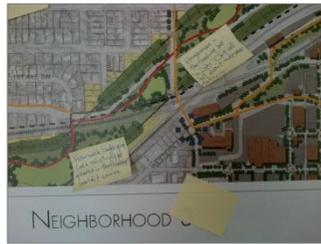


CHAPTER 7

Neighborhoods



Minot River Front and Center Neighborhood 1 – Overview

Neighborhood 1 is situated between the US 83 Bypass and 16th Street NW, mainly south of 5th Avenue NW and north of Burlington railroad tracts. The neighborhood has convenient access to shopping, major north/south traffic routes (US 83 Bypass and 16th Street NW) schools and Oak Park at its eastern edge.

Major landmarks in Neighborhood 1 include:

- St. Mark’s Lutheran Church
- St. John the Apostle Church
- Leach Park
- Arrowhead Shopping Center

The neighborhood experienced flooding even though this neighborhood was officially outside of the flood zone - the 2011 floods respected no boundaries. In fact, many residents in Neighborhood 1 chose it due to its location out of the flood zone. Neighborhood 1 is the only neighborhood of the six that will not have any flood control structures constructed within its boundaries.

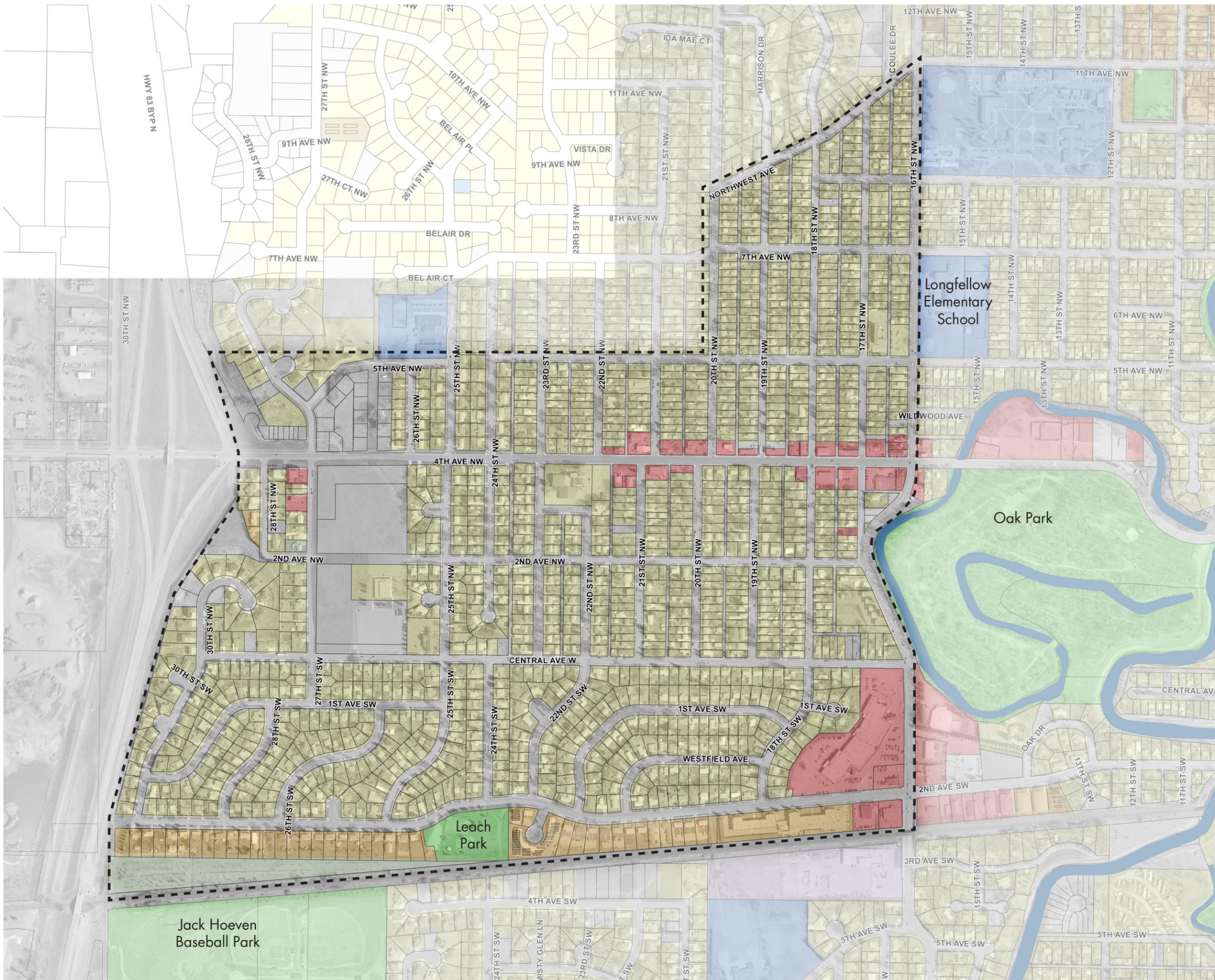
The neighborhood is predominantly guided low density (single family residential) with areas of commercial along 4th Avenue NW and at the intersection of 2nd Avenue SW and 16th Street. Some existing commercial areas located in the far southeast corner have recovered well since the flood while others are limited in size and sill in transitional.



