions: application for free technical assistance from http://livabilitysolutions.org/?p=1 | By Alvin B
Comment 5	I don't think there's anything wrong with making sure that our new homes are top knotch as far as energy efficiency is concerned. That should be encouraged and perhaps rewarded in some way. And I think most/many people agree that driving down some of our new residential streets is not exactly an experience that leaves people with a positive impression of Fargo. There's a lot of monotonous, ugly development out there - garage door after garage door. I think we can do better, and still offer housing that's affordable. The status quo needs to change. | By Cindy G
Comment 6	What is meant by "site design standards". What you think looks nice doesnt mean I will think it looks nice. If I am building a home for myself, let me build it how I want it, it's my money. | By Sam M
Comment 7	Only within reason... for the most part you can build what you want as long as it meets national/city/state codes and any other property regulations. Also, if your house is going to purposely be hideous out of spite, your neighbors of course are entitled to legally fight and attempt to block you from constructing it. I'm all about personal freedom, but your's end where mine begin (and vice versa). | By Matthew F
Comment 8	Carefully balance neighborhood covenants and size requirements of new homes to actual demand for homes. We must be very cautious as to the added expense of regulations put in place with the best intentions which cause extra expense to the home owner. Households are getting smaller and we are still building big houses. The high cost of infrastructure will impact the growth of the new areas. Critical area of concern. | By Linda K
Topic Name	***Transportation Initiatives***
Idea Title	Bicycle and Pedestrian Infrastructure
Idea Detail	Improve bicycle and pedestrian connectivity by identification of gaps in the local and to the regional system. Implement a complete streets policy. For example, University could be a complete street and a pedestrian and bicycle transportation hub
Idea Author	Nathan P
Number of Seconds	19
Number of Points	0
Number of Comments	13
Comment 1	The elephant in the living room as far as downtown pedestrian infrastructure is concerned, is obviously over/underpasses to get us across the RR tracks safely and in relative comfort. A simple pedestrian span would do I suppose, but I think we can give ourselves something better than mere soul-crushing utilitarian architecture. E.g., why not combine new skyways with large solariums and greenhouses? Span these solaria with catwalks that are open to the huge space below, thus drawing pedestrians down to the commerce level to join their chums for a hot cup of java. Or another idea: build wide well-lit pedestrian RR UNDERPASSES mid-block connecting both sides of the tracks. On either side of the tracks we'd site huge geodesic domes. Stir in large plants, flowers, tables, chairs, coffee kiosks, music, snack bars, mom-n-pop shops on the perimeter, commuter areas for MAT riders...whatever. Sip a coco & watch the passing scene sans parka as your body makes vitamin D in the winter sunshine!!! | By Alvin B
Comment 2	Hey Bruce B,I've heard that there used to be a PEDESTRIAN UNDERPASS going under the RR tracks along 8th St N, just north of Main Avenue. I wonder why the city sealed this up. Much of the infrastructure is already in place along Main Av. for building new pedestrian overpasses, spanning both Main Ave AND the RR tracks in the downtown district. | By Alvin B
Comment 3	connect all trails as we are currently doing and try to get a link into Minnesota and to Horace. | By Brad W
Comment 4	There should be several bike friendly river crossings. Also, bike paths down to the new Davies High School would encourage kids to bike more. | By Keshika I
Comment 5	I forgot to mention in my previous post that a pedestrian/bike bridge across the Red River at 40th Ave S to connect to the new Bluestem Center would be grea And the connection to the Moorhead path system from there would be outstanding. | By Jeremy
Comment 6	I love the new "sharrows" on Elm Street. Thanks to the City for making that improvement! It puts Fargo on par with cities like Boulder, which is always mentioned as one of the most pedestrian/bike friendly cities in the US. This is something this street has needed for a long time. Bringing the centerline stripe back to the middle, and adding the sharrows is a big improvement. It raises the consciousness of the driving public that the road is shared with bikes, especially when it's really not comfortable or bike friendly, or pedestrian friendly, for bicyclists to ride on the narrow sidewalks along Elm. All the tie-ins mentioned by the previous writer would be great. | By Cindy G
Comment 7	I really like the idea of dedicated active living streets to make up our street/bike network. As you look at our city, we're long and narrow. Our main bike backbone (a mix of on and off-street paths), working from south to north, is University Drive to 30th Ave S to 11th St to 26th Ave S to 9th St to 24th Ave S to 5th St to 13th Ave S to 4th St into downtown and all the way to 12th Ave N. Then on 12th you can go east to NDSU or west to Elm St or to Moorhead. You can continue on Elm St with the new shared lane markings to Edgewood GC. This main bike backbone needs to be fed east and west along 32nd Ave N, 19th Ave N, 12th Ave N, 1st Ave N/NP, 1st Ave S, 17th Ave S and 40th Ave S. 25th St also has a good north/south off street bike route, but does have quite a bit of intersections to deal with. We also should connect the on-street bike lane dots between the downtown area to 25th St, and also between the downtown NDSU buildings to the main campus via 10th St and University Drive. | By Jeremy G
Comment 8	Not sure University DRive is really the right street to single out for this, since the vehicular transportation system depends so heavily on University Dr, and the are SO many places along this corridor where there's not enough room to add any landscaping, paths or bike lanes, but overall, I support the initiative. | By Cindy G
Comment 9	Yes the walk lights are just to fast. We also nee signs stating stop behind the large solid white stripe painted behind the cross walk. People today go half way out into the street and people have to walk around them in the street,making crossing very dangerous. | By Bruce
Comment 10	"If you build it, they will come..." BUT... we need an organized and sustainable bike/ped safety education program to help the use it safely. This goes for cyclists, peds and motorists. | By Chris F
Comment 11	A pedestrian RR overpass or underpass in needed on Broadway on Main Ave. Also warming shelters need to be placed at other RR crossings. Winter is brutal for pedestrians, especially the elderly, handicapped and disabled. This is a must do project to insure the safety of all pedestrians. Sometimes these trains stop for long periods of time. Sometimes one train right after another. If there is a train death. every crossing is blocked in downtown Fargo for up to three hours for the police to investigate. We surly do need this life saving project. Amen. | By Bruce B
Comment 12	We also might need to vamp up cross walks on busier streets so that pedestrians are more noticeable and get a "turn" to go as well instead of fighting for green light time with cars. | By rachel G
Comment 13	This should also address the urban design of the public realm to make it not only possible to walk, but also an enjoyable and rewarding experience to walk or bike. | By Mike Z
Idea Title	Improve Transit
Idea Detail	Expand and improve the existing transit service in terms of frequency, mode, and other options, including an effort to revise both the existing MAT bus schedule and frequency of bus service throughout the city and the region (Moorhead and West Fargo). Study the possibility of new local and regional travel venues, such as streetcars, light rails, commuter rail, and high speed rail
Idea Author	Nathan P
Number of Seconds	13
Number of Points	0
Number of Comments	6

GO 2030

Comment 1	Is it possible for me (as a rider) to be able to deduct my monthly fee from my city taxes. | By mikey S
Comment 2	You need to identify the areas of town that should/could support higher population densities and then develop the bus routes around these. That's how the larger cities do it... main stopping points for commuter rails and bus stops are typical high density pockets within the city itself. | By Matthew F
Comment 3	How about spending some money on advertising to change the perception of riding the bus in the F-M area? And make them come more often than twice an hour... | By Ashley K
Comment 4	It would be nice if the public transit system ran 7 days a week, 24 hours a day. Could it be supported by a gas tax for example? | By mikey S
Comment 5	Durdon, I agree. The city is now going in a way that does not favor public transit. Business and residential areas are built as far as possible. Instead of a sprawl, the city needs to infill and increase density. A spread out city will only cost more time and energy to get around. Public transit is almost impossible if the city is too spread out. When planning on building new local and regional transits, the city needs to consider how it should lay out. Otherwise, the transit will not be used by the most and it will cause a waste. | By Anthony1
Comment 6	Yay! Public transit! I hope Fargo grows in a way (e.g. more infill, more density) that makes having a public transit system the easy, affordable, efficient, and obvious choice for transportation. | By Durga \
Idea Title	One Way to Two Way Conversion Study
Idea Detail	Study the one way streets in Fargo for conversion to two ways. Two way streets reduce confusion and vehicle miles traveled by eliminating indirect routes. They also reduce vehicle travel speeds, potentially increasing pedestrian safety
