

Moorhead River Corridor Study

Phase I - Needs and Issues Report

Prepared April 9, 2013

Prepared by the Fargo-Moorhead Metropolitan Council of Governments and the City of Moorhead



Moorhead River Corridor Study Phase I Needs and Issues Report

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Introduction

As a result of the floods of 2009, 2010, and 2011, the City of Moorhead (herein after City) initiated a number of interrelated flood mitigation actions. One of the most visible actions is the proactive acquisition of flood-prone properties adjacent to the river. Through that effort, a large portion of private property along the Red River has been transferred to public ownership. The priority use for this property is flood risk reduction. From the time acquisitions were initiated, the City has continued to field a number of questions and concerns relating to the future for these areas. Recognizing that a number of these issues and concerns needed additional analysis and discussion, the City requested that a planning level study be included within Metro COG's work program to study the issues, needs, and opportunities along the River Corridor in Moorhead.

The scope of work for the River Corridor Study was developed to provide a mechanism by which a number of critical issues can be analyzed and discussed with the intent of developing a long term policy and implementation strategy for the river corridor through Moorhead. The Moorhead River Corridor Study will focus primarily on the property recently acquired, but will also consider the entire corridor between approximately 60th Avenue South and County Road 22/Wall Street.

Recent flood mitigation efforts have highlighted the need to evaluate strategies to preserve the river corridor in Moorhead as a flood mitigation asset, while at the same time ensuring it is maintained and managed consistent with the needs and expectations of Moorhead residents, and to the extent possible, capitalizes on any possible recreational opportunities.

Study Objective

The objective of the River Corridor Study is to develop a strategy to guide management and maintenance of the River Corridor. The study area includes the River Corridor from 60th Ave S to County Road 22/Wall Street (57th Ave N). The River Corridor Study will develop policy and implementation recommendations to address identified needs, issues and opportunities along the River Corridor. The River Corridor will unfold in three (3) phases:

- Phase I – Needs and Issues Report - Metro COG will present a Needs and Issues Report to the Moorhead City Council. The report will document existing conditions, summarize public input, outline limitations along the River Corridor, and present a range of needs and opportunities as identified by the public, residents, and City staff.
- Phase II –Alternative Policies & Strategies Report - Metro COG and the City will develop a second report with the intent of establishing a set of policy and strategy alternatives that could be used to address the issues, needs and opportunities identified along the River Corridor.
- Phase III - Recommendations and Implementation Plan – A final River Corridor Plan will be developed that will outline recommendations and strategies for advancing improvements and maintenance strategies along the River Corridor. The final Plan will include an implementation strategy for preferred enhancements and programs in the years ahead.

Metro COG and the City of Moorhead completed the *River Corridor Needs and Issues Report* which will conclude Phase I. As is discussed herein the Phase I report outlines a numbers of opportunities to be explored in more detail as the study moves into Phase II.

Roles and Responsibilities

It is important to understand the roles and responsibilities of how the River Corridor Study is being developed. The overall development of the Moorhead River Corridor Study is dependent upon the cooperation and discussion of number of project partners and stakeholders, as well direct consultation with the community at large.

Metro COG & City of Moorhead Staff - Metro COG is serving as the overall project manager for the River Corridor Study. Metro COG is working closely with staff from the City of Moorhead representing a range of municipal departments. Metro COG and City of Moorhead staff is responsible for data analysis, meeting and stakeholder coordination. Metro COG is the principle investigators and authors of the River Corridor Study.

Red River Advisory Committee - The Red River Advisory Committee (RRAC) was appointed by the City Council in October of 2012 to assist with providing input into the development of the overall River Corridor Study. The Advisory Committee consists of representation from each of Moorhead's eight (8) flood zones and City Council representation from wards 1 and 3. Metro COG will utilize the RRAC to gather input and feedback on concepts, policies and recommendations developed as part of the River Corridor Study. The RRAC will meet three (3) to four (4) times throughout the development of the River Corridor Study. The River Advisory Committee held its first meeting on 12/13/2012 (more information and a summary of that meeting in included on Page 12).

City Residents at Large - Metro COG in cooperation with the City will hold up to four (4) public input meetings. Public input meetings will be structured to gather input and feedback from Moorhead residents and the general public regarding various aspects of the River Corridor. Public input meetings will be held at key milestones within the overall project. The first public input meeting was held on January 15, 2013 (more information and a summary of that meeting in included on Page 13).

Moorhead City Council – It is envisioned the Council will deliberate on the River Corridor Study at the conclusion of each phase of the study. The Council is kept apprised of the River Corridor Study through direct representation on the River Advisory Committee and through informal communication with City and Metro COG staff.

Study Area

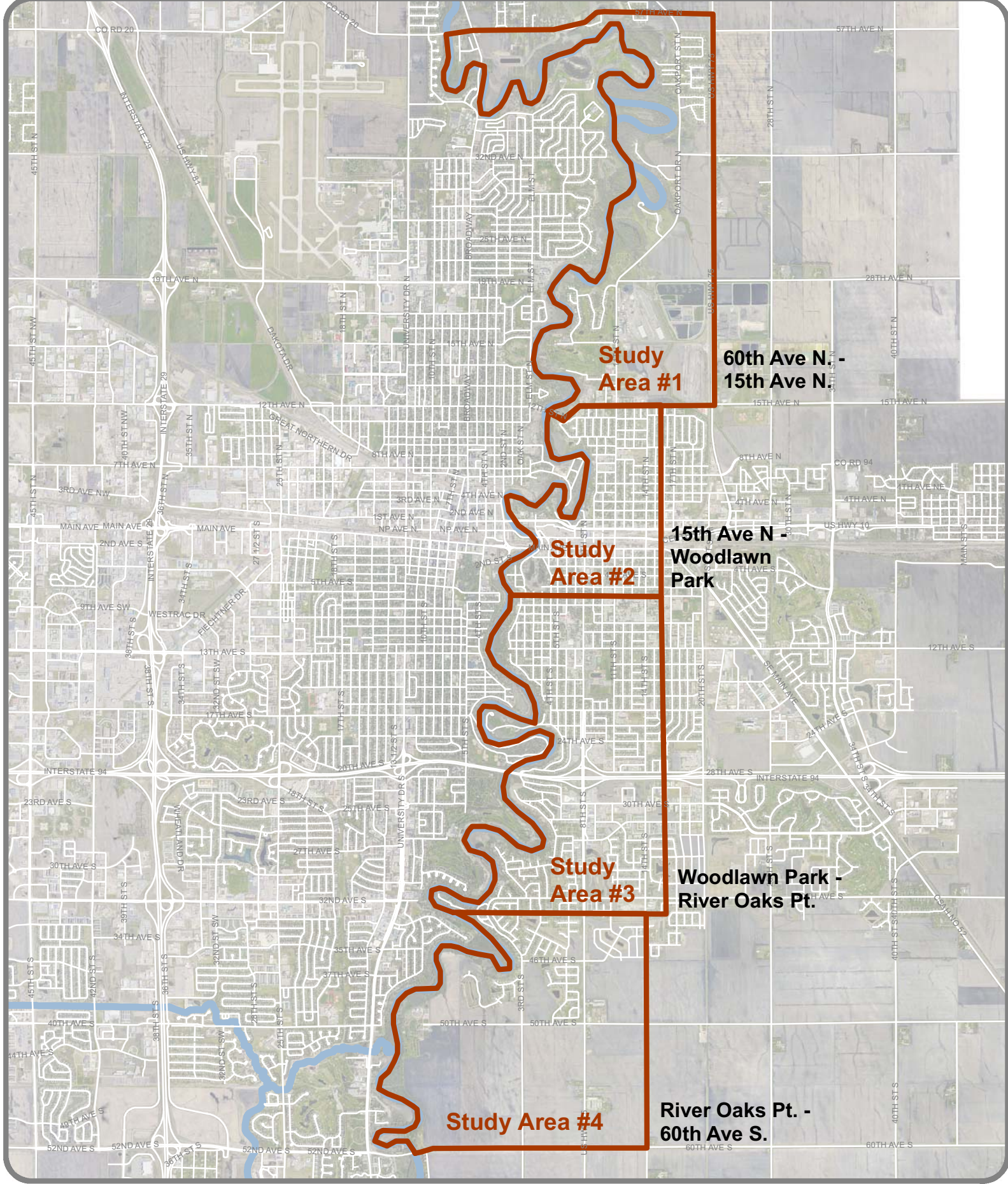
Map 1 demonstrates the overall study area of the Moorhead River Corridor Study. The overall study area has been broken down into four sub areas as follows:

Study Area 1 – County Road 22/Wall Street to 15th Avenue North

Study Area 2 – 15th Avenue North to Woodlawn Park

Study Area 3 – Woodlawn Park to River Oaks Point/River Oaks Park

Study Area 4 – River Oaks Point/River Oaks Park to 60th Avenue South



Study Area #1

**60th Ave N. -
15th Ave N.**

Study Area #2

**15th Ave N -
Woodlawn
Park**

Study Area #3

**Woodlawn Park -
River Oaks Pt.**

Study Area #4

**River Oaks Pt. -
60th Ave S.**

Moorhead River Corridor - Study Area

- Legend**
- Study Area Zones
- Red River

Map 1



Existing Condition Data

As part of development of the Phase I report Metro COG developed an assessment of the existing conditions along the River Corridor in Moorhead. Existing conditions data is important to understanding potential issues and opportunities for the River Corridor. The following section provides a generalized overview of the existing conditions along the River Corridor.

There are two maps for each of the four (4) study areas. Map 2 -5 depict geographic boundaries, property ownership, park and recreation facilities, and existing flood protection levees along the River Corridor, and are included on pages 8-11. A second set of maps are included in Appendix 1. These maps depict cultural, ecological, historic, and natural conditions for each of the study areas along the River Corridor in Moorhead.

What follows is a summary and overview of pertinent existing conditions data that will be used to develop the Moorhead River Corridor Study.

Bicycle and Pedestrian Facilities

Metro COG has provided a demonstration of existing bicycle and pedestrian facilities along and adjacent to the River Corridor in both Moorhead and Fargo. The demonstration of this data shows the current extent of bicycle and pedestrian facilities (including bridges) adjacent to the River Corridor. These facilities are exclusive of two types of facilities: 1) separated shared use paths; 2) and signed or striped roadways.

Cultural/Historical Features

Based on information provided by the Clay County Historical Society (CCHS) Metro COG attempted to outline some of the existing historic/cultural or interpretative opportunities along the River Corridor in Moorhead. In some cases there are no physical remains in place (E.g. Saloon District), and in these cases there may be opportunities to provide interpretive signage regarding the historical context of the River Corridor. In other cases, there is still existing physical evidence of a historical nature along the River Corridor in Moorhead (E.g. Probstfield Farm, etc.). Maps 1 - 4 in Appendix 1 demonstrate existing cultural or historical features along the Red River. Appendix 2 summarizes the highlights of the cultural/historic points shown on Maps 1- 4 in Appendix 1. It should be noted that this data set goes back to 1990 field work of CCHS, and has not been formally updated. Additional research and analysis will be needed to clarify and refine existing data; and or add additional or new information.

Flood Elevation Data

Metro COG has mapped the 24' river stage data (or approximately elevation 885'). Building bicycle and recreational facilities at or above the 24' river stage elevation provides some assurance to avoid minor flooding due to spring runoff and heavy summer rains. This is a metric that has been used by the Fargo Park District for the siting of new trail facilities since 1997, based on previous study by Metro COG. The Red River has exceeded 24' fifteen (15) times in the last 30 years (1982-2012) due to spring flooding (March-May). Over this same time frame, the Red River has exceeded 24' two (2) times during the summer months (June – August). Maps 1 - 4 in Appendix 1 shown 24' flood elevation data along the River Corridor.

Flood Protection Levees

Metro COG has mapped existing, proposed, and pending flood levees. It is important to note the difference between a proposed and pending levee. For the purposes of developing the River Corridor Study (and for other City flood planning efforts) the following definitions have been developed to describe the status of proposed and pending levees:

- **Proposed levees** - Are those levees which are desired by the City, however for which easements and acquisitions are required for project completion.
- **Pending levees** - Are those levees which have secured most or all of the necessary acquisitions and easements; final design and implementation are pending.

Leased Property

Based on prior buy outs adjacent to the River Corridor the City has leased nearly 40 acres of land adjacent to the River Corridor. These are short term leases between City and the adjacent land owners in which the lessee provides maintenance and upkeep responsibility typically provided by the City. The standard term limit for lease agreements has been set as *year to year* and can be terminated by the tenant or City at any time with proper notification. Rent payments per the agreements are in the form of maintaining the property as a vacant residential lot; which includes snow removal, mowing, spraying for weeds and general lawn care. The City currently has two (2) kinds of leases in place, as follows:

- *Full Lease* - These leases allow the tenant a little flexibility in terms of gardening and some landscaping, per City approval.
- *Leased (Mow Only)* – These lease are maintenance only. No additional trees/shrubs, landscaping, or gardening is permitted; the lessee is allowed only the ability to maintain the property as is. No gardens, landscaping or structures are allowed on lots with levees or flood structures.

Figure 1 demonstrates the leased land currently along or adjacent to the River Corridor in Moorhead (*data as of 12/31/2012*).

Figure 1 – Lot Lease Status

Use	Acreage
Full Leased	14.50
Leased (Mow Only)	23.07
Total	37.57

Outside of the acreage shown in Figure 1 which is currently leased by the City of Moorhead, is the land recently acquired by the City, approximately 180 additional acres. One of the outcomes of the River Corridor Study is to determine if it is in the best interest of the City to lease any of these lands back to adjacent property owners, and if so under what conditions.

This acreage is property recently acquired by the City of Moorhead (mostly since 2009). Decisions need to be made regarding the conditions under which some of these properties may be leased back to adjacent private property owners.

Park & Recreation

Metro COG has mapped all existing parks and recreation features within the City of Moorhead. The City of Moorhead has identified several classes of parks, ranging from Regional Park to Neighborhood Parks. The park system in Moorhead is generally outlined as follows; with specific existing facilities outlined on the Existing Conditions Maps 1 – 4. Existing parks and recreational areas within Moorhead comprise approximately 1,088 acres. This includes all neighborhood parks, community parks, and regional parks. Since 2009 the City has added 181 acres of newly acquired property through flood mitigation efforts. This has effectively increased the amount of acreage that must be managed and maintained by 17%.

- *Neighborhood Park.* Typically one to ten acres in size neighborhood parks serve the immediate areas two miles adjacent to the park. Features typically include a tot lot, benches, and some open play areas. Some neighborhood parks are also adjacent to school sites, and in some cases neighborhood parks typically have some level of sports facilities such as tennis courts, ball diamonds, soccer, hockey rinks, etc. Moorhead currently has thirty-four (34) neighborhood parks throughout the City.
- *Community Park.* Typically 10 acres or larger, community parks are generally slightly less specialized than regional parks, however do attract residents from throughout the community. Moorhead currently has four (4) community parks, including Davy/Memorial/Riverfront, Gooseberry Mound, Viking Ship, and Woodlawn. All of Moorhead’s community parks are situated in proximity to the River Corridor. In the case of Woodlawn and Gooseberry, the situation to the River Corridor does lead to various limitations in utility and function.
- *Regional Parks.* Regional Parks are typically 20 acres or larger and have a special significance such that regional parks attract patrons from throughout the City and from areas outside of the City itself. Regional parks can either be passive in case they are typically used more for open space; or active in nature such that they are used for specific activities and programming. Moorhead currently has four (4) Regional Parks including Horizon Shores Lake/Park, M.B. Johnson, Southside Regional Park, and Robert A. Fogel Riparian Forest.

Public Property

Metro COG has demonstrated existing properties adjacent to the River Corridor which have been acquired in recent years for flood mitigation efforts. In some instances where information was available Metro COG has also provided information related to flood buyouts adjacent to the River Corridor in the City of Fargo. Maps 1 -4 show publicly owned land adjacent to the River Corridor (data as of 12/31/2012). It is important to note that additional acquisition have occurred or are pending since development of the data used to generate the Phase I Report; these data sets will be updated as the River Corridor Study moves into Phase II. Additionally, many of the properties shown as *tentative sellback* have recently been sold prior to the release of the Phase I Report.

Figure 2 below shows land acquired by the City of Moorhead adjacent the River Corridor going back as far as 1990. As shown, the majority of the acquired land by the City for flood related purposes has been done so since 2009. A few property acquisitions were completed in the 1990’s in areas such as River Oaks Point and Horn Park which were continually impacted at lower flood stages. In addition, a few acquisitions were completed in 2003 and 2004; however, as Figure 2 clearly depicts, a majority of the acquisitions have taken

place between 2009 and 2012. Figure 2 depicts approximate acquisition acreage by year; with an overall acreage acquisition total at approximately 225 acres.

Figure 2 – Acquisition by Year (Acreage)

Year	Acreage	Year	Acreage
1990	26.69	2009	32.47
1995	5.97	2010	21.94
1997	12.33	2011	103.15
2003 & 2004	0.39	2012	23.04

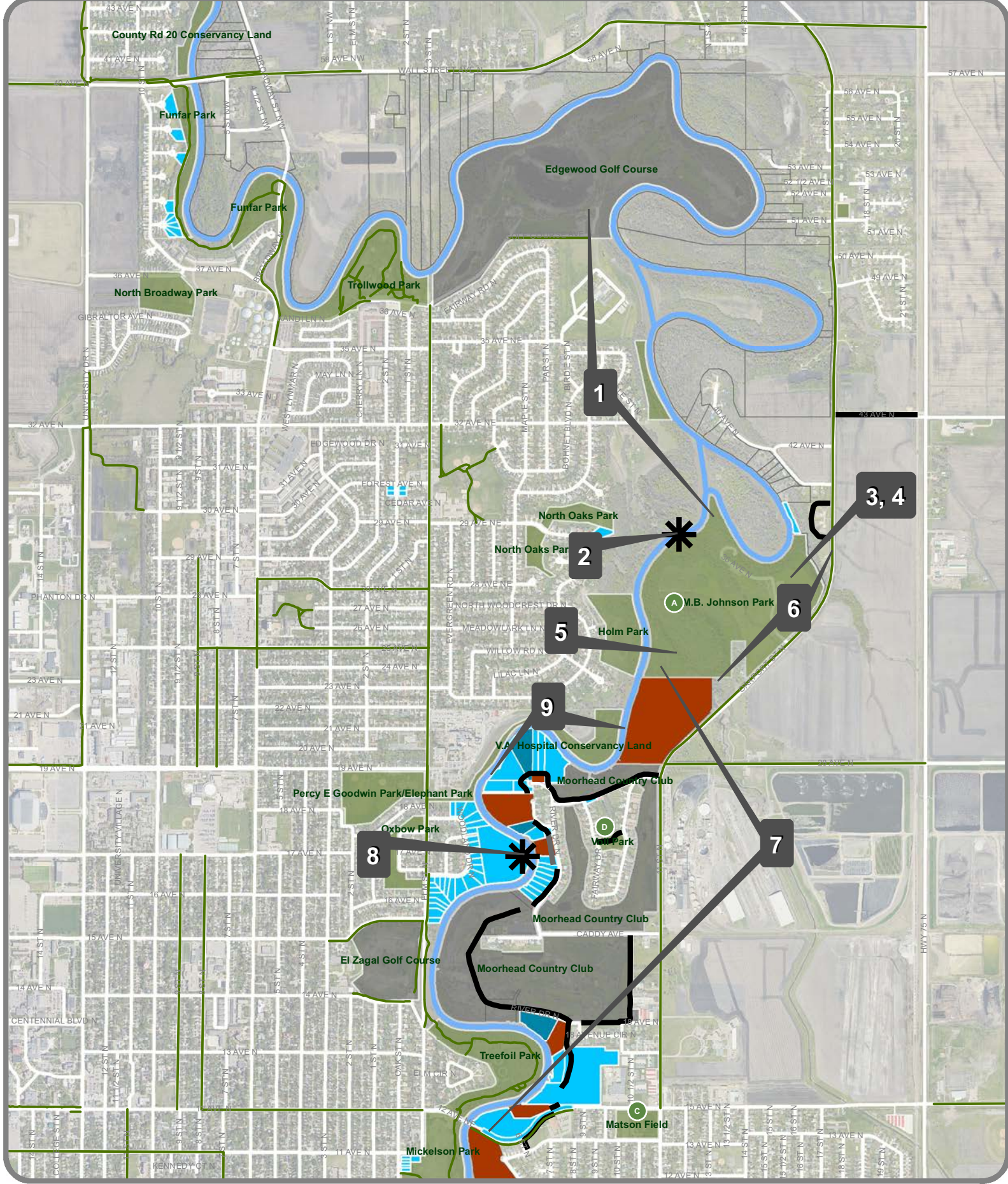
Figure 3 separates acquisitions by funding source. It is important to note that acreage acquired with Federal Emergency Management Agency (FEMA) funds and Minnesota Department of Natural Resource (DNR) funds have deed restrictions attached to the property title which insures that the property will be used only for the purposes of open space, recreational or wetland management practices. Further, the DNR deed restrictions place parameters on the type of improvements that can be erected on the property (public facility, public rest rooms, flood control improvements, public infrastructure and public trails/bike paths).

Figure 3 – Acquisition by Funding Source

Source	Acreage
Federal Emergency Agency (FEMA)	20.70
Minnesota Department of Natural Resources (DNR) & City (General Fund, Assessments, etc.)	183.49
Community Block Grant Funds (CDBG)/FEMA	0.17
Unknown / Unidentified	21.62
Total	225.98

Steep Slopes

Based on a metric developed as part of the Red River Greenway Study (2008) Metro COG mapped areas with a slope greater than 10%. Based on analysis developed as part of the Red River Greenway Study areas with a slope greater than 10% are considered less than ideal for the development of formalized bicycle or pedestrian pathways. Construction adjacent to steep slopes presents limitations regarding slumping and increased construction costs relating to grading and filling, etc., and can have negative vegetative/riparian impacts, and introduce erosion control issues. It should be noted that the development of less formalized off-road mountain biking or unpaved nature trails are not necessarily as constrained by steep slopes. Maps 1-4 in Appendix 1 show steep slope areas along the River Corridor.



Study Area #1 - 60th Ave N. - 15th Ave. N

Properties & Boundaries

- City Properties
- City of Moorhead Leased Properties (as of Dec 2012)
- Private Properties

Bicycle & Pedestrian Facilities

- Ex. Designated Bike Facilities
- + Existing River Bridge Crossings
- * Future River Bridge Crossing Considerations

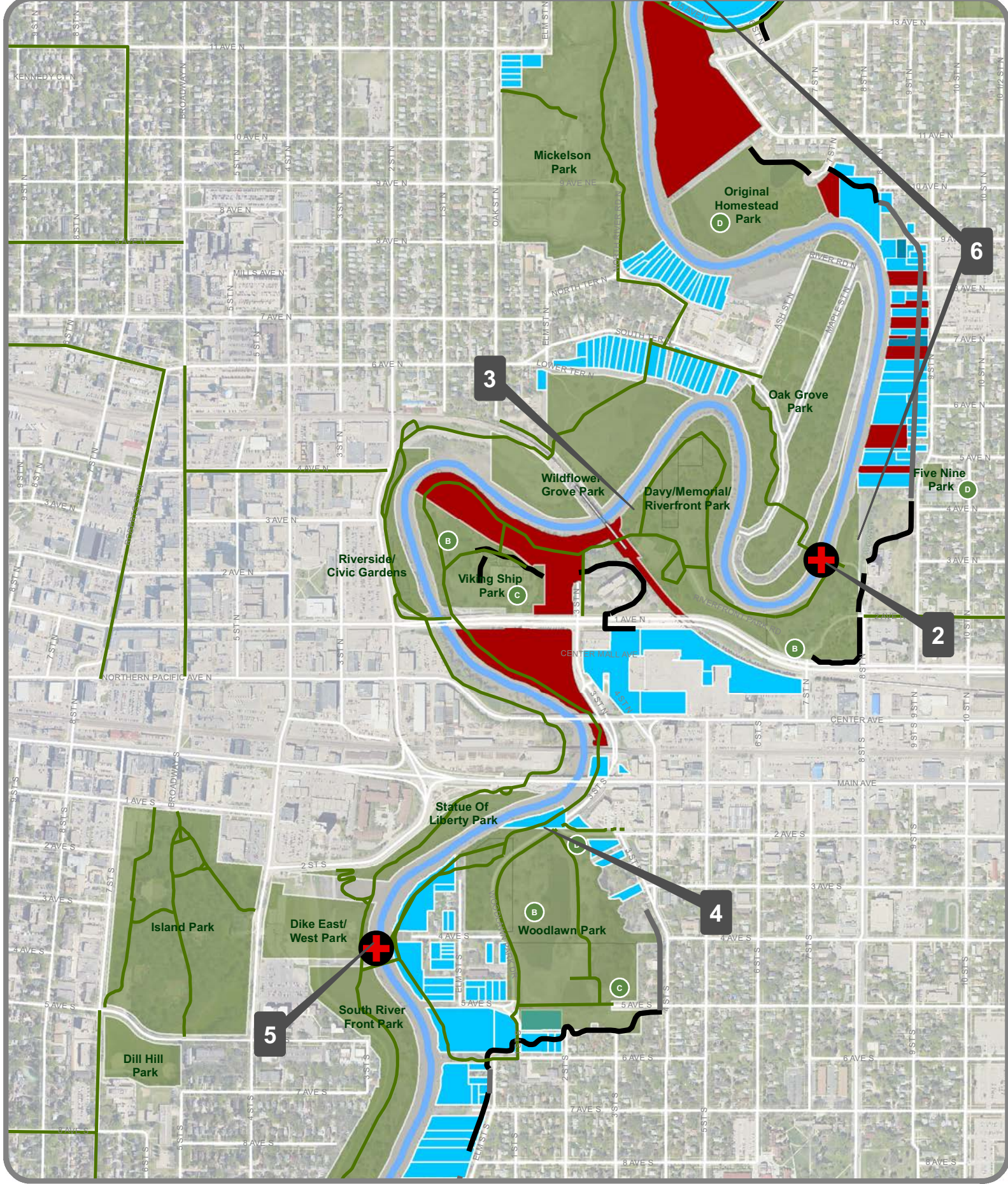
Park and Recreation Areas

- Public
- Private
- A Regional Parks
- B Community Parks
- C Park Facilities
- D Neighborhood Parks

Flood Protection Levees

- Existing Flood Protection Levees
- Pending Flood Protection Levees
- Proposed Flood Protection Levees





Study Area #2 - 15th Ave N - Woodlawn Park

Properties & Boundaries

- City Acquired Properties
- City of Moorhead Leased Properties (as of Dec. 2012)
- Private Properties

Bicycle & Pedestrian Facilities

- Ex. Designated Bike Facilities
- + Existing River Bridge Crossings
- * Future River Bridge Crossing Considerations (per 2008 Red River Greenway Study)

Park and Recreation Areas

- Public ■ Private
- A Regional Parks
- B Community Parks
- C Park Facilities
- D Neighborhood Parks

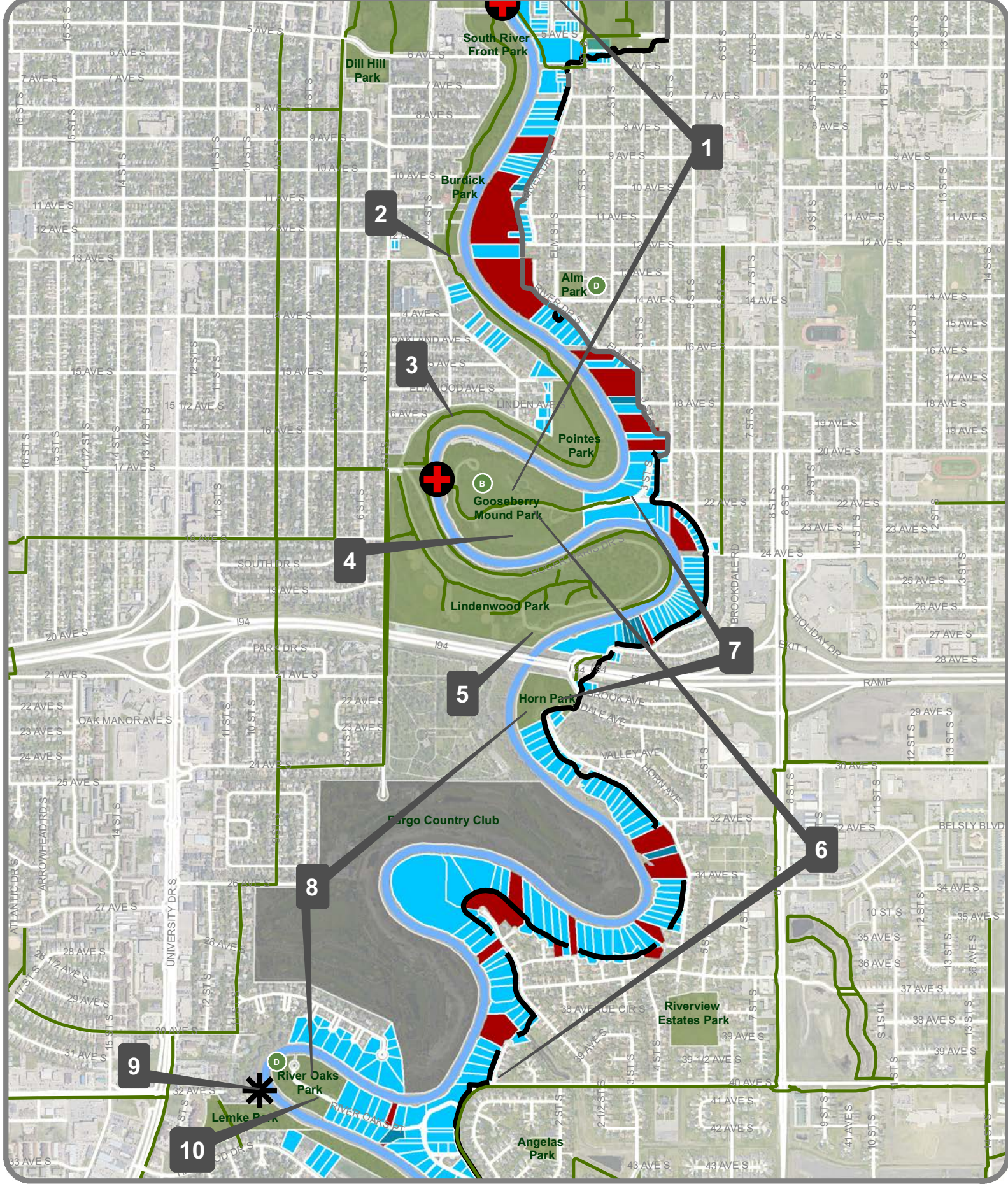
Flood Protection Levels

- Existing Flood Protection Levels
- Pending Flood Protection Levels
- Proposed Flood Protection Levels



Map 3





Study Area #3 - Woodlawn Park - River Oaks Pt.