NEIGHBORHOOD 1 EXISTING LAND USE

LEGEND

-  Study Boundary
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Manufactured Home Park
-  Commercial
-  Industrial
-  Public/Semi-Public
-  Golf Course
-  Parks and Open Space
-  Vacant



NEIGHBORHOOD ANALYSIS

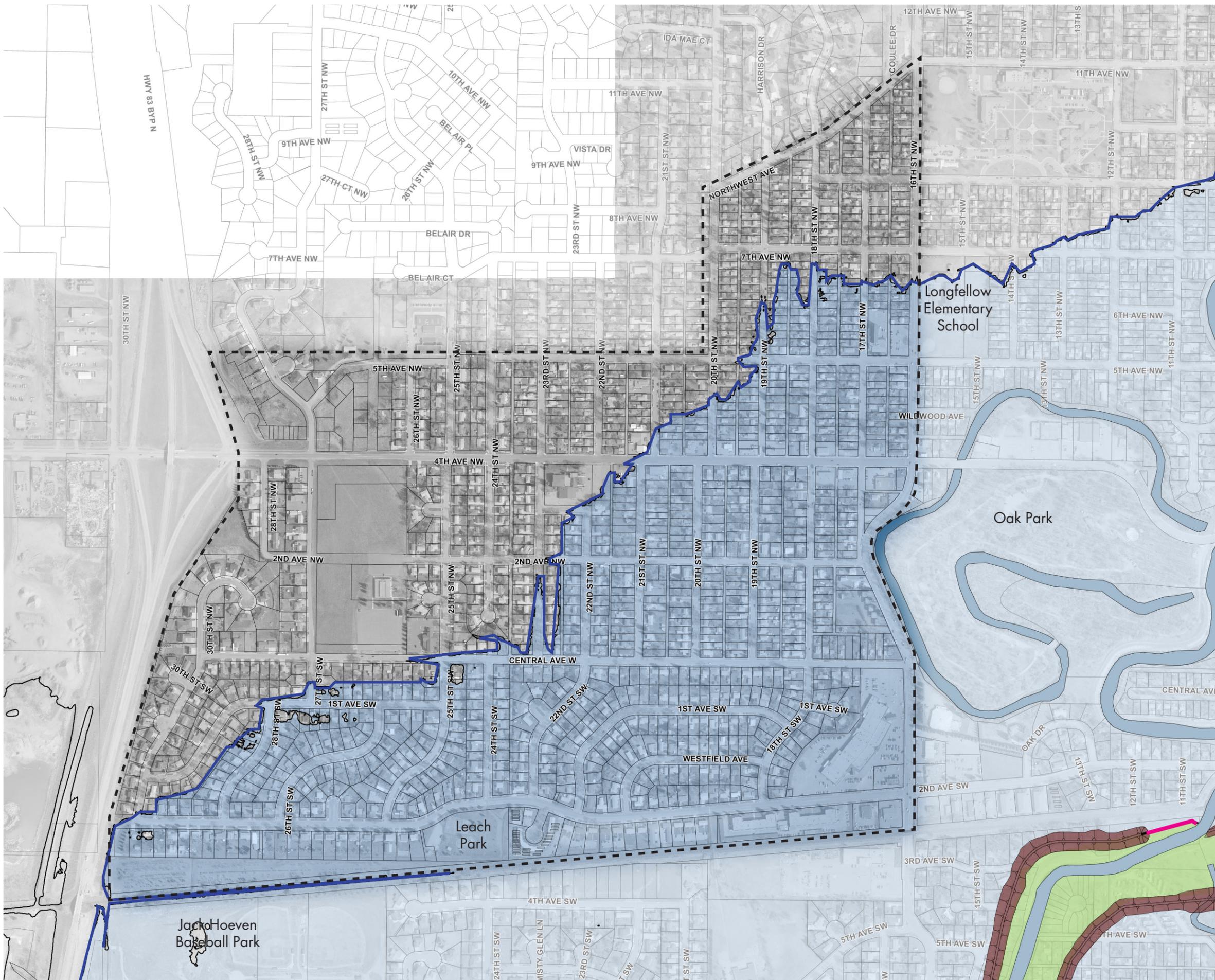


March, 2014
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NEIGHBORHOOD 1 FLOOD MITIGATION

LEGEND

-  Study Boundary
-  Proposed Flood Levee
-  Proposed Floodway
-  Rail Road
-  Proposed Flood Walls
-  2011 Flood Elevation
-  2011 Flood Area



