





**Vision:**

**“Downtown Minot is an economically vital, culturally diverse mixed-use district with a distinct historic character and well-designed public spaces that enrich the quality of life for residents, families, visitors, and the business community.”**

## Downtown Revitalization Plan Background

The purpose of the Downtown Revitalization Plan is to illustrate design principles and to offer recommendations to guide the evolution of streetscape improvements, redevelopment opportunities and connectivity within the Downtown Minot area. This chapter identifies recommendations for policies, design standards, and public and private investments needed to create a vibrant, accessible and more livable downtown area.

Successful redevelopment will depend on the character and design of downtown Minot's streetscape and public open spaces. These must encourage diverse urban experiences and create an enticing and flexible environment for people to gather and visit in order to reinforce a sense of community. The design should also foster social and economic interaction; create an attractive destination with strong businesses, vibrant neighborhoods, and beautiful places; and result in streets that are safe, comfortable, and convenient for motorists, pedestrians, bicyclists, and transit users.

### Downtown Revitalization Plan Study Area

The Downtown Revitalization Plan study area is defined as land south of the Mouse River and the BNSF rail yards and north of 5th Avenue SW/SE. The eastern edge of the study area is 5th Street SE and the western edge is 5th Street SW. The study area also sits directly between six adjacent neighborhoods that are jointly being studied in this plan. The Downtown Revitalization Plan recognizes the impacts of adjacent neighborhoods

and future flood mitigation when considering the design of the built environment for the Downtown Minot area.

### Chapter Structure

This chapter is organized according to the planning steps taken to complete the study. This section describes the community involvement process, community vision, and principles guiding the Downtown Revitalization Plan. The following section evaluates existing characteristics of Downtown Minot. The third section provides specific recommendations for improving the public realm. The final section identifies implementation strategies, costs and funding sources for realizing these recommendations.



## Goals and Objectives

The Downtown Revitalization Plan was driven by project goals and objectives derived from city, stakeholder, and community input obtained during the previously discussed Visioning Process. The goals and objectives have been refined and approved by the Downtown Minot revitalization Committee and drive the creation of design alternatives and recommendations for the Revitalization Plan.

### Maintain Downtown Minot as the focal point of the region

- Make Downtown the entertainment/ cultural/ recreational center of the greater region: "If you are looking for something to do, Downtown Minot is the place to be."
- Provide opportunities for strategic and contextual infill and redevelopment within the Downtown that provide a mutually supportive mixture of land uses supported by public spaces.
- 24 hours a day – 7 days a week – 365 days a year. Design spaces and facilities to encourage a variety of uses and activities that will attract and accommodate visitors and residents to the area both day and night, on weekdays and weekends, and during all seasons of the year.
- Highlight the unique historical character of Downtown by placing a high value on preservation and enhancement of historic assets and by fostering an overall awareness of the area's history.
- Define enhanced maintenance policies (cleaning, trash removal and snow shoveling) that reinforce the desired character and image of the Downtown.

### Encourage pedestrian oriented, mixed-use redevelopment projects

- Maintain and enhance the pedestrian-oriented urban fabric of the Downtown.
- Encourage a mix of housing, office, retail, and civic infill development.
- Ensure that new development and infrastructure investments are consistent with the goals of the Downtown plan.
- Reserve ground floor uses to those that will encourage pedestrian vitality – shops, cafes, restaurants, and other public facilities.
- Integrate quality housing with public open space and amenities.

### Create a riverfront park system to become a community asset

- Improve and promote the open space system along the Souris River that balances both active and natural open spaces.
- Make the riverfront a source of pride and enjoyment for local residents.
- Integrate proposed flood mitigation measures and stormwater best management practices to protect against future flooding
- Allow views of the Souris River from public open space, right-of-way, and private development

### Improve Downtown Parking

- Provide sufficient parking, which includes utilizing each parking space to its maximum potential (shared parking, structured parking, parking controls, etc.) with minimum consumption of valuable land. Parking should serve the Downtown; not compete with it by consuming prime sites and resources.
- As new parking is developed, build new parking structures that are mixed-use buildings with retail storefronts and commercial uses at street-level and residential and office spaces on the upper levels.

### Develop a multi-modal transportation network

- Reduce the dependence on the automobile by providing access to a variety of transportation options.
- Create a framework that accommodates transit, bicycles, and pedestrians, in addition to personal vehicles.
- Create convenient and continuous pedestrian connections (10-minute walk from one end to the other) that integrate Downtown's wide range of activities and land uses for shopping, housing, entertaining, employment and recreation, thereby encouraging on street activity and interaction while discouraging unnecessary auto traffic, parking problems, and congestion.
- Maintain safe streets and neighborhoods by relying on and utilizing the natural surveillance of lively and active streets.