Idea Author	Nathan P
Number of Seconds	8
Number of Points	0
Number of Comments	37
Comment 1	fmmetroplex - If the Kilbourne Group's plans for the US Bank parking lot come to fruition, those missing parking spaces will be replaced on the same site, sublevel. Depending on the design selected, there could be even more parking spaces than were originally available in the old ramp. ********* An interesting observation: "The desire to go 'through' a place must be balanced with the desire to go 'to' a place." -- Pennsylvania and New Jersey DOTs' 2007 "Smart Transportation Guide." (I believe 'place' is the operative word.) http://tinyurl.com/d4yqa2o | By Alvin B
Comment 2	"Could" being the definitive word there... I think much of Burgum's plans for that new highrise were hinged upon Sanford possibly moving their headquarters into that building and maintaining a strong downtown presence... That may be changing with the announcement of the new campus to be built out in SW Fargo... | By Matthew F
Comment 3	I'm sorry, I just don't buy that argument. Seattle has crazy traffic and is pretty much one-ways all over downtown, yet, I can comfortably get there and park downtown in one of the many ramps and walk around for my shopping/dining/entertainment. It's pretty convenient for me and I believe that the one-ways work to the city's advantage in allowing cars to flow smoothly. I just don't see a valid argument for those wanting a "walkable" downtown, yet, want to choke off those who don't live immediately downtown. Ok, I was perhaps a bit harsh, but come on, realistically opeople only will walk outside if they have to during the winter months (which go from Nov through April). Otherwise, a majority of Fargoans will go from their house to their car to the store and that's it. (Of course a much expanded SkyWay would solve that problem, but it appears to not have made it to the "top ten" on any lists.) | By Matthew
Comment 4	Maybe we can get another million people, an ocean, and an NFL franchise. Or, we can start working with what we have. We already have a mall next to a freeway. | By Andrew I
Comment 5	Please, our NFL franchise is nothing to cheer about. The ocean is another 100 miles away (on the other side of the Puget Sound/Olympic Mountain Range). It's nothing to do with having 4 million people or 250,000. The point is one-ways work. Provide ample parking and an area becomes very walkable... that is what's missing in downtown Fargo... ample parking... and the fact that 4 months of the year it's actually painful to walk around outside for long periods of time (hence the need for an expanded skyway)... | By Matthew I
Comment 6	We won't out-mall the mall. Downtown has to have something different. I, too, would love skyways, but they are very, very expensive. Otherwise, why are you ignoring Burlington, Vermont, which is smaller, doesn't depend on one-ways, and has weather more like Fargo? | By Andrew M
Comment 7	Things change, and people realize that changes made in the past weren't always the best decisions. Such is the case with many one-way pairs. During the 1950s and 60s when everything was all about the automobile, we really sacrificed a lot of livability and desirable urban characteristics. People now realize that decisions about our transportation system can no longer be about "all cars, all the time". In a downtown environment, people have come to realize that this is a walking environment, and that in order for the healthiest business climate and the healthiest PEOPLE climate, people need a straight-forward walkable street system that does not intimidate a huge percentage of drivers with confusing one-way pairs that start and stop at obscure locations. I have spoken with many people in Fargo who hate coming downtown due to the one-ways, and would gladly sacrifice a little speed and efficiency for the sake of feeling comfortable getting around downtown. | By Cindy G
Comment 8	You are right, FM. It was albedo. Agreed on the trains issue (although FM MetroCOG and the city are both discussing this issue. As for not liking pointing to big cities with traffic issues, it's a relevant thing to do. L.A. was designed for cars, and just shows that building more and quicker thoroughfares isn't the solution. Creating a culture of many options just works better (and people get out all four seasons here--no need to pooh pooh bikes, public transit, and walking). | By Andrew M
Comment 9	Not pooh-poohing bikes and other transportation, just saying during the winter months, buses are really the only viable option... (aside from cars). Most folks could handle 1 block of walking in weather below 20 degrees, anything colder than that is pushing it, especially the will of someone to be exposed to that for extended periods of time. | By Matthew F
Comment 10	The other thing is, I haven't seen any research on the matter supporting the conversion, other than the consulting firm coming back with what they thought the city leaders wanted to hear... We should of, at least, consulted FM MetroCOG and the NDSU Transportation Institute to run some simulations of the effects these changes would have on the traffic - including the 80 or so trains that pass through downtown every day (another cause of traffic nightmares, which nobody seems to want to address either). These resources are available to us, yet, weren't used. | By Matthew
Comment 11	The other thing is, I haven't seen any research on the matter supporting the conversion, other than the consulting firm coming back with what they thought the city leaders wanted to hear... We should of, at least, consulted FM MetroCOG and the NDSU Transportion Institute to run some simulations of the effects these changes would have on the traffic - including the 80 or so trains that pass through downtown every day (another cause of traffic nightmares, which nobody seems to want to address either). These resources are available to us, yet, weren't used. | By Matthew

Comment 12	How is what you just said related to the traffic issue (diversification of the economy using education)? Here's the reality of the situation. You're effectively going to create a traffic nightmare. There's a reason larger cities have one-ways for most of their downtown streets - so it can handle the traffic efficiently. People are going to avoid the traffic nightmare if they can (people don't have to shop/visit downtown when there's the West Acres area). You should be doing everything possible to lure folks downtown. This involves building parking structures so there's ample parking. You want an example of something that works? Take a look at downtown Bellevue, WA. They've managed to build a mall (comparable in size to West Acres) and surround it with very tall high density development. Parking is free in the mall parking ramps and underground parking structures of the high-rises when you go shopping. It works. | By Matthew F
Comment 13	What's going to kill these efforts is that back in the day, the city planners (whomever they were) decided that roughly three lanes widths would be sufficient for all downtown streets. You're in essence going to create two more "Broadways" - which are already horribly congested at times, running east and west, that also link up with the existing Broadway... | By Matthew F
Comment 14	We already have a West Acres mall. That kind of consumer new urbanism is only one way of doing things (and not always successful). Our downtown has become a top-10 downtown because of the organic growth, and this is just one further step. That "horrible" congestion on Broadway is actually just a sign of success. We still have the shortest commutes (and if people want to blow through, the highway is really only one step away). I've lived in L.A., Phoenix, and Ohio, so I know horrible traffic. These places are practically paved with one-ways, and it only invites terrible development and more car hours. I suspect traffic will actually get easier downtown, as people who have no intention of getting out of their car avoid it. That's a good thing. Hor | By Andrew M
Comment 15	BTW, Bellevue is a suburb of Seattle. We should be emulating something more along the lines of Burlington, Vermont. http://www.youtube.com/watch?v=PUKI3m1wFRA | By Andrew M
Comment 16	Btw Drew, Bellevue is considered now to be an "edge city", no really a "suburb" as it has it's own economic engine that's mostly independent of Seattle and it's become one of the sought out destinations in the metropolitan area, due in large part to the retail/services experience people can now get, without having to goto downtown Seattle... | By Matthew F
Comment 17	From reading your other comment Drew, you sound very anti-car. I can certainly understand that sentiment to make the downtown more pedestrian and cyclist friendly, however by going against one of the things that for more than a century has defined being "American" (car ownership) is too a point, futile. | By Matthew F
Comment 18	We can't base our economic strategy on the hope that a multimillion person city will move in next door (these megaretail places depend on the people that come from Seattle). We've got to support the urban core AND the suburbs (which the highway already does). You said that the downtown would cater to students, faculty, etc. The diversification that has been happening downtown will build on that captive population to create new opportunities. Doug Burgum has an incubator on "nightmarish" Broadway. Smart people don't necessarily want to speed off to the edge. Slowing down traffic doesn't actually create bad traffic as quickly as more speedy streets do. It seems counterintuitive, but see L.A. | By Andrew M
Comment 19	Not anti-car at all. I just don't want to destroy all of the other possibilities by subsidizing everything with quick commutes in mind. We already have the shortest commuting time. It's time to subsidize something else. | By Andrew M