NEIGHBORHOOD ANALYSIS

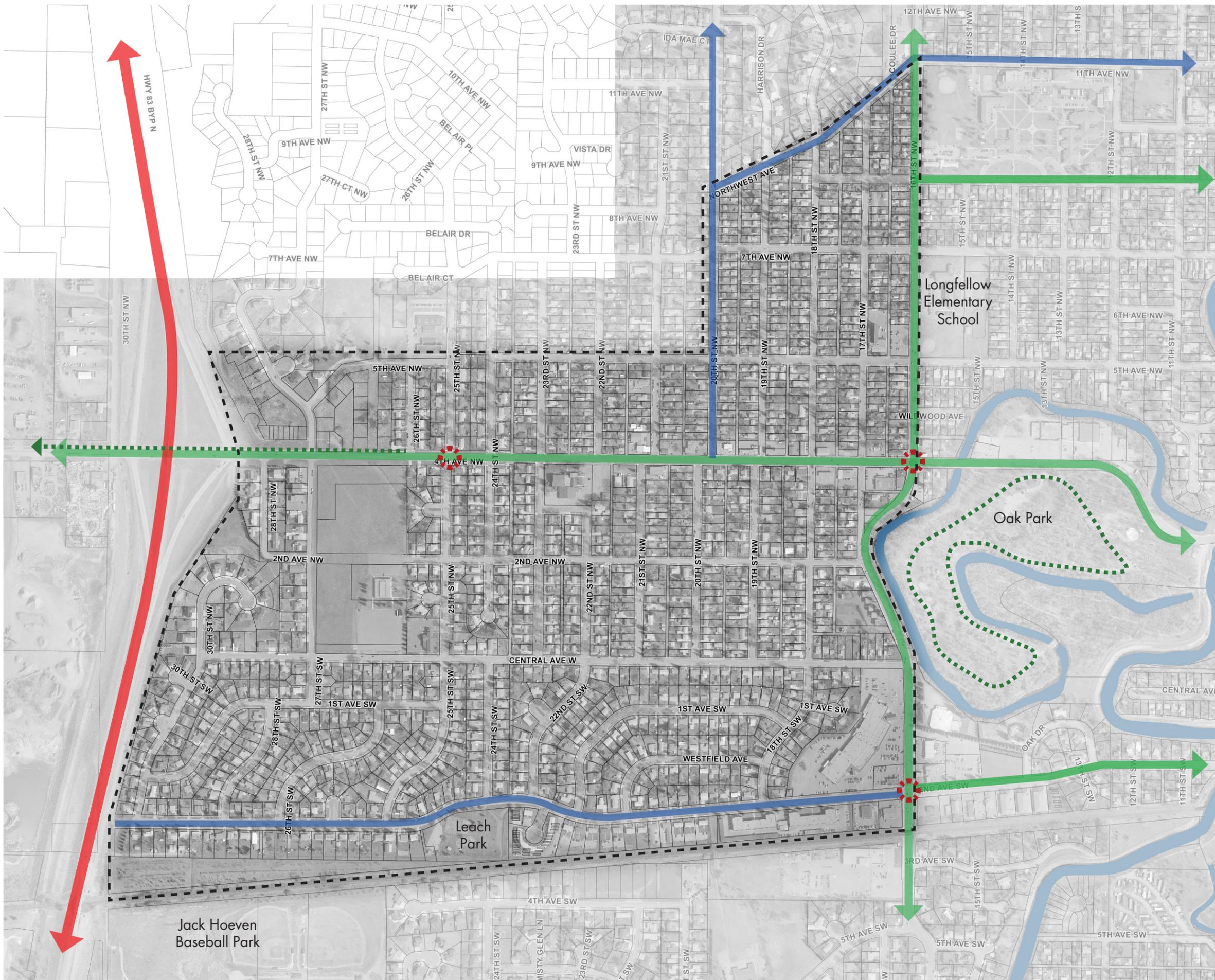


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NEIGHBORHOOD 1 TRANSPORTATION

LEGEND

-  Study Boundary
-  Primary Arterial
-  Minor Arterial
-  Collector
-  Signalized Intersection
-  R.R. Crossing
-  Existing Trail



NEIGHBORHOOD ANALYSIS



March, 2014
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Residents like Neighborhood 1 for its quality and affordable homes, tree lined streets, access to shopping, schools and parks, including Oak Park. Common concerns expressed since the flood and recovery in Neighborhood 1 includes the conversion of single family homes to rental and effect on neighboring homes. The conversion has resulted in more people per house and an increase in the number of cars on driveways, lawns and streets. Concern over safety has been expressed with the neighborhood becoming more transient compared to the long-term ownership experienced prior to the flood.

The neighborhood is experiencing an increase in the amount of traffic within and passing through the neighborhood. The neighborhood is bordered by the Highway 83 Bypass on the west edge, 16th Street NW on the east edge, with 4th Avenue serving as a connection point. Northwest Minot is seeing growth in residential and commercial uses using 16th Street NW as a more convenient through street route versus the highway.



Each of these issues is causing a new concern over personal safety since the flood occurred. Some of these concerns can be addressed by repairing damaged street lights, while others, such as increased traffic, are a consequence of the high rate of growth in Minot which is difficult to manage within the existing infrastructure. This chapter will explore these issues and offer some implementation solutions aimed at improving the livability of the neighborhood.

Goals

Minot River Front and Center Neighborhood 1



The following goals are based on discussion of key issues and concerns in the neighborhood. The letters in parentheses – (A) – refer to locations on the attached Issues/Opportunity map.

Goal 1: Develop a multi-season trail system that is safe, enjoyable, and accessible to the public with connections to neighborhood destinations.

Rationale: Sidewalk and trail facilities that provide access to key neighborhood amenities contribute to the overall vitality of neighborhoods.

Issues/Opportunities

- 1.1 Longfellow school: improve crosswalks, and reduce speeding on 16th Street NW.
 - Install flashing crosswalk signal on 16th Street NW at 5th or 7th Avenue to assist in pedestrian crossing to Longfellow Elementary School. (A)
- 1.2 Leach Park – improve the access to park from the street. (B)
- 1.3 Perkett School – replace the walkway from 2nd Avenue SW to Perkett School. (C)
- 1.4 Oak Park – identify a safer crossing of 16th Street NW from the neighborhood into Oak Park (identify trail access at 2nd Avenue?). (D)
 - Install traffic signal 16th St NW and 2nd Ave SW to control intersection and provide a safer pedestrian crossing. (K)
- 1.5 Sidewalk improvements along major routes: 4th Avenue NW; 2nd Avenue NW, Central Avenue, 2nd Avenue SW, 16th Street NW. (E, F, G, H I, K)
- 1.6 Create a trail connection (with improved signage) to exiting trail along US 83 that connects to Jack Hoeven Baseball Park. (M)



NEIGHBORHOOD 1 ISSUES/OPPORTUNITIES

LEGEND

- Study Boundary
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Manufactured Home Park
- Commercial
- Industrial
- Public/Semi-Public
- Golf Course
- Parks and Open Space
- Proposed Flood Levee
- Proposed Floodway
- Rail Road
- Proposed Flood Walls
- 2011 Flood Elevation
- Existing Trail
- Neighborhood Issue/Opportunity



NEIGHBORHOOD ANALYSIS



North
June, 2013
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Goal 2: Provide safe and functional streets that serve vehicles, bicycles, pedestrians, and transit.