### Promote sustainable design practices throughout the Downtown

- Create a network of green streets in the Downtown area to provide ecological benefits and pedestrian amenities.
- Encourage low-impact development approaches to site design and

development, and create a system of stormwater best management practices to control and cleanse runoff.

### Make Strategic Public Investments in the Downtown

- Direct public investment to stimulate and sustain private investment and reinvestment in Downtown.
- Coordinate public and private efforts to ensure that projects enhance, rather than detract from the Downtown area.
- Coordinate and plan public events and activities to create strong connections between people and the Downtown to reinforce a strong sense of community.

### Provide clear definition of downtown gateway corridors and edges

- Enhance auto entry experiences with landscaping improvements to all major corridors (Broadway, 3rd Street, Burdick Expressway and Central Avenue), and create gateway statements at Broadway/Burdick Expressway, Broadway/Central Avenue, Burdick Expressway/ 3rd Street, Burdick Expressway/ Main Street, and , 3rd Street/Central Avenue
- Define transitional areas between the Downtown and adjacent neighborhoods with clearly defined access points, decorative plantings and informational/ wayfinding signage.

## Vision

**“Downtown Minot is an economically vital, culturally diverse mixed-use district with a distinct historic character and well-designed public spaces that enrich the quality of life for residents, families, visitors, and the business community.”**

### a. Vibrant Center of the City

Make downtown Minot a desirable destination by creating a physical environment that is aesthetically pleasing and sensitive to the historic significance of the area, while also encouraging programs, activities, events and investments that will draw visitors and residents downtown.

### b. Economic Vitality

Provide an attractive physical and business environment that will both strengthen current businesses and attract new commercial enterprises in order to build a sound economic base that is marked by sustainability and diversity.

### c. Housing Diversity

Encourage sustainability in the downtown residential market by promoting the development of upscale, market-rate housing options, enhancing the sense of community and neighborhood in the downtown area, and, in general, increasing the area’s attractiveness as a place to live, work, and play.

### d. Transportation System

The Downtown transportation system consists of facilities to accommodate pedestrians, bicycles, transit vehicles, and automobiles, both moving around and through Downtown, as well as convenient, efficient, well-designed parking. This system must be managed to allow for additional commercial development and to make the entire area more user friendly and environmentally sustainable by ensuring access via multiple modes.

## Visioning process

### Introduction

A key element of the planning process was the establishment of a consensus-driven vision for the Downtown Revitalization Plan. The visioning process focused specifically on the downtown area and coincided with the planning process for the adjacent riverfront neighborhoods. The vision, in combination with market analysis, helped form this planning effort's guiding principles. A thorough process for soliciting public input and establishing a consensus-driven vision was undertaken and is highlighted on the following pages.

### Property/ Business Owner Interviews

A number of one-on-one interviews were held with key stakeholders over the course of three days (April 22nd - 24th 2013). These interviews provided insight into a number of issues and opportunities relating to the downtown area. The interviews included local developers, real estate agents, Downtown property owners and representatives of the downtown business community.

### Visioning Workshop

Prior to the property owner/ business interviews, a visioning workshop was held on March 21st. Steering committee members, business owners, developers and the general public were invited to provide insight and develop an overall vision for Downtown. The workshop identified key planning principles and attendees participated in an analysis of the area's strengths, weakness, opportunities and threats (SWOT). Following the SWOT, participants were asked to prioritize and vote on their top priorities for each category. A summary of the outcomes from the SWOT analysis and prioritization is provided on the following pages.

*Identified below are key words and phrases that were distilled from the Visioning workshop to best describe the vision for the Downtown.*



## SWOT Analysis Results

### Strengths/Opportunities of Downtown Minot

1. The people – good work ethic – 6
2. We have a strong history, heritage and culture in Downtown – 6
3. Locally owned businesses in Downtown – 5
4. Arts space project and new businesses in Downtown – 4
5. We have variety of unique shops for shopping in Downtown – 4
6. Partnerships in Downtown – 3
7. Family activities in Downtown – 3
8. Need rooftop activities – lounge, shops, green spaces – 3
9. Businesses are friends and comrades, work together and have synergy – 3
10. Opportunity to embrace Downtown as living room of community – 2