Comment 20	I said nothing about what downtown would cater to in this thread... I don't know... I just get turned off everytime somebody points to a big city with lots of traffic and uses that as an example of why roads don't work. There's many more factors that go into it. However, the problems in downtown Fargo are pretty simple to address. You have a reasonable population base. In my opinion, the city should be creating more downtown one-ways (both E-W and N-S) to accomadate future traffic growth and start building some actual ramps. We've actually lost spaces to park downtown in the last 5 years with the demolishing of the US Bank ramp. There should be a parking structure in ANY new large downtown developments - there's just no excuse anymore. Finally, I would love to make downtown FM walkable, but the problem is it's only walkable 4 months out of the year thanks to the weather. Plus public transit is not at the level it needs to be at to support that vision. | By Matthew
Comment 21	FMMPLEX, why is developing the urban core a problem? Fargo has the shortest commuting time in the country, so I fail to see why we SHOULDN'T diversify the economy using the largest F-M industry (education), and instead solve a problem that isn't a problem. I don't get it. | By Andrew M
Comment 22	*sigh*, as good intentioned as your ideas may be of converting these back to two ways, it appears you'll be getting your wish as the city countil just passed to do so starting in 2013... I still believe though, this is an ill-conceived idea, which in the long run is going to cause worse traffic, more accidents between vehicles and pedestrians/cyclists. These roads used to be two-ways but were converted to one-ways. The troubling thing is nobody seemed to research why they were made one-ways 50 years ago... my guess is, in the next 5 yrs, we'll see why. | By Matthew
Comment 23	*sigh*, as good intentioned as your ideas may be of converting these back to two ways, it appears you'll be getting your wish as the city countil just passed to do so starting in 2013... I still believe though, this is an ill-conceived idea, which in the long run is going to cause worse traffic, more accidents between vehicles and pedestrians/cyclists. These roads used two-ways but were converted to one-ways. The troubling thing is nobody seemed to research why they were made one-ways 50 years ago... my guess is, in the next 5 yrs, we'll see why. | By Matthew
Comment 24	Drew FM, my plan for two lanes running east from 45 St N, through downtown Fargo and hence all the way to Highway 10 in Moorhead utilizes existing infrastructure for the most part. The underpasses are already built. Most of the roadway is in place. We'd need to span I-29 with overpasses. (In my vision, 3rd Ave N. becomes a one-way running west from 10th St N to 45th St N) Existing speed limits would remain in force; west of 25th St N, the speed limit would be 35-40 mph. Most of NW Fargo is industrial w/very little suburban development. By returning to two-way streets in the central district, traffic must needs slow down, which - according the consultants hired by the city - will vastly expand core development (as opposed to leaving the one-ways in place). My hunch is that much of the new development will be targeted specifically towards the needs of college students/faculty/staff, and will likely build outward from the center. The 10th St corridor is already being eyed in this regard. | By Alvin B
Comment 25	Seems like we might actually force the neighborhoods near the University to consider developing for faculty and staff (we shouldn't be subsidizing speedy corridors to the suburbs). This would help eliminate the student ghetto, and help NDSU subsidize turning NDSU into a residential campus. Win-win. | By Andrew M
Comment 26	Pt. II cont.: (There would also be advantages for east-bound traffic entering Moorhead: direct access to the Center Mall, the Hjemkomst Center, Usher's etc....or immediate riverside access to DRIVE UNDER those coal train to points south.) Almost all primary downtown Fargo destinations (even some in the planning stage) are sited within ONE BLOCK OF 1ST AVE N, ...in addition to hundreds of residences. Such a change in routing would give thousands of east-bound drivers at least 3 underpasses to drive UNDER those 80 daily coal trains, eliminating frustrating delays while greatly reducing congestion on Main Avenue. And driving in from the west along 1st Ave North, even a newcomer to Fargo would realize instinctively that he was driving into the heart of the downtown district, as he enters into a more densely built-up area of ever-larger structures. From several perspectives, a thoughtful rethinking of the downtown traffic routing system will indeed result in a brand new city. | By Alvin

GO 2030

Comment 27	Rather than a viaduct, I propose the following: Fargo's 1st Avenue N is vastly underused. One reason that Main Ave gets so congested, is that it carries 4-5 times the amount of traffic that 1st Ave N. does. If we return to two way traffic on NP & 1st avenues north in downtown Fargo, we might consider the following: Convert 1st Avenue N. to one-way traffic going east from 45th ST N. ALL the way to University Drive. The return two-way traffic flows in the central district could give us two lanes of traffic RUNNING EAST on 1st Ave N from University Drive to the river. If we did that we'd have DIRECT ACCESS to the north downtown bridge from the heart of the downtown, and two lanes of traffic running ALL THE WAY from 45th St N in Fargo to Highway 10 on the east side of Moorhead. Traffic from the west would be funneled directly into Fargo's downtown district along this central thoroughfare. (cont.) | By Alvin F
Comment 28	This is my solution to the Main Ave bottleneck. If you look at a map you will notice that NP Ave at University runs in a straight line that intersects with Main Ave at 25th St. Why not connect the two via a viaduct similar to that on 12th Ave N, or Demers Ave in Grand Forks. This would also allow Highway 10 to run uninterrupted through downtown as opposed to the ridiculous zig zag it makes at 8th street in Moorhead. Part of this plan depends on NP Ave converting to 2 way traffic with a minimum of 5 lanes in width. Plus imagine the view coming in to downtown from the west while at the top of the bridge. Your thoughts? Here is what it would look like from above: http://i1228.photobucket.com/albums/ee447/hunter1234/MainAve.png | By Jeremy
Comment 29	Paul is correct. Also, the city is very interesting looking from the other direction. Take a look--see new buildings for the first time and the old buildings from a new angle. A new visual experience and better opportunities for downtown merchants. | By Emily V
Comment 30	I too, agree with Paul G's comments. Knowing what we now know about one-ways and why they were implemented, it's a horrible idea to continue them. | By Kay S
Comment 31	I agree with Paul G's comments too. | By Cindy G
Comment 32	I agree with Paul G's comments. | By Philip S
Comment 33	Two-way traffic flows on downtown streets will actually reduce congestion. And since two-way streets open up the central district "visually" (due in part to slower/safer traffic speeds), the core area becomes more attractive to developers (which is what the consultant group also told us). Let's do it! | By Alvin B
Comment 34	Horrible idea. Keep the one ways as they move traffic efficiently to and out of downtown. We shouldn't buckle to storefront owners who want to have traffic come to a crawl in hopes that people see their storefronts and stop and shop... | By Matthew
Comment 35	As a downtown resident, I notice on a continuing basis that the one-way pair of NP and 1st Avenues actually move traffic efficiently THROUGH downtown, not into and out of. They were established when downtown was viewed as outmoded and irrelevant. Most of the retail had moved out, and downtown was repurposed as a banking center, with few residents and little life after 5 pm. But today downtown has regained an amazing new life, with fine dining and shops, a major NDSU presence, a restored Fargo Theater, and much new (and expensive) residential. Moving traffic efficiently through downtown has become the actual outmoded urban planning idea. Converting NP and 1st Ave. to two-ways will help downtown become a destination rather than a traffic corridor. | By Paul G
Comment 36	Listening to the people who live and work in neighborhoods isn't "buckling." It's just common sense. Distributing traffic across the street grid actually improves congestion. Every time you build a thoroughfare, you just increase the liklihood people will clamber into their cars. See: Phoenix. | By Andrew M
Comment 37	Personally, I like the University Drive and 10th Street one-ways, because they seem to increase the efficiency of getting through that core part of the city, which is an area through which we don't have any other efficient north/south routes. I find it kind of ironic that on one hand, people always want to improve access to downtown, and on the other hand, people want to get rid of the one-ways. It's hard to do both without drastically impacting existing development. I do agree, however, that NP and 1st Avenue N should be converted to two way streets. They're only one-ways within the downtown area, so they don't really enhance access to downtown in the same way that University Drive and 10th Street do. That being said, the north side of 13th AVenue S, where Univ. and 10th become one-ways, needs to be seriously cleaned up. There are dilapidated houses too close to the street that should be removed (should've already been removed). | By Cindy G
Idea Title	Vehicular Access to Downtown
Idea Detail	Enhance vehicular downtown connectivity from the north, south, and west, and simplify access from I-29 and I-94.