Rationale: Well-planned street systems can manage traffic into and through neighborhoods to minimize impacts and speed on local streets.



Issues/Opportunities

- 2.1 16th Street NW and 4th Avenue NW- visibility concerns due to curve and difficulty turning west on 4th Avenue NW during high traffic times.
- Provide a longer center median in 16th Street south of 4th Avenue NW to slow down traffic and provide improve visibility around curve and improve left turning movements.
 - Close 2nd Avenue NE/17th Street NW intersection access to 16th Street NW.
- 2.2 Speeding issues on 16th Street NW; 4th Avenue NW; 2nd Avenue NW , Central Avenue, 2nd Avenue SW.

Explore traffic calming measures such as:

- Painted narrower lanes
- Narrowed roadway
- Extra police patrols
- Frequent use of radar cart

Traffic calming implementation techniques are discussed in more detail in Chapter 6.

- 2.3 Install signalized intersections at 16th Street NW and 2nd Avenue SW and 16th Street NW and 4th Avenue NW.
- 2.4 Designated bike routes on major streets: 4th Avenue NW (E); 16th Street NW.
- 2.5 Improve (and/or install) and maintain existing sidewalks: 2nd Avenue SW; 16th Street NW.

Goal 3: Manage on-street parking in the neighborhood.

Rationale: Parking is a necessary amenity, but can also be a neighborhood problem if not well managed.

Issues/Opportunities

- 3.1 On-street parking issues on 2nd Avenue SW west of Leach Park (K).
- 3.2 Explore on-street parking reduction options and impact on existing residents (all).
- 3.3 Work with School District to identify alternative off-street parking for school events to reduce on-street overflow into the neighborhood.



Goal 4: Maintain and improve public safety in neighborhoods.

Rationale: A sense of security is important to the quality of life, peace of mind, and maintenance of housing values.

Issues/Opportunities

- 4.1 Improve or increase street lighting: 4th Avenue NW; 30th Street NW; 18th Street NW north of 4th Avenue; cul-de-sacs.
- 4.2 Amount of single family homes converted to rentals (over-occupied rental homes)
- 4.3 Improve lighting at Leach Park and Oak Park.



Goal 5: Maintain and improve the appearance and condition of property and buildings in all neighborhoods.

Rationale: A few blighted properties can bring down a block or neighborhood. Enforcing community standards on the worst cases will do the most for community appearance.



Next Steps:

- Promote compliance with all building and zoning codes through effective enforcement strategies and follow-through directly with property and/or building owner.
- Identify city funds for the clean-up or removal of unmaintained properties.
- Enforce the City's Zoning Code pertaining to the number of household occupants.
- Explore adoption of a residential rental licensing and inspection program.

Implementation techniques are discussed in more detail in Chapter 6.

Issues/Opportunities

- 5.1 Conversion of single family to rental and over-occupied rental homes are disrupting the traditional character of the neighborhood.
- 5.2 Identify abandoned or dilapidated properties.
- 5.3 Complete the clean up or removal of abandoned properties.
- 5.4 Maintain City owned property, green space, vacant lots.
- 5.5 Code enforcement for properties with junk vehicles, piles, unmaintained yards that are detracting from the neighborhood and homes that are being restored.

Goal 6: Parks and community facilities within the neighborhoods are well maintain and an asset to the neighborhood.

Rationale: Areas for active and passive recreation and open space enjoyment is essential to the quality of life for residents of Minot.

Issues/Opportunities

- 6.1 Leach Park- upgrade playground equipment, (younger child specific) overall maintenance, improve lighting, park programming.
- 6.2 Oak Park – improve access from neighborhood into park; improve lighting, improve feeling of safety.
 - Create a new pedestrian access at the south end of Oak Park though a city owned lot off of Oak Drive
- 6.3 Increase amount of street trees.
- 6.4 Encourage the Minot Park District and School District to provide park and playground facilities that meets the needs of schools and surrounding neighborhoods.



Goal 7: Maintain and expand the supply of safe, affordable, life-cycle housing.

Rationale: Healthy neighborhoods and communities provide a variety of housing types, price ranges and support life-cycle housing needs.

Issues/Opportunities

- 7.1 Identify potential sites for redevelopment.
- 7.2 Over-occupied rental homes are disrupting the traditional character of the neighborhood.



Goal 8: Maintain viable neighborhood commercial and employment centers.

Rationale: Viable neighborhood commercial areas that provide goods and services for the neighborhood are an asset to the neighborhood, increase tax base, and provide valuable local jobs.



Next Steps:

- Promote the rehabilitation and redevelopment of existing commercial facilities by continuing to pursue programs and assistance.
- Work with local business organizations to support and promote existing business and new businesses that are viable and responsive to the needs of the neighborhood and community.

Issues/Opportunities

- 8.1 Review land use and potential conflicts- 4th Avenue NW mixed commercial and residential areas.
- 8.2 Support existing neighborhood retail at Arrowhead.
- 8.3 Support through redevelopment new neighborhood based retail along appropriate locations of 4th Avenue NW.