### Weakness/Threats of Downtown Minot

1. Need more cultural and family events in the Downtown – 10
2. Lack of Green space/recreational areas in the Downtown, No parks within walking distance of the Downtown – 9
3. Lack of parking in the Downtown – 8
4. Need downtown director and event planner – need city assistance – 8
5. Lack of help from City to improve/maintain Downtown – 6
6. Need more upscale shops, bars, improved night life and activity – 6
7. Retail is perceived as old fashioned and has short business hours (close early) – 5
8. No bike facilities, trails or designated routes – 5
9. Negative perception and impression that Downtown residents are “low income”, “those kind of people”, “only old and poor”, “unstable” and lower rent apartments can tend to attract a transient population – 5
10. Difficult to renovate businesses because of current building code – 4
11. Nothing for young adults – 4



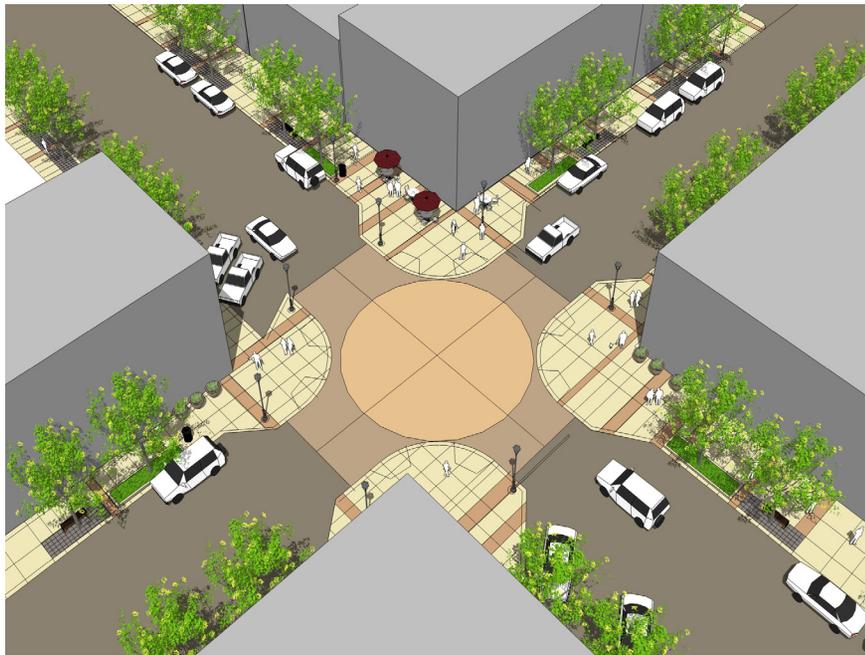
### Vision for Downtown Minot

1. Create a public green space to support culture, families and visitors – 10
2. Need sidewalk cafe tables, which would require changing existing ordinance – 8
3. Revitalize Downtown with a live, work, play concept with programmed events all the time – 8
4. A place to meet, eat, live and socialize and shop – 4
5. All amenities in Downtown, more transit access, green streets, more livable Downtown and parklets – 2

## Design Principles

The design principles, along with previously-stated goals and objectives, serve as a foundation on which the Downtown Revitalization Plan and recommendations are based. Design principles for Downtown were derived through the community participation process and common tenets for livable communities. These principles are essential to creating a safe, comfortable, pleasant and pedestrian-friendly public realm that helps create vibrant and interconnected civic spaces that enhance the economic vitality of downtown Minot.

Many of the design principles presented below strive to enhance downtown Minot through improvement of the public realm and streetscape. The design of parks and open space, street corridors, sidewalks, signs, landscaping, streetscapes, and the interrelationship between differing land uses shape the public realm. These principles, applicable to both public and private development, combinew with the goals and objectives to drive the creation of the Downtown Revitalization Plan.



### Define a Framework and Hierarchy of Vibrant Public Spaces and Linkages

- Design public spaces and facilities to enable the community to gather together. Activities should be planned for public spaces that will attract and entertain people downtown on a regular basis.
- Build and design Downtown to appeal to the pedestrian's experience first and foremost. The quality of a person's walking experience through Downtown is the measure of its success as a place.
- Embrace the Souris River as a signature opportunity for recreation, development and place-making.
- Design and locate parks and trails to create and/or strengthen linkages between downtown, the Souris River and surrounding neighborhoods.
- Open spaces, public realm, and streets provide a framework for future redevelopment.
- Strengthen the connections between Downtown and the surrounding neighborhoods.
- Build on downtown's historical qualities to reinforce a genuine sense of place and identity.