Idea Author	Nathan P
Number of Seconds	5
Number of Points	0
Number of Comments	12
Comment 1	I would also advise the Fargo-Moorhead area to think of development in terms of much higher densities, along the lines of our Canadian partners to the north. Most of their cities are much smaller in land area to their American counter-parts and consequently much more dense in the inner cores. They have livelier downtowns and much better skylines that comparable cities of similar populations in America... | By Matthew F
Comment 2	I just finished staying in downtown Fargo over Christmas after having lived out in Seattle now for 3 months... many of the prior conceptions I had about Fargo have changed dramatically, especially the level of traffic and the parking situation. It's imperative that the downtowns of Fargo and Moorhead be connected to both I-29 and I-94 (and Highway 10 leaving downtown Moorhead). I think the best way to do it, is to build a more complex interchange for the 12th Ave N. exit with dedicated merging lanes that would run up to 19th Ave N. and spur off/on with new exits for an interstate loop that runs just north of SuperValu replacing the northern train tracks. It continues towards downtown, going under the 12th Ave. viaduct with exits for the NDSU campus, continue through downtown where the tracks currently are (some of this could be underground to minimize impact downtown) with several on/off ramps in the downtown area and then... | By Matthew F
Comment 3	splitting off through a Y-interchange into US-10 (Center Ave.) and I-94 (Main Avenue) right around 15th-17th St. in Moorhead. Convert that last portion of Main Avenue between downtown Moorhead and I-94 to an actual freeway. There's plenty of parcels in downtown Moorhead that could handle on/off ramps... Of course, the whole plan hinges on either completely getting rid of the northern tracks or building right next to them and in some places over or below them. With this quick connection to downtown, Moorhead Center Mall would be able to compete very easily with West Acres, pulling more folks downtown. It would make commutes much quicker for folks in South Fargo, West Fargo and the outlying towns to get to downtown. Businesses would then be more incentivized to develop offices downtown. The increased population downtown would also include residential and retail/eateries. ALSO, to bring the entire plan together, several parking ramps would be built into these developments. | By Matthew F

Comment 4	Continued. from Dakota Dr on to 10th St and south into Downtown. More signage need to be placed on I29 stating downtown; now it is just Main Ave. Use 13 Ave S, 12th Ave N also. Maybe a loop off the I94 bridge over the Red leading to a rebuilt widened 4th St S leading to downtown? The loop could go over Lindenwood park.that would be a beautiful drive and we still could enjoy the park after it's building. | By Bruce B
Comment 5	7th Ave does not have I29 access, so count that out for getting downtown. Main Ave will become more congested when the stupid two ways take over the one ways. NP Ave coming from University is the ghetto of Fargo, with the run down Frozen storage bldg. the run down Nestor tavern and the open lots and the dir book store and the rundown parking lots. Main Ave from the East one sees broken down storage garages, and old rundown building with gravel and weed covered parking lots. There is only one ramp proclaiming downtown Fargo on I 94 and that is on University Dr.Then on to 10th st. and under the underpass ar on to NP. With the morning and evening commutes, Main Ave will be so congested that no visitor will be able to turn left onto Broadway and if there is a train on to Moorhead they will go. Here is what you do. Change University Dr to a one way going north and 10th St going south. That will give visitors a one shot drive into downtown. I 29 exit on 12th Ave with a loop on Dakota Dr. | By Bruce B
Comment 6	The most direct way to enhance access to downtown Fargo from I-29 (and fulfill this initiative) would be to install colorful illuminated signage along I-29 to 12th Ave N, and hence to 25th St N., & from there to the newly-paved 1st Ave N. (The new pavement is superb!) Now that the city has approved two-way downtown traffic, we can funnel traffic directly into the heart of town along 1st Ave N.. Moreover, since Main Ave carries 4-5 times as much traffic as 1st Ave N it seems logical to convert a vastly-underused 1st Ave N to a one-way from 45th St N to University Drive. By so doing we would drastically reduce the congestion on Main Ave while funneling two lanes of traffic directly into the heart of the city...SANS THE RR TRACKS! (Third Ave N would be a one-way going west from 10th St N to 45th St N.) Driving east on 1st Ave N this afternoon, it actually took an act of will NOT to continue across University Drive & into downtown Fargo - the City Center beckoned enchantingly!!! | By Alvin F
Comment 7	I'd be willing to give up the one-ways, if there was direct interstate access through/to downtown. | By Matthew F
Comment 8	I second that! | By Jeremy S
Comment 9	This is my crude solution to the Main Ave bottleneck. If you look at a map you will notice that NP Ave at University runs in a straight line that intersects with Ma Ave at 25th St. Why not connect the two via a viaduct similar to that on 12th Ave N, or Demers Ave in Grand Forks. This would also allow Highway 10 to run uninterrupted through downtown as opposed to the ridiculous zig zag it makes at 8th street in Moorhead. Part of this plan depends on NP Ave converting to 2 way traffic with a minimum of 5 lanes in width. Plus imagine the view coming in to downtown from the west while at the top of the bridge. Your thoughts? Here is a crude image of what it would look like from above: http://i1228.photobucket.com/albums/ee447/buzter1234/MainAve.png | By Jeremy
Comment 10	Had no idea 7th Ave N had an overpass of I-29. Seems like signage is a no-brainer. The rapid one-ways should go, however. | By Andrew M
Comment 11	Main Avenue's appearance (signs, no landscaping) and the nature of development along this corridor (ramshackle buildings along the RR tracks and in general along the corridor) should be improved A LOT - that would help on the aesthetic side of things. An ignored corridor also seems to be 7th Avenue N, which has an overpass of I-29. If it were easier and more obvious as to how to get to 7th Avenue N from Main and 12th Avenue N both east and west of I-29 (people ultimately headed to/from I-29), 7th AVenue N could be improved as a route to/from downtown. Aesthetics are an issue in some areas. | By Cindy G
Comment 12	The current layout of I-29 and I-94 do not provide an easy access to downtown. An spur or loop line to and from downtown will not only enhance the experience of entering downtown Fargo, it will also reduce the heavy traffic of Main Ave and Broadway. An easy access from the interstate highway to downtown can also encourage more business to open around downtown instead of on the outskirt of the city, which can save time and fuel for visitors and resident. | By Anthony1 L
Idea Title	Transportation Linkages Across the Red River
Idea Detail	Improve mobility in a manner that will accommodate growth and secure availability of emergency routes by developing an additional crossing of the Red River south of 52nd Ave and improve availability of, and access to, river crossings for bicycles and pedestrians
Idea Author	Nathan P
Number of Seconds	4
Number of Points	0
Number of Comments	9
Comment 1	We also need more underpasses downtown. Is there room in Moorhead to have a 13th Ave S bridge over the river. It could be built high enough to go over the permanent dike in Fargo and go to Moorhead. Fargo just was not thinking when it created the urban renewal in the 50's downtown. It took prime riverfront land and made parking lots out of them. In addition, the Mid States Steel site is an eye sore to downtown. It would be nice if it moved out to the industrial park and open up that land to a river front park.. | By Bruce E