Goal 9: Encourage investments and improvements that will maintain and enhance property values.

Rationale: Public uses contribute to the quality of life in a neighborhood – parks, schools, lighting and other uses which can positively reinforce the neighborhood character and value.



Issues/Opportunities

- 9.1 Improve and maintain street lighting.
- 9.2 Improve and maintain equipment and amenities at Leach Park.
- 9.3 Install a noise wall along Hwy 83 to protect neighborhood.

Goal 10: Build and maintain existing infrastructure to City Standards

Rationale: Public infrastructure impacts the perception of a neighborhood – streets, sidewalks, storm water drainage, and other elements.

Next Steps:

- Repair and maintain streets and curbs in the neighborhood.
- Repair and improve sidewalks and trails.
- Maintain and extend street lighting.

Issues/Opportunities

- 10.1 Improve and maintain streets and sidewalks.
- 10.2 Identify drainage issues.



Goal 11: Provide neighborhoods with tools to be involved and maintain and improvement their neighborhood.

Rationale: Neighbors who know one another and are involved in activities together create safer and better neighborhoods.

Issues/Opportunities

- 11.1 Create an active neighborhood organization



Minot River Front and Center

Neighborhood Recommendations & Implementation Steps

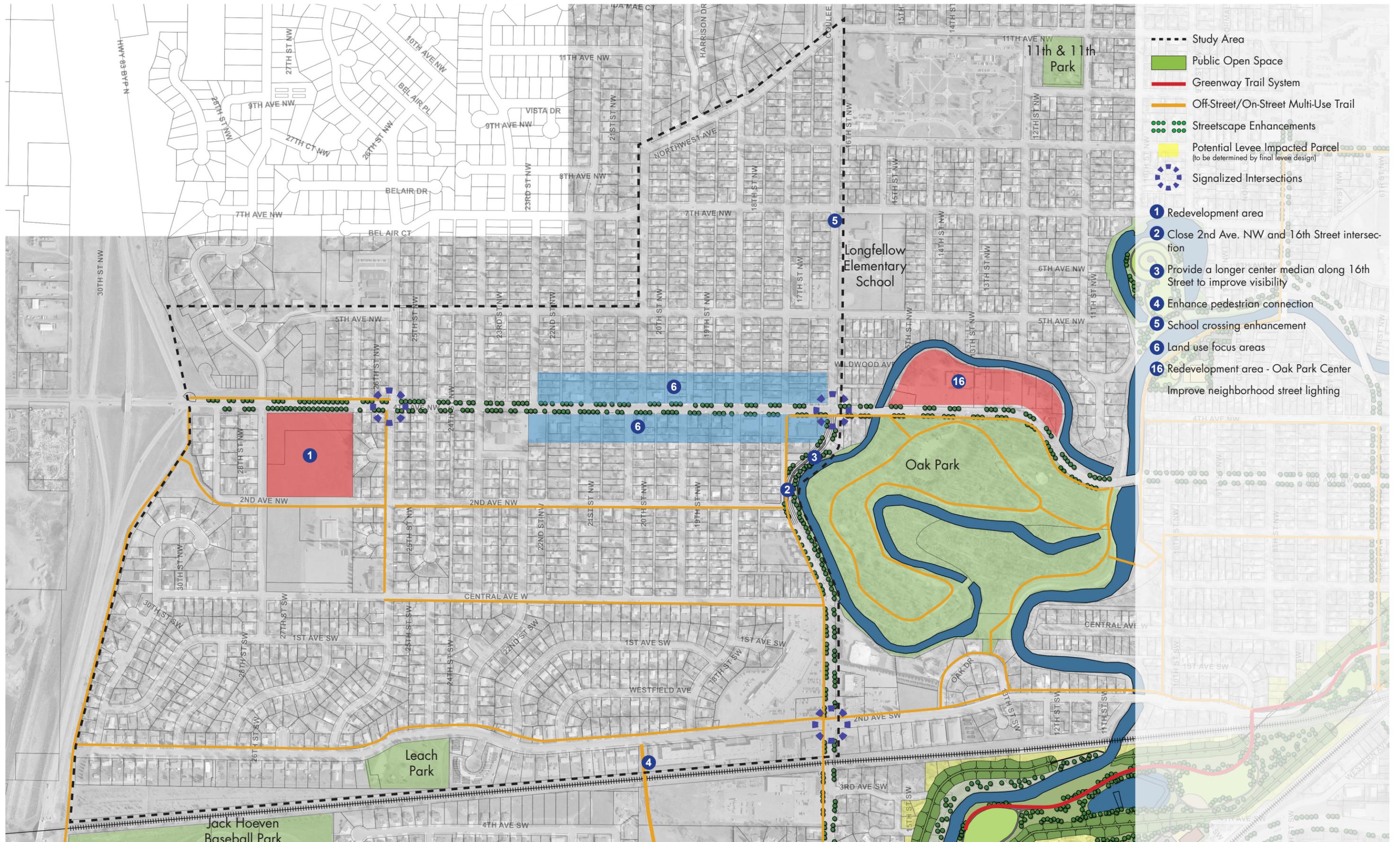
Neighborhood 1

The projects discussed on the following pages were generated from ideas gleaned from community meetings in Neighborhood 1 and in discussion with city staff and consultants. The neighborhood plan is shown on the following page with the proposed flood mitigation elements – dikes, walls, flood gates, etc. – even though none of these flood mitigation elements is actually within Neighborhood 1. On the page following that is a map with the flood mitigation screened down to show existing conditions. Individual suggested projects or elements are numbered on the maps.