Properties & Boundaries

- City Acquired Properties
- City of Moorhead Currently Leased Properties (as of Dec 2012)
- Private Properties
- Tentative Sell Back Properties

Bicycle & Pedestrian Facilities

- Ex. Designated Bike Facilities
- + Existing River Bridge Crossings
- * Future River Bridge Crossing Considerations (per 2008 Red River Greenway Study)

Park and Recreation Areas

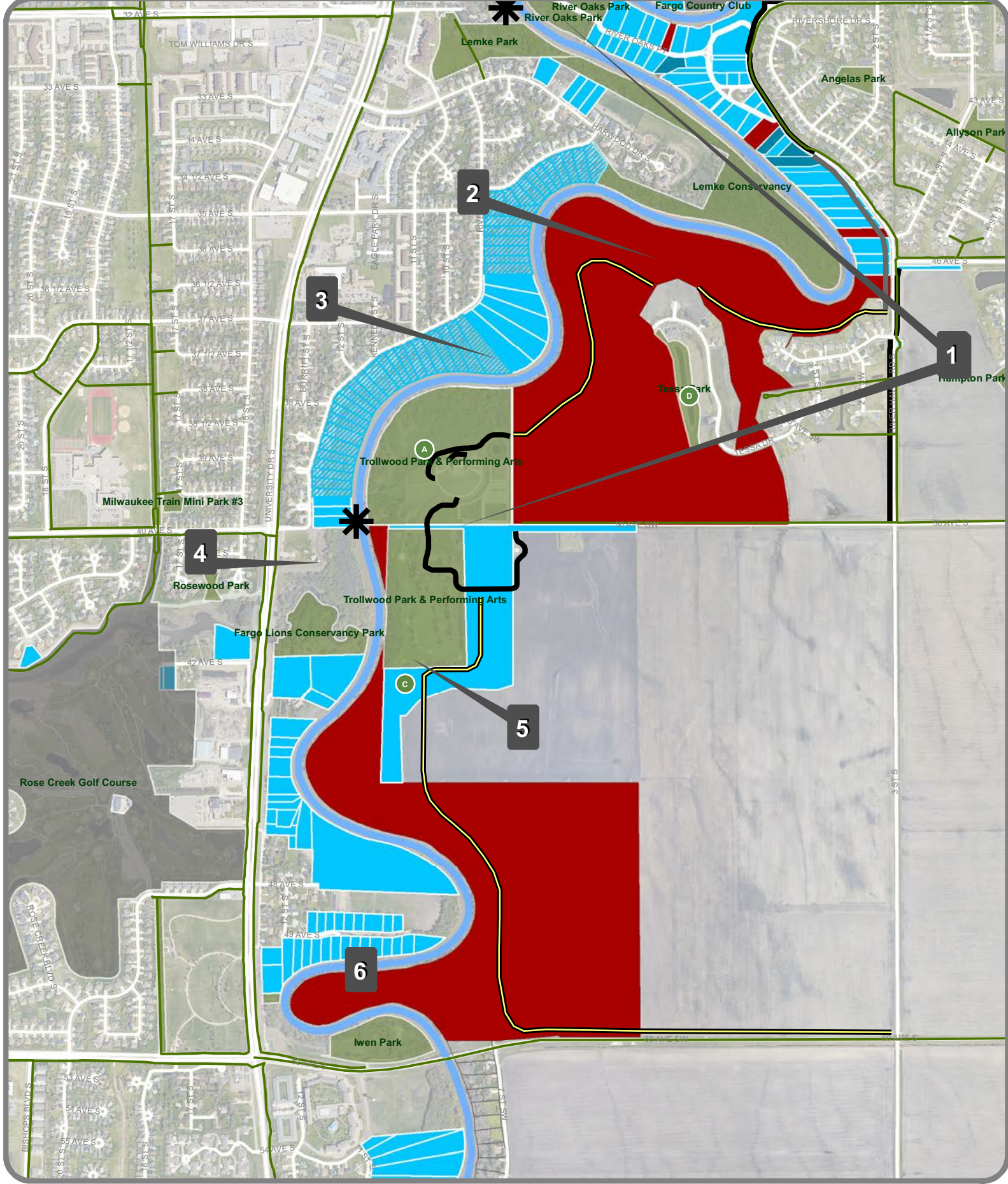
- Public ■ Private
- A Regional Parks
- B Community Parks
- C Park Facilities
- D Neighborhood Parks

Flood Protection Levels

- Existing Flood Protection Levels
- Pending Flood Protection Levels
- Proposed Flood Protection Levels

Map 4





Study Area #4 (Political Boundaries) - River Oaks Pt. - 60th Ave S.

Properties & Boundaries

- City Acquired Properties
- City of Moorhead Leased Properties (as of Dec. 2012)
- ▨ Fargo Tentative Buyouts
- Private Properties
- ▨ Tentative Sellback Properties

Bicycle & Pedestrian Facilities

- Ex. Designated Bike Facilities
- + Existing River Bridge Crossings
- * Future River Bridge Crossing Considerations (per 2008 Red River Greenway Study)

Park and Recreation Areas

- Public ■ Private
- A Regional Parks
- B Community Parks
- C Park Facilities
- D Neighborhood Parks

Flood Protection Levels

- Existing Flood Protection Levels
- Pending Flood Protection Levels
- Proposed Flood Protection Levels



Public Input Summary

Metro COG has completed several early public input activities to identify needs, issues, and opportunities along the River Corridor. Metro COG is using a thoughtful public participation process to insure it gains insight into the community's vision for the future of the River Corridor. Phase I of the River Corridor Study is in large part developed around clearly identifying and catalyzing public perceptions and desires for the River Corridor.

Red River Advisory Committee #1 – Discussion of Preliminary Conditions and Issues

Following the completion of a Preliminary Existing Conditions Summary Metro COG and the City of Moorhead met with the Red River Advisory Committee (RRAC). As discussed previously, the RRAC was appointed by the Moorhead City Council to provide input and guidance regarding the development of the Moorhead River Corridor Study. The first RRAC meeting was held on December 13, 2012, at the Hjemkomst Center in which committee members met to discuss the vision, opportunities, and management plan for the River Corridor as outlined in the Preliminary Existing Conditions Summary.

One of the primary pieces of information presented to the RRAC was a synthesis of past planning documents developed by the City of Moorhead (or Metro COG) which provided planning level guidance regarding or related to the River Corridor. In general, the RRAC reaffirmed most of the principles which have been generally developed over the past 20 plus years regarding visions, desires, and needs for the River Corridor in Moorhead.

RRAC members welcomed the development of the River Corridor Study, noting the clear need to develop a vision for the corridor given the numerous changes since 2009. The RRAC reviewed and discussed a draft vision statement for the River Corridor (the final draft Moorhead River Corridor vision statement is presented on page 19).

RRAC members were outspoken in the sentiment that more than just a vision is needed. RRAC members indicated that several short term actions are needed along the corridor to protect the integrity of the adjacent neighborhoods, specifically related to maintenance and preservation of properties recently acquired by the City of Moorhead. There was a clear sense from RRAC members that a policy is needed regarding how the City handles leased lots in the future. RRAC members felt that while there may be a place for leased lots in the future, there was a clear sentiment that any future leases should not stand in the way of ensuring a continuous public use corridor.

RRAC members expressed a strong sentiment that the City of Fargo (and Fargo Park District) needs to be involved in the discussion of the River Corridor. It was noted by several RRAC members that decisions regarding the River Corridor have an impact on both cities, and decision made cooperatively will have a more lasting positive influence on the corridor. The following would represent a summary of key themes outlined by the RRAC:

- Consider (and respect) private property rights and impacts to adjacent homeowners along the River Corridor;
- The River Corridor should be treated as a public asset,
- The overall vision for the River Corridor needs to draw attention to the importance of connectivity along the corridor,

- Enhance connections between existing public open space in downtown Moorhead (E.g. Viking Ship Park, Woodlawn Park, etc.) to areas such as Gooseberry Park to the south and MB Johnson to the north.

As is discussed herein, the themes and desires expressed by the RRAC were also expressed by the general public and members of the public who participated in public involvement opportunities which followed the 1st meeting of the RRAC.

Public Input Meeting #1

Metro COG and the City of Moorhead held a public input meeting at the Hjemkomst Center on January 15, 2013, which served as the first public input meeting in support of the River Corridor Study. The meeting was advertised via two (2) box ads in the Forum of Fargo-Moorhead. Meeting announcement was also distributed widely to committees and boards internal to the City of Moorhead, and to Metro COG's list of bicycle and pedestrian related interested persons and stakeholders. The first public input meeting was attended by over eighty (80) members of the public.

As part of the notifications for the first public input meeting Metro COG made available a public information packet (with similar information presented to the first meeting for the RRAC) documenting certain existing conditions along the River Corridor and outlining the purpose and intent of the River Corridor Study. Metro COG also developed a study area issues map, and published a Moorhead River Corridor Survey (discussed herein starting on page 4). All materials developed by Metro COG were posted on its web page, with links provided directly from the City of Moorhead's web page.

The public input meeting was an open house format, with no formal presentation. Metro COG made available study issue maps that allowed attendees to provide input and ideas regarding the existing and future condition of the River Corridor. The first public input meeting was attended by roughly 80 members of the public. While attendance was primarily that of Moorhead residents, there were residents and interested persons from throughout FM Metropolitan area. As well, several members of the City Council were in attendance.

A summary of the comments received both in person and in writing as part of the first public meeting are outlined in the following section. A detailed compilation of public comments and responses is included in Appendix 4.

Summary of Public Comments

Major Themes

In general, public comment regarding the River Corridor shared one common theme, and that was the River Corridor should be developed as a public resource open for year around activities. It was generally recognized that an expanded and continuous multi-use trail network for biking, walking, skiing and other non-motorized outdoor activities would benefit the City of Moorhead and the entire FM Metropolitan area. There appeared clear public support for the development of easements that would help to expand trails further where private property may hinder a continuous trail system. Additionally, other common themes which resonated from the comments received from the public are were follows:

- Connectivity
- Social Benefits
- Year Round Recreational Opportunities
- Cultural/Historic Opportunities
- Recreational Facility Opportunities
- River Access
- Maintenance

Connectivity

There appeared clear support for a nearly continuous greenway which could include specialized sports facilities as well as amenities for pedestrian, bicycle, and ski trails. There was a strong desire among those comments received to build upon and expand existing connections between Moorhead and Fargo by linking existing and future bicycle and pedestrian paths. The vision supported by the public was for a near continuous network to support recreational and commuting (transportation) needs. Several comments supported the need and desire to link existing recreational features along the River Corridor (E.g. MB Johnson, Davy Memorial, Trollwood, etc.) as part of a connected park trail network that would support outdoor activity. It was generally recognized that connectivity was a priority, especially from Gooseberry to Downtown and from Gooseberry to Horn Park. There was continued support for previously identified bicycle and pedestrian bridge connections across the Red River at 50th Avenue South/Trollwood, River Oaks Park/River Oaks Point, and M.B. Johnson Park.

Social Benefit

Residents feel strongly that the River Corridor can have a positive social and economic impact on the City of Moorhead. Residents noted recreational features along the River Corridor can serve to attract and retain young professionals who appreciate an active community; examples were provided of other cities and regions which have capitalized on natural resource amenities to provide recreational opportunities inside an urban area. The continued development of the River Corridor for recreational purposes also serves to support the growing interest in supporting an active and healthy community.

Year Round Opportunities

As noted earlier, there was a strong sentiment as part of the public input meeting suggesting the need for increased use of the River Corridor during the winter months. Extended trails would provide ample training ground for competitive skiers as well as for those new to the sport. There was ample representation from local groups involved in cross country skiing (Parries Edge Nordic Skiers [PENS]), several comments suggested support for the development of recreational ski trails. There also appears interest from local groups to expand existing relationships to ensure ongoing maintenance and grooming of future skiing trails along the River Corridor.

It was suggested that a future bridge at MB Johnson to recreational areas in north Fargo could open the possibility for a permanent year round nature trail; that in the winter months would serve as a cross country ski trail between MB Johnson and Edgewood; this connection which would serve to greatly expand the capacity of existing skiing facilities at both locations.

Cultural/Historic Opportunities

It was felt that trails should serve as more than simple recreational features, but can also act as tools to educate and engage the community. Way finding features such as markers and displays were suggested for use along trails to direct users to the cultural and historic context of the River Corridor. Signage could direct as well as educate visitors on the river's history through interpretative narrative and historic photos.

Facility Opportunities

Public comments also supported the development of permanent features such as benches and lighting to assist increasing the safety and retentiveness of trails. Permanent flood and fireproof structures such as restrooms, gazebo shelters, and concession stands could further increase use of the area and promote positive public activity. A theme which resonated from the comments received at the public input meeting also supported the development of a community gathering and/or congregational space. In specific it was suggested that a small scale amphitheater be developed for music and other community events and programming.

River Access

There was clear support for the continuation and expansion of river boat tours (E.g. SS Ruby) as well as canoe and kayak rentals. There appears support to ensure better utility of boat launches and portages along the River Corridor to support user safety and to also increase accessibility for those wishing to use the river for low impact water based recreation.

Maintenance

Residents expressed concern over how the maintenance and management of the River Corridor has and will continue to affect surrounding real estate. The perceptions expressed by the public are that buyouts have impacted nearby properties and subdivisions. There is a general expectation that the development of the River Corridor Study will serve to stabilize neighborhoods which are adjacent to the River Corridor and which have been most impacted by residential property removal. There was the general hope that the development of the River Corridor Study would send the signal that the City of Moorhead has developed a direction for the future of the corridor and the adjacent areas.

There were mixed comments concerning vegetation along the River Corridor. Many people felt that the corridor would be improved through natural planting, reforestation, and re-vegetation. Others thought that the area should include community garden space. However, it was generally felt that there should be a focus on the integration of native plant species along the River Corridor which are well adapted to flooding and drought, with a buffering for adjacent private lawns which are generally turf grass.

Comments from the public outline a fairly uniform concern regarding the need to develop a year round maintenance program for recently acquired areas near the River Corridor. Specific maintenance needs such as the preventing the spread of noxious weeds, controlling mosquitos and other forms of wildlife.

Moorhead River Corridor - Public Survey Summary

Overview and Key Themes

As part of the first public input meeting for the Moorhead River Corridor, a public survey was developed and posted on the Metro COG web site. The survey was advertised and noticed in combination with the public input meeting notifications and mailings and was available to the public for almost the entire month of January 2013. The survey was developed as a tool to assist Metro COG and the City of Moorhead develop an understanding of public perceptions and preferences regarding the River Corridor in light of recent flood mitigation efforts. The survey focused on gathering input from residents as to the needs, issues, and opportunities along the Red River Corridor. In total there were 130 responses to the survey. A detailed summary of its results is included in the Appendix 3.

In general, the key themes suggested by the River Corridor Survey were as follows:

- Respondents felt the highest priorities to be addressed by the River Corridor Study were the development of an overall *vision for the corridor*, and to outline a plan for the *development of recreational uses and amenities* (i.e. trails, open space, river access, etc.).
- Nearly 40% of the respondents were not residents of Moorhead, suggesting a regional interest in how the City of Moorhead moves forward with a plan for the River Corridor.
- Over 75% of respondents indicated using existing bicycle and pedestrian facilities at least once per week; suggesting those who participated in the survey were active users of existing bicycle, pedestrian, and recreational facilities.
- Respondents were evenly split in regards to the available amount of existing parks, recreational facilities, and open space in the City of Moorhead.
- In excess of 80% of respondents rated the maintenance of existing parks, recreational facilities, and open space within the city of Moorhead as either reasonable (59%) or good (23%).
- There was a strong desire to develop the River Corridor as a balance between an active resource (trails, parks, etc.) and allowing it to return to its natural state as a river channel.
- When asked to rate priorities for potential investments along the River Corridor, the top three (3) were:
 1. Expanded Bicycle and Pedestrian trails;
 2. Development of additional bicycle/pedestrian bridges;
 3. Expanded winter recreational activities.
- While a number of new bicycle and pedestrian trail connections are generally supported, the three (3) top priorities are:

1. Downtown to Gooseberry Park;
 2. Gooseberry Park to Horn Park;
 3. MB Johnson to 15th Avenue North (Toll Bridge area).
- While a number of new bicycle and pedestrian bridge connections between Moorhead and Fargo are supported, the top three (3) were priorities were:
 1. Trollwood/50th Avenue South;
 2. MB Johnson Park;
 3. River Oaks Park.
 - When comparing respondents support for future recreational features along the River Corridor against existing park facility types in Moorhead, support aligned closest with the development of a new community or regional park facility(ies) along the River Corridor.
 - More than 50% of City of Moorhead respondents indicate a wiliness to pay extra to support the development of improved infrastructure or amenities along the River Corridor.

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Issue and Opportunity Identification

What follows is a brief summary and discussion of some of the issues and opportunities which have presented themselves through the development of Phase I of the River Corridor Study. Many of these issues and opportunities will need to undergo substantial additional discussion and analysis as the River Corridor Study moves into Phase II.

Reaffirming Needs, Issues and Opportunities

Over the last several decades a series of plans and studies have either directly or indirectly discussed issues related to the River Corridor in Moorhead. As a first step in the planning process Metro COG reviewed a series of planning documents which offer insight in to the River Corridor in Moorhead. Prior planning documents reviewed as part of this effort are as follows:

- Regional/Urban Design Assistance Team (R/UDAT) Report (1989);
- Red River Action Plan (1989);
- FM Perceptions of the Red River & Surrounding Area (1992);
- Four Community Sports Facility Framework Plan (2005);
- Moorhead Regional Park Plan (2007);
- Red River Greenway Study (2008);
- Active in Moorhead Partnership Survey (2009);
- Moorhead Comprehensive Plan (2009).

What follows is a synthesis of common themes, issues, and opportunities which have resonated throughout the development of Phase I of the Moorhead River Corridor Study. As is highlighted in the following section, many of these themes and issues, and opportunities along the River Corridor remain constant as outlined in those earlier studies and analysis listed above.

A Common Set of Themes for the Moorhead River Corridor

The River Corridor has traditionally been subject to competing interests and has served to support multiple functions and purposes. Historically, a series of competing interests needed to be balanced to ensure the River Corridor was able function within its ecological context and in concert with the needs of private development interests. With the recent property acquisitions to support flood protection the River Corridor now has its best opportunity to be returned to its natural state due to the removal of residential and other physical infrastructure. The corridor can function as a flood protection tool while also capitalizing on opportunities to develop recreational or other community amenities as corridor connectively becomes a reality

Visions for the River Corridor have been varied over the years. However they have generally coalesced into a finite set of key themes. The development of the Moorhead River Corridor Study should serve to reaffirm these general themes as the River Corridor Study unfolds, as they have remained constant over time:

- Attractive River Front - Maintain a river front that is embraced as a safe and secure environment which is an attractive destination to the community as whole;
- Enhanced Recreational Opportunities - Increase the utility of the river corridor as a recreational amenity for adjacent neighborhoods and the community as a whole;

- Enhanced River Viewing Areas - Focus investments along the river corridor to increase sustainable interaction between the community and river;
- Protection and Enhancement of Designated Natural Areas - Identify and enhance key natural and ecological characteristics of the river corridor;
- Encouragement of Cultural and Historic Value of the River - Utilize the river corridor as an opportunity to increase community interaction with the cultural and historic significance of the Red River.

A Vision for the Moorhead River Corridor

The following vision statement was developed in large part based on a similar effort conducted in the City of Grand Forks (ND) and East Grand Forks (MN) following the 1997 flood and the development of the Grand Forks Greenway Plan. The vision statement was modified to local conditions and developed in consultation with the public and the RRAC.

“The Moorhead River Corridor will serve as a flood risk reduction asset for the City of Moorhead. The River Corridor provides opportunities for economic vitality, improves and restores ecological stability of the river corridor, link residents and tourists to four seasons of recreation and transportation facilities, balances the desire for public uses with adjacent private property, provide linkage between the cities of Moorhead and Fargo, preserve and promote the history and culture of the region through education, and improves the quality of life for future generations.”

Once finalized the vision statement should be used as a tool to help direct and guide future decision making regarding the River Corridor in Moorhead.

Preservation and Management of the Natural River Corridor.

In 1989 the R/UDAT Report outlined a concept plan for managed development of the river corridor by establishing *zones* of uses between the river and developed urban uses. A key principle from the R/UDAT report is the recommendation to establish distinct landscape zones along the River Corridor. Each zone recognizes the natural and ecological features of the River Corridor.

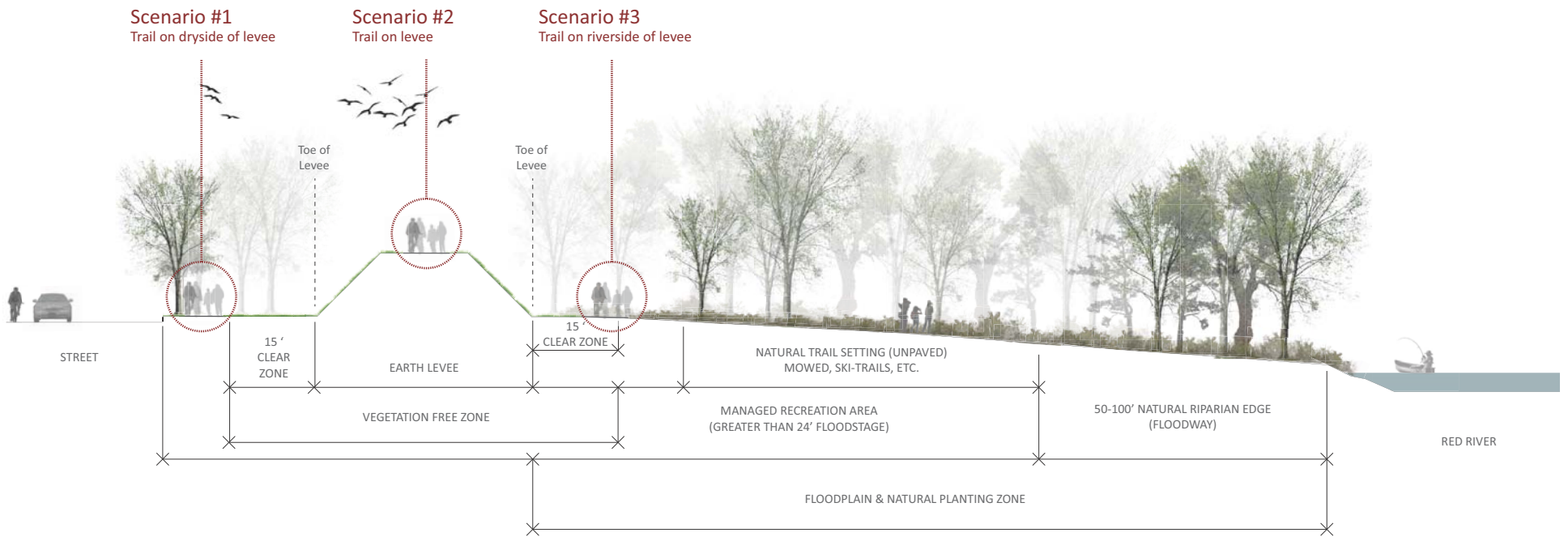
Based on current conditions along the River Corridor in Moorhead, the following zones have been developed:

- Natural Riparian Edge – 50 to 100’ (or more) from edge of river, this section of river corridor is critical to support the ecological integrity of the river and rivers edge. This zone would typically include the entirety of the floodway, and portions of the floodplain, and for the most part is to be left undisturbed and in a natural state.
- Managed Recreational Area – This area is outside of the natural riparian edge and runs all the way to the adjacent street right of way (including the flood protection levees). Any new recreational features considered within the floodway need are limited according to City ordinance. The managed recreation area and should typically be kept at an elevation that is above the 24’ flood stage, thus reducing the impact of nuisance flooding, specifically river rises due to minor spring flooding and heavy summer rains. Within the Managed Recreational Area there are four (4) specific sub zones:

- Natural Trail Setting – This setting is more suitable for low intensive recreational uses, such as a unpaved bike trails, nature paths, cross country ski trails, and limited recreational facilities. In some cases, less intensive (unpaved) walking or skiing trails could be placed at less than the 24’ flood stage since these areas require less permanent investment are not as susceptible to flooding, provided they don’t cause riparian or vegetative disturbance.
- Native Planting Area - This is an area where there is an opportunity to introduce natural (native) vegetation which is low maintenance and tolerant to drought and flooding conditions. The success of these areas depends heavily on the implementation of a land management plan, and would need to be responsive (and appropriately buffered) from adjacent private properties or other areas traditionally planted with turf grass.
- Vegetation Free – This is a 15’ foot buffer zone on each side of the earthen flood levees, which is to be free of trees and shrubs. The development of recreational facilities within this zone is possible (including construction of trails on/over top of levees.).
- Paved Multi Use Trail – If determined feasible in a specific location along the River Corridor, the placement of a paved multi use path with in the overall managed recreation area can vary. At a minimum it would avoid steep slopes and should be located outside of the 24’ flood stage. A paved multi use trail can be on either the wet or dry side of the levy, or in some cases on top of the levy. When placing a paved multi use trail on a levee structure, consideration will be needed regarding specific levee height.