Comment 2	Another river crossing needs to be secured before the city continues to grow south. Very important. Too many mistakes have been made in the past by NOT securing river crossings at 32nd Avenue S and 40th Ave S. The 32nd AVenue S bridge was given up because city leaders gave in to a land owner who wanted to sell residential lots along the river. The developer was opposed to the bridge. Look where that's gotten us - now taxpayers have to pay to remove a bunch of very, very expensive homes, and with development on the south side of Moorhead, it'll be almost impossible to ever build a bridge at this location. Same with 40th, now that Bluestem is right across the river. The bridge at 52nd AVenue S will soon be too narrow. Decisions need to be made on this instead of waiting till more development occurs in the area, which will create opposition to a river crossing. We can't keep jamming S. University Drive up with people trying to get to/from I-94 or 52nd AVenue S to cross the river. | By Cindy G
Comment 3	Work on fixing issues with the 12th Ave N. bridge. | By Keshika D
Comment 4	What are the issues with the 12th Ave. N bridge? ... just curious... | By Matthew F
Comment 5	Sorry, ignore my comment, I thought you were refering to the 12th Ave. N. viaduct... yes, the 12th Ave. N. bridge needs to be torn down and rebuilt higher/wider. | By Matthew F
Comment 6	Before adding additional bridges lets make the three we have year around and then add more. | By Backman B
Comment 7	In the previous comment I was refering to the Ped bridges. Before building more of them lets get the three crossings we now have elevated so that they stay out of most floods, thereby making them usable most of the year. | By Backman
Comment 8	Are you just referring to when they temporarily close down due to flooding? | By Matthew F
Comment 9	Nevermind, saw your other comment... I think the vehicular bridges take precendent over the pedestrian bridges (especially since the pedestrian component can be added to them, like the Main Avenue bridge) | By Matthew I
Topic Name	***Water and Environment Initiatives***
Idea Title	Waste and Recycling
Idea Detail	Develop policies to reduce waste and increase recycling programs.
Idea Author	Nathan P
Number of Seconds	18
Number of Points	0
Number of Comments	6

Comment 1	Fargo should collect food scraps for composting. Many progressive cities around the country are hopping on board with this endeavor. Why should food scraps go into the landfill where they take forever to decompose. Let's close the circle. | By Abby (
Comment 2	I bought my composter through the city of Fargo several years ago. It would be nice to see a big push to increase this. Last time I recall the city was able to purchase them in bulk so they were relatively inexpensive. With the right effort, we could make composting the norm. | By Rory B
Comment 3	Currently living in Canada. I don't have to separate any of my recycling--that all gets done in a green way (good ol' fashioned fans and magnets) at the recycling plant, where they employ people with disabilities to sort through things that aren't recyclable. Since they recycle all plastics, I don't have to worry about checking the bottom, either. Oh yeah, and they started picking up compost for cheap & green fertilizer as of this year. Get with the times, Fargo... | By Ashley K
Comment 4	Make composting of household items possible - kitchen scraps, compostable napkins, and so on. | By Erin K
Comment 5	There is too much disposal of construction waste and material handling supplies such as pallets. It all shoud be recycled. Other cities grind it and use for landscaping wood chips Plastic/papaer/can recycling is great but we should be way beyond that concept of the last century. | By Backman B
Comment 6	The biggest waste producer is packaging. EVERYTHING comes encased in plastic, paper, metal or all three at once. A way to easily be able to recycle them would be awesome. | By Durga V
Idea Title	Tree Canopy
Idea Detail	Increase the amount of trees in Fargo by preserving trees in new development, planting trees in parks, and increasing the number of street trees along Fargo's main corridors.
Idea Author	Nathan P
Number of Seconds	11
Number of Points	0
Number of Comments	2
Comment 1	Only shade trees on the boulevards | By Mike Z
Comment 2	And require trees in parking lots! http://www.clasohm.com/photodb/photo?photo_id=12048 Beautiful, no? | By Durga V
Idea Title	Permanent Flood Protection
Idea Detail	Develop internal flood protection systems to a river stage of 42.5 feet using permanent levees and flood walls and create long-term, 500 year flood protection through construction of a diversion channel
Idea Author	Nathan P
Number of Seconds	9
Number of Points	0
Number of Comments	6
Comment 1	Just build the diversion already. A similar diversion around Winnipeg has saved that city countless billions of dollars of devestation. | By Matthew F
Comment 2	Last week I watched a program on PBS on flood protection measures for the Red River Basin. What caught my attention was the greenway that Grand Forks implented along the river after their 1997 flood. Mayor Walaker was on the program and said that he also liked the concept of a greenway for flood protection. This would give Fargo the green space that it is looking for and also provide an area for Fargo residents to come together for many year around activities. With all of the buyouts that have /are occuring with properties along the river, this would be a win/win situation for the area. Instead of constructing a costly diversion which only pits communities against each other, what could be better than raising the dikes/floodwalls to a level of at least 45', providing the needed flood protection for Fargo while also benefiting the environment and the citizens of Fargo with a space which could be utilized for many types of recreation, the arts, etc. to benefit the entire area. | By Mark A
Comment 3	Fargo, Life's a Beach! a 3 - 4 acre swimming lake (like the artificial beaches within a beach at many resorts in Hawaii and Carribean or Paris Plage in France) between the river and the protection plaza. The large granule sand would be collected in early fall and stored for the next summer season. Everything on the riverside of protection would be "wash and wear" hose it down and get ready for fun in the sun! In the winter, the lake could be used for skating and snow could be shaped to create a half pipe for snowboarding (this snowboard park portion is a recent graduate from NDSU architecture students idea, he has a great powerpoint) It's also important to back away and give the river more room and to relieve stress on the riverbank. Second street could be moved back from the river about 2/3 into the Civic Parking lot, it could be merged with 3rd St in front of the Library and Civic Plaza. | By Mike V
Comment 4	Here's my dream, and some of us have been working on it for years. When many Fargoans think of sand, we think of sandbags. That needs to change. We all realize the first order of business is to protect Fargo. I believe it's vital to also protect our revitalized downtown that is ripe for more mixed use development. We can leverage this downtown flood protection as a catalyst for development and fun and it can serve as a way to recruit and retain people and businesses b making Fargo not only safe, but much more fun! Welcome to "Fargo, life's a Beach!" Wouldn't it be cool as you stroll the plaza on top of the protection eating a walleye on a stick from a small local shop that's one of many along the way on top looking over an expanded river front. The first thing that strikes you is a sandy beach with swimsuit clad Fargoans enjoying the sun and playing around a 3 - 4 acre swimming lake (like the artificial beaches within a beach at many resorts in Hawaii and Carribean or Paris Plage | By Mike W