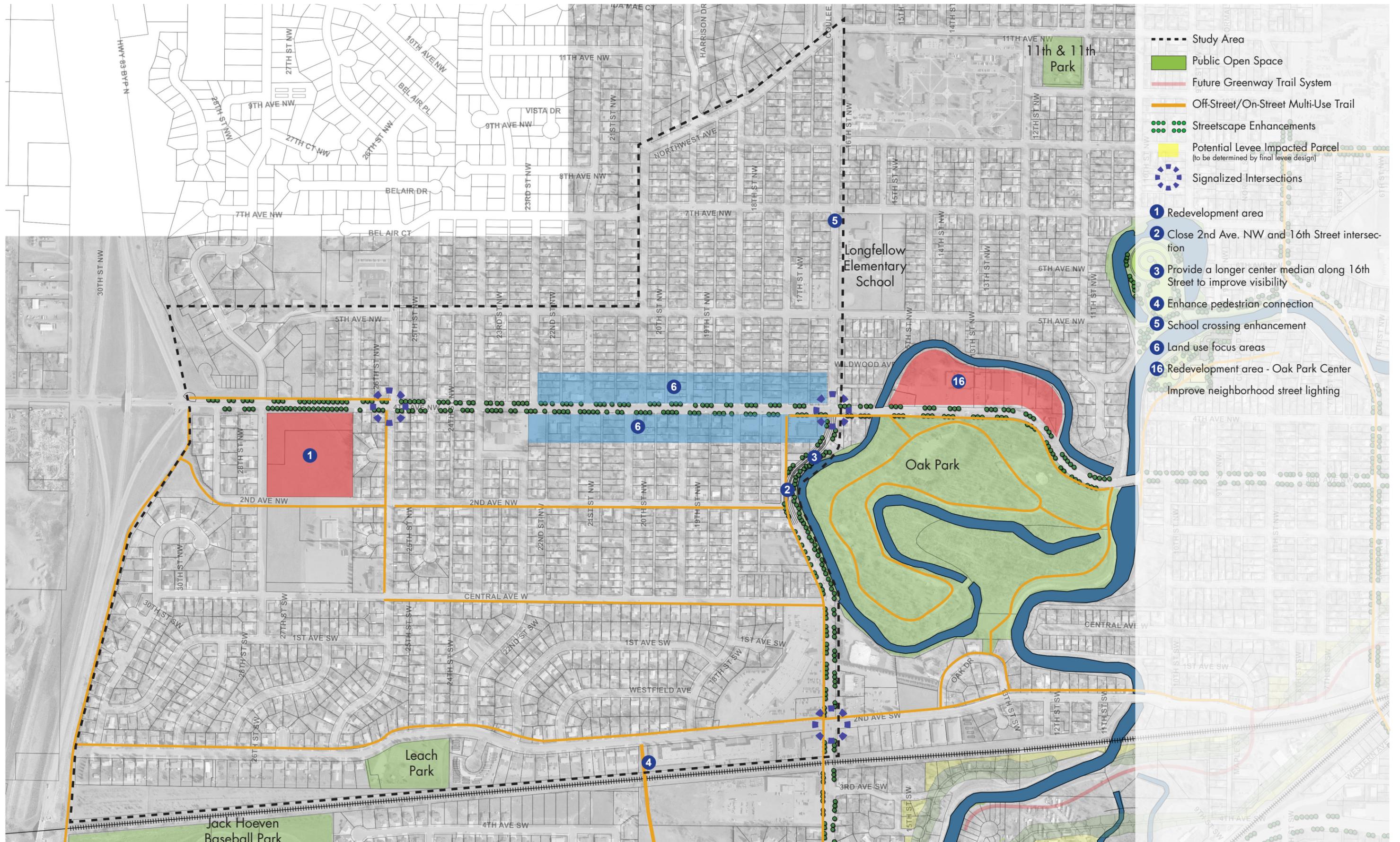
Key Sidewalks/Trails in Neighborhood 1 include:

- 4th Ave NW – Bypass to 25th St NW
- 2nd Ave NW – Bypass to 16th St NW
- Central Ave W – 25th St NW to 16th St NW
- 2nd Ave SW – Bypass to 16th St SW
- Along Bypass – west side
- 25th St NW – Central to 4th Ave NW
- 16th St NW – west side
- Pedestrian RR crossing – 2nd Ave NW to Perkett School

Safe pedestrian and bicycle access to Oak Park is an important planning element for Neighborhood 1. Access is most likely made from 4th Avenue NW but a secondary access is proposed along 2nd Avenue SW where a trail is identified to cross 16th Street NW extending eastward to Oak Drive where the City owns a vacant parcel that could be used as a future entry to Oak Park.