A proposed River Corridor typical section for the Moorhead River Corridor is presented on the following page. You will note, as discussed above the three (3) potential placement options of the paved multi use trail section within the overall corridor. Please note that this typical section is meant to generally demonstrate various zones within the corridor. The utility of specific sections of the river corridor is subject to the adjacent conditions.

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MOORHEAD - RED RIVER CORRIDOR (Not to scale)
 Typical Section: Trail Scenarios

Expanded Recreational Features

A hallmark of planning related to the River Corridor has focused around the strong and persistent desire to improve and expand recreational opportunities in relation to the Red River. A number of community surveys and assessments have continually pointed towards a strong community desire for additional trails and paths in proximity to the Red River. There has been a long vision for a continuous trail system along the entirety of the River Corridor in Moorhead; including the addition of additional pedestrian bridges in key locations to move towards a continuous river trail system.

Having completed Phase I of the Moorhead River Corridor, several key recreational opportunities resonate as possibilities:

- Expansion of the existing path/trail system along the river:
 - Connecting MB Johnson to the larger community, both north and south of the Park;
 - Establish new connections in North Moorhead; strengthen connections between Woodlawn and Gooseberry, and Gooseberry to points South;
 - Maximize opportunities to continue the development of a multi city trail/recreational system;
 - Continue partnership with FM Trail Builders to enhance and expand off road mountain biking trail opportunities;

- Expanded River Bridges:
 - MB Johnson Park;
 - Country Club Addition;
 - Memorial/Oak Grove (replacement needs);
 - Replace Floating Bridge near Old Power Plant with Permanent Structure
 - Rivers Oak Park/River Oaks Point
 - Trollwood

- Improve options and opportunities for winter related recreational opportunities:
 - Maximize current partnership with Prairies Edge Nordic Skiers (PENS) to expand cross country skiing opportunities;
 - Coordinate with the City of Fargo and Fargo Park District to support the development of multicity cross country ski networks;

Interpretative/Educational/Historical Enhancements

The Red River is an important ecological and historical feature within the Moorhead-Fargo community. Identifying opportunities to enhance the corridor through interpretive/educational or historical features should be considered critical to increasing awareness and knowledge of the Red River. Identification of both active and passive interaction with the River Corridor offers an opportunity to educate the community about the historical and ecological significance of the Red River.

- Expansion and integration of interpretive centers/venues:
 - Identify opportunities to expand local understanding of cultural, historic, and ecological features of the River Corridor;

- Expand existing opportunities for residents to access the River via existing canoe and kayak portages and boat landings,
- Support interpretive river tours of the River Corridor (E.g. SS Ruby);

Identification and Support for a Continuous Greenway

In 2008 the Red River Greenway Study coined the term “Greenway” and defined it as those public spaces, uses, and facilities which were in proximity to the Red River. The Greenway corridor was envisioned to have four primary functions:

- Transportation corridor for bicyclists and pedestrians;
- Year round facility to provide recreational opportunities for activities such as cross-county skiing and snow shoeing;
- Educational and interpretative resource;
- Support implementation of flood protection and riparian setbacks.

With recent private property acquisitions the opportunity to develop a continuous *Greenway* along the River Corridor is now possible. Past planning principles are relevant to the discussion of a Greenway along the River Corridor, however additional refinement is needed regarding the purpose, scope, and use of a future potential *Greenway*.

Moving forward with the River Corridor Study, it is recommended the City consult directly with key individuals from the City of Grand Forks, East Grand Forks, and the MN DNR to learn more about how they have enhanced and developed a Greenway along the Red River following the impacts of the destructive 1997 flood.

Discussion Regarding Leases of Flood Buyout Parcels along the River Corridor

One of the tasks identified by the River Corridor Study was to determine the feasibility to lease acquired property along the River Corridor back to adjacent property owners. As has been discussed, the City has acquired a large volume of property adjacent the River Corridor. In some cases this property will not be needed in total for public uses. It was originally determined that some portions of these properties would have the potential to be leased back to adjacent property owners. Prior to the increase in recent flood buy outs, it was past practice for the City to lease these river parcels back to adjacent property owners.

Based in large part upon the comments received from the public, the River Corridor Study should instead be looking for parcels that are appropriate to sell, in addition to leasing. These sellable parcels could be leased, however continued leasing along the River Corridor runs contrary to the sentiment from the public that supports the development of a continuous *public use* corridor.

As opposed to clearly identifying parcels which the City would be willing to lease, the River Corridor should identify parcels considered to have no meaningful *public use*. Properties determined to have *no or limited public use* would be eligible to be resold to adjacent property owners. However, given the transitional nature of the River Corridor and certain dynamics of current and future levee construction, the potential for small scale and limited *maintenance* only leases may be possible. What follows is a listing of issues and considerations regarding leasing properties versus reselling properties along the River Corridor in Moorhead.

Reasons Not to Lease

1. Administration of the leases and trying to coordinate and track which lots the City needs to mow/maintain, could be an administrative burden;
2. The City has not fully completed River Corridor buyouts. It will be difficult to completely identify leasable lots under different timeframes. For example, there may be some properties that could be leased in the next couple years, but under a full-build flood mitigation plan these parcels would not be considered ideal lease candidates;
3. For homeowners that have turned down buyout offers and are grouped in a future voluntary buyout phase, leasing them the adjacent property is only going to increase their incentive to not accept a buyout.
4. Leasing creates the potential for a permanent break in continuity along the River Corridor (i.e. ability to certify levees, ability to complete bike/pedestrian connections, etc.);
5. There is no ability to collect property tax from acreage which is leased back to a property owner. Selling unusable property presents the City an opportunity to generate tax revenue otherwise not possible if it were in a lease condition.
6. If the City can sell instead of lease certain amount acreage along the River Corridor it is effectively removed from city maintenance responsibilities in perpetuity, and removes liability and nuisance concerns.

As the River Corridor moves into Phase II, more clear guidelines will be needed regarding the determination of what areas along the River Corridor may not meet the definition of having a *meaningful public use*. What follows is preliminary set of guidelines which will be further refined in Phase II to determine if properties along the River Corridor are not needed for public use.

Determination of Meaningful Public Use

1. The potential buyer (and/or leaseholder) has an existing residence that is not needed to complete full-build flood protection; and the acquisition of additional adjacent acreage would not serve to reduce the likelihood of said property owner selling his/her lot to the City for flood protection purposes;
2. The sale (or lease) would not affect the short term or long term ability for the development of recreational facilities/amenities along the River Corridor per the eventual implementation plan;
3. The acreage is segregated or isolated from other public space that the city maintains and/or the acreage would make more sense for the adjacent homeowner to maintain.

As discussed in Next Steps section of the Phase I Report, Phase II of the River Corridor will clearly set forth an analysis of potential leasable or sellable properties along the River Corridor. This effort would be driven by the development of a clear and transparent City policy.

Project Interdependencies

It is recognized that there are multiple City departments which must make coordinated decisions regarding the River Corridor (E.g. Community Services, Engineering, Operations, Parks and Recreation, etc.).

Internal procedures may be needed to ensure appropriate coordination and consultation is occurring between various municipal departments. Coordination is not only needed internal to the City, but across the Red River with the City of Fargo and the Fargo Park District. The action of one community will influence the actions of other, and these actions need to be addressed in a coordinated fashion. Moving forward it is imperative there be meaningful and ongoing coordination between the City, Fargo Park District, and the City of Fargo regarding the future of the River Corridor. It may be necessary to have a joint coordinating entity (involving the public, technical staff, and policy makers) to oversee various decisions regarding the Red River Corridor.

River Maintenance and Operations Program

It has been stressed by the public that there needs to be an emphasis on the development of a River Corridor maintenance program. The City has added nearly 200 acres in lands adjacent to the River Corridor between 2009 and present. To put this number in perspective; the City currently has a total of 1,088 acres in managed parks and recreational areas. This additional acreage represents an almost 20% increase in land area requiring some level of management and maintenance by the City. The City needs to develop a clear understanding of future operations and maintenance needs. Even under a scenario of limited active recreational expansion or investments, Moorhead will need to plan for increased costs. Regardless of investment or programming intensity, clear budgetary analysis will be needed to ensure the City is able to adequately manage and maintain the River Corridor pursuant to expectations.

River Corridor Considerations

Based on the comments received from the public, the Red River Advisory Committee, and reflective of the initiatives and visions from past planning done on the River Corridor, Metro COG has prepared the following *River Corridor Considerations*. The *River Corridor Considerations* outlined within Phase I have been developed in consideration of the *Existing Conditions* assessment developed by Metro COG as discussed earlier in this report. The *River Corridor Considerations* will be discussed in specific by study area.

Each of the *Existing Conditions* maps (Maps 2-5) presented earlier on pages 8 - 11 contain a series of numbers, for each number there follows associated narrative below summarizing *considerations* based on the analysis completed as part of Phase I of the River Corridor Study.

As outlined within the overall development process for the River Corridor Study, the *Considerations* within Phase I should be viewed as *preliminary*. Moving forward, it will be necessary to apply more detailed analysis to these *considerations* so as to understand the financial and technical feasibility of these options.

Study Area – 60th Avenue North (Wall Street/County Road 22 to 15th Avenue North (Map 2/Page 8)

Consideration 1

An opportunity exists to explore a potential connection from MB Johnson to the north to connect with Edgewood in Fargo. This connection would facilitate the expansion of existing cross country ski trails at MB Johnson to existing cross country trails at Edgewood. This connection would serve to support opportunities

currently present at both MB Johnson and Edgewood and provide for a more formalized cross country ski trail system in this area. Exploration of this opportunity will require coordination with the City of Fargo and the Fargo Park District. Analysis would be needed regarding existing steep slopes, river setbacks, and property easements within the City of Fargo.

Consideration 2

As discussed above, a connection north from MB Johnson into the City of Fargo and on to Edgewood would require the placement of a new bicycle and pedestrian bridge at MB Johnson. A bridge at this location in MB Johnson was determined to be feasible at the planning level as part of analysis conducted during the Red River Greenway Study. The utility of this bridge connection would be totally dependent upon the ability to secure a trail connection within the City of Fargo, north to Edgewood.

Consideration 3

There is an extensive network of off road mountain bike trails at MB Johnson. These trails have been built in cooperation with the FM Trails Builders. There is the possibility that these existing facilities could be expanded to the north and to south of MB Johnson Park. Expansion both to the north and south of MB Johnson is somewhat limited by terrain. As is discussed in Consideration 5, the City is exploring the potential to reuse the old Gooseberry bicycle bridge at MB Johnson to facilitate a crossing of Snaky Creek/Ditch 41, thus allowing for the potential to extend a trail south of MB Johnson. Expansion to the north of MB Johnson would require the placement of a structure to bridge the current low lying drainage area at the north edge of the park, adjacent to 11th Street (CSAH 3). Expansion north of MB Johnson in Moorhead would require easements, as there is currently no public right of way adjacent to the River Corridor north of MB Johnson.

Consideration 4

There is an existing network of cross country ski trails at MB Johnson. These facilities have been facilitated through a partnership between the City and the Prairies Edge Nordic Skiers (PENS). A warming house and ski rentals are offered at MB Johnson. There is a growing interest and demand for cross country skiing at MB Johnson. As discussed in Considerations 1 and 3, there is the potential to expand the current network of cross country ski trails to the north or south of MB Johnson. Expansion north of MB Johnson in Moorhead would require easements, as there is currently no public right of way adjacent to the River Corridor north of MB Johnson.

Consideration 5

The City is currently exploring the potential to locate the former Gooseberry bicycle bridge across Snaky Creek at the southern edge of MB Johnson. The placement of this bridge, as discussed earlier, would facilitate the expansion of trails south of MB Johnson. The primary limitation to placing the bridge is funding. As is discussed in Consideration 7, there is the potential and public desire to see a connection south of MB Johnson to 15th Avenue along the River Corridor. The current connection is possible along 11th Street/CSAH 3 via road shoulder.

Consideration 6

Prior to the development of a more formalized and traditional paved shared use paths along the River Corridor north and south of MB Johnson in Study Area 1, consideration could be given to the development of a more low intensive and lower maintenance nature or recreational trail system connecting MB Johnson to

the north or south. Examples would be cross country skiing trails and off road mountain biking trails. The development of these kinds of facilities provides for the gradual build out of the public right of way, and may serve as a meaningful transition to more formalized (and costly) public uses. Given the existing relationship between the City, PENS, and the FM Trail Builders, opportunities exist for the cooperative expansion of skiing or mountain bike trails in this area.

Consideration 7

A connection between MB Johnson and 15th Avenue North was listed as a priority by the public. Currently, there are five (5) clusters of private properties currently remaining along the River Corridor between MB Johnson and 15th Avenue North, in addition easements would be needed from the Moorhead Country Club. If limitations were to present themselves for a continuous path through the full extent of the Moorhead Country Club and opportunity exists to provide southward continuity through coordination with the City of Fargo, as is discussed more fully in Consideration 8.

Consideration 8

There does appear to be a possible connection across the river to the City of Fargo perpendicular to River Drive in the Country Club addition. This connection would tie into land owned by the City of Fargo behind Woodland Drive. Fargo has discussed extending the existing shared use path along Elm Street behind Woodland Drive. As is discussed in Consideration 9, a shared use path extension north of the Woodland Drive area in Fargo is no longer considered feasible. Therefore, the utility of the extending a shared use path behind Woodland Drive (Fargo) is heavily dependent on providing for a continuous connection into Moorhead; otherwise this trail would *dead end*. A bridge connection in this general location in the Country Club addition would have greater utility if a trail connection is determined not to be feasible southward through the Moorhead Country Club.

Consideration 9

During the development of the Red River Greenway Study a shared use path alignment was envisioned in Fargo behind the Woodland Drive area north towards Holm Park (which is adjacent to MB Johnson), where a connection was identified into MB Johnson Park with a future bridge crossing. Based on issues regarding property ownership, steep slopes, and river setbacks, this connection is no longer considered feasible by the City of Fargo. Therefore, a northward expansion of a trail or shared use path along the River Corridor is only feasible on the Moorhead side in the areas between the Country Club addition and MB Johnson.

Study Area 2 –15th Avenue North to Woodlawn Park (Map 3/Page 9)

Consideration 1

It does appear to be feasible to develop facilities along the River Corridor from 15th Avenue North to the existing trail system in Davy Memorial Park, especially for the areas south of Original Homestead Park. The land north of Original Homestead Park to 15th Avenue is currently private property. However given the large set back between residential properties and the River Corridor easements may be possible. South of Original Homestead Park there are shown seven (7) residential properties along the River Corridor (however given recent/pending acquisitions, there now only 3). Steep slopes are present along this section of the River Corridor. Placement of a future trail facility in this area could likely be put in nearer proximity to the existing or propose levees.

Consideration 2

Replacement of the Memorial /Oak Grove Bicycle and Pedestrian still remains an identified local need. Based on the 2009 Project Concept Report (PCR) prepared for the replacement of this structure, a number of existing limitations were identified: steel trusses have minor bowing; treated timber decking shows signs of cracking, and is considered a maintenance issue; location and elevation of the bridge is problematic due to its length and elevation relationship to the river; however the bridge structure itself is in sound condition.

No local, state, or Federal funding has been secured for replacement of this bridge. Funding for the replacement of this bridge is likely beyond 2017. A consideration moving forward needs to be the relative priority of replacing the Memorial/Oak Grove bridge in relation to new or emerging priorities for new bridge crossings.

Consideration 3

An existing network of cross country ski trails exists between Memorial Park and Viking Ship Park. These trails are maintained by the PENS group. Some conflicts exist in this area between traditional users of the existing shared use trail system and those wishing to use the area for cross country skiing.

Consideration 4

There is the opportunity to cooperate with PENS to explore the expansion of existing cross ski trails south from Viking Ship Park into and south of Woodlawn Park into recently acquired land along the River Corridor. The area just south of the Woodlawn area to about 8th Avenue South currently has no remaining private properties adjacent to the River Corridor.

Consideration 5

There is currently a seasonal floating bridge across the Red River near the old Power Plant connecting into Fargo at Dike East. When operational this is a popular crossing point for recreational and commuting purposes and it provides a direct connection between existing river trails in Moorhead and Fargo. There is also a high volume of river related recreational activity in around this location due to its proximity to the Midtown Dam, Woodlawn Park, and Dike West/East.

This floating bridge is currently a maintenance concern for both the City and the Fargo Park District. The bridge is required to be removed when the river goes above 17'; and at 19' the river levels compromise the integrity of the structure. There does appear to be consensus to explore the potential to replace the floating bridge with a permanent structure that provides year round access across the Red River. The development of a more permanent bridge structure in this location would serve to strengthen the current connection between Woodlawn and Gooseberry via the existing trail system on the Fargo side of the river.

In the short term, the City has indicated a desire to look at the potential relocation of the bridge location further upstream. Related to this, there is also the potential need to look at a permanent relocation of the existing river trail in this area due to bank stability and slumping issues. As with other investments in bridge facilities on the Red River, a relative priority setting exercise will be required; which will require coordination with the City of Fargo and the Fargo Park District.

Study Area 3 –Woodlawn Park to River Oak Point (Map 4/Page 10)

Consideration 1

As noted earlier, there was a high priority noted by the public for the establishment of a trail connection between Woodlawn and Gooseberry. While a large number of the properties have been acquired along this section of the River Corridor, there still remain a number of private properties adjacent the River between Gooseberry and Woodlawn. Development of trail facilities along this section of the River Corridor may need to be coordinated with the build out of the levee system, which as this point is classified as proposed.

Consideration 2

It is worth noting and considering the existing shared use trail system which runs from Dike West to Gooseberry/Lindenwood on the Fargo side of the river. This is an established connection, with a permanent bridge connection at Gooseberry/Lindenwood and a seasonal connection at the old Power Plant/Dike West. While a connection between Woodlawn and Gooseberry was rated a higher priority by the public, the same connection currently exists in Fargo, with connectivity to Moorhead. This should be a consideration as the City initiates the development of investment priorities for new formalized paved shared use facilities along the River Corridor in Moorhead.

Consideration 3, 4, and 5

There is an existing network of cross country skiing trails which run parallel to the shared use path between Dike West and Lindenwood. There is currently an emerging network of cross country skiing trails in Gooseberry. There is some emerging connectivity between the Fargo ski trails and the system being established in Gooseberry. Just recently the City has started grooming a cross country ski trails south of Gooseberry behind the levy which runs along River Shore Drive. While not formally recognized yet, there is the opportunity to provide for a continuous multi-city cross country ski trail network from Dike West (Fargo) south to Lindenwood, across the existing bicycle and pedestrian bridge into Gooseberry and potentially as far south to the Horn Park area.

The only limitation to be noted with this emerging cross country ski trail network is the lack of a formalized warming house or any equipment rental opportunities; both of which may limit the use of these facilities by less experienced skiers. However coordination between the City and the Fargo Park District may allow for the identification of opportunities within existing facilities available at Lindenwood. Investments in cross country skiing facilities need to be well thought out and balanced against other areas where similar investment have been or could be expanded in the future (E.g. MB Johnson).

Consideration 6

There are currently no public trails or facilities adjacent to the River Corridor in either Moorhead or Fargo between Gooseberry/Lindenwood and the River Oaks Park/32nd Avenue (Fargo) area. Given the location of the Fargo Country Club and the Riverside Cemetery there is little or no possibility of a future trail adjacent to the River Corridor in Fargo. Opportunities along the River Corridor in Moorhead open up for the first time the potential to establish a trail system adjacent to the River Corridor in this area. As discussed in Consideration 9, the potential to secure a future bridge location in Study Area 3 at River Oaks Park/River Oaks Point furthers expands the multi-city utility of a trail system along the River Corridor in this area.

Consideration 7

The area from Gooseberry to Horn Park contains little remaining private property. The feasibility of a trail along this section of the River Corridor appears feasible. As noted earlier, the City has started grooming a cross country skiing trail in this section. A trail connection between Gooseberry and Horn Park was rated highly by the public. As discussed earlier in Study Area 1, prior to the development of a more formalized and traditional paved shared use path along the River Corridor in this area.

Consideration 8

The area from Horn Park to River Oaks Park/River Oaks Point contains little remaining private property. The majority of this area currently has constructed flood levees in place. The feasibility of a trail along this segment of the River Corridor appears very feasible. As discussed with Consideration 7, prior to the development of a more formalized and traditional paved shared use path along the River Corridor in this area, consideration could be given to the development of a more low intensive and lower maintenance nature or recreational trail system. Examples would be cross country skiing trails and off road mountain biking trails.

Consideration 9

As has been previously studied, there does appear to be planning level feasibility and continued public support for the development of a bicycle and pedestrian bridge at River Oaks Park/River Oaks Point. The utility of bridge at this location is dependent in large part upon the development of additional trail facilities to the north and south of the area. The exact placement and location of a bridge at this location will require coordination with the City of Fargo and the Fargo Park District. Some public land does exist in Fargo across from River Oaks Park/River Oaks Point; however some of these properties are deed restricted.

This area in Fargo is complicated by adjacent private property and steep slope issues. As the City of Fargo moves forward with additional buy outs in this general area, a preferred bridge location should be identified. As is discussed in the following section, the City of Fargo is currently pursuing locally funded buyouts (adjacent and south of River Oak Park/River Oaks Point) along Harwood Drive, Hackberry Drive, and River Drive southward towards 40th Avenue (see Consideration 3 in Study Area 4).

Consideration 10

There does appear an opportunity for the development of a more formalized set of park features at River Oaks Point, which would be an expansion of the current River Oaks Park. When taken together, the River Oaks Park and River Oaks Point area is a fairly large geographic area, in excess of twenty (20) acres. The entire area is exclusively in public ownership with relative separation from adjacent private residential properties.

Based on the metrics established by the City, the area appears to have the opportunity to provide the kinds of features typical of a *Community* or *Regional Park*, such as wooded areas, trails or hiking, camping, natural/historic interpretive features, specialized sports facilities (disc golf), or other recreational attractions (skiing, dog park, etc.). Given the space available, there would likely be the ability to provide some level of parking to support future uses in the area.

Study Area 4 – River Oaks Point to 60th Avenue South (Map 5/Page 11)

Consideration 1

Trail expansion from River Oaks Park/River Oaks Point to Trollwood was viewed as a lower priority among the public. There is currently a separate shared use path which runs within the street right of way between these two locations. Similar to study Area 3, there are currently no trails directly adjacent to the River Corridor in this section in either Moorhead or Fargo.

Consideration 2

There is currently a large tract of privately held land along the River corridor between 46th Avenue and 50th Avenue South. As noted in the existing conditions inventory, the levee system in this location while not complete is pending. There may be the potential to co locate trail facilities in combination with the easements which would be required for the placement of the levee system in these areas. There is an existing separated shared use path south of 48th Avenue which could be used to extend back towards the River Corridor with appropriate easements related to future levee construction.

Consideration 3

As is touched on Study Area 3, the City of Fargo is pursuing locally funded flood buyouts along Harwood Drive, Hackberry Drive, and River Drive southward towards 40th Avenue.

Consideration 4

There is still strong public support for a bicycle and pedestrian bridge at Trollwood, connecting to 40th Avenue South in Fargo. It is worth noting that past discussion regarding a bridge in this location was met with some adjacent (Fargo) property owner opposition. Whether this opposition would be lessened given existing or future flood buys in this general area has not yet been determined.

Consideration 5

The River Corridor is abutted directly by private property south of Trollwood to 60th Avenue South. Potential does exist to establish trail facilities adjacent to proposed levy systems to the south. If there is a desire for future facilities nearer the River Corridor, easement would need to be explored in these areas. These areas are heavily wooded and may be ideal for off road mountain biking, cross country skiing trails, or a nature trail.

Consideration 6

The Fargo Park District is exploring the potential to expand the current 9 hole disc golf course at Iwen Park to 18 holes in coordination with properties currently owned by the City of Fargo in this location. Given the proximity of the separated shared use path along the east side of University Drive (between 40th and 52nd Avenue) plus current steep slope conditions, it is not certain whether Fargo or the Fargo Park District would pursue trail facilities adjacent to the River Corridor in this location.

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Next Steps and Analysis Recommendations for Phase II

As Phase I of the River Corridor Study comes to a close, it is now possible to outline with some definition the range of analysis that will be necessary in Phase II of the River Corridor Study. What follows is a brief outline and discussion of those issues which should be explored in more detail in Phase II of the River Corridor Study.

Trail/Bridge Feasibility & Priority Setting

This would include a detailed analysis looking at the feasibility and logistics (including cost estimating) for the development of new recreational trails adjacent to the River Corridor in Moorhead. This would be inclusive of an analysis of the feasibility of new or the replacement of existing bridges along the River Corridor.

Lease/Sell Analysis

The policy and final criteria need to be agreed upon regarding the potential lease or resale of properties adjacent the River Corridor. The framework for this analysis is set out earlier in the Phase I report. As the River Corridor moves into Phase II, more clear guidelines will be needed regarding the determination of what areas along the River Corridor may not meet the definition of having a *meaningful public use*.

Recreational Node Analysis

Additional analysis is needed regarding the potential for the development of recreational nodes along the River Corridor. As part of the Phase I Report, River Oaks Point was identified as a possibility for the development of a new *community* or *regional* type park facility. If feasible more definition is needed regarding this concept. As new trail facilities are implemented by the City, there will likely be the need to consider the placement of related support facilities to support these facilities (benches, shelters, lighting, trail heads, warming house, etc.). More detail is needed regarding the potential location and a general concept schematic regarding these needs.