Comment 5	Is 42.5 high enough? Wasn't the flood of 1826 at 42.5 and that was before alterations to the landscape. | By Backman B
Comment 6	The use of the word "protection" is deceiving.Dont use it. Ask the people in Minot what they think of their levees advertised as protection. | By Backman B
Idea Title	Green Stormwater Infrastructure
Idea Detail	Incorporate natural stormwater management and flood control areas that provide recreational opportunities into the City. Examples include on-street rain gardens that soak up and clean stormwater runoff before it enters the storm sewers and retention areas
Idea Author	Nathan P
Number of Seconds	9
Number of Points	0
Number of Comments	2
Comment 1	How about reduce the amount parking on required by city code to reduce the amount of stormwater? | By Mike Z
Comment 2	That is a better idea yet! | By Spencer S
Idea Title	Water Conservation
Idea Detail	Develop policies and programs to reduce water usage in the City of Fargo. For example, the city could expand its wastewater reclamation and reuse system for drinking, irrigation, and industrial users. The city could use native/xeric plants to reduce need for irrigation
Idea Author	Nathan P
Number of Seconds	9
Number of Points	0
Number of Comments	2
Comment 1	Some cities provide free or at low cost rain barrels. Also how about providing discounted design services for rain gardens. | By Backman B

Comment 2	I know this may not seem like an issue right now but if/when a drought comes it will be. The encouraged use of rain barrels and xerric landscaping could be very beneficial. | By Christina H
Idea Title	Parks, Open Space, and Habitat
Idea Detail	Ensure all neighborhoods have access to safe and well-maintained neighborhood parks. Enhance parks with more trees and amenities. Protect open space habitat areas and create Nature Centers and living laboratories to educate residents about nature
Idea Author	Nathan P
Number of Seconds	8
Number of Points	0
Number of Comments	4
Comment 1	A nice, planned dog park would be a big plus in Fargo - there are a lot of dog owners in town and the two dog parks here aren't great. | By CrazyDog L
Comment 2	More usable green space would be great. The "park" by my house is essentially a row of houses left out for a block. it is somewhat usable but areas with walking/biking trails,open spaces for a pickup game of baseball. And use of water bodies such as the few ponds in towns kids can fish in. | By Christina H
Comment 3	Mowing grass to the waters edge is a bad thing. | By Backman B
Comment 4	Would love to see more things like you are picturing above. LOVE. | By Andrew M
Idea Title	Watershed Management
Idea Detail	Develop a strategy for regional watershed flood management simultaneously with the diversion project.
Idea Author	Nathan P
Number of Seconds	6
Number of Points	0
Number of Comments	1
Comment 1	The Diversion is many years away. We need to look at alternatives asap | By Backman B
Idea Title	Drinking Water Quality and Supply
Idea Detail	Ensure safe drinking water quality and supply by studying water quality impacts of Devil's Lake overflow on the Sheyenne River, ensuring the health of the Red River, and preparing for long-term emergency water supplies in times of drought.
Idea Author	Nathan P
Number of Seconds	6
Number of Points	0
Number of Comments	1
Comment 1	I don't think the Fargo-Moorhead area really has anything to worry about in terms of water quality. The pressing issue is supply, especially with the demand projections 20-50 years down the road. The metropolitan area will be in quite a pickle if there's ever another bad drought... (I know, hard to imagine with all the recent yearly flooding... but it'll eventually happen) | By Matthew
Idea Title	Air Quality
Idea Detail	Create strategies to ensure the quality and healthfulness of our air. Promote reduced emissions from transportation, energy production, industry, and all sectors of our city.
Idea Author	Nathan P
Number of Seconds	6
Number of Points	0
Number of Comments	2
Comment 1	Seriously? Out of all the suggestions that came through for the "Water and Environment Initiatives" section, this is one of the finalists? I didn't realize the Fargo-Moorhead area had serious air-quality issues... (heavy sarcasm). If you truly want to get serious about it, adapt the same emissions standards that California has and the rest of the Pacific Northwest. I guarantee most vehicles in North Dakota would fail as the cars shipped to that region of the country don't meet those standards. Second, outlaw the f@rt-cannon exhausts that these boom cars use to make their Honda Civic's sound like a loud lawn mower. | By Matthew I
Comment 2	Seriously? Out of all the suggestions that came through for the "Water and Environment Initiatives" section, this is one of the finalists? I didn't realize the Fargo-Moorhead area had serious air-quality issues... (heavy sarcasm). If you truly want to get serious about it, adapt the same emissions standards that California has and the rest of the Pacific Northwest. I guarantee most vehicles in North Dakota would fail as they cars shipped to that region of the country don't meet those standards. Second, outlaw the fart cannon exhausts that these boom cars use to make their Honda Civic's sound like a loud lawn mower. | By Matthew I
Idea Title	Light Pollution
Idea Detail	Develop strategies to reduce light pollution and maintain the beauty of the night sky. Examples could include energy efficient full cut off light fixtures on city streets.
Idea Author	Nathan P
Number of Seconds	5
Number of Points	0
Number of Comments	2
Comment 1	This should also apply to lighting for signage and electronic signs. The electronic sign on corner of Univ and 13th is terrible, the house next to it glows as nigh | By Mike Z
Comment 2	I agree MikeFGO, that house on the corner of University and 13th should be outlawed. On another note, I think we have to be very careful as well in defining exactly what light pollution is... I can understand wanting to be able to see the night sky and limiting obviously light polluters, like car dealership lots (the one on 32nd Ave S. is the brightest thing in the city at night). But there's also another side of it in terms of aesthetic lighting that can be applied to buildings (i.e. Gate City Bank building downtown) and other public structures that are beneficial and actually help create a certain energy or vibe in the city where they are placed. I wouldn't mind (and I don't think many others would either) if more buildings and structures in downtown Fargo/Moorhead were lit up at night... | By Matthew F
Topic Name	***One Transformative Project***
Idea Title	Gathering By the River
Idea Detail	Creating an Arts/Recreation venue that incorporates the dominant natural feature of the area, the Red River, could help us show what kind of vital arts community we have; could connect communities on both sides of the river; and could show the world that what scares them about us (the weather, natural difficulties, etc.) are what inspire such connection. A flood-protection feature that had a performing arts venue with the river as a backdrop could connect with bike and walking pathways in the summer, and skiing/skating pathways in the winter (warming house?). A feature like this could contain galleries, places to gather around the clock (neighboring coffeeshop with local roaster, anyone?), and a proximity to downtown Fargo. Santa Fe uses this kind of natural feature as a backdrop to their opera house, and it has been a spectacular success.