- Study Area
 - Public Open Space
 - Greenway Trail System
 - Off-Street/On-Street Multi-Use Trail
 - Streetscape Enhancements
 - Potential Levee Impacted Parcel (to be determined by final levee design)
 - Signalized Intersections
- 1 Redevelopment area
 - 2 Close 2nd Ave. NW and 16th Street intersection
 - 3 Provide a longer center median along 16th Street to improve visibility
 - 4 Enhance pedestrian connection
 - 5 School crossing enhancement
 - 6 Land use focus areas
 - 16 Redevelopment area - Oak Park Center
Improve neighborhood street lighting

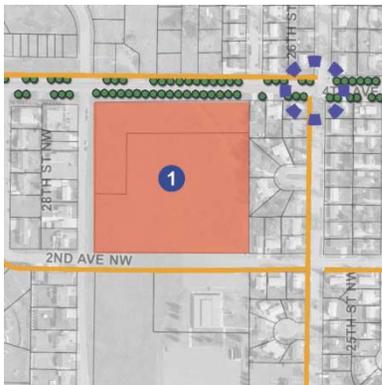


- Study Area
- Public Open Space
- Future Greenway Trail System
- Off-Street/On-Street Multi-Use Trail
- Streetscape Enhancements
- Potential Levee Impacted Parcel (to be determined by final levee design)
- Signalized Intersections
- 1 Redevelopment area
- 2 Close 2nd Ave. NW and 16th Street intersection
- 3 Provide a longer center median along 16th Street to improve visibility
- 4 Enhance pedestrian connection
- 5 School crossing enhancement
- 6 Land use focus areas
- 16 Redevelopment area - Oak Park Center
- Improve neighborhood street lighting

1: Development of block at 4th Ave NW and 27th St NW

Neighborhood 1 has very little vacant property for development. One exception is vacant land owned by St. John the Apostle Church that was guided for Low Density Residential in the 2012 Comprehensive Plan. There have been previous attempts to increase the density significantly with requests for high density housing. These requests were met with opposition as the neighborhood is largely single family. Some increase from single family could be explored as the site benefits from its close proximity to the Highway 83 Bypass. With access to a higher volume roadway, Medium Density residential can serve as a transitional land use. However, considerations for increasing density should include how future land uses can serve as a buffer to the existing single family neighborhood. Additionally, neighborhood amenities should be considered with an increase in population such as dedication of a park and trails as this property develops.

Draft Plan:



Aerial:



2012 Land Use Plan:



- ***Recommendation:*** Reguide to Low or Medium Density develop with low to medium density residential uses, including single family, duplexes, townhouses, with usable open space
- ***Implementation:***
 - Consider reguiding and zoning to Low or Medium Density Residential
 - Bike path on 2nd Ave NW alignment on southern edge

2: 2nd Ave/16th St NW Intersection

Sixteenth Street NW is the eastern boundary for Neighborhood 1. This is a heavily traveled roadway with increasing traffic due to growth and development in northwest Minot. The intersection of 16th Street NW and 4th Avenue NW is challenging, particularly for northbound travel as the road curves around Oak Park and narrows to accommodate a turn lane for west bound movement at the intersection at 4th Avenue NW.

The roadway section is further impacted by the intersection with 17th Street NW joining 2nd Avenue NW very close to 16th Street NW. The intersection of 2nd Avenue NW and 16th Street NW is at the curve thereby making both north and south bound movements difficult and causing additional trip traffic on 16th Street NW.

Draft Plan:



Aerial:



- *Recommendation:* Examine feasibility of closing off 2nd Ave NW from 16th St NW; keep 2nd Ave NW connected to 17th St NW. This would reduce an access to 16th Street NW at this difficult curve.
- *Implementation:*
 - Traffic study of intersection, design alternatives, feasibility

3: 16th St NW – Central Avenue to 4th Ave NW

Low visibility on curve approaching 4th Ave NW allows for only a very limited time to react and get in left-turn lane for westbound movements on 4th Avenue NW.

Draft Plan:



Aerial:



NEIGHBORHOOD 1 - 16TH & 4TH INTERSECTION



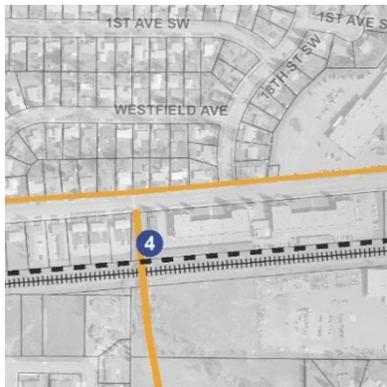
- **Recommendation:** Improve safety and visibility on curve by providing a longer median and left-turn lane on 16th St NW south of 4th Ave NW
- **Implementation:**
 - Traffic study of this segment, intersection, design alternatives, feasibility as illustrated in the graphic to the right
 - Create ability for longer northbound left turn lanes in future
 - Close intersection with 17th St & 2nd Ave NW
 - Begin single lane operations earlier to avoid curve/visibility problems
 - On-street trail from 2nd Ave NW – 17th St NW

4: RR crossing to Perkett School

Perkett School is one of the neighborhood elementary schools for Neighborhood 1 with very difficult access. Prior to the flood an existing railroad crossing was available from 2nd Avenue SW to the school as shown on the Neighborhood 1 Plan. The crossing was operated with a crossing guard before and after school but has since been eliminated due to lack of a crossing guard. The crossing is no longer allowed; the walkway is fenced and locked. The only other alternative is to go east to 16th Street NW and then back west to Perkett Elementary.

The need remains for providing convenient pedestrian access for students to Perkett Elementary. However, not a lot of viable solutions exist. A crossing guard is necessary due to the railroad; consequently, creative solutions for staffing will be necessary:

Draft Plan:



Aerial:



- Recommendation: Reinstate school crossing to provide connectivity between these two neighborhoods
- Implementation:
 - Investigate funding or volunteers for school crossing guard
 - Study feasibility of permanent underpass under the RR
 - Explore potential funding for underpass

5: Longfellow School – school crossing enhancement

Longfellow Elementary school is another neighborhood elementary school for Neighborhood 1 with challenging access. Longfellow Elementary is located on the east side of 16th Street NW and the crossing to and from Neighborhood is dangerous for pedestrians and students riding bikes. Longfellow was recently remodeled and expanded after the flood. Due to this some changes were made to the bus and parent drop off aggravating pedestrian safety concerns.