Vegetation/Reclamation

There is the need to develop a mid-elevation map that highlights areas that the Forestry Department should focus on for tree canopy replacement. The public should be given an opportunity to highlight areas where reforestation is necessary in light of recent property removal. More detail is needed to establish similar mid-elevation map that shows appropriate placement of native (ground cover) for existing levee areas and for future acquisition areas. This would correspond (at least in concept) to the River Corridor Typical Section outlined as part of Phase I.

Public/Private Delineation

A concept level plan is needed for application to specific areas along the corridor that spells out a protocol for how new public space will be integrated into areas adjacent to private property. This analysis needs to look at buffering, signage, and landscaping concepts that can be deployed to ensure easy and clear delineation of public from private property along the River Corridor. Part of this analysis may also be the specific identification of where private property easements are needed to secure the development of a continuous public use corridor along the entirety of the River Corridor.

Coordination Points

Comprehensive implementation of the Moorhead River Corridor Study will be dependent upon an agreed to understanding and commitment from other entities within the community. As discussed in the Phase I report, there is the need for substantial additional coordination with the City of Fargo, the Fargo Park District, the PENS group, FM Trail Builders, and possibility other key stakeholders.

This effort in Phase II will likely require communication and interaction with both technical and political leadership at the City of Fargo and the Fargo Park District. Conditions along the River Corridor in the City of Fargo are dramatically different than they are in Moorhead. A *River Corridor Summit* could be possible to bring together key technical staff and political leadership from both the City of Moorhead and the City of Fargo to discuss in more detail the development of a more common vision for the River Corridor.

Meeting with Grand Forks Greenway

As part of the earlier mentioned *River Corridor Summit*, it may be useful to bring in technical and political leaders from the City of Grand Forks, the City of East Grand Forks, and the MN DNR to learn more about how the *Grand Forks Greenway* has been developed and maintained since the devastating 1997 flood.

River Corridor Field Day

Potentially in combination with the earlier mentioned *River Corridor Summit*, it would be beneficial to take both technical staff and City leadership on a field trip along the River Corridor. The River Corridor is a vast area, the true potential and varied limitations for future public use of the corridor can only be truly understood by experiencing it first hand with *boots on the ground*.

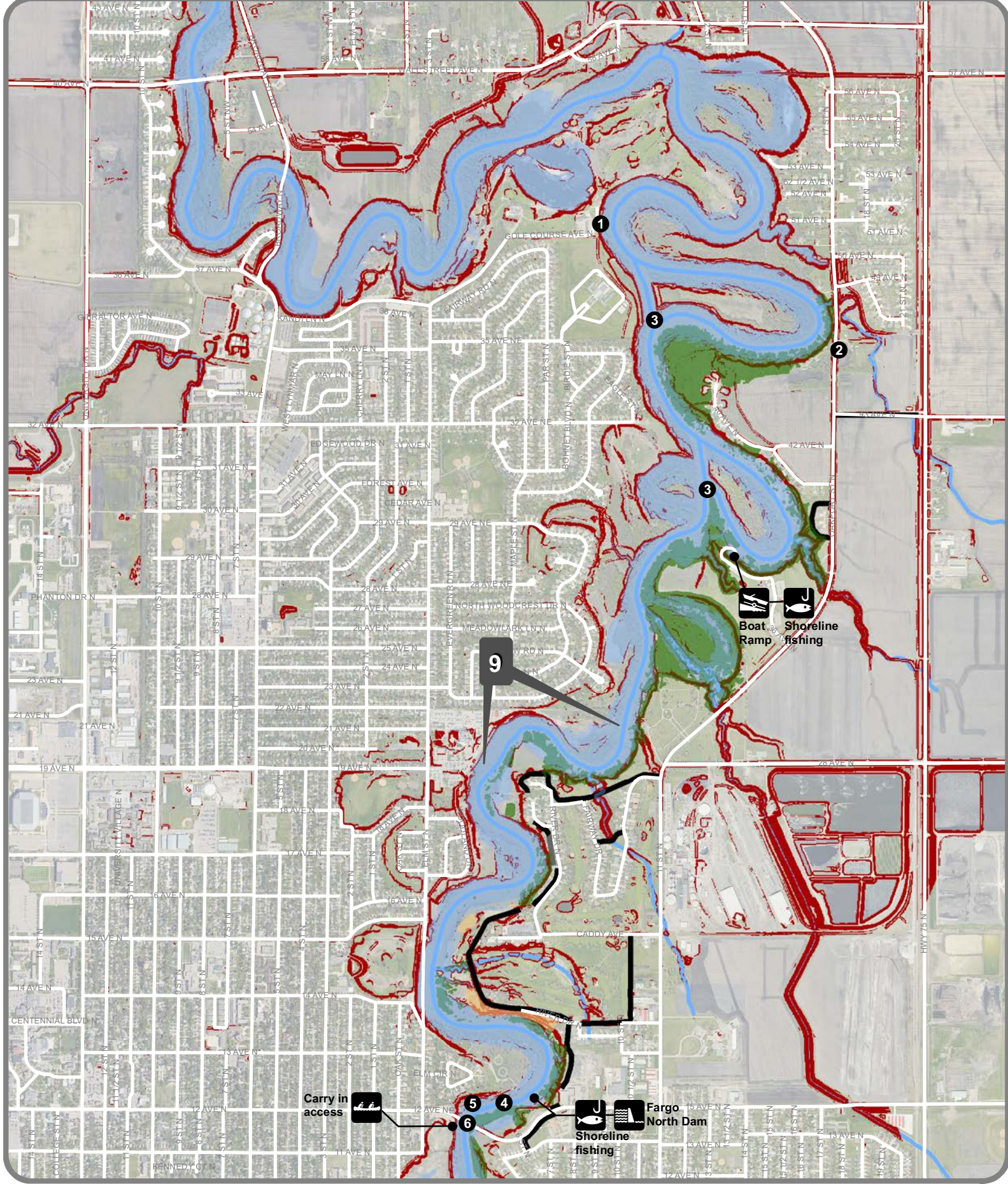
Priority/Investment Setting and Development of an Implementation Framework

The City has a large pallet of opportunities for the development of public spaces along the River Corridor. These opportunities will require an as of yet undetermined amount of public investment. Phase II needs to begin to determine available public resources available for investment in the River Corridor, and put these investments in reflection of other existing and emerging City priorities (E.g. Parks and Recreation, Downtown, Housing, Flood Mitigation, Street Maintenance, Transportation Improvements, etc.).

Cultural/Historic Resource

More analysis an investigation is needed in Phase II regarding cultural/historic resources along the River Corridor in Moorhead. As noted in the Phase I Report, there appears a real opportunity to build a meaningful interpretative component into future enhancements along the River Corridor.

Appendix 1 – Natural Features Maps

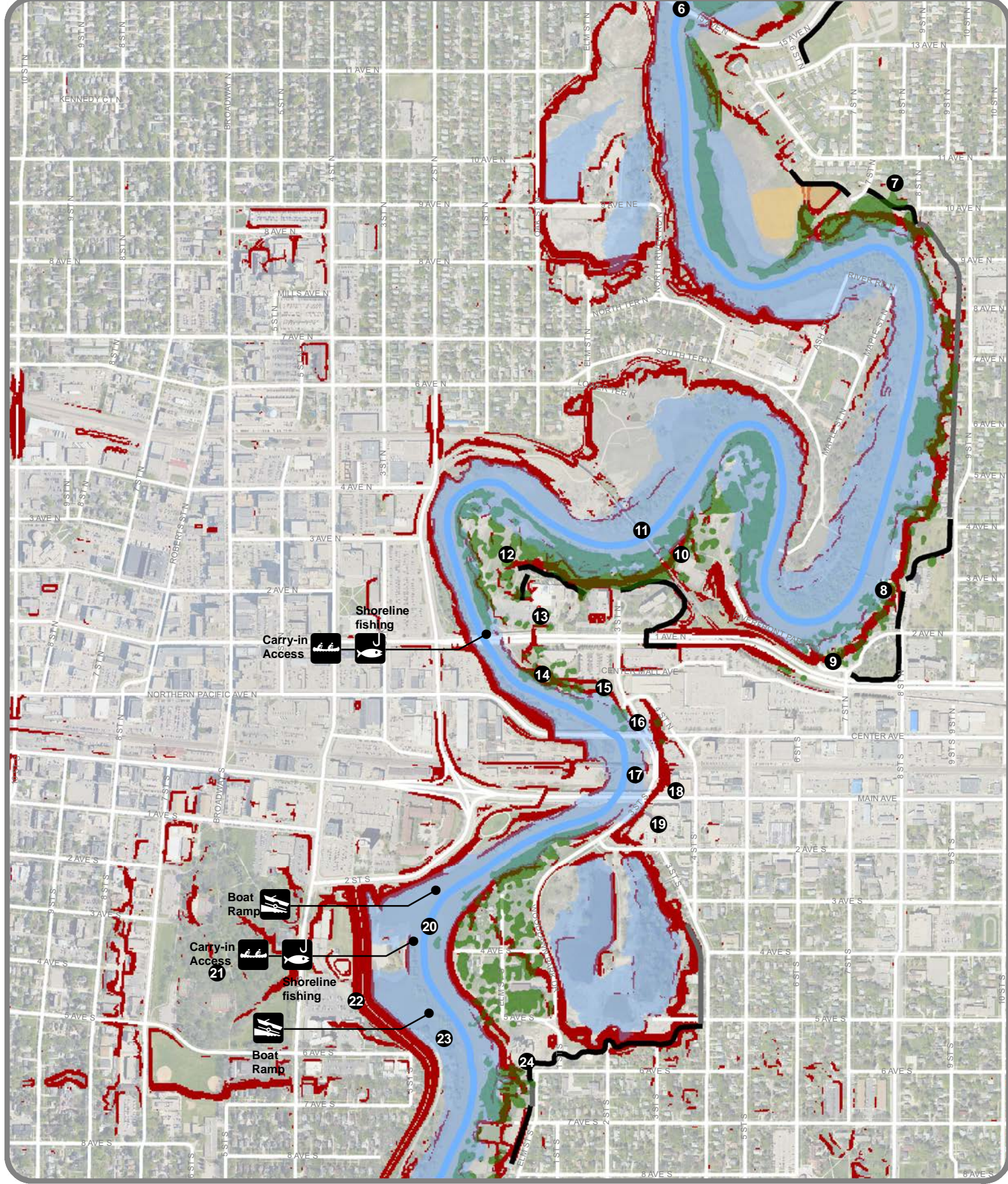


Study Area #1 (Natural & Cultural Features) - 60th Ave N. - 15th Ave. N

- | | | | |
|---|--|--|---|
| Vegetation | Slope & Flood Information | Flood Protection Levels | Cultural Features |
| <ul style="list-style-type: none"> ■ Ex. Tree Canopies ■ Ex. Native Grass Seeded Areas | <ul style="list-style-type: none"> ■ 10% Slope or Greater ■ 24" Flood Stage (Nuisance Flooding) ■ Red River Corridor | <ul style="list-style-type: none"> Existing Flood Protection Levees Pending Flood Protection Levees Proposed Flood Protection Levees | <ul style="list-style-type: none"> ● Historical Sites |

Map 1

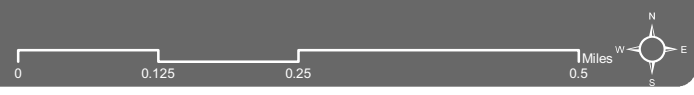


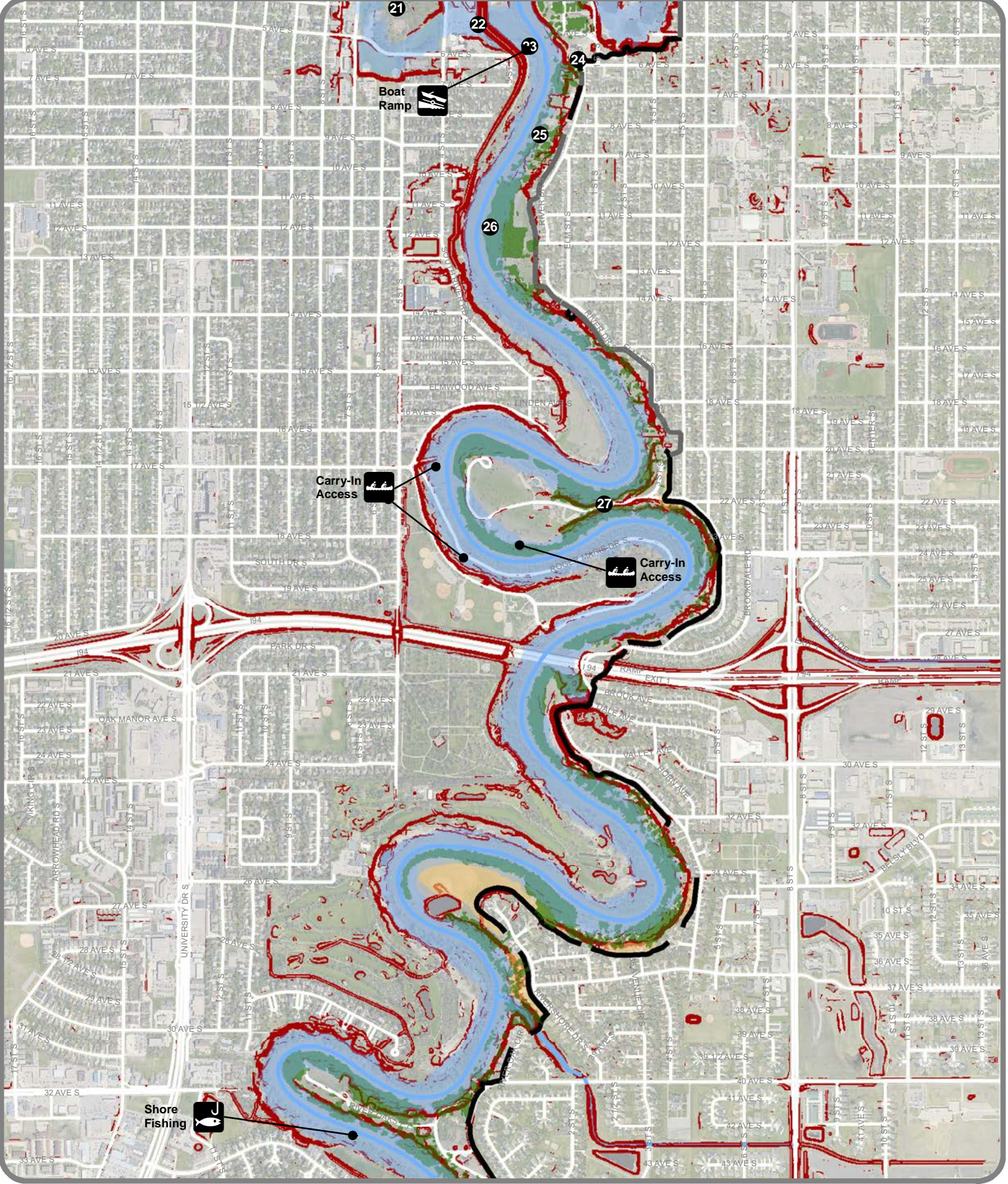


Study Area #2 (Natural & Cultural Features) - 15th Ave N - Woodlawn Park

- | | | | |
|---|---|---|---|
| Vegetation | Slope & Flood Information | Flood Protection Levees | Cultural Features |
| <ul style="list-style-type: none"> ■ Ex. Tree Canopies ■ Ex. Native Grass Seeded Areas | <ul style="list-style-type: none"> ■ 10% Slope or Greater ■ 24' Flood Stage (Nuisance Flooding) ■ Red River Corridor | <ul style="list-style-type: none"> Existing Flood Protection Levees Pending Flood Protection Levees Proposed Flood Protection Levees | <ul style="list-style-type: none"> ● Historical Sites |

Map 2



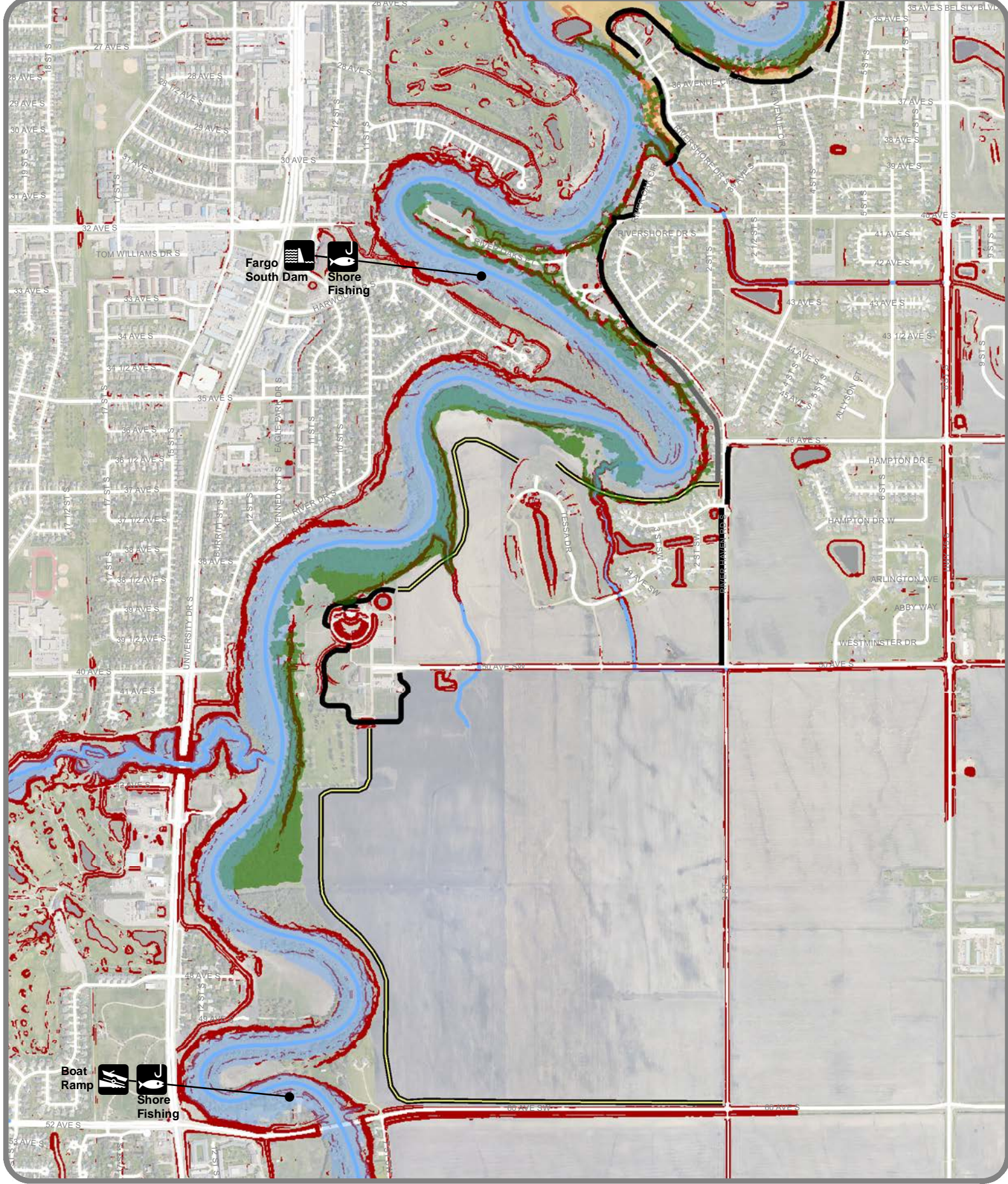


Zone # 3 (Natural & Cultural Features) - Woodlawn Park - River Oaks Pt.

- | Vegetation | Slope & Flood Information | Flood Protection Levels | Cultural Features |
|---|---|---|---|
| ■ Ex. Tree Canopies | ■ 10% Slope or Greater | Existing Flood Protection Levels | ● Historical Sites |
| ■ Ex. Native Grass Seeded Areas | ■ 24' Flood Stage (Nuisance Flooding) | Pending Flood Protection Levels | |
| | ■ Red River Corridor | Proposed Flood Protection Levels | |

Map 3





Study Area #4 (Natural & Cultural Features) - River Oaks Pt. - 60th Ave S

- | | | | |
|---|---|---|---|
| Vegetation | Slope & Flood Information | Flood Protection Levees | Cultural Features |
| <ul style="list-style-type: none"> ■ Ex. Tree Canopies ■ Ex. Native Grass Seeded Areas | <ul style="list-style-type: none"> ■ 10% Slope or Greater ■ 24' Flood Stage (Nuisance Flooding) ■ Red River Corridor | <ul style="list-style-type: none"> Existing Flood Protection Levees Pending Flood Protection Levees Proposed Flood Protection Levees | <ul style="list-style-type: none"> ● Historical Sites |

Map 4



Appendix 2 – Historic Sites

Historic and Cultural Sites

In 1990, Gary Goodrich and Mark Peihl developed a self-guided tour of historic sites along the Red River for canoeists, bicyclists and pedestrians. This was further updated by Metro COG in cooperation with Clay County Historical Society (CCHS) as part of developing the Moorhead River Corridor Study. Based on information provided by CCHS, Metro COG outlined existing historic/cultural sites along the Red River.

1 EDGEWOOD CLUB HOUSE

Established in the mid-1920s, Edgewood is the only tree-lined public course in the Fargo-Moorhead metro area. In the winter, the course also offers cross-country skiing, ski rental, snowshoe rental and sliding hill. Located on these grounds is the Edgewood Clubhouse. The clubhouse is open year round, serving as a warming facility with an interior fireplace and snack bar in the winter. The clubhouse also houses Divots, a year round, full scale restaurant.

2 THE PROBSTFIELD FARM

German immigrant Randolph Probstfield was one of the first permanent white settlers in what is now Clay County. Arriving in 1859, he went to work for the Hudson's Bay Company at Georgetown. In 1868 he built a log home on this point and began farming. Probstfield experimented with a wide variety of vegetables and other crops including his own tobacco. The Probstfield house is on the National Register of Historic Places and is owned by the Probstfield Living History Farm.

3 THE CHIMNEY BEND FLOOD CONTROL PROJECT

In addition to the downtown dike and dam construction, 1959 also saw a flood control project on Fargo's north side. To hurry flood water out of the city, engineers cut channels across the necks of three oxbow bends. The channels over two are stabilized by concrete weirs which allow high water to rush through the artificial channels but keep the river in its natural bed during normal flows. The third, named "chimney Bend" by 19th century steamboat pilots, was cut off completely requiring the transfer of about 10 acres of Minnesota to North Dakota.

4 THE NORTH DAM

Built as a depression relief project, the north dam was completed in 1936. Nearly half a million tons of rock and concrete held back a seven foot head of water. This was an extremely dangerous dam. In 2002 the dam was replaced with a series of rock ledges. Now much safer, it provides white water canoeing and fish passage. Deep holes just downstream help make this a popular fishing spot. The concrete building just upstream from the dam on the Moorhead side is a pumping station for the American Crystal Sugar plant. Water is pumped from the river for washing sugar beets.

5 DOVRE SKI CLUB'S FIRST JUMP

At the time of its construction in 1935, this ski jump was the largest in the United States, rising 140 feet above the prairie with a 200 foot long runway. The Dovre Ski Club constructed the jump with materials supplied by S.L. Chesley of Chesley Lumber and Coal using 2x6 lumber, bolted together and supported by a series of guide-wire cables. Its height was inevitably its downfall for

in 1942 the structure was torn down when the United States Civil Aeronautics Authority decided that it was a potential hazard for airplanes landing at the nearby Hector Airfield.

6 THE TOLL BRIDGE

The toll bridge joining Moorhead and Fargo's north side is the only privately owned bridge on the Red River. The span was completed by The Bridge Company in 1988 at a cost of \$1.9 million. It was the first privately funded toll ridge built in the United States since 1948. The toll bridge is designed as a floodable structure, with removable lights and toll booth. Incidentally, the toll is 75 cents per vehicle. Pedestrians and bicycles cross for free.

7 THE BERGQUIST CABIN

In 1870, a year before Moorhead was established; 18-year-old Swedish immigrant John Bergquist homesteaded this site along the river. He cut logs in what is now Fargo's Oak Grove Park and skid them across the frozen Red to build his cabin. In addition to farming, Bergquist made – and lost – a fortune manufacturing bricks from local clay. The Bergquist Cabin is Moorhead's oldest structure on its original location. It is now on the National Register of Historic Places and is owned by the Clay County Historical Society.

8 THE MINNESOTA STAGE COMPANY'S BURBANK STATION STAGECOACH STOP

Built along the Red River in 1859, the cabin served as a stagecoach stop on the Minnesota Stage Company's route. In 1878, the cabin was purchased by Charles Whitcomb and moved to 10th Street North in Moorhead. The cabin moved again in 1933 when former Parks Director Adolph Bowman and the Moorhead Garden Club moved it to its current location. In 1999, local artists, Gloria Weisgram, Gary Paulsen and the City of Moorhead began to use it as a folk art center. This was recently moved to Davy Memorial Park in 2010.

9 THE AMERICAN LEGION HALL – USHER'S HOUSE

The Moorhead Legion Hall was built in 1936 as a WPA depression relief project. The WPA mandated that the project put as many people as possible and the cost of the materials be kept to a minimum. With that mandate in mind, architects George Carter and Allen Meinecke decided to teach workmen to cut fieldstone – donated by area farmers – into square building blocks for the exterior walls. The idea worked so well that the WPA hired Carter and Meinecke to design similar buildings all over the region. Today the Legion Hall is home to the Usher's House.

10 THE MOORHEAD BREWERY

In 1875, the Larkin brothers of Winnipeg built a brewery almost exactly on the site of today's tennis courts in Moorhead's Riverfront Park. They soon sold their business to hotel owner John Erickson who served the local brew in his saloon. Erickson also shipped kegs and bottles of the suds up and down the NP Railway line. Ole Aslesen bought the brewery in the late 1890s and continued the operation until it burned in 1901.

11 THE GREAT NORTHERN BRIDGE

During the winter of 1880-81, a second railroad reached the Red River and had a significant

effect on Moorhead and Fargo. James J. Hill's St. Paul, Minneapolis and Manitoba gave the North Pacific immediate competition by building branch lines all directions throughout the Red River Valley. This system linked several smaller communities and made Fargo-Moorhead a key transportation hub. The St. P, M. &M. become the Great Northern in 1889. Today it's the Burlington Northern-Santa Fe. Notice the iron-clad timber barrier built to protect the bridge from spring ice damage.

12 THE POINT

This sharp bend in the river was Moorhead's original residential district. In the 1870s, Moorhead's early elite built substantial homes on the high ground in the center of the Point. Working class families occupied modest homes on the wooded floodplain nearby. As the 1870s drew to a close, most of the wealthy residents had moved to more fashionable (and drier) areas of the city.

Victimized by repeated spring flooding, the homes fell into disrepair and vacancy. In 1971, homes on the point were leveled in an urban renewal project.

The point remained vacant until the Hjemkomst Center was built on the site in 1986. Today the areas are maintained as Viking Ship Park. However, scattered fire hydrants and trees that once lined Elm Street and 3rd Avenue remain to remind us of the Point's residential past.