Idea Author	Andrew M

Number of Seconds	14
Number of Points	0
Number of Comments	6
Comment 1	There have been lots of plans made for this very idea over the last 25 years. Its time to put some of them in place. | By Backman B
Comment 2	We share the same Red River, yet in Winnipeg at the Forks it's very impressive how lively of a spot it is compared to our river banks. With a Riverwalk, live music on floating barges on the Red River during the Barge Festival, restaurants, shops, farmers market, native prairie gardens, art, etc.....It's hard to imagine we share the same river. http://www.theforks.com/ | By Rachel M
Comment 3	Focus on a venue north of Main Avenue closer to the heart of downtown Fargo and closer to the Hjemkomst Center. Nice ideas! | By Justin K
Comment 4	I really like this idea. I could already see it being a hot spot for the many college students in the area and a nice place to bring a date or a visiting friend/family member. Not to mention, the many Canadian shoppers that come to town and might linger longer to attend events in a place such as this. Let's use the Red River for a positive purposes and work with it, just as the Egyptians do with the Nile. | By Sarah I
Comment 5	There is already an area next to the Veterans Memorial Bridge that would be a good place for this. Fargo built a large cement circle behind the small statue of Liberty and then just did nothing after that. It would be a good place to start. Dike East has so much potential for so many concerts and such and the dike wou provide plenty of seating. A temporary stage could be build and portable restrooms could be wheeled in. It has been done in the past, so lets start doing this once again. Bruce | By Bruce E
Comment 6	I am sorry that this site censors the work D-ke, as in to hold back water or a name of a park by the Red River. So add this word before East and to, the d-ke would provide plenty of seating. | By Bruce E
Idea Title	Large pedestrian zone for public and civic life
Idea Detail	One of the tragedies of modern cities, especially ones that had rejected sound URBAN principles for the fragmented SUB-urban isolation, is that we spend more and more energy, time, and valuable resource into building, sustaining, and ever-expanding infrastructure for cars. One deletrious effect of this type of growing a city is that we leave our homes through the garage door, get in our individual cars, and drive away to wherever we're going.....never having to come in contact with any one of our neighbors, let alone any of the diverse group of people living in our community! To remedy this lack of community, I would propose a space like what colleges and universities have...eg: Memorial Union at NDSU, the Maize at Concordia, and Comstock at MSUM...a public and civic minded space where people gather not only for shopping, but a space also for different civic groups to raise awareness about issues they care about, recruit new members; a space for street musicians; parades, celebrations/festivals or protest marches; small vendors; farmers market...you get the idea? A space for people to see and come in contact with others of our city and be seen/heard/acknowledged in return. In short, a space like what is available during the street fair...except all year round!
Idea Author	Durga V
Number of Seconds	4
Number of Points	0
Number of Comments	4
Comment 1	To some extent, we have two pedestrian zones today: downtown and West Acres. Continue to celebrate them. Do we need one or two more "centers" like this to make these spaces more accessible to people who live on the north or south ends of town? | By Erin
Comment 2	What if you could ice skate on the US Bank Plaza in downtown like at Rockefeller Center in New York City? What it this space was a space for concerts in the summer? What if there was additional housing and businesses (e.g. restaurants, cafes etc.) surrounding the plaza similar to Rochester, MN's plaza where the Barnes and Noble is housed in what was a movie theater many years ago. How about a winter festival on Broadway and the heart of the winter festival is at th US Bank Plaza. Sled races down Broadway, circuit skiing races down Broadway and circuit winter bicycle races around the plaza. Right now there is a lot of concrete, little seating and few trees to make this plaza so much more than it is. Amphitheater seating on the plaza would improve seating capacity. Just some ideas. | By Justin K
Comment 3	Sorry! I didn't have a way to save what I'd already written at the time, so I just posted it. But I've finished me thoughts now! | By Durga V
Comment 4	To remedy this eroding what, exactly? | By Andrew M
Idea Title	DOWNTOWN RR PEDESTRIAN OVERPASSES &/OR UNDERPASSES
Idea Detail	I'd really like to see a plan put into motion to add new segements of skyways that finally give downtowners a way over or under those endless coal trains. I suggested in our previous conversation that such a system incorporate large solariums through which these new skyways would be routed. (They'd become 'catwalks' upon entry to and then across the solariums) Such an arrangement would naturally draw skyway pedestrians back to the street level (where we want most of the action anyway) to sit with friends amidst lush greenery while swapping stories and sipping coffee. The solariums would in themselves become downtown destinations, esp. in colder weather. The city must draw up a master plan providing a template for where we want new skyways to be built, BEFOR any further development is allowed in the central district. Reason: we would mandate that developers incorporate room into their new downtown projects that reserved ample spaces for future skyways. Of course new skyways/solariums - if they were stragegically sited and routed THROUGH or contiguous to new apartments/condos/mom & pops - would almost guarantee success to say nothing of the delightful amenity such infrastructure would provide!
Idea Author	Alvin B
Number of Seconds	0
Number of Points	0
Number of Comments	0
Topic Name	***Energy Initiatives***
Idea Title	Incentives for Energy Efficiency and Renewable Energy Production
Idea Detail	Create strategies to incentivize energy efficiency and renewable energy production by working with City, State, and Federal governments.
Idea Author	Nathan P
Number of Seconds	12
Number of Points	0
Number of Comments	3
Comment 1	We have the Red River Valley Research Corridor here. Why can't WE design and build affordable solar panels/shingles for residents in our state and the surrounding states? | By Kay S
Comment 2	Fort Collins did this, and they are on their way to becoming a Net Zero city because they partnered with their university and lab researchers. We. Should. Do. The. Same. Thing. | By Andrew M
Comment 3	Fargo has so many older buildings that are literally throwing money out the window due to the lack of efficiency. Efforts so far have focused too much on new regulation instead of retrofitting to solve the problem. | By Sam N
Idea Title	Smart Grid
Idea Detail	Develop strategies to promote a smart grid and allow individuals to generate renewable energy and sell energy back to the grid.
Idea Author	Nathan P
Number of Seconds	9
Number of Points	0
Number of Comments	1

Comment 1	Just as important, perhaps more so, is the promotion of all types of conservation practices such as bus /bike use, increased use of LED lighting in city building etc. | By Backman E
Idea Title	City Led Energy Efficiency, Reduced Carbon Footprint
Idea Detail	Develop policies and strategies that allow the city to lead the way with energy efficiency standards and reduction of the carbon footprint of city facilities and schools.
Idea Author	Nathan P
Number of Seconds	6
Number of Points	0
Number of Comments	1
Comment 1	Why doesn't Fargo use more solar in street lighting and traffic lights? | By mikey S
Topic Name	***Comprehensive Plan Promotion***
Idea Title	Presentations at major employers
Idea Detail	Do "lunch and learn" informational sessions at the major employers in town - NDSU, Sanford, Essentia, Microsoft, and so on.
Idea Author	Erin K
Number of Seconds	3
Number of Points	0
Number of Comments	2
Comment 1	If NDSU teachers featured these in their classes (Marketing/Architecture/etc.), I also think we would have a lot of young people participating. | By Andrew M
Comment 2	I know one professor is having students research livable cities and then have them present their ideas at the next Go2030 public meeting. | By Keshika D
Idea Title	GO 2030 Promotion
Idea Detail	Have the local media do their job. Televise it on the news and put it in the newspaper. Maybe have a 30 minute special on the local news. Have presentations at local events or create an event just for the 2030 Plan. Have an informational booth at the West Acres mall. Promote it on billboards, but NOT on those ugly temporary signs!