Another concern of residents is the limited amount of parking available to the school with the building expansion. The result is overflow of on-street parking whenever there is an event at school that extends two blocks.

Draft Plan:



Aerial:



- Recommendation: Improve crossing experience, drop-off, bus movements
- Implementation:
 - Improve pedestrian access to the school with improved crosswalks with installation of a crosswalk signal, and other improvements at 5th Avenue NW and/or 7th Avenue NW.
 - Work with school district to improve signage for parent drop off and pick and bus lanes.
 - Study neighborhood-wide Safe Routes to Schools
 - Work with the school district to identify alternative on-site parking solutions to reduce overflow on residential streets.

6: Land Use Focus: 4th Ave NW – 16th St to 22nd St NW

Currently along 4th Avenue NW there are several small neighborhood commercial buildings on mostly shallow lots 50' -100' deep. Some of the existing businesses are struggling in this location and/or are limited in any potential expansion possibilities. Surrounding uses to the north and south are single family adding further expansion difficulty. The 2012 Future Land Use plan guide these parcels as Neighborhood Commercial which are commercial uses intended to serve the immediate neighborhood such as a coffee shop, small retail, and personal services. It makes sense that commercial uses are located on 4th avenue NW as it is a Minor Arterial, intended to move traffic. This type of roadway is not as favorable to residential due to increased traffic and speed that comes with the Minor Arterial designation.

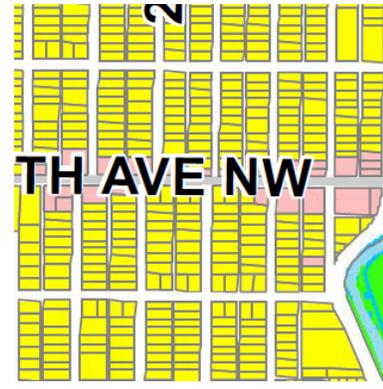
Draft Plan:



Aerial:



2012 Land Use Plan:



Street View:



As these existing commercial guided parcels are limited in size, to a more typical single family lot, alternative need to be explored that would make them more viable for neighborhood commercial or alternative land use. During neighborhood input meetings comments supported some commercial as a preference to conversion to multiple-family residential. However, there was apprehension over the amount of redeveloped commercial and its impact to 4th Avenue NW concerning increased traffic and speeds.

For any conversion of the parcels to a more viable use, the parcels themselves are an issue that would need to be addressed for redevelopment to occur. Commercial redevelopment would need deeper lots of a minimum of 140-160 feet. This would occur through land assemblage of some surrounding parcels to create adequate depth. The following graphics illustrate why this depth is necessary to accommodate a viable commercial site with on-site parking, in this case at the rear of the building. On-site parking is essential to reduce on-street parking on the residential streets.

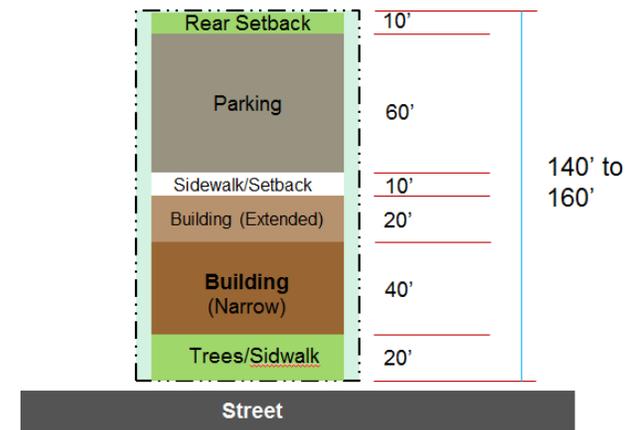
To explore redevelopment scenarios further the following graphics illustrate other land assemblage options for redevelopment.

This plan is not promoting a single option, however, as the property is guided for neighborhood commercial options should be explored that would create a more viable commercial area at this part of 4th Avenue NW to serve this neighborhood and the surrounding areas. These options communicate the range of redevelopment options. While the City is limited in its capacity to purchase land for redevelopment, having plans communicating the vision is important as developers look toward new and exciting revitalization opportunities.



- 4th Ave NW Land use focus area – potential redevelopment
- Existing development pattern is not ideal
 - Some lots are too shallow for optimum commercial development
 - 140'-160'+ lot depth is minimum for most commercial uses

- **Recommendation:** Redevelop where appropriate – Commercial or Mixed Use on deeper lots of 140-160 feet as the minimum or revert to multi-family residential
- **Implementation:**
 - Further study of viability of existing businesses.
 - Further study of market for commercial and residential uses in this location.
 - Explore assembly of parcels for redevelopment- seek developer interest.
 - Study traffic impacts on 4th Avenue NW; study light at 4th Ave NW and 20th Street NW





**Residential Redevelopment
Concept #1**
Revert commercial to residential
3 townhouses, 12-unit apartment
95'-deep parcel



**Commercial Redevelopment
Concept #2**
2-Story Office/Commercial
175'-deep parcel



**Commercial Redevelopment
Concept #3**
2 one-story
commercial buildings
7,500 sq ft each
250'-deep parcel



**Commercial Redevelopment
Concept #4**
1-story Commercial
18,000 sq ft
250'-deep parcel