13 HJEMKOMST CENTER

Surrounded by the Red River and Viking Ship Park, the Hjemkomst Center hosts a variety of special exhibits and events including Taste of the Valley, River Splash, and the Scandinavian Hjemkomst Festival. Permanently housed in the center is the Hjemkomst Viking ship which had been built by Robert Asp and his family and sailed to Norway in 1982. In addition to the museum and ship, the facility houses the Historical and Cultural Society of Clay County; the Chamber of Commerce of Fargo, Moorhead and West Fargo; and Senior Connections. The center is available for business meetings, weddings, anniversaries, birthday parties, and special occasions.

14 MOORHEAD'S SALOON DISTRICT

In 1889, North Dakota entered the union as a dry state. The state's Constitution contained a provision requiring the closing of all saloons on June 30, 1890. As of that date, thirsty North Dakotans filled the Red River bridges as they flocked to the Minnesota side. A thriving saloon district quickly sprang up on the banks of the Red. To be as close to North Dakota as possible, several saloons were built on piers and actually hung out over the river. The saloon business boomed until 1915 when Clay County finally went dry. Today, except for lingering rumors of bawdy houses and connecting tunnels, all that remains is the occasional broken bottle eroding from the river bank.

15 THE MOORHEAD TOURIST CAMP

With improved roads and more reliable automobiles, vacationers in the 1920s tried something new: auto camping. To cash in on this craze, Moorhead built a tourist camp near its downtown riverfront. The camp included tent sites, a recreation center, laundry facilities, and for the less

adventurous: cabins. During the crunch following World War II, many returning GIs and their families used the main lodge as temporary housing. Today, all that remains are sections of the concrete apron that lined the river bank in front of the camp.

16 THE FARGO-MOORHEAD RIVERFRONT

Steamboat Traffic began on the Red River June 8, 1859, when the *Anson Northup* set out on her maiden voyage bound for Fort Garry. But it wasn't until the NP Railroad reached the river in 1871 that the river commerce really came into its own. Railroad spurs reached from the mainline down to both the Moorhead and Fargo river banks. Goods bound for Grand Forks and Winnipeg were loaded directly from the H.W. Alsop on the Moorhead side. The Grandin Farms based their *J.L. Grandin* on the Fargo side. These and several other boats plied the Fargo-Moorhead reach of the river for over 20 years, until the spreading railroad put them out of business in the mid-1880s.

17 THE DOWNTOWN BRIDGES

The mainline of the Northern Pacific Railroad reached the Red River in 1871. The following winter the NP built the first permanent bridge over the river, creating the towns of Moorhead and Fargo at either end. In the beginning, the railroad bridge also carried pedestrian and wagon traffic, but crossing has dangerous and, officially permission from the NP was required. In 1874, a wagon bridge was built below and just north of the railroad bridge, but it had to be dismantled every spring before break up and then rebuilt. After years of sometimes bitter dispute, the cities built two permanent wagon bridges in 1883. The original NP Railroad Bridge was also rebuilt in 1883 when the wooden pilings were replaced with the massive stonework that we see today. Like all Red River bridges built during the 1880s, the new NP Bridge rotated to allow the passing of steamboats.

The south wagon bridge crossed at the present site of the Main Avenue Bridge. Although this bridge was in serious need of repair by the turn of the century, it wasn't replaced until 1936. The 1936 structure was replaced in 2006 with the present Veterans' Memorial Bridge.

The Center Avenue Bridge, a Works Progress Administration (WPA) project, was completed in 1938. It was rebuilt in 1987 and renamed the Bicentennial Bridge to commemorate the 200th anniversary of the United States' Constitution.

The original north bridge ran from Kennedy Street in Moorhead (just south of the present day 1st Avenue North) to NP Avenue in Fargo. After the turn of the century, this bridge also carried the Fargo-Moorhead Electric Street Railways' street cars. The north bridge was replaced in 1930 by a span connecting 1st Avenue North in Moorhead with 1st Avenue North in Fargo. Although the old north bridge was torn down for scrap during World War II, the concrete-filled iron footings are still visible. Today's 1st Avenue bridge was rebuilt in the 1980s to accommodate increased traffic.

18 BURNHAM BUILDING

Frank Burnham, a townsite proprietor who was partner in the platting of Glyndon, was an

important business figure during the early years of Moorhead. In 1880, he commissioned the construction of the 420 Main Avenue Commercial Building, otherwise known as the Burnham Building. As was common at the time, the commercial building had a false-front. Later commercial buildings were replaced with brick frames. The Burnham building is on the National Register of Historic Places and houses YHR Partners Architects.

19 THE MOORHEAD FLOUR MILL

In February 1874, Red River Valley businessmen Henry A. Bruns led an association of eight Moorhead men in organizing the Moorhead Manufacturing Company, which established a number of flour mills. Later in 1878, Bruns and his business partner, Henry G. Finkle, built a grain elevator that was not only the first grain elevator in Moorhead, but also the first steam-powered grain elevator in the United States. The Red River Valley became known for wheat in the 1870s, and the Bruns and Finkle grain elevator helped to establish the region's dominance. In its first harvest season, the grain elevator handled almost 250,000 bushels of wheat from more than 5,000 wagons.

20 THE MIDTOWN DAM

With both Fargo and Moorhead relying on the Red River for municipal water, the dike project and change of the river course in 1959 necessitated the construction of a new dam. The dam controls the river level and provides a stable water supply. The Army Corps of Engineers built a "low-head" dam designed to aerate the water as it passes over. This design was extremely dangerous. Water flowing over the dam created a churning underwater backwash or "hydraulic." The falling water could take any object, (including a person) to the bottom, return it to the surface and draw it back to the face of the dam where it was once again taken to the bottom. Since 1953, over 14 bodies have been pulled from the Red River between Fargo and Moorhead. In 1999, state and local agencies place boulders below the dam to break up the dangerous current. Now the dam provides white water canoeing opportunities and makes it possible for fish to swim upstream to spawn.

21 ISLAND PARK GAZEBO

Gifted to the city of Fargo in 1927 by a local businessman Newton A. Lewis, the Island Park gazebo has been an iconic landmark for 86 years. Composed entirely of concrete and steel, the structure has a ceiling arranged in such a way that music can be heard from blocks away. Close to downtown Fargo, the gazebo was once the central gathering spot of city events. The structure which was originally built as a bandstand has been the setting for many gazebo concerts, summertime festivities, and weddings.

22 THE OLD RIVERFRONT RECREATION AREA

What is now the Fargo-Moorhead Community Theater parking lot was once the center for recreation on the Red River. From 1917 to 1959 Frank Dommer operated a boat and canoe rental business on the Moorhead side just across from Island Park. Nearby was a public swimming area complete with diving tower and rope swing. A bit farther downstream was the

original dam. A floating stage on the Moorhead side was the setting for many outdoor concerts and plays. Spectators watched from boats or from the bank on the west side of the river.

23 MOVING THE RIVER

Because the elevation of Fargo is generally lower than Moorhead, Fargo has always suffered more from flooding. To ease this problem in the Island Park area, in 1959 Fargo built the dike that now stretches north from near Prairie Psychiatric Center (formerly St. John's Hospital). Early plans called for the dike to run through the middle of Island Park just west of the original river channel near 4th Street. A more workable plan was to move the river and build the dike on its present site. As a result, the City of Moorhead and the State of Minnesota actually lost about 12½ acres of land. It literally took an Act of Congress to change the state boundary to the new river bed.

24 THE OLD MOORHEAD WATER/POWER PLANT

In 1895, Moorhead citizens petitioned the City Council to build a municipal power plant to free themselves from reliance upon a privately-held electric company which provided power for both cities. The plant had few start-up problems but was, however, embroiled in corruption and city politics for the first five years of its existence as the plant continually gained and replaced superintendents. When it was built, the Electric Light and Water Plant took over the water pumping station. Water came directly from the Red River and residents were cautioned to boil water used for drinking and cooking. By the turn of the century it was understood that the city was underlaid by an artesian aquifer 30 feet beneath the surface of the Red River Valley. Population growth in the 1950s and the depleting aquifer led the plant to again divert water from the Red River and to build a new water treatment plant.

In 1925, Moorhead was one of few cities in the Northwest which owned and successfully operated its own water and electric light plant. While cities throughout the United States had consolidated their utility companies, larger investor-owned utilities absorbing those of small towns, Moorhead's power plant did not follow the trend. During the Great Depression, the water and light department was able to reduce its rates for customers hard hit by unemployment and financial problems. With a new steam turbine and increased production efficiencies, business improved. Even in the depths of the Great Depression, the plant did well enough that commissioners passed on savings to Moorhead consumers.

During World War II, electric power consumption stagnated after more than a decade of nearly continuous growth due to wartime energy conservation and the suspension of appliance manufacturing. Following the war, the plant upgraded both the water and electric plant.

For over a century, the public power plant provided clean water and reliable electricity for a growing community and proved the self-reliance of Moorhead.

25 ICE CUTTING ON THE RIVER

Before mechanical refrigeration, residents of Moorhead and Fargo used ice cut from the Red River to cool their food and drink. Companies from both cities cut huge blocks of ice from the

river around Christmas, before it froze too thick. During the 1920s and 30s, for example, the Moorhead Ice Company cut from the stretch of river between 8th and 12th Avenues South. The ice was stored in their icehouse on 10th Avenue South for door-to-door summertime delivery. The ice business faded rapidly with the coming of mechanical refrigeration in the 1950s.

26 WINTER HORSE RACING ON THE RIVER

During the 1890s, the racing of horse-drawn sleighs on the frozen Red River was an extremely popular entertainment. Nearly every afternoon and evening would find fast horses racing on the mile-long course from about 20th Avenue South (near Gooseberry Park) in Moorhead to 8th Avenue South. After the turn of the century, a ¼ mile track was laid out below the old north bridge, (west of today's Hjemkomst Center) complete with bleachers on the banks for spectators.

27 OXBOWS AND THE CHANGING RIVER

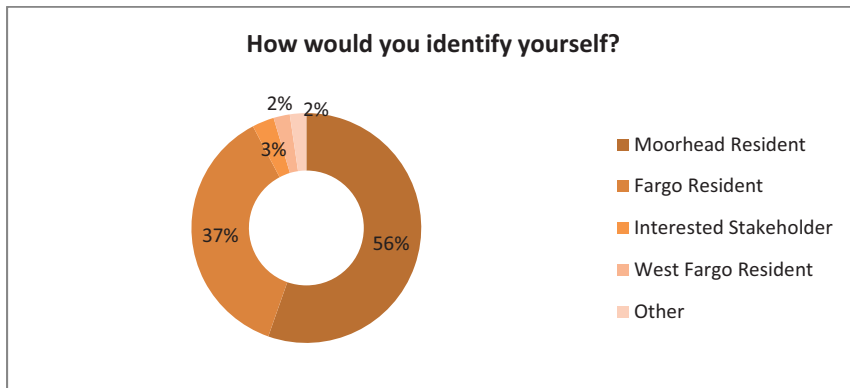
The course of the Red River is slowly but constantly changing. As it flows, the river applies pressure to the silty soils on the outward sides of its oxbow bends. This pressure causes a scouring of the bank and a generally northward "sliding" movement of the river bed. Over great periods of time the river can cut across the narrow "neck" of an oxbow, leaving behind lakes and islands. This has already happened at Island Park and the El Zagal golf course. The neck of Gooseberry Park is experiencing the same activity today and, in time, may become an island.

Appendix 3 –River Corridor Survey Responses

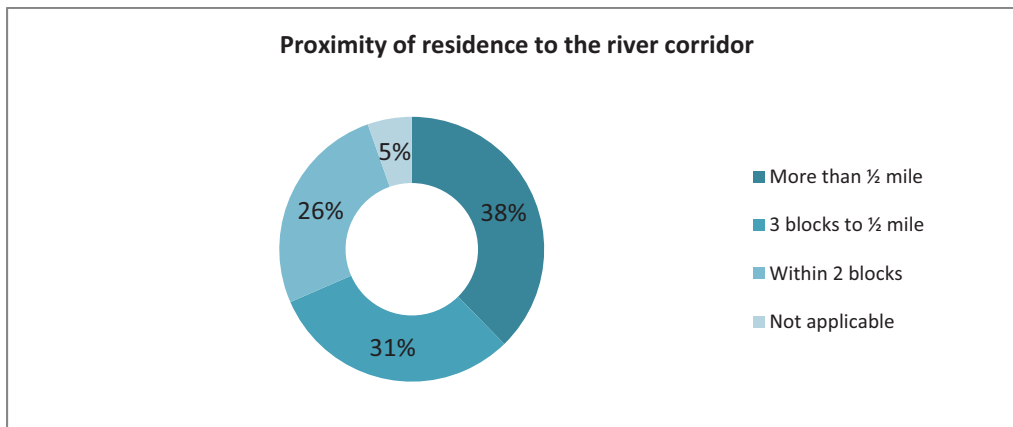
Detailed Responses

What follows is a detailed summary of each of the twelve (12) questions presented as part of the Moorhead River Corridor Survey.

Question 1: More than half of those who responded to the Moorhead River Corridor survey were residents of Moorhead. Thirty-seven percent (37%) of respondents identified as Fargo residents. Other respondents included interested stakeholders (3%), West Fargo residents (2%) and the remaining 2% identified as other.

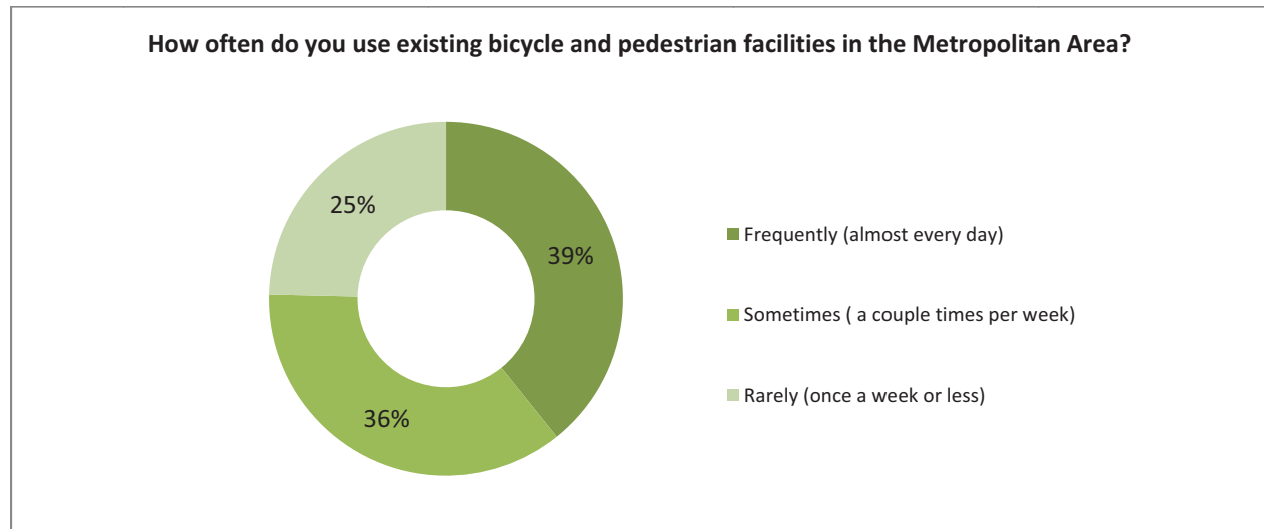


Question 2: Respondents to the survey varied in proximity to the corridor. Thirty-eight percent (38%) lived over ½ miles from the corridor. A total of 31% of respondents lived within 3 blocks to ½ mile of the corridor. Twenty-six percent (26%) lived within 2 blocks. Twenty-six percent (26%) lived within 2 blocks.

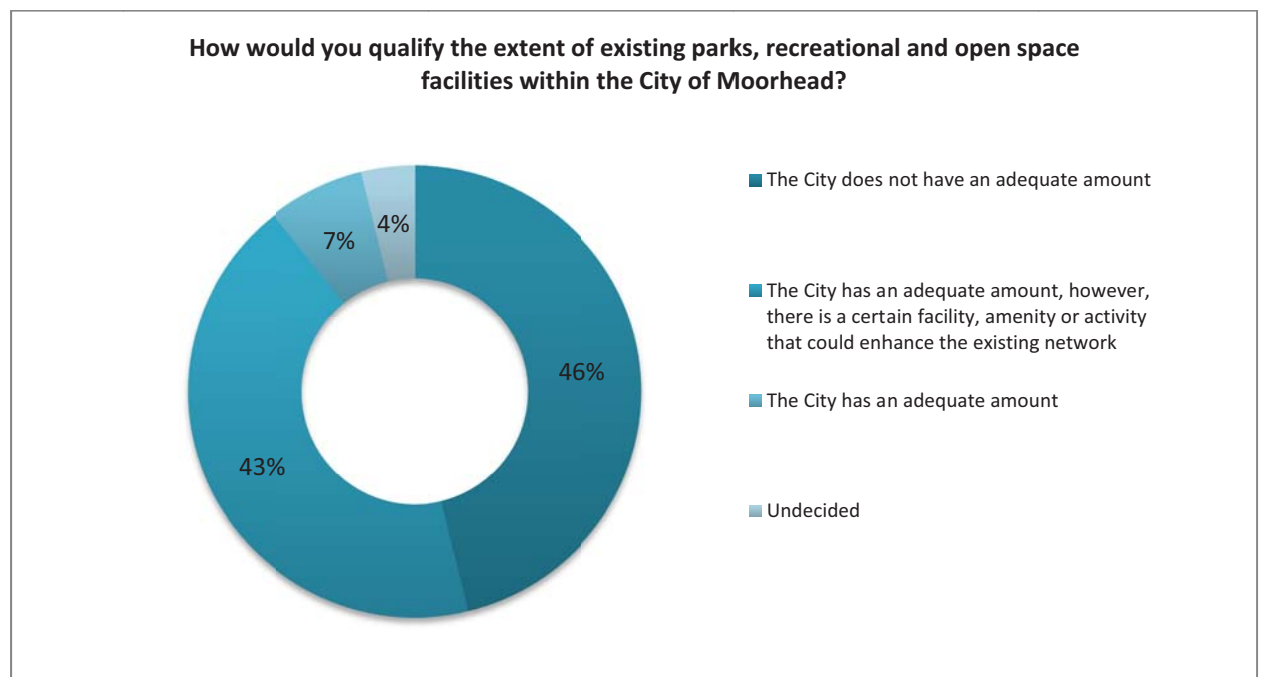


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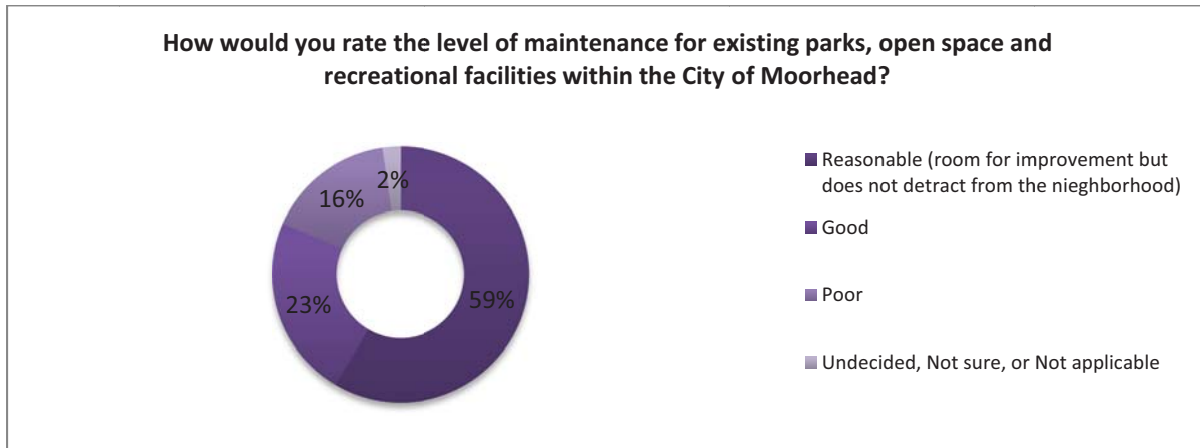
Question 3: According to the survey, 75% of respondents use existing bicycle and pedestrian facilities on a weekly basis. Of this 75%, 39% of respondents use these facilities every day. Twenty-five percent (25%) of respondents use these facilities once a week or less.



Question 4: forty-six percent (46%) of respondents feel the City of Moorhead *does not have an adequate amount of existing parks, recreational and open space facilities*. Forty-three percent (43%) of respondents disagreed; qualifying the amount of *existing parks, recreational and open space facilities is adequate*, but note additional facilities could enhance the existing network. A total of 7% of respondents believe that no additional facilities are needed because the City has an adequate amount. A total of 4% were undecided.



Question 5: Twenty three percent (23%) of respondents rated the level of maintenance of existing parks, open space and recreational facilities within the City of Moorhead as *good*. Fifty-nine percent (59%) as rated existing maintenance levels as *reasonable*, suggesting there is room of improvement but that the level of maintenance does not detract from the neighborhood. Only 16% of respondents rate maintenances levels as being *poor*. The remaining 2% were undecided or unsure.

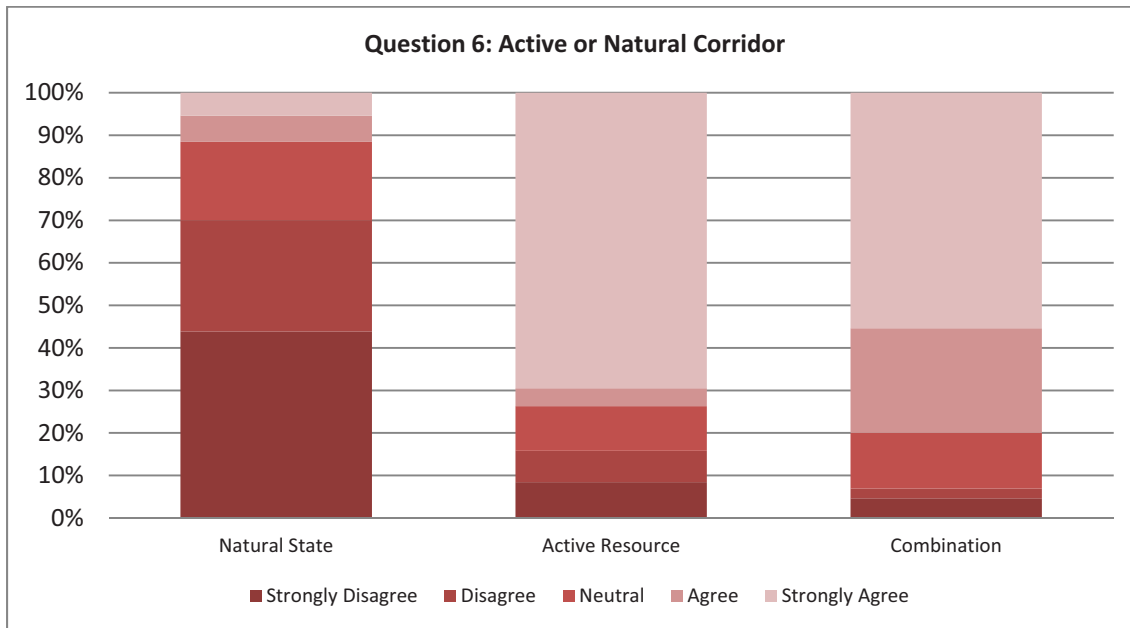


Question 6 (chart summary on next page): Respondents were asked to rate on a scale of 1 (strongly disagree) to 5 (strongly agree), the following statements:

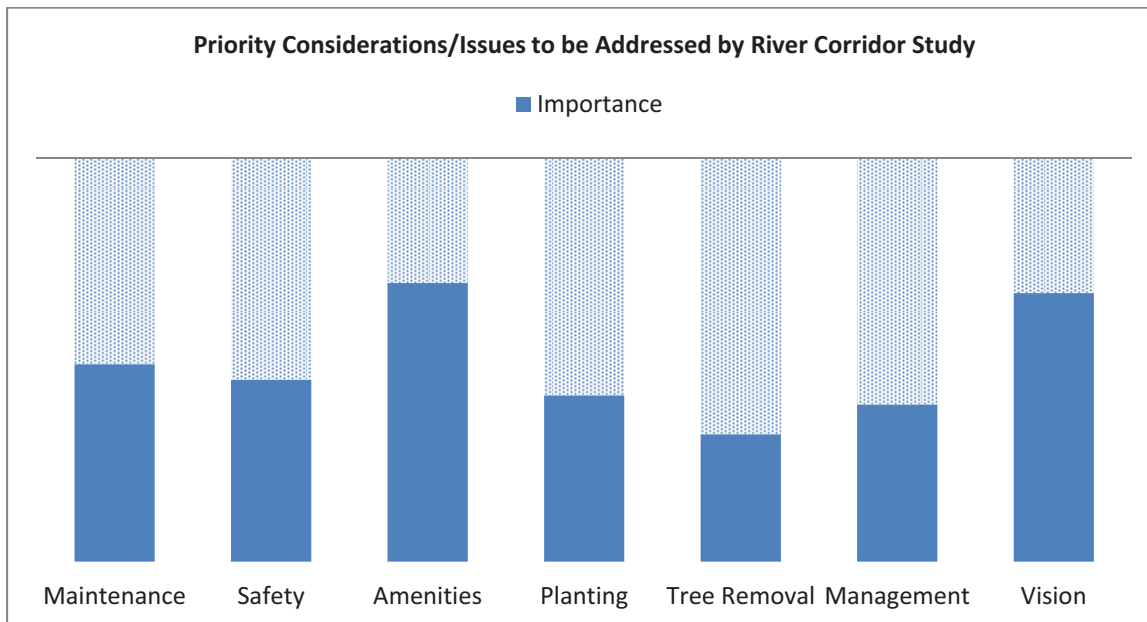
- The river corridor should be returned to its natural state (i.e. riparian, low maintenance) as a passive resource with the introduction of no new or additional recreational features, trails, paths or active open space areas.
- The river corridor should be used as an active resource, allowing for the integration of new recreational features, access, trails paths and open space areas.
- The river corridor should include some combination of natural and active areas.

In all, 44% of respondents strongly disagreed with the statement that *the river corridor should be returned to a natural state with no additional recreational features*, trails or active open space. For the second part of this question, a total of 51% of respondents strongly agreed that *the river corridor should be an active resource with new recreational features, access, and trails*. For the third and last part of, 55% of respondents strongly agreed that *the river corridor should be a combination of natural and active areas*.