Idea Author	Alp A
Number of Seconds	2
Number of Points	0
Number of Comments	0
Idea Title	Never 'complete' the plan... Always Be Planning
Idea Detail	"Plans are nothing, planning is everything" --Dwight Eisenhower I find the whole idea that a plan for five, ten, and twenty years down the line can somehow be marked complete today asinine. Take this very site and the mind-mixer app for example... I've only recently joined on and already I'm frustrated and aggravated that apparently many many of the ideas are "closed" to comments and/or voting. How does that facilitate participation? I desperately want to contribute, but due to the fact that I jumped in *a few months* after the "early" contributors on a twenty-year vision, I'm left out in the cold. Comprehensive? I'd say we've barely scratched the surface! Example? The word "technology" appears in the community vision document exactly... wait for it... ZERO times. o_O If there's one thing we can glean from the tech industry over the past decade, it is that this waterfall approach doesn't work. *Planning* and *doing* (and *being* and *enjoying* results) and *reviewing* why this or that succeeded or didn't must be iterative. We must always be accepting of and responsive to new ideas. It's imperative or the community so far engaged will detach and then just a tiny fraction of these ideas will stand any chance of success. Projects have start dates and completion dates; *planning* does not. Let's show the world that we can be agile, shall we?
Idea Author	Matt S
Number of Seconds	2
Number of Points	0
Number of Comments	2
Comment 1	As long as there is iteration of any sort though, you'll always want to keep feedback coming for any future iterations (no matter how long they take), as well as to see potential flaws that will need to be addressed in the current plan. | By Cory V
Comment 2	I'm seconding, but keep in mind... agile works for technology because you can easily iterate quickly. Iteration in the built environment happens over a longer time period. | By Erin K
Idea Title	West Acres Gallery
Idea Detail	There is a constant stream of people at the mall - all walks of life. It would be a great place to set up a gallery of ideas and photos. You could have a few computer kiosks for folks to type in comments or suggestions
Idea Author	rachel G
Number of Seconds	1
Number of Points	0
Number of Comments	0
Topic Name	***Do you have feedback on the Environment chapter?***
Idea Title	Recycling for apartments
Idea Detail	recycling pick up for apartment buildings
Idea Author	Solveig L
Number of Seconds	2
Number of Points	0
Number of Comments	0
Idea Title	single-stream recycling
Idea Detail	single-stream recycling does not require sorting
Idea Author	Solveig L
Number of Seconds	2

Number of Points	0
Number of Comments	0
Idea Title	Best Management Practices - Lawn Care Maintenance
Idea Detail	According to the EPA, the majority of water pollution in our streams today is caused by pollutants that have been dumped or spilled onto the ground, and which are then washed from these surfaces by rainwater into our rivers, stream and lakes. This pollution is caused by many different sources and activities, however many activities that are associated with both commercial and residential lawn care have the potential to contribute pollutants such as fertilizers, sediments, pesticides and yard waste into our waterways. Not only should this comprehensive plan have strict guidelines for residential and commercial landscaping and lawn care I also believe that we must harness the idea of a educating people of Fargo-Moorhead about what is the best plan for managing there lawns, with a "Summer Maintenance Certification Workshop." The attached link is a program that Ramsey-Washington Metro Watershed District provides for its residents. The workshop would focus on Best Management Practices for Lawn Care Maintenance with reduced environmental impacts
Idea Author	Ben S
Number of Seconds	1
Number of Points	0
Number of Comments	0
Idea Title	Emerald Ash Borer - Is Fargo Prepared?
Idea Detail	The Emerald ash borer(EAB)has spread across more than a dozen states, killing ten of millions of ash trees. Emerald Ash Borer is not currently a threat to the F-M area, but it is important that we understand it could possibly be a threat in the next 5-10 years, and it is important that this comprehensive plan has a strategy in place to prevent or control an EAB infestation. Does this comprehensive plan have a strategy that examines what would happen to our tree canopy cover if there was an infestation of Emerald Ash Borer in the F-M area?
Idea Author	Ben S
Number of Seconds	0
Number of Points	0
Number of Comments	0
Topic Name	***Do you have feedback on the Arts and Culture chapter?***
Idea Title	I am very encouraged...
Idea Detail	I really like how everything we said we wanted has been clearly defined in this chapter. As an artist, I am thrilled at the prospect of bringing more visible art including visual arts, dance, music, theatre, etc. into the open. I loved the comment one supporter said about showing alums what we have, enticing them to return or encouraging them to stay. What a HUGE impact that would have. I provide art enrichment and creative thinking classes for children. I firmly believe that children involved in art can more clearly express themselves, are better problem solvers, and can be constructive, dynamic contributors to their community. Let's do it!!
Idea Author	Emily W
Number of Seconds	2
Number of Points	0
Number of Comments	0
Idea Title	General feedback
Idea Detail	Very pleased with the comprehensiveness of this chapter. I believe this chapter may be even further strengthened by incorporating the language of "preserving culture and heritage" or "historical cultural preservation" and even "acknowledge and celebrate cultures". This charge is important to be included somewhere in this document and currently may not be represented. I applaud the recognition of the value and need of a municipal arts commission (on page 110) and think that this commission or council could be the umbrella group with a city public art administration leader that could be charged with the implementation of this whole chapter, not just relegated to the singular duty of working with the Plains as seems to be implied. Solid work here so far, thank you
Idea Author	Bradley B
Number of Seconds	1
Number of Points	0
Number of Comments	0
Topic Name	***Do you have feedback on the Catalysts chapter?***
Idea Title	Regional Recreation Destination
Idea Detail	For many years there has been discussion re an indoor facilty including swimming. West Fargo is currently seriously discussing locations and Moorhead has looked at the concept 5-6 years ago. Lets work togther to create a facility that is located in the urban downtown. Fargo needs to talk to Moorhead. Facilities located in SW Fargo are not accessable to most of us. Look at what Detroit Lakes did . Its wonderfu
Idea Author	Backman B
Number of Seconds	1
Number of Points	0
Number of Comments	0
Idea Title	permanent flood protection
Idea Detail	Until better flood midigation strategies are in place lets stop building in places where we know it will flood. A dam/ditch is many years away.
Idea Author	Backman B
Number of Seconds	1
Number of Points	0
Number of Comments	0
Topic Name	***Do you have feedback on the Transportation chapter?***
Idea Title	Keep the one ways and focus on warmer more accessable bus stops
Idea Detail	The justification for eliminating one-ways could be a lot stronger - confusion doesn't really hold up at all. Who is confused? We're not a large city like DC and even there, the one-ways are very beneficial for fluid traffic flow. As for bus runs, we need warmer bus stops. The fact is it's cold outside
Idea Author	Michael J
Number of Seconds	1
Number of Points	0

Number of Comments	1
Comment 1	Warmer bus stops, and a way for riders to easily track when the bus they want is actually going to arrive, so they can more efficiently use their time--and not have to wait in the cold. | By Karin A
Idea Title	EVERYONE PITCHING IN TO PAY FOR TRANSIT
Idea Detail	EVERYONE needs to pay to ride the transit system; having the fares go up only for the public/fixed route riders is wrong and discriminatory! having a 6 figure university president/staff/faculty including students pay NOTHING is not right; EVERYONE should be paying their fair share to use the transit system. taxpayers should NOT be paying for the buses on the campus either--that is a student service and should be paid wholly by student fees IF they want the service! There has been such a disconnect with the public fixed route system being ignored and excessive service/attention on NDSU!
Idea Author	Linda O
Number of Seconds	0
Number of Points	0
Number of Comments	0
Idea Title	PROFESSIONAL MGT FOR MAT
Idea Detail	MAT needs to become a transit authority staffed with professionals who know how to run a bus system, respond to riders' needs, spend money effectively, and provide equitable service. There is too much "politics" with the current setup and the cities of Fargo and Moorhead ONLY want to "control" the bus system--neither care about running it productively or effectively or professionally
Idea Author	Linda O
Number of Seconds	0
Number of Points	0
Number of Comments	0