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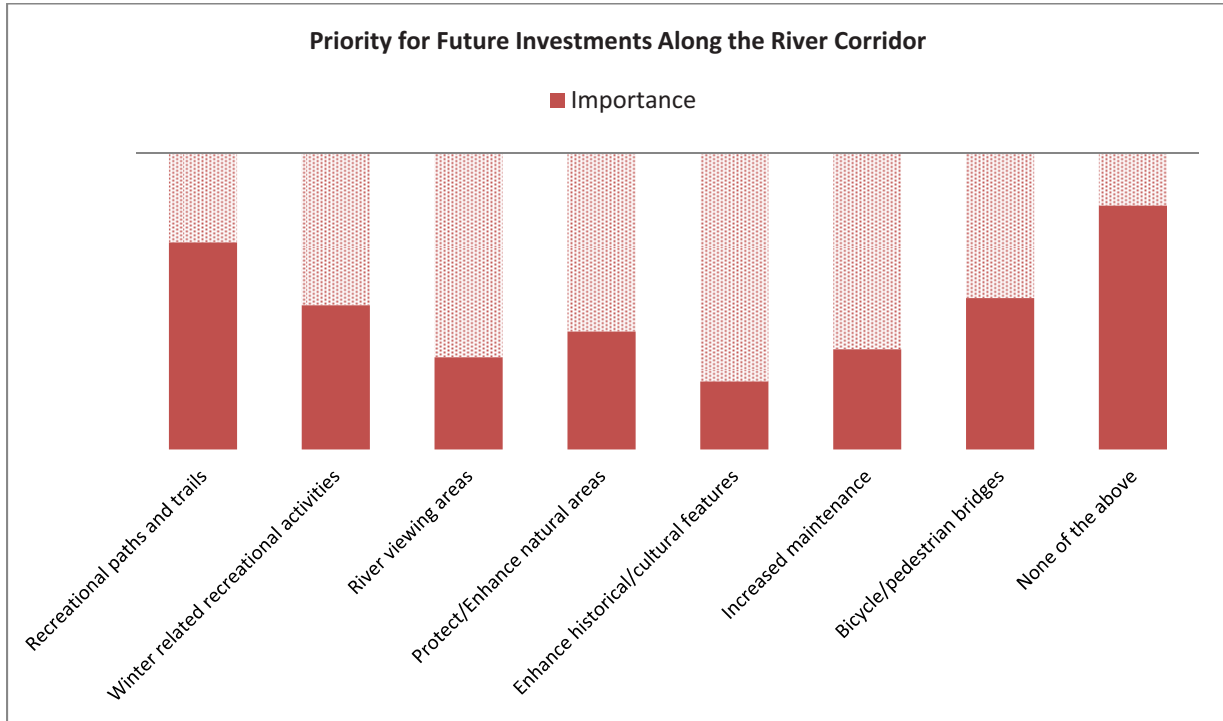


Question 7: On a scale of 1 (highest priority) to 8 (lowest priority), respondents were asked to rate the importance of the issues that need to be addressed by the City of Moorhead. According to this rating scale, the most important issue that needs to be addressed by the city is *recreational amenities and uses* with an average rating of 2.48. This issue includes the expansion or enhancement of river access, bicycle and pedestrian paths. The second most important issue with a rating of 2.68 was *creating a comprehensive vision for the river corridor*. The third priority consideration was *maintenance* followed closely by *security* and *planting* (vegetation efforts).



Question 8: Respondents were asked to rank on a scale from 1 (highest priority) to 7 (lowest priority) the importance of potential investments made by the City into the river corridor. This elicited varied responses.

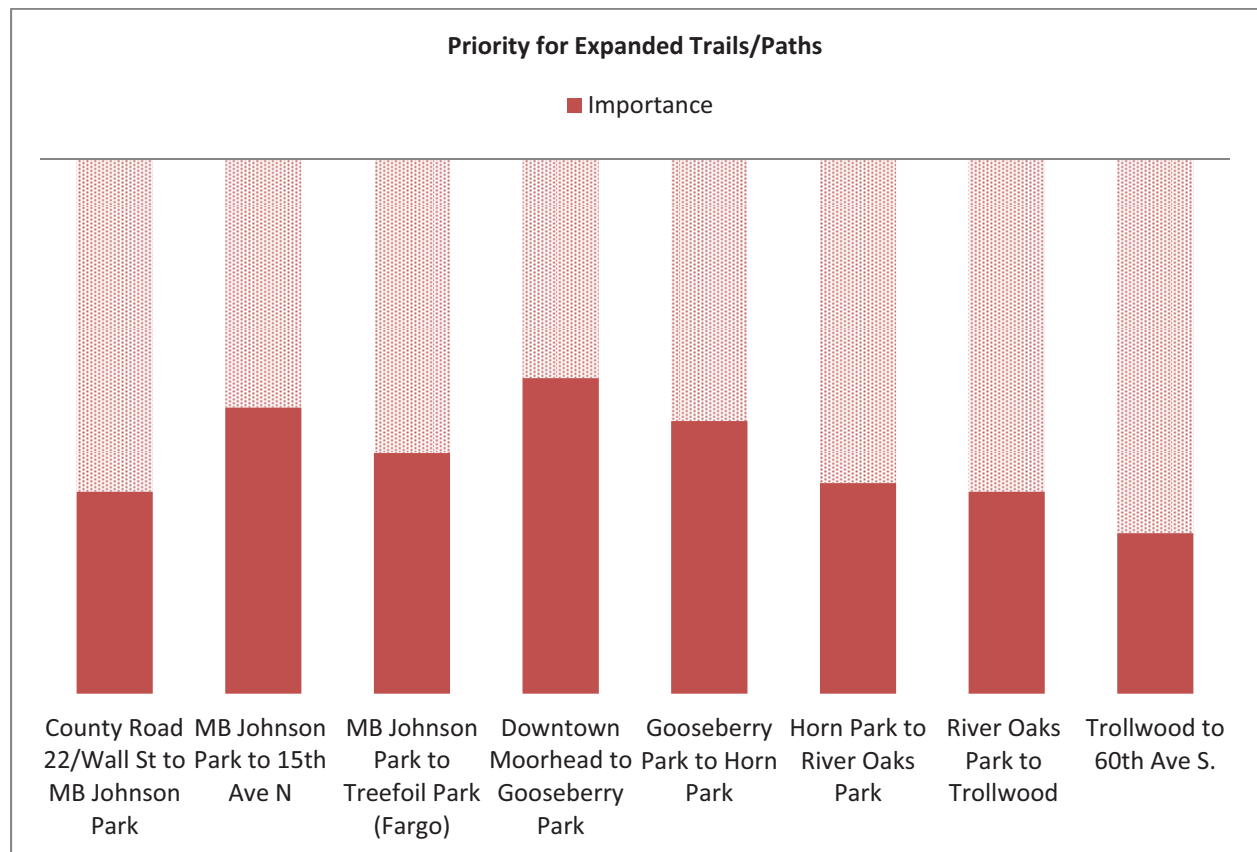
The highest priority, with an average of 1.23, was *none of the above*. The second highest priority with an average rating of 2.10 is an investment in *expanded bicycle and pedestrian pathways*. The third highest and very closely related issue is an investment in the development of *additional red river bicycle and pedestrian crossings*, with an average rating of 3.42.



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Question 9: From a scale of 1 (highest priority) to 8 (lowest priority) respondents were asked to rank the priority of new segments of bicycle and pedestrian trail networks. The trail segment of highest priority is from Downtown to Gooseberry Park. The second highest expansion priority was MB Johnson Park to the 15th Ave North (Toll Bridge area). The third highest priority was Gooseberry Park to Horn Park.

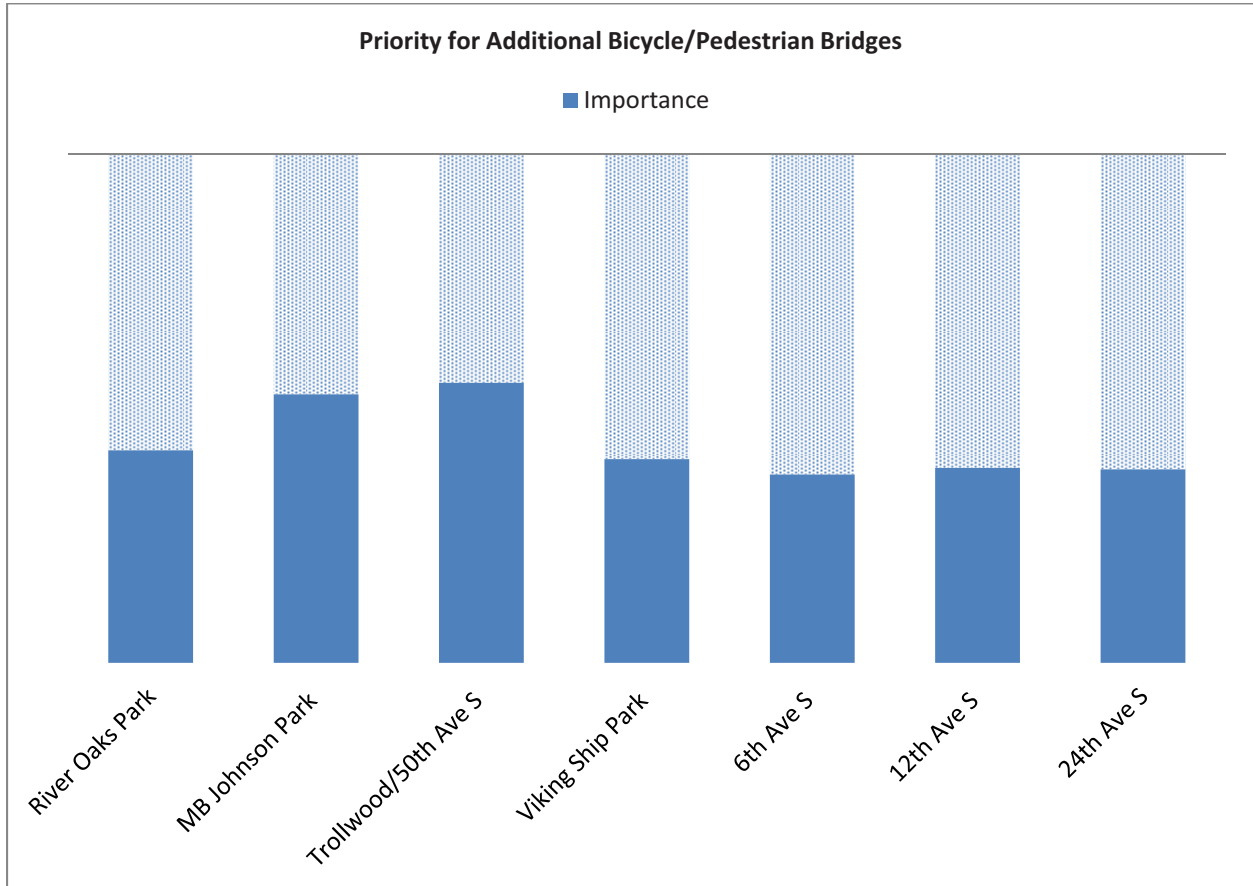
The five (5) other possible trail segments listed that were of a lower priority were closely spaced in terms of priority. It is worth noting that the preferences noted in the survey and as also resonated as part of the public comments support the development new trails segments outward from existing networks downtown to MB Johnson to the north and Gooseberry to the south. Another consideration in future phases of the River Corridor study would be looking at segments of the River Corridor where facilities may already exist in Fargo; and also looking at existing connectivity between Moorhead and Fargo to ensure that new segments of river trail provided for some measure of connectivity.



Question 10 (summary chart on next page): Respondents ranked on a scale of 1 (highest priority) to 7 (lowest priority), locations for additional bicycle/pedestrian bridges that would be most beneficial to the community given existing infrastructure and potential future opportunities. With an average of 3.14, Trollwood/50th Ave South Moorhead into 40th Ave South Fargo was rated the highest priority location for additional bicycle/pedestrian connectivity. The second highest rated location was at MB Johnson Park into Holm Park or North Oaks Parks in Fargo. The third highest priority was a bridge at River Oak Park, which would connect to 32nd Avenue South in Fargo. The remaining four (4) locations are very closely spaced.

The top three (3) locations listed for a bicycle and pedestrian bridge are locations which have been previously identified in past planning efforts, most recently the Red River Greenway Study and Metropolitan Bicycle and

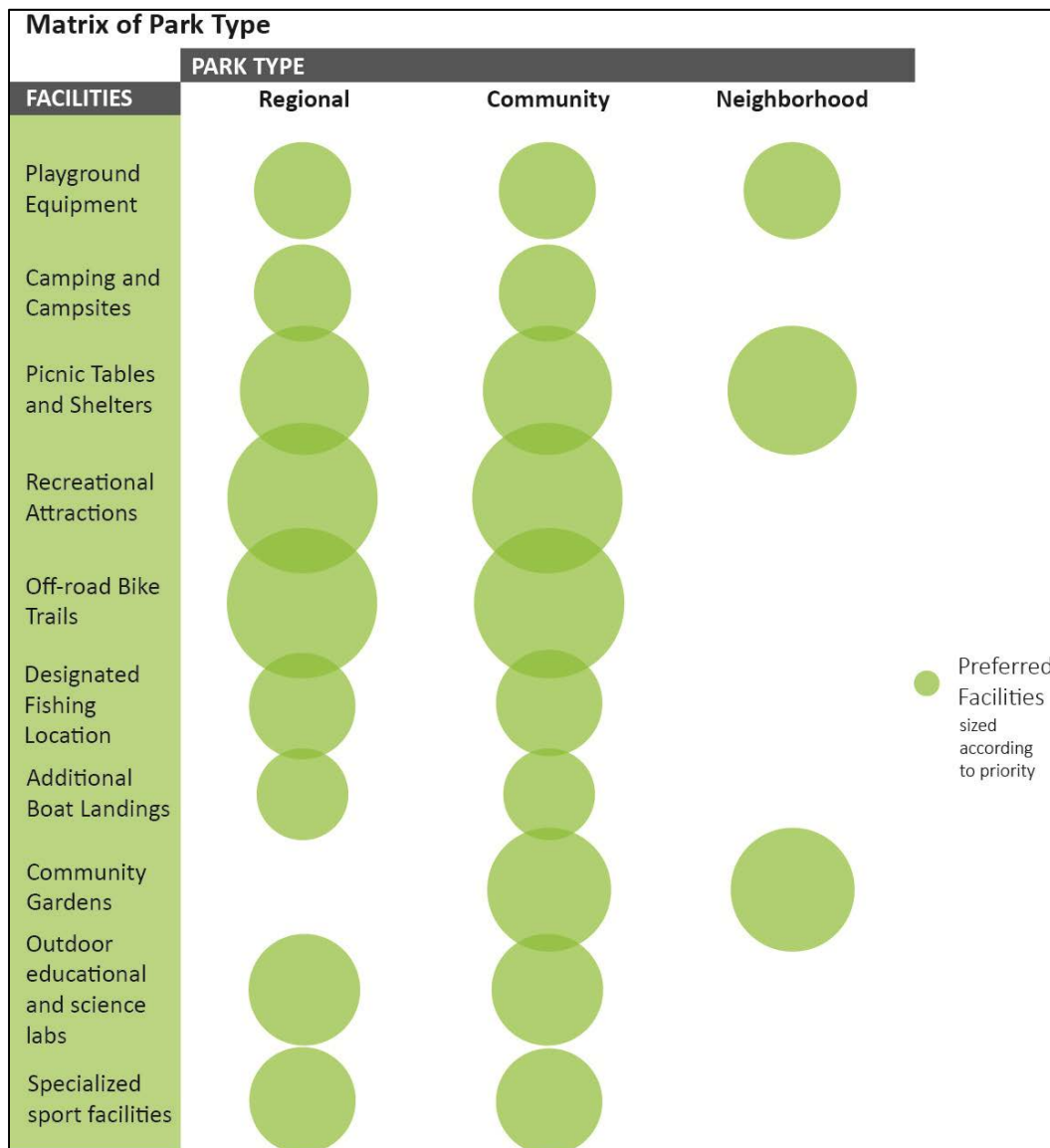
Pedestrian Plan. With the exception of a bridge at Viking Ship Park, the remaining three (3) locations (6th, Avenue, 12th Avenue, and 24th Avenue) would have been technically and politically difficult prior to recent acquisitions along the River Corridor by the City of Moorhead. These three (3) locations are now feasible from a *planning perspective* given the development of a publicly owned corridor along the Red River in Moorhead.



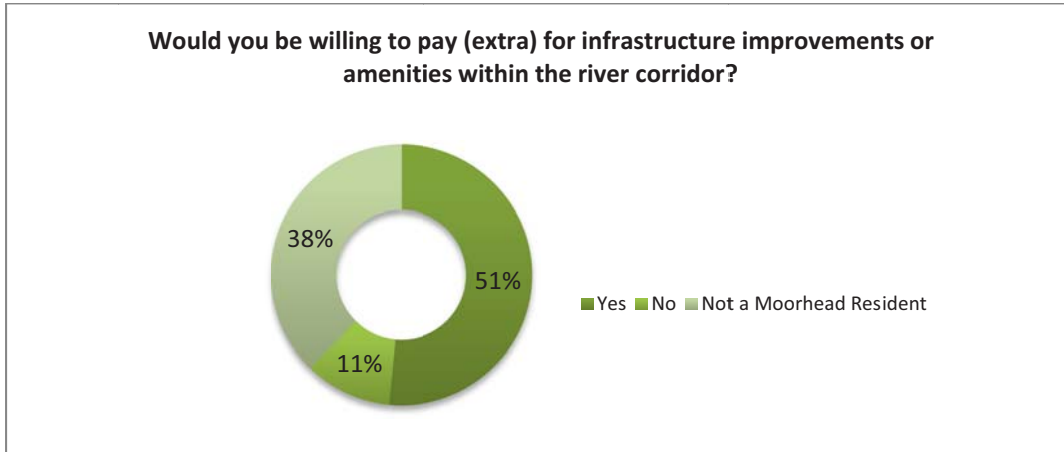
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Question 11: Respondents identified amenities they believed should be a part of the River Corridor. The top five amenities for the river corridor were *off-road bike trails, recreational attractions, picnic areas, community gardens, and outdoor education/ science labs*. Respondents *wrote in* other amenities they would like to see along the River Corridor, the most popular of which included dog parks and historic markers. It is worth noting that a dog park was identified as an ongoing need as part of the Regional Park Plan (2007) developed by the City of Moorhead.

Public comments were compared against the spectrum of City of Moorhead park types (see below). Comments suggest that if a new park were to be developed along the River Corridor in Moorhead, a regional or community park would contain the types and kind of amenities expressed by Moorhead residents. An area consistently mentioned by the Red River Advisory Committee and members of the public for possible expanded park opportunities was River Oaks Point.



Question 12: Above a base maintenance condition which includes general mowing and management, over half (51%) of respondents from Moorhead are willing to pay extra for infrastructure improvements or amenities within the River Corridor. Eleven percent (11%) of Moorhead respondents indicated they would not be willing to pay extra for infrastructure improvements along the River Corridor. The remaining 38% of respondents were not Moorhead residents.



Appendix 4 – Detailed Public Comments



Red River Corridor Advisory Committee

Meeting No. 1

December 13, 2012

Hjemkomst Center

Present:

Dave Thordal	Darline Swine	Tiffany Footitt	Kristie Leshovsky (City)
Bart Cahill	Jeff Andvik	Rae Halmrast	Tom Trowbridge (City)
Richard Jones	Julie Letourneau	Nancy Otto	Jake Coryell (Metro COG)
Bob Backman	John Brummer	Brenda Elmer	Joe Nigg (Metro COG)
Deb Kazmierczak	Eileen Scheel	Wade Kline (Metro COG)	Larry Anderson (City)
Larry Seljivold	Andrea Crabtree-Nayes (City)		

Review River Corridor Study Scope of Work and Discussion on Roles and Responsibilities:

Wade Kline opened the meeting and gave a brief explanation of the study process and intent. Mr. Kline provided a PowerPoint presentation to the committee which highlighted the roles and responsibilities of the committee, Metro COG, the City and the community at-large. Mr. Kline stated that the study would be completed in three phases, as follows: (Phase I) issues and needs identification; (Phase II) alternative policy and strategy development; and (Phase III) implementation plan development. Mr. Kline briefly discussed existing conditions on the river corridor and specifically noted a number of common themes, issues and opportunities as set forth in prior river corridor planning documents. Mr. Kline explained what a 'typical river section' could look like and highlighted the following as critical considerations as established within these past planning efforts: river contact points, expanded recreational features, expanded recreational features, continuous greenway and maintenance/operations. Mr. Kline noted there are a number of other factors that will play a role in the development of this study such as project interdependencies, river safety/security and river stewardship.

Discuss Corridor Vision Statement, Improvement Opportunities and Management Plan:

Mr. Kline reviewed the draft *vision* statement with the committee, which was developed in large part on a similar vision statement developed for the Grand Forks Greenway. John Brummer questioned whether there will be any interaction with the City of Fargo to ensure river corridor planning is seamless on both sides of the river. Mr. Brummer also noted private property rights and impacts to adjacent homeowners needs to be a consideration within this study. Eileen Scheel noted the river corridor in Moorhead is very different than the situation in Grand Forks/East Grand Forks. Ms. Scheel stated in GF/EGF the protection and buyouts are located in a more concentrated area whereas in Fargo-Moorhead the corridor is much more expansive. Ms. Scheel echoed Mr. Brummer's sentiment that private property rights were indeed important and that partnership/coordination opportunities with Fargo should be pursued as feasible. Council Member Brenda Elmer stated that Moorhead is probably a little ahead of Fargo in regards to flood mitigation and protection along the corridor. Mr. Kline noted that the City of Fargo will be included in the process and that Metro COG will likely intermittently meet with city staff to provide updates and gather data at appropriate times. Joe Nigg noted MAP 1 within the packet shows the extent to which acquisitions have been completed on the Moorhead side in comparison to acquisitions on the Fargo side. Mr. Nigg noted a majority of the acquisitions thus far on the Fargo side have been concentrated in areas south of 32nd Avenue South. CM Elmer questioned whether funding for recreational elements in the diversion project could be leveraged into any improvements on the river corridor? Council Member Nancy Otto stated those resources would have to be used for recreational amenities along the diversion route. CM Otto stated the study should give specific consideration to enhanced connections; such as ways to connect areas of public open space in downtown to areas such as Gooseberry Park. Ms. Otto stated these connections between points of interest could not previously happen due to private property and other associated barriers. Ms. Scheel stated the committee needs to take a look at where opportunity areas exist based on the technical data. Ms. Scheel suggested that homeowners adjacent to buyout lots previously looked at a nicely kept home and manicured yard; whereas they are now looking at a levee. Ms. Scheel stated individuals in Ward 3 are wondering what the city is going to do with all of this riverfront property? Larry Anderson stated the city has a ROW fund, which is collected as part of the Moorhead utility bill, and adequate resources should be in place for mowing and maintenance. Ms. Scheel noted that the

placement of natural/native plantings versus locations for turf grass seeding is a very important issue. Mr. Anderson asked the committee how the city should handle requests for leases. Rae Halmrast stated they have leased buyout lots from the city since 1997 and have used the property for bonfires, etc. Ms. Halmrast stated the city could do a better job educating the community that these leases are legitimate to deter trespassing and other inappropriate activities. Ms. Halmrast noted it should not be an issue if the city wanted to place a trail or path through a leased lot. Committee members questioned whether liability issues would exist if a trail was placed through a parcel that was leased. Tom Trowbridge noted this would be a legal question, but suggested it would be something that could be worked out. Mr. Kline asked whether priority should be given to adjacent property owners or, for example, is it ok for someone in Fargo to lease a buyout property in Moorhead? Ms. Otto stated this study needs to delineate the areas within the corridor that are appropriate for leases. Julie Letourneau asked whether a garden could be placed on the dry side of a levee. Andrea Crabtree-Nayes stated gardens will not be allowed on any buyout lots that have a levee. Ms. Halmrast stated it was unrealistic to have a garden in the river corridor due to animals and deer. Bob Backman stated the practice of leasing these buyouts parcels is interesting given the acreage was purchased with taxpayer dollars. Mr. Backman questioned the difference between leasing this open space and leasing a neighborhood park property. Mr. Seljivold stated the vision statement references “economic growth” and suggested this should be qualified. Mr. Backman stated research shows residential areas adjacent to green space have higher values. Mr. Kline summarized the discussion and noted the overall vision needs draw attention to the importance of connectivity and establishing a balance between private property rights and public open space opportunities.

Ms. Otto stated activity areas need to be identified for higher elevation locations and further suggested that a map depicting opportunity areas based on elevation would be helpful. Mr. Trowbridge stated a majority of the areas remaining where levee construction will occur are on outside bends of the river and thus have slope stability issues. Ms. Otto questioned whether a trail or path could be constructed below the geotechnical line. Mr. Trowbridge stated this was feasible. Ms. Scheel stated that proximity to residential areas and opportunity areas based on elevation need to be the initial analysis considerations. Mr. Kline noted that maps will be provided at the flood zone level which should allow the committee and the public to discuss details at the January public input meeting. Mr. Brummer stated the study needs to define what ‘active’ and ‘passive’ specifically encompasses. David Thordal stated at which time the detailed maps are produced they need to include data on the Fargo side as well; to allow the committee an opportunity to look at appropriate connections and to eliminate the possibility of duplicative infrastructure planning. Jeff Andvik asked if there was a boat landing anywhere in south Moorhead, and suggested a good location may be just north of interstate bridge on Rivershore Drive. Mr. Backman noted there is currently a boat landing between every dam, although not on both sides of the river. Mr. Andvik asked if the Moorhead Parks Department was pursuing any grant funding from the Legacy Grant Program (specifically Lessard-Sams Outdoor Heritage Grant). Mr. Anderson stated a grant was recently submitted for certain improvements to Johnson Park. Ms. Scheel stated that any improvements identified or constructed need to have a funding source to maintain it properly. Mr. Anderson noted Riverkeepers are looking to partner with the Moorhead Parks Department and Fargo Park District to improve trail maintenance. Ms. Halmrast stated local groups (such as boy-scouts) could be approached to help with some of these on-going maintenance projects.

On the subject of community gardens, Ms. Otto stated a majority of these turn into weed lots and it is not a good neighborly use to allow on the river corridor. Committee members noted a water source is needed in order to implement a community garden. Mr. Anderson stated community gardens might be most appropriate in industrial zoned areas that have vacant lots. Mr. Backman stated Moorhead needs to get rid of the deer because they are not appropriate in an urban setting. Mr. Kline asked how, and if, cultural and historical elements should be incorporated into the river corridor. Ms. Otto stated this type of information brings interest to the areas. Ms. Scheel stated this should be the final step, but first the committee and city need to figure out how to address some of the core maintenance and programming issues.

Following a formal discussion session, the meeting transitioned to an open forum where the advisory committee discussed study area maps with Metro COG and City staff. Specific comments regarding the study area maps would be integrated in with general public comments.

Next Steps:

Mr. Kline stated a public input meeting will be held in the middle of January and committee members will be kept apprised as the date/time and details are determined.

FARGO-MOORHEAD
 METROPOLITAN COUNCIL OF GOVERNMENTS
 701-232-3242 Case Plaza, Suite 232 One 2nd Street North Fargo, North Dakota 58102-4807

Moorhead River Corridor Study

Public Input Meeting #1

January 15, 2013

Hjemkomst Center

SIGN-IN-SHEET

	NAME	ADDRESS
1	Karin Holschuh	4223 S. Rivershore Drive Mhd
2	David Thordal	2701 No. Miller Dr. Mhd
3	GARY L SCHULTZ	818 19 th No.
4	Maregin Rude	west fargo 80
5	Tiffany Footitt	2514 S. Rivershore Dr. Mhd
6	Spencer McCombs	203 3rd St South
7	Jim Olson	1920 Centre Sq. Mhd
8	Patrick Hollister	clo Otter Tail County 615, Fergus Falls
9	Lindsay Behm	1032 17 th Ave N Moorhead MN 56501
10	Akiko Hollister	133 S. Mill St. Apt 207 Fergus Falls
11	Tom Heilman	1036 34 th St Cir S MHD MN 56500
12	Zach Johnson	415 7 th St S #20 FGO, 58103
13	Ryck Jones	904 4 th Ave N Mhd 56500
14	Frank Jones	505 3rd St NE Dilworth MN 56529
15	Larry Seljevold	4021 2 1/2 St S Mhd MN
16	Jessica Lee	702 1st Ave N Mhd MN
17	Rick Danner	26 34 Ave Cir S
18	MARK BJORUSTAN	2619 N. MILLER DR.
19	DON ANDERSON	3502 RIVERSHORE CIR S.
20	Bert McPherson	4503 River Haven Road.
21	Dave Anderson	1921 23 rd Ave S MHD
22	Tim Benter	4806 11 th St So Mhd.

FARGO-MOORHEAD
 METROPOLITAN COUNCIL OF GOVERNMENTS
 701-232-3242 Case Plaza, Suite 232 One 2nd Street North Fargo, North Dakota 58102-4807

SIGN-IN-SHEET # 2

	NAME	ADDRESS
23	St. Kostman	628 43rd Ave S Moorhead
24	John Brummer	3517 Riverview Cir Mhd
25	Adam Heckathorn	615 1st St N Moorhead
27	Judith C. Feist	20 7th St South #307 Fargo 58103
28	S.L. Rousseau	1106 5th Ave S Mhd
29	Bob Backlund	314 N 10th St.
30	KEVIN DONAHUE	3604 Rivershore Dr
31	Ron Saeger	1217 OAK ST. N. FARGO 58102-7706
32	Patti Struchynski	2806 33rd St S Fargo ND 58103
33	Amy Thorpe	3503 Westmoor Blvd Mhd
34	Darlene Sween	1919 4th St S Mhd
35	Waldo Frank	321 Liberty Lane Horace
36	Mark Holland	1603 Elm St S
37	Tom D'Whitehaus	574 19th St. S. Mhd
38	Jason Artley	409 37th Ave S Moorhead
39	CRAIG BENSON	1345 7th ST S. FARGO
40	Sue Rogers	104 36th Ave. Cir. So. Mhd.
41	Tom Trowbridge	City of Moorhead
42	Jay Leitch	1313 40th Ave N, Mhd
43	Kim Lipetzky	3604 Westmoor Blvd Mhd.
44	Debrae Kraska	4259 9th Ave. Circle S Fargo
45	Ciera Thibert	2901 34th Ave S. #366 Fargo 58104
46	BEV LAKE	4010 - 3RD ST S MHD

Fargo-Moorhead
Metropolitan Council of Governments

701-232-3242 ! Case Plaza, Suite 232 ! One 2nd Street North ! Fargo, North Dakota 58102-4807

SIGN-IN-SHEET # 3

NAME	ADDRESS
47 JOHN STRUCHYNSKI	2806 33RD ST S - FARGO - 58103
48 Bruce Bekkerus	1505 16 th AVE S MOORHEAD
49 Kelly Ihry	715 11 th ST N, Ste 303, Mhd 58560
50 Gary Bock	110 37 th Ave S, Mhd 58560
51 Jonathan Kotta	617 7 th ST S #101, Fargo, ND 58103
52 MARK VOLAND	
53 KENY SASSI	348 9 th AVES FARGO 58103
54 Don Rice	1111 5 th ST MHD
55 Doug Schulberg	200 5 th ST S 205 Mhd MN
56 Ryan C. W.	2524 18 th ST S 58103
57 Rensay Rutt	The Chamber
58 Mack Lillehaugen	4233 South Roxburgh Dr
59 Jeff Henson	548 Queen Court, Mhd
60 Deb Kazmierczak	1322 2 nd Ave S
61 Jon Evert	Clay Co Commission
62 Stan Bjornstad	2604 N MILLER DR. MHD
63 MARK AUTENBURG	1321 15 th AVE. S., MHD
64 Brandon Anderson	2610 Fairway Dr Moorhead
65 Mark Chelcova	1203 24 Ave S.
66 Mikel Kunza	1807 5 th ST S.
67 Brenda Elmer	4033- 2 1/2 St. S, Mhd, MN
68 Ken Vanderburg	1205 Elm St S. Mhd
69 Jeffrey Quam	1555 Sundance Dr. S. Fargo
70 Nancy Otto	1913 6 th ave N. Mhd

40

Comments to F-M Metropolitan Council of Government

Regarding the Red River of the North Corridor Study 1/15/2013

- **It is appropriate to consider all aspects of the corridor as it relates to surrounding real estate within the corridor. The forces of value that effect the property include, and are not limited to: Geographic, Economic, Legal, and Social.**
- **Geographic:** The corridor is unique. It consists of pieces of private property that now have become publicly held property. Previous management of the pieces varied from very well maintained irrigated and landscaped parcels, to parcels that were almost in original wild land state. Not all of the parcels are contiguous. There are still individual properties that extend to the river and thereby end the continuous nature of the corridor, placing it into segments.
- **Economic:**
 - Subdivision makeup-** The acquisition of the flood buyout properties has changed the makeup of the subdivisions as they were originally intended.
 - Street utilization-** In some cases there are cul-du-sacs that serve half of the number of households as they previously did. The amount of ownership of underutilized streets is thereby increased.
 - Lawn Maintenance-** The maintenance of the property can become a great burden upon the local governments if not planned for. If maintained as previously, the amount of grass to be mowed by the Cities is greatly increased.
- **Legal:**
 - What liabilities do adjacent property owners have as to the unintended uses of the adjacent property that may overlap onto private property?
 - What liability do the cities have for a lack of management when it affects the adjacent property owners? ie: fire suppression, weed control, forestry, wildlife management.
- **Social:**
 - What are the appropriate recreational, open space, park, nature preserve or other uses for the property that can have a positive influence in the neighborhoods and the community overall? Should the corridor be segmented as to use, or should it be broad based? How will existing police, fire, park, forestry and wildlife management resources be utilized to properly manage the corridor? Will the community willingly financially support the level of management required to create the outcomes expected?

Respectfully submitted, Gary and Valerie Bock, 110 37th Ave South, Moorhead, MN

GERALD (GARY) & VALERIE BOCK

110 -37th Avenue South, Moorhead, MN 56560 218-233-0885

July 21, 2012

Lisa Vatnsdal
Neighborhood Services Division
City of Moorhead
500 Center Avenue
Moorhead, MN 56560

Dear Lisa,

In response to the letter we received dated July 17, 2012 regarding the Natural Environment Plan for the permanent levee, we would offer the following recommendations as affected adjacent property owners.

First of all we would like to complement the City for their diligence in pursuing this project. Griffin Construction is to be especially complimented for the efficient manner in which they have operated while constructing the levee.

Our concerns with the Natural Environment Plan are not objections as such but are intended to address or concerns regarding establishment, maintenance as well as management in the future. All of these issues are related, and should be addressed from the outset.

We are very much in favor of establishment of this type of plan, so long as it addresses State Statutes concerning control of Prohibited and Restricted Noxious weeds. Thistles are certainly a concern, but special consideration should be given to Russian Knapweed, which if allowed to propagate, will eliminate virtually

every other species of grass or forb. Additionally, the long grass will provide good habitat for Mosquitos, which are carriers of West Nile Virus.

Mosquito control of these areas should also be addressed. If the city still has mosquito control as part of its budget, it may need to be adjusted as such. If not, then those adjacent to the river may have to form a cooperative or other organization to address the issue, since it would prove to be costly and ineffective for any of the adjacent property owners to accomplish on their own.

Environmental conditions will vary from year to year, and consideration as to fire protection in these areas needs to be considered. Allowing excess growth to accumulate can provide a tremendous amount of fuel for a grass fire, which can quickly turn into an urban forest fire.

Access to the space is another concern. Is it to become public space, like parks, or is access and use going to be restricted? Since construction, we have observed bonfires along the river at the former 118 address. People have also been observed using the same location to fish from the river. Several vehicles (not related to the construction) have been driving along the wet side of the levee, and turnaround when they get to Rogers's property.

In conclusion, we are concerned about fire when we smell the smoke from the bonfires, understand how weeds spread, and have endured overpopulation of Mosquitos. A natural environment plan is a great idea, it just needs to be managed and maintained in a manner that is adapted to a metropolitan environment.

Sincerely yours,

Gary and Valerie Bock



Public Input Meeting
Moorhead River Corridor Study
Public Input Meeting #1



Public Comment Form

Those who wish to comment on the Moorhead River Corridor Study may also do so in writing. Members of the public are also encouraged to take the Moorhead River Corridor survey online at www.fmmetrocog.org. Written comments can be turned in at the end of the meeting, or mailed to: Metro COG, One North Second Street, #232, Fargo, ND, 58102. Additionally, comments can be emailed to: kline@fmmetrocog.org or faxed to 701-232-5043. Written comments must be received by January 25, 2013.

Re-forest and restore!

No motorized usage, please.

Thank you for your input!



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From the perspective of a cross-country skier, the proposed bridge between MB Johnson Park and ~~the~~ Fargo would greatly expand the skiing opportunities in this area. If these two sites could be connected, we would have a 15-20 K (kilometer) trail. Currently, we have several trails (Gooseberry, Viking Ship, MBS, Edgewood, Lindenwood-Dike West) of 6K or less. Given that ski races in the region are 10K, 20K, or 50K, training on those short trails is not sufficient. With better trail systems, it would be easier to hold youth ski programs and more people would join in. We have a great climate for cross-country skiing, and with better and more expanded trails, we could really take advantage of staying active in the climate. Grooming trails is tricky, and the Prairie's Edge Nordic Ski Club is a great resource for learning this skill. Thank you for your input!



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I would like the opportunity to lease the
two adjacent properties to my property at
4503 River Haven Road. I would mow and
maintain these properties without building on
them.

Thanks Bert McRough

Thank you for your input!



Public Input Meeting
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Would like to see connecting paths/trail
from Memorial Park to Gooseberry Park.

Would like to see historic markers & benches
along the path/trail for notable areas.

Make sure to retain right of way
south of Gooseberry to city border
for future paths/trails.

Levees are paid with public money &
should have public use.

Thank you for your input!



Public Input Meeting
 Moorhead River Corridor Study
 Public Input Meeting #1



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Whatever is decided for use of public property in the river corridor, access and use should be free & open to everyone all year round.

There should be no restrictions since the river belongs to everyone and we are entitled to use it, and enjoy it.

Ron Jaeger
 1217 Oak St N
 Fargo, ND 58107-2706

Thank you for your input!



Public Input Meeting
Moorhead River Corridor Study
Public Input Meeting #1



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There should be no leases of publicly owned lands adjacent to the river to private entities.

Thank you for your input!



Public Input Meeting
Moorhead River Corridor Study
Public Input Meeting #1



Public Comment Form

Those who wish to comment on the Moorhead River Corridor Study may also do so in writing. Members of the public are also encouraged to take the Moorhead River Corridor survey online at www.fmmetrocog.org. Written comments can be turned in at the end of the meeting, or mailed to: Metro COG, One North Second Street, #232, Fargo, ND, 58102. Additionally, comments can be emailed to: kline@fmmetrocog.org or faxed to 701-232-5043. Written comments must be received by January 25, 2013.

- I'd like to see more bike/walking paths ^{along} ~~along~~ the river, and connecting to Moorhead bikeways on existing streets, and Fargo's path system
- It would be good to have paths or stairways at regular points along the levees to invite people to go up + over, either to get to a path, or to get to the greenspace along the river
- I suggest having displays/signs at various points with information about
 - geology of the river
 - history - e.g. ~~Swimming~~ ^{Swimming} old area at 6th Ave S + river, where old bridges ^{were} ~~were~~, where steamboats docked, etc, including some old photos.
 - Assuming the Power Plant will be demolished, save some relics of it - equipment, etc., and make it part of a "defiant garden" then
- In terms of recreational/bicycle use, I find the 8th St/24th Ave S. intersection an impediment. I live at 24th Ave S + 12th St. I'm reluctant to bike or even walk to Gooseberry Park or ^{Summit} ~~Summit~~ →

Thank you for your input!

because it feels so dangerous to cross
St. St. there, and it's unpleasant.
Huge, busy intersections such as that are
impediments to recreational use. There
must be a way to make them safer +
less unpleasant.

- It would be ~~too~~ nice to establish some
community gardens on some of the land
the city has recently acquired -
e.g. there's high, suitable land in the
Woodlawn Point area

Marie Chekola
1203 - 24 Ave, S.
218-233-4625
mchekola@yahoo.com



Public Input Meeting
 Moorhead River Corridor Study
 Public Input Meeting #1

JAN 25 2012



Public Comment Form

Those who wish to comment on the Moorhead River Corridor Study may also do so in writing. Members of the public are also encouraged to take the Moorhead River Corridor survey online at www.fmmetrocog.org. Written comments can be turned in at the end of the meeting, or mailed to: Metro COG, One North Second Street, #232, Fargo, ND, 58102. Additionally, comments can be emailed to: kline@fmmetrocog.org or faxed to 701-232-5043. Written comments must be received by January 25, 2013.

Our names are Rick & Penelle Dauner and we live at
 26 36th Avenue Circle South. We would like the possibility of buying the
 adjacent property to the North of us with the possibility of building a
 garage there in the near future. There is ample room for a garage
 to fit between the new dike and the street. We feel this would be
 a great situation for both the city of Moorhead and ourselves. This would
 provide the city with additional revenue each year because of increased
 property taxes generated and the city would not be responsible for the
 upkeep of the property. Thank you for considering our recommendation.
 We can be reached at 218-236-9571

Sincerely,

Rick & Penelle Dauner

Thank you for your input!

Wade Kline

From: Joe Nigg <nigg@fmmetrocog.org>
Sent: Wednesday, January 16, 2013 12:25 PM
To: 'Wade Kline'; Jake Coryell; hamilton@fmmetrocog.org
Subject: FW: Hello

Add this to the pile of comments received. I did respond to him and told him at which point we have some draft alternatives, strategies and recommendations we can meet up with him to further discuss.

Joe

From: tom.heilman24@gmail.com [<mailto:tom.heilman24@gmail.com>]
Sent: Wednesday, January 16, 2013 12:08 PM
To: nigg@fmmetrocog.org
Subject: Hello

Hello Joe,

It was a pleasure visiting with you last night. I appreciate you taking the time to get the public's feedback on what should be done with the riverfront corridor and wanted to follow up with my contact information. As I mentioned last night, The Fargo Moorhead Trailbuilders are a community organization in the area that are dedicated to helping expand, educate, and develop off road trail access for the community and surrounding area. We are a volunteer group of individuals who represent a growing and involved community of outdoor enthusiasts in the local region.

We've been working with Moorhead Parks and Recreation for the past couple of years in cleaning up the MB Johnson Park and developing multi use and mountain bike trails. Official signage and trail maps are now being made available with help and cooperation with Moorhead Parks and Recreation. I know I mentioned it last night, but the response has been more than I ever anticipated and many, many thanks and inquiries about expansion are coming in a frequent basis. Although the winter months tend to reduce the trail traffic, there is still a subset of people who use the trails with off-road snow bikes, xc skis, and/or snow shoes so it's fun to see the year round use.

I'd love the opportunity to meet up with you again over a cup of coffee to visit about the future of the FM riverfront corridor and what we may be able to help with.

Keep up the good work! I appreciate what you are doing!

Kind regards,

Tom Heilman
Cell: 701.200.3443

Wade Kline

From: Mark Voxland <mark.voxland@cityofmoorhead.com>
Sent: Monday, December 31, 2012 9:58 AM
To: kline@fmmetroco.org
Subject: FW: Flood Buyout and Riverfront trails

From: Rory Beil [<mailto:rorybeil@dakmed.org>]
Sent: Wed 12/5/2012 4:36 PM
To: Mark Voxland
Subject: Flood Buyout and Riverfront trails

Mayor Voxland,

Good afternoon. I hope all is well with you. I wanted to drop you a note as the City of Moorhead decides what to with the land available from the flood buyouts. You know one of my goals is the help make Moorhead and Fargo the healthiest place in the U.S. to raise a family. With that said, I hope you will consider using some of the land from the flood buyouts to create a comprehensive off-road trail network for bicyclists, runners, skiers, hikers, etc. It seems there is a continually growing demand. I have read recently that one of the most appealing traits a city can have to attract young professionals is a vibrant active community. Even if a person isn't currently physically active, seeing it in a city is very appealing. Last summer I rounded up 3 mountain bikes for my brother and 18 and 19 yr. old nephews from Florida so we could pedal the awesome trails at Johnson Park. When they needed to make an unexpected trip back in the Fall for a funeral they quickly emailed me asking to find bikes for them again. Johnson Park is tremendous. It would be even better to expand the current trail system.

Thanks.

Rory Beil | Director of Cass Clay Healthy People Initiative | Dakota Medical Foundation
www.healthyc.org | www.fmstreetsalive.org

Tel (701) 893-6366

[Twitter: Healthypeoplecc](#) | [Twitter: fmstreetsalive](#) | [Facebook: Cass Clay Healthy People](#) | [Facebook: fmstreetsalive](#)

Transforming our communities to make active living and healthy eating the easy choice.

Wade Kline

From: Mark Voxland <mark.voxland@cityofmoorhead.com>
Sent: Monday, December 31, 2012 9:58 AM
To: kline@fmmetrocog.org
Subject: FW: River Front

From: fmtrailbuilders@gmail.com [<mailto:fmtrailbuilders@gmail.com>]
Sent: Wed 12/5/2012 8:34 AM
To: Mark Voxland
Subject: River Front

Hello Moorhead City Officials and Staff,

First off I want to express our groups gratitude for the team work with Moorhead Parks and Recreation and Fargo Moorhead Trailbuilders to bring the only non-paved multi-use trail system to the area at MB Johnson Park. It's been a lot of planning, time, and work to get it off the ground this year, but the response by the public has been outstanding.

If you don't already know, our International Mountain Biking Association (IMBA) associated club has teamed up with Moorhead Parks and Recreation for the last two years to create a trail system through the wonderful riverbanks of MB Johnson Park. We are finalizing the signage and maps this spring and will have a more comprehensive philosophy going forward.

As a long time participant in this cause, I've been truly amazed at the response we've had for support and appreciation of this type of environment for appreciating what the beautiful river scenery and outdoors is all about. Living fairly close to the park has given me the ability to visit it on a frequent basis as well as help to maintain the trail, see firsthand how much use the trail system has gotten, and visit with many of the patrons. Every time I visit the park there are new faces on the trail, biking, hiking, or just enjoying the outdoors nearly every person I come across is smiling and so happy to be able to enjoy a small park area away from the concrete and traffic.

I read the article in the paper a few weeks ago about the planning committees looking for ideas on what to do with the land attained via the flood buyouts. Certainly it has to be difficult to decide, but on behalf of our entire organization and everyone who has gotten a chance to ride a bike on a dirt trail up and down the river bank, I would like to suggest that whatever you decide, to please consider a comprehensive non paved trail system for biking and or hiking.

Communities all over the country are adopting this idea to great success. You may have seen the recent article in The Forum about what Duluth is doing in this regards and is using as a tool to attract young professionals to the community. I can't say enough how important this is to generation of people in their late twenties and no thirties. It's a group of individuals who grew up on BMX bikes, mountain bikes, roller blades, and skis; and one the major things they look for when picking a permanent home is access to these activities.

I would greatly appreciate the opportunity to visit with you about this and what our club may be able to do to help.

Please contact me at the information below and we can figure out a time that would work.

Kind regards,

Tom Heilman

President

Fargo Moorhead Trailbuilders

701.200.3443

fmtrailbuilders@gmail.com

Wade Kline

From: Mark Voxland <mark.voxland@cityofmoorhead.com>
Sent: Monday, November 05, 2012 7:35 PM
To: kline@fmmetrocog.org
Subject: FW: Moorhead's riverfront ideas

more

From: Brandon Huether [mailto:huetherdesign@gmail.com]
Sent: Sat 11/3/2012 10:21 PM
To: Mark Voxland
Subject: Moorhead's riverfront ideas

Mayor Voxland,

As a previous resident of Moorhead and now a current resident of Fort Worth, Texas, I suggest ideas similar to those implemented by my new home of Fort Worth's Trinity River Vision. The entire river front of the Trinity River in both Dallas and Fort Worth have become a booming area for residents and visitors. (<http://www.trinityrivervision.org>) Please take a serious look at this project as an influence and I promise you will come away with ideas.

Thank you,

Brandon Huether

Wade Kline

From: Mark Voxland <mark.voxland@cityofmoorhead.com>
Sent: Monday, November 05, 2012 7:36 PM
To: kline@fmmetroco.org
Subject: FW: open space use

more

From: david chenoweth [mailto:davidchenoweth@yahoo.com]
Sent: Sat 11/3/2012 8:14 AM
To: Mark Voxland
Subject: open space use

Keep it semi park like. Put some parking places along it so the public can enjoy walking trails along the way. There are a lot of wonderful birds and animals to enjoy if we can get access to them. Also make it possible to have access for fishing. Boat ramps are not needed as the amount/number of tree limbs is outrageous which makes it unsafe for any kind of boating.

On a unrelated comment. Will the people who refuse the buyouts be charged for the city to protect them from flooding? If not, they should be charged for some of it.

Keep up the good work.

Wade Kline

From: Mark Voxland <mark.voxland@cityofmoorhead.com>
Sent: Monday, November 05, 2012 7:38 PM
To: kline@fmmetrocog.org
Subject: FW: Riverfront Ideas

another

From: dennis hoff [mailto:dehoff03@gmail.com]
Sent: Sun 11/4/2012 1:21 PM
To: Mark Voxland
Subject: Riverfront Ideas

Mayor Voxland,

Please consider more off-road bicycle trails for the possible development along the riverfront. Offroad bicycle trails such as the ones that have been worked on at MB Johnson Park provide a great use for the land near the river.

The trails can be used for other activities as well, such as running, walking, and cross country skiing, and can be a benefit for people of all ages and help them enjoy the great outdoors while staying close to home. The increased traffic and additional ground that can be covered by a bicycle in these areas can also help deter crime.

While a paved mutl-user trail could also be of benefit to the space, the addition of offroad trails would also help keep many of the college and younger adults in the metro area instead of loading their \$5k mountain bikes on their cars and driving to either Cuyuna County State Recreation Area, or any of the other trail systems in Minneapolis or Duluth and spending their money here.

Thanks,

Dennis Hoff

Wade Kline

From: Mark Voxland <mark.voxland@cityofmoorhead.com>
Sent: Monday, November 05, 2012 7:39 PM
To: kline@fmmetrocog.org
Subject: FW:

ideas

From: Erin Riley [mailto:specializedlandscaping@gmail.com]
Sent: Sat 11/3/2012 11:47 AM
To: Mark Voxland
Subject:

Mark

I saw the story on the greenway this morning. I have spent hundreds of hours researching and designing a greenway for our city. Please visit this link and forward it to the planning committee.

<http://library.ndsu.edu/repository/handle/10365/20125>

Thanks

--

Jesse Riley

529 13th St. NE
West Fargo,ND 58078
specializedlandscaping@gmail.com
www.sldfargo.com
Office: (701) 356-0160

Wade Kline

From: Mark Voxland <mark.voxland@cityofmoorhead.com>
Sent: Monday, November 05, 2012 7:40 PM
To: kline@fmmetroco.org
Subject: FW: Moorhead Riverfront Ideas

more

From: jeremy@gncycles.com [mailto:jeremy@gncycles.com]
Sent: Sun 11/4/2012 8:20 PM
To: Mark Voxland
Subject: Moorhead Riverfront Ideas

Mr. Voxland,

I know there are a number of people in the FM area that would love to see the Riverfront land used to create more offroad bicycle trails. The work being done at MB Johnson Park offers some great insight into the growth and interest for this type of project. Please take this into consideration. Thank you.

Jeremy Christianson, cyclist

Wade Kline

From: Mark Voxland <mark.voxland@cityofmoorhead.com>
Sent: Monday, November 05, 2012 7:47 PM
To: kline@fmmetrocog.org
Subject: FW: Riverfront Ideas

another

From: rkolbe@kolbecompany.com [<mailto:rkolbe@kolbecompany.com>]
Sent: Sat 11/3/2012 11:34 AM
To: Mark Voxland
Subject: Riverfront Ideas

- Restrooms.
- Make sure all dams have been rocked so that it forms a rapid. Fargo should help with that.
- Create ponds on the bottomland that would be replenished by spring high water. Fill with fish for the 12 & under only.
- Clear the snow off these ponds for skating in winter.
- Create small waterways to encourage wildlife to take up residency.
- Build flood (& fire) proof gazebo-like structures around these ponds for shelter with a firepit for warmth in winter.
- Trails, trails, & more trails. Follow where people have already use. Paved for bicycles. Wouldn't it be cool to be able to bicycle from the far reaches of town along the river without dealing with cars, stop signs, & traffic signals?
- Lights, Christmas type, all year round. Maybe have people sponsor lighting trees.
- Interpretive signs. Not just the nature type, but historical type, with photographs of what was there before, such as buildings, neighborhoods, industry, recreation.
- Kayak rentals for the more adventuresome.
- River cruises.
- Boat launch.
- Flood resistant consession stands where vital items can be removed easily before water gets to them.
- Could a floating restaraunt work on the Red?
- Softball fields.
- Soccer fields (pitches).
- Tennis courts.
- Basketball courts.
- Floral gardens.
- Community garderns.
- Amphitheater for music events.
- Did I mention restrooms?

Hi Mark:

I'm a former NDak'r (Wahp) & don't know much about what already is there. I do know from the my relations that still live in F/M that numerous homes, particularly on the M side, were bought out along the river. I'm assuming that makes a much wider swath of land along side the Red that can be used for something. Sounds like a good asset for the community. I've always thought that the riverfronts all up & down the Red have been under utilized. Good luck with this.

Ron Kolbe

Wade Kline

From: Mark Voxland <mark.voxland@cityofmoorhead.com>
Sent: Thursday, November 08, 2012 6:45 PM
To: kline@fmmetroco.org
Subject: FW: RIVER FRONT DEVELOPMENT

for the committee

From: Booker, Darryl [mailto:Darryl.Booker@ndsu.edu]
Sent: Sat 11/3/2012 10:20 AM
To: Mark Voxland
Cc: Vorderbruggen, Joan; Booker, Darryl
Subject: RIVER FRONT DEVELOPMENT

Hi Mark,

Joan and I would love to Join the committee you have established to generate ideas about the newly acquired river front public land. As Moorhead residents, architects, and teachers I think we can contribute to this process.

We reside at 1203 Elm St. South.
WE look forward to hearing from you

Regards,

Darryl

--

Darryl Booker, AIA, Associate Professor
North Dakota State University
College of Engineering & Architecture
Dept. of Architecture & Landscape Architecture
Renaissance Hall
650 NP Ave
Fargo, ND
58102
701. 231.8227
darryl.booker@ndsu.edu

Wade Kline

From: Mark Voxland <mark.voxland@cityofmoorhead.com>
Sent: Saturday, November 10, 2012 3:12 PM
To: kline@fmmetrocog.org
Subject: FW: Riverfront Ideas

From: Mark Voxland
Sent: Thu 11/8/2012 6:47 PM
To: kline@fmmetrocog.org
Subject: FW: Riverfront Ideas

for the committee

From: Johnson,Zachary [<mailto:Zachary.Johnson@sanfordhealth.org>]
Sent: Thu 11/8/2012 3:45 PM
To: Mark Voxland
Subject: Riverfront Ideas

I love the idea of using riverfront acreage for recreational use. Specifically, off-road trails (similar to those already built and maintained in MB Johnson Park) I've gotten lost in the narrow patch of trees along the winding Red River right here in town! A properly built/maintained trail would be an excellent, non-invasive, health-focused, economy-stimulating use of the land. I could speak more to the benefits if needed, or direct you to the Fargo Moorhead Trail Builders (a group of passionate, local trailbuilders, riders, and health advocates).
Thanks Mark!

Zach Johnson
Market Intelligence
Sanford Health
office.701.234.4254 cellular.515.491.5499
zachary.johnson@sanfordhealth.org

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Wade Kline

From: Mark Voxland <mark.voxland@cityofmoorhead.com>
Sent: Wednesday, November 14, 2012 4:57 PM
To: Wade Kline
Subject: Fwd: Green space ideas

Sent from my Verizon Wireless 4G LTE DROID

----- Original Message -----

Subject: Green space ideas
From: marty carrie <mcstravel@hotmail.com>
To: mark.voxland@cityofmoorhead.com
CC:

Dear Mayor Voxland,

My ideas for our new green spaces because of the homes that were bought out are:

Keep them green! Plant grass & some evergreens staggered near the dikes. Mow them & keep them weed-free. Plant trees on the "boulevard" areas to get them back to looking like part of the neighborhood again. Keep all watered until established.

Biking & walking trails would be ok.

Maybe allow people on the dry-side to plant vegetable gardens across the street if they help keep their area maintained by mowing, etc. But only charge minimal rent because they will be helping to keep city costs down.

Thank you for your time,
Carrie

A resident on the dry-side who now looks out across the street at a boring looking mound of earthen dike

Wade Kline

From: Carolyn Lillehaugen <mclille@i29.net>
Sent: Thursday, January 24, 2013 12:16 AM
To: kline@fmmetrocog.org
Subject: Moorhead River Corridor Study

✓ WAC
BWA
pls file
w/over county

Mr. Kline,

Thank you for the opportunity to submit comments regarding the future of the river corridor in Moorhead. I appreciated the open house last week to review the maps and discuss them with others.

I'd like to begin by giving you a little background about myself. I would consider myself a heavy user of the trails, especially those in the river corridor. I began using the trails as a college student in the early eighties. When I moved back to town in 1992, I purposely chose to live near the river and one reason was easy access to the bike trails. We are now in our third house in Moorhead and still live along the river. We were flood buy-outs last year, and in fact our first home is now gone as well. I work at Concordia and whenever possible, I ride my bike to work (3.3 miles) from my home in south Moorhead. Since I also use my bike for work out purposes, I usually take a less direct route home which puts me on roads and trails all over town. Biking has been a family activity as well and we enjoy the separated bike trails. This was especially true when our boys were young. I also cross-country ski 4-6 days a week (when there is enough snow – tough lately!) and most of that is on the river or in the areas next to it.

I also do some traveling for work and vacation and I usually travel with my roller-blades. When I visit different cities, I look for paved trails for blading and many of the great trails I've found have been along rivers. Therefore I am excited about a renewed interest in making use of this corridor to improve the recreational resources of this community. While I realize this is the Moorhead River Corridor Study, and I am a Moorhead resident, I most certainly view this as a community initiative involving both sides of the river. My main interests lie in additional trails and bike/pedestrian bridges to cross the river so I will focus on those areas.

Bike Trails

I like the concept of continuous bike trails on both sides of the river. With the removal of so many homes along the river, possibilities exist today that were unthinkable just a few years ago. While this opens up new areas, I also know that it can't entirely happen as there are still private homes along the river and it seems unlikely that the Country Clubs would allow bike trails on their property. There is also this little thing called money. ☺ So, priorities need to be set and we should try to not duplicate on one side of the river what already exists on the other side. Since there is already a good trail on the Fargo side between Lindenwood Park Oak Grove Park (and actually pretty easy access to the toll bridge), and in Moorhead between the floating bridge and Oak Grove, Moorhead should concentrate on areas north to Johnson Park and south to Trollwood.

Ideally I'd like to see paved trails where possible and the section from Gooseberry to Horn Park would be a good place to start. Since this will need to be implemented in stages, could areas be cleared and a crushed lime rock be used until funding is secured for paving? The Luce Line trail in The Cities and the Elroy-Sparta Trail in Wisconsin are examples where this has worked well and is still bike-able. When creating these trails, it would be good to leave as many trees as possible. I realize some tree removal would be needed to create trails, but that should be kept to a minimum. Having tree lined trails is important. One of the most enjoyable trails used to be the perimeter trail in Lindenwood because of the winding trail in the woods. It is now where the ski trail is groomed in the winter.

Other Trails

In addition to paved bike trails, there are areas where trails could be cleared for hiking and skiing. Current examples include the aforementioned ski trail in Lindenwood, trails in Johnson Park, the trail from the Lindenwood bridge to the toll bridge. The clearing here is more of a wide swath cut through the weeds. But, it does create a separated trail both for

hiking and skiing. Another example is one that has fallen into disrepair, but could easily be cleaned up. This is the trail Greg Slette created in River Oaks Park as his Eagle Scout project about a decade ago. This (Eagle Scouts) could also be another source for manpower to clear and maintain trails. A good location for one of these is in the woods behind Tessa Terrace and Trollwood.

Bike Bridges

The maps listed several possible locations for additional bridges. Of those, the ones I would prefer would be at Trollwood in south Moorhead and Johnson Park in north Moorhead. This would coincide with my preferences for trails.

During the biking season, I use the Gooseberry bridge almost daily. The last couple of years have been extremely difficult as it has been out of commission so much. I am very excited about the new bridge that has been built there! This bridge has often been a problem and has been swept off its foundation several times. With the completion of this bridge, we should be fine in the central part of town. I believe there have been plans to also replace the Oak Grove bridge. I would say that it is adequate and has been less susceptible to damage than the Gooseberry one. Gooseberry was a good choice to replace because it is a long way to another crossing when it is out of service. If Oak Grove is out, either the toll bridge or 1st Ave North are reasonable alternatives. Likewise, if the floating bridge is out, Main Ave is nearby.

On the other hand, a bridge in Johnson Park is a long ways from another crossing, as is Trollwood (MHD). Again with my preference to extend trails to those locations, bridges there would be ideal. I think one at the far end of River Oaks Point may prove to be too flood prone, but could be an ok location. In the past I had advocated for a bridge there, but now that Trollwood has been built, I would prefer the Trollwood option of the two.

Other Issues

Once trails of any kind are developed, they need to be maintained. This has been a major beef of mine since we moved to town. I know the river causes problems and when it rages there are many concerns, but maintenance is a concern at other times as well. When I think of maintenance I include many things including, major repairs like replacing cut out or washed out sections; resurfacing; cleaning up the messes made by maintenance/mowing crews. We have this nice trail system, one that I hope will be getting even better, yet it doesn't seem to get enough attention. I don't know if anyone from the jurisdictional areas ever ride the trails to check their condition. Or, can there be a system where citizens can report problems since we are on the trails.

I have a concern that with all this land added to the city (park system) that it is just going to get overrun. Without homeowners taking care of their properties, many are already overgrown. I do a lot of skiing in the winter and it is very difficult to access the river right now, the most difficult that it has been in the 20+ years I've been skiing on it.

Another concern is that of sufficient surveillance. Without homeowners along the river, and much of it down and out of sight, we need more police presence for the safety of people and property. Let me give a couple examples. I live next to River Oaks Park. Many times last summer people were having bon-fires along the shore just upstream of the dam, cutting down and burning trees from the park. It's downhill and can't be readily seen from the road. With as dry as it was last summer, this was an even greater danger. A couple of times this winter, drivers have been joy-riding through the parks and treating the new dikes as a slalom course.

The point is that our current city-owned land is not being adequately protected and with such an increase in acreage, even more will need to be done in this area.

I know this is rather long, and I appreciate the ability to give you my input. As I said I am a heavy user of the trails and would like to see more people use them. I notice many people on the trails in our cities. The trails are a great resource and we should do as much as possible to make sure people know about them and use them. We have a good system in place and I look forward to it being even better. I would be happy to talk with you more about this project, so please feel free to contact me.

Sincerely,

Mark Lillehaugen
4233 South Rivershore Drive
Moorhead, MN 56560

236-0781 (H)
299-3150 (O)

1/15/2013 - Public Input – General Comment Summary (by comment type)

Suggestions

Zone 1- Canoe portage at dam?
Connect MB Johnson and Trollhead
Tree Tour Guide?
Easement by levees in zone 8
Connect MB Johnson to Edgewood
Connect North Moorhead Davey Park to MB Johnson for the ultimate trail experience
Connect trails at MBJ to Edge
Bicycle/Walking Paths along River- connect to Fargo
Priority 6th Ave and gooseberry
Connection from Gooseberry to Trollwood
Create “Loops”
Bike Paths below 40 ave S?
Nature Trails
Connect MBJ to Edgewood
Trails 1st where there is no Fargo Trail (Yes!)
One new Bridge, but replace bridge at Oakgrove
Gardens
More bike bridges connecting to Fargo
Easements for trails
New Bike Ped path at 3 St S and zone 6/7
Food Gardens
Easement possible in Zone 8 by levees?
Prairie’s Edge Nordic Skiers (For Trail Grooming)
Trails at Trollwood-nice areas
New trees/sound barrier at bottom of zone 4 along existing flood levees
Woodlawn trail connection?
easements for continuous system
cross x-ski trails @ 8 st and 22nd Ave S – similar to Fargo
Make Natural Planting Zone a priority
Re-forest and restore
No motorized usage
Connect MBJP to Fargo to expand skiing opportunities
Ski trails for training, youth programs, and tourism
Connecting paths from Memorial park to Gooseberry Park
Historic Markers
Benches
Retain right of way south of gooseberry to city border for future paths/trails
Corridor should be for public use

Observations

Social/Economic Impact of trails is huge
Lake at the Isles- ex. Natural vegetation
bridge off of i-94 will be out of the flood plain
Not all parcels are contiguous.

There should be no leases of publicly owned lands adjacent to the river by private entities
Bike and walking paths along river connecting Moorhead bikeways on existing streets and Fargo path system
Paths and stairways at regular points along the levees to invite people over
Display signs with information concerning geology of the river and history
Save relics from power plant for display
Non-paved multi-use trail system like that at MBJP
Land should include a comprehensive non-paved trail system for biking/hiking/running/ski
Expand trails at Johnson Park
Create an urban waterfront community like that of Trinity River Vision in Fort Worth Texas
Open Space Use
Parking Spaces for public
Walking Trails
Fishing
Off road bicycle trails
Trails for running, walking, cross country skiing
Used by all ages
Restrooms
Make sure all dams have been rocked so that it forms a rapid
Create ponds on the bottomland to be replenished by spring high water – with fishing for 12 and under, skating in winter
Year round use
Small waterways to encourage wildlife
Flood/fireproof gazebo structures for shelters with firepit for warmth in winter
Christmas like lights year round
Nature/Historic Signs with old photos
Kayak rentals
River cruises
Boat launch
Flood resistant concession stands
Floating restaurant
Softball, soccer, tennis, basketball areas
Floral gardens
Amphitheater for music events

Individual properties still extend to the river
Buyouts have changed makeup of subdivisions
Some cul-de-sacs now serve half as many households as before
Ownership of underutilized streets is increased
Maintenance of property by local governments is

burdensome.
Ski races tend to be 10,20, 50K
Nordic Ski Club can teach trail grooming
Access should be free and open to everyone year round
because the river belongs to the people

Support and appreciation of natural trail environment with
beautiful river scenery and outdoors.
Duluth is using trails/active community to attract young
professionals
Too many tree limbs for boating, unsafe

Questions

Is the use of the space to be public or restricted?
What liabilities do adjacent property owners have adjacent
property owners have as to the unintended uses of
adjacent property that may overlap onto private property?
What liability do cities have for lack of management that
affects adjacent property owners (i.e. fire suppression,
weed control, forestry, wild life)?
What are the appropriate uses for property that can
benefit the community?

Should the corridor be segmented as to use? Or broad
based?
How will existing resources be utilized to properly manage
the corridor?
Will the community willingly support the level of
management support financially?
Will people who refuse the buyouts be charged to protect
them from flooding?

Concerns

Year round maintenance needs
Maintenance
Trail grooming
DNR Funding for Grooming
Individual properties along River are circled
Concerns regarding establishment, maintenance and
future management.
Concerned about control of noxious weeds such as thistles
and Russian knapweed.

Concerned about mosquito control.
Fire protection.
Access and use of space
Aspects of corridor as it relates to surrounding real estate
and value
Funding/Financial Support
8th/24th intersection is dangerous

Other

Riverside!
Bert McDonough wants to lease adjoining land for mowing/maintenance

Public Input from Affected Adjacent property owners

- 1) Complement the City for their diligence in pursuing the project (the natural environment plan for the permanent levee) and the manner in which griffin construction operated while constructing the levee
- 2) Concerns regarding establishment, maintenance and future management
- 3) In favor of plan so long as it addresses state statues concerning control of prohibited and restricted noxious weeds. Thistles are a concern as well as Russian knapweed which will eliminate other species of grass/forb. Long grass is a concern because it will provide a god habitat for mosquitos which carry west Nile. <side thought: how do bats do here>
- 4) Mosquito control of these areas should be addressed- either by adjusting budgeting for current mosquito control if it still exists. Or those adjacent to river forming a cooperative or organization to address the issue which could be costly to an individual
- 5) Fire protection in these areas. Allowing excess growth to accumulate can provide fuel for grass fire which could escalate into an urban forest fire.
- 6) Access to the space. Is it Public (ie parks) or is access/use restricted. There have been bon fires at 118 address. People also fish there.

- i. In summary they are concerned about fire, spread of weeds, overpopulation of mosquitos. Concerned with management/maintenance

Public Input regarding the Red River of the North Corridor study

- 1) Concerned about aspects of the corridor as it relates to surrounding real estate within the corridor. The forces of value that effect property include (geographic, economic, legal, social)
 - a. Pieces of public property in the area vary from well maintained/irrigated/landscaped to parcels in their original wild land state. Not all parcels are contiguous. Individual properties still extend to the river and segment the corridor.
 - b. Flood buyout has changed the makeup of subdivisions as they were originally intended
 - i. Some cul-de-sacs now serve half the number of HH they previously did. Ownership of underutilized streets is increased.. <what??>
 - ii. Maintenance of property by local gov is burdensome. Previously more managed and more grass was mowed.
- C. what liabilities do adjacent property owners have as to the unintended uses of adjacent property that may overlap onto private property? What liability do cities have for lack of management that affects adjacent property owners (ie fire suppressions, weed control, forestry, wildlife management)
- d. what are the appropriate recreational/open space/park/ nature preserve or other uses for the property that can benefit the community? Should the corridor be segmented as to use? Or broad based? How will existing police, fire, park, forestry, and wildlife management resources be utilized to properly manage the corridor? Will the community willingly financially support the level of management require?

Public Input Forms from January 15th Meeting

- 1) Re-forest and restore! No motorized usage, please
- 2) From the perspective of a cross county skier, the proposed bridge between MB Johnson Park and Fargo would greatly expand the skiing opportunities in this area. Connection of these areas would provide 15-20 k for training (ski races in the reation are 10, 20, 50 k . better trail systems would allow for youth ski programs and get more people into the sport. Take advantage of the climate. Grooming of trails is tricky and the prairies edge Nordic ski club is a great resource of learning this skill. Allow for ski tourism too
- 3) Bert McDonogh would like to lease to properties adjacent to his. He just wants to mow and maintain- not build.
- 4) Would like to see connecting paths/trail from memorial park to gooseberry park./would like to see historic markers and benches along the path/trail for notable areas / make sure to retain the right of way south of gooseberry to city border for future paths/trails / levees are paid with public money and should have public use
- 5) Access should be free and open to everyone all year round whatever the use of the public property in river corridor may be. There should be no restrictions because the river belongs to everyone and they should be able to use and enjoy it.
- 6) There should be no leases of publicly owned lands adjacent to the river to private entities
- 7) I'd like to see more bike and walking paths along the river and connecting Moorhead bikeways on existing streets and fargo path system. Good to have paths or stairways at regular points along the levees to invite people to go up and over-either to get to a path or to greenspace. Have display signs at various points with information about the 1) geology of the river 2) history (ei old swimming area at 6th ave s, where old bridges were, where steamboats docked etc.. with old photos) assuming the power plant will be demolished- save relics and make part of a "defiant garden" 8th/24th s intersection is an impediment to walking and biking to gooseberry park and sunmart because the intersection is dangerous, unpleasant, etc. Nice to have community gardens on recently acquired land like Woodlawn point
- 8) Rick and "denelle dauner" at 26 36th ave circle south. They would like to buy the adjacent property to the north of us with the possibility of building a garage there in the future. There is ample room for a garage to fit between

the dew dike and the street. Buying the property would give the city additional revenue because of income tax and the city would not be responsible for the upkeep of the property. 218-236-9571

Emails received by Wade

- 1) Fargo Moorhead Trailbuilders, a community organization dedicated to helping expand, educate, and develop off road trail access to community and surrounding area. Volunteer group who rep. growing community of outdoor enthusiasts. Working with Moorhead Parks and Rec for last few years to clean up the MB Johnson Park and develop multi-use and mtn bike trails. Official signage and trail maps are now being made available. Winter months reduce trail traffic, people use them for off-road snow bikes, xc skis, and snow shoes.
- 2) Again, Trailbuilders. Gratitude to Mhd Parks and Rec and FM Trailbuilders teamwork to bring only non-paved multi-use trail system to MB Johnson Park. The International Mountain Biking Association (IMBA) associated club has teamed up with Mhd Parks and Rec for last two years to create trail system in MBJP. Amazed at support and appreciation of this type of environment for appreciating what the beautiful river scenery and outdoors is all about. Residing close by, Tom Heilman can account for the amount of use of the trail. New faces on the trail, biking, hiking, or just enjoying the outdoors. Hope that use of the land will include a comprehensive non paved trail system for biking and or hiking. Communities all over the county are adopting this idea. Duluth is using it as a tool to attract young professionals.
- 3) Goals of Rory Beil- director of Cass Clay Healthy People Initiative. Goal s to make Moorhead and Fargo the healthiest place in the US to raise a family. Hope land from flood buyouts will be used to create comprehensive off-road trail network for bicyclists, runners, skiers, hikers, etc. There is a growing demand. One of the most appealing traits a city can have to attract young professionals is a vibrant active community. Johnson Park is tremendous. It would be even better with expansion of current trail system.
- 4) Former Moorhead resident- now in Fort Worth Texas. Suggests Trinity River Vision which are projects to create an urban waterfront community to create a booming area for residents and visitors.
- 5) Suggestion: Open Space Use. keep it semi park like <what does that mean> Put parking paces along it so that public can enjoy walking trails along the way. Make nature accessible (birds and animal watching) Access to fishing. Boat ramps are not needed as the amount of tree limbs makes boating unsafe. Will people who refuse the buyouts be charged for the city to protect them from flooding? They should be charged for some of it.
- 6) Consider more off-road bicycle trails like the ones at MBJP that would provide a greater use for the land near the river. Trails for running, walking, cc skiing, for use of people of all ages. Increased traffic and additional paths will help deter crime <really?> While paved multi use trail could benefit the space, off-road trails would keep younger people in the metro area rather than loading their bikes and money and going to trail systems at Cayuga County State Recreation Area, Minneapolis, Duluth.
- 7) Off-road bicycle trails like those in MB Johnson Park.- from a cyclist
- 8) Restrooms, Make sure all dams have been rocked so that it forms a rapid, Create ponds on the bottomland to be replenished by spring high water- fill with fish for ages 12 and under, <and how do you propose monitoring that?> clear snow off for skating in winter, small waterways to encourage wildlife to take up residency, flood/fireproof gazebo structures for shelter with firepit for warmth in winter, Lights-christmas type year round, nature/historical signs with old photos, kayak rentals, river cruises, boat launch, flood resistant concession stands, floating restaurant?, softball-soccer-tennis-basketball, floral garen, community gardens, amphitheater for music events- from a former NDaker
- 9) Joan/Darryl Cooker want to join the committee for riverfront ideas. – mhd res/archite/teacher
- 10) Recreational use- off-road trails (like those in MBJP) properly built/maintained trail is non-invasive, health-focused, economy stimulating use of land. He might be associated with the Trail builders.
- 11) Greenspace, mowed grass and evergreens staggered near dikes. Weed free. Plant trees on boulevard areas to get them back to looking like part of the neighborhood. Keep all waterd. Biking and walking trails would be okay. Allow people on dry-side to plant vegetable gardens across the street if they keep the area maintained by mowing etc. Only charge minimal rent for these gardens. – resident of dry side who looks across street at boring mound of earth.

- 12) From Carolyn Lillhaugen- heavy user of the trails. Chose to live there because of the trails. Rides bike to work at Concordia which is 3.3 miles away from home in south Moorhead. Biking is a family activity. Also cross county ski 4-6 days a week. Interests lie in additional trails and bike/pedestrian bridges to cross river. Like the concept of continuous bike trails on both sides of the river. Ideally paved trails where possible and the section from gooseberry to horn park would be a good place to start. Implement in stages. Luce line trail in the cities and Elroy-Sparta trail in Wisconsin are good examples of trails (using crushed lime rock until funding is secured for paving. Tree lined trails is important. In addition to paved bike trails, there are areas that could be cleared for hiking and skiing. Current examples are the perimeter trail in Lindenwood, trails in Johnson Park and the trail from the Lindenwood bridge to the toll bridge. One trail which has fallen into disrepair is the trail in River Oaks Park as his eagle scout project a decade ago. Eagle scouts could be another source of manpower to clear and maintain trails. A good location for a hiking/skiing trail would be in the woods behind Tessa terrace and Trollwood. Preferred bike bridge at Trollwood in south Moorhead and Johnson park in north Moorhead. Excited for the new bridge at gooseberry. Concern is that of sufficient surveillance.

Draft Moorhead River Corridor SURVEY

January 2013

1. How would you identify yourself?
 1. Moorhead resident
 2. Fargo resident
 3. Interested Stakeholder
 4. Other
2. What is the proximity of your residence to the river corridor?
 1. Within 2 blocks (typical city block equals 300 feet)
 2. 3 blocks to ½ mile
 3. More than ½ mile
 4. Not applicable
3. How often do you use existing bicycle and pedestrian facilities in the Metropolitan Area for recreational or commuting activities?
 1. Frequently (almost every day)
 2. Sometimes (a couple times per week)
 3. Rarely (once a week or less)
4. How would you qualify the extent of existing parks, recreational and open space facilities within the City of Moorhead?
 1. The City has an adequate amount
 2. The City does not have an adequate amount
 3. The City has an adequate amount, however, there is a certain facility, amenity or activity that could enhance the existing network
 4. Undecided
5. How would you rate the level of maintenance for existing parks, open space and recreational facilities within the City of Moorhead?
 1. Good
 2. Reasonable (room for improvement but does not detract from the neighborhood)
 3. Poor
 4. Undecided, not sure or not applicable
6. On a scale of 1 (strongly disagree) to 5 (strongly agree), please rate your response to the following statements:
 1. The river corridor should be returned to its natural state (ie. riparian, low maintenance) or as a passive resource with the introduction of no new or additional recreational features, trails, paths or active open space areas.
 2. The river corridor should be used as an active resource, allowing for the integration of new recreational features, access, trails paths and open space areas.
 3. The river corridor should include some combination of natural and active areas.
7. From the list below, what are the most important issues that need to be addressed by the City as part of this study? Rank from 1 (highest priority) to 8 (lowest priority).
 1. Maintenance (expectations and policy);
 2. Neighborhood safety and security;
 3. Recreational amenities and uses (expansion or enhancement of river access, bicycle and pedestrian path/trail network, open space, etc.);
 4. Planting/seeding plans and locations (natural v. turf);
 5. Tree removal and re-planting plans;
 6. Management and Programming (leases, trespassing, enforcement, community education, etc.);
 7. A comprehensive vision for the river corridor;

8. Other _____.
8. If investments were made by the City into the river corridor, what would be your highest priority? Rank from 1 (highest priority) to 8 (lowest priority).
 1. Expanded bicycle and pedestrian pathways and trails;
 2. Expanded winter related recreational activities;
 3. Enhanced river viewing areas;
 4. Protection and enhancement of natural or riparian areas;
 5. Enhanced historical/cultural value of the river;
 6. Increased maintenance (mowing, weeds, trash, etc.) and management of the corridor.
 7. Development of additional red river bicycle/pedestrian crossing locations;
 8. None of the above.
 9. If expansion of the bicycle and pedestrian path/trail network is deemed an important priority, rank the segments from 1 (highest priority) to 7 (lowest priority).
 1. County Road 22/Wall St (Riverwood Park) to MB Johnson Park
 2. MB Johnson Park to 15th Ave N Toll Bridge (Mickelson Park area);
 3. MB Johnson Park to Treefoil Park (Fargo);
 4. Downtown Moorhead to Gooseberry Park;
 5. Gooseberry Park to Horn Park;
 6. Horn Park to River Oaks Park;
 7. River Oaks Park to Trollwood Park and Performing Arts;
 8. Trollwood Park and Performing Arts to 60th Ave S.
 10. If additional bicycle/pedestrian bridges and connectivity (east/west) is deemed a priority, which of the following locations would you consider most beneficial to the community given existing infrastructure and potential future opportunities? Rank from 1 (highest priority) to 5 (lowest priority).
 1. River Oaks Park/40th Ave S (MHD) into Lemke Park/32nd Ave S (Fargo);
 2. MB Johnson Park (MHD) into Holm Park or North Oaks Park (Fargo);
 3. Trollwood/50th Ave S (MHD) into 40th Ave S (Fargo);
* could connect into Milwaukee Trail which is less than 0.4 miles from the centerline of the river
 4. Viking Ship Park (MHD) into 2nd St N (Fargo)
 5. 6th Ave S (MHD) into Dike West (Fargo)
 6. 12th Ave S (MHD) into 13th Ave S (Fargo);
 7. 24th Ave S (MHD) into Lindenwood Park (Fargo).
 11. Please mark any of the amenities outlined below that you believe should be considered as part of the river corridor?
 1. Playground equipment;
 2. Camping or campsites;
 3. Picnic tables and shelters;
 4. Recreational attractions (sledding hills, ski trails)
 5. Off-road/mountain biking trails;
 6. Designated fishing locations;
 7. Additional boat landings;
 8. Community gardens;
 9. Outdoor educational/science labs;
 10. Specialized sport facilities (disk golf, courts);
 11. Other _____.
 12. Above a base maintenance condition for the river corridor as structured within the existing city budget (general mowing of turf grass and management of natural areas), would you be willing to pay (extra) for infrastructure improvements or amenities within the river corridor?
 1. Yes
 2. No
 3. Not a Moorhead resident