### Integrate a Network and Hierarchy of Street Treatments

- Design Downtown to support multiple modes of transportation; auto, transit, walking, and bicycling. All of these modes are respected and accommodated in a healthy Downtown.
- Design parking - an essential component of the Downtown environment - to improve the quality of the visual environment and to minimize the extent to which it disrupts the continuity of retail uses and pedestrian movement.
- Treat streets as part of the public realm system, not as barriers. Define a hierarchy of treatments for approach routes, commercial and residential streets.

*Example streetscape*

## Encourage Compact Mixed-Use Development

- Encourage expansion of retail activity Downtown and promote this as an attractive destination for a variety of shopping and entertainment experiences.
- Place new buildings to reinforce the public realm, open spaces, and pedestrian accessibility.
- Reinforce compact urban development pattern through proper placement, alignment, and building proportions.
- Identify and pursue opportunities to provide housing options that blend with the context of Downtown. Provide the amenities and enhancements to attract and promote the marketing of housing in and around Downtown.
- Review the zoning ordinance to consider changes that would support downtown revitalization.



*Examples of compact mixed use development and vibrant public spaces*

## Market Analysis

Minot is an important economic and cultural center in north-central North Dakota. The city serves as the administrative and retail hub of the region's booming mining trade, hosting numerous support functions and attracting workers to a diverse mix of industries. Downtown Minot contains a significant proportion of the region's office space and is home to a regional healthcare facility, Trinity Hospital. As a traditional downtown rich with amenities such as historic buildings, pedestrian-friendly street design, cultural attractions, and riverfront access, downtown Minot is poised to build on its character and cultural significance to attract new development during the region's economic boom. The following assessment is meant to provide a high-level understanding of the key drivers of demand impacting the downtown Minot market and its ability to absorb additional development.

## Growth Trends

New development, by and large, occurs in response to increased demand from a growing population and household base. Although downtown Minot currently does not contain numerous residences, strong growth pressure in the region as a whole makes it likely that some portion of this can be captured downtown. Table 1 provides an overview of population growth trends from 1990 to 2012 for the City of Minot as well as Ward County. Data from the state of North Dakota is provided as well for comparison purposes. The following are key findings from the table:

- Population in the city, the region, and the state is growing exponentially. Among these comparison regions, growth is strongest in Minot, where population increased almost 12 percent between 2000 and 2010. Growth in Minot remains strong; in only three years between 2010 and 2012, population increased an additional 7 percent.
- Rapid population growth in Minot will fuel demand for different types of new housing throughout the community. High-density, multi-family housing can provide units quickly in response to this demand. Downtown Minot can capture much of this kind of growth.

Table 1: Population Growth 1990-2012

Area	Population			
	1990	2000	2010	2012
Minot	34,544	36,567	40,888	43,746
Ward County	57,921	58,795	61,675	64,798
North Dakota	638,800	642,200	672,591	699,628
<b>Numeric change in population</b>				
Minot	--	2,023	4,321	2,858
Ward County	--	874	2,880	3,123
North Dakota	--	3,400	30,391	27,037
<b>Percentage change in population</b>				
Minot	--	5.9%	11.8%	7.0%
Ward County	--	1.5%	4.9%	5.1%
North Dakota	--	0.5%	4.7%	4.0%
Sources: U.S. Census, City of Minot				

## Age Distribution

Although overall population and household growth is probably the most important demographic indicator used to assess market demand, the age distribution of the population provides insight into which age groups, and by extension their buying habits, will most impact future demand. Table 2 presents data on the age distribution of the city of Minot, Ward County and North Dakota. The following are key findings from the table:

- Minot is experiencing strong growth among young children. From 2000 to 2010, the number of children under age five increased by 20 percent, compared to 13 percent statewide. While the number of children between ages 5 to 9 years decreased statewide, this age category increased by three percent in Minot.

- The above point is reinforced by notably strong growth among people of prime child-bearing age: 20 to 24 year olds and 25 to 34 year olds. These groups increased by 24 percent and 35 percent respectively in Minot. The increase in young families will likely be a driving force changing both retail and housing dynamics in Minot.
- As in many other parts of the country, growth among Baby Boomers is still strong. The 55 to 64 year old age cohort in Minot increased by 52 percent. This group is solidly in the empty nester profile and has shown a strong propensity to downsize their single-family homes in favor of smaller, more manageable homes in amenity-rich neighborhoods. This will likely be another demographic factor contributing to housing demand in or near downtown Minot in coming years.

Table 2: Age Distribution 2000-2010

Age Group	Minot				Ward County	North Dakota
	2000	2010	Change		Percent	Percent
			Number	Percent		
Under 5 years	2,418	2,894	476	20%	10%	13%
5 to 9 years	2,227	2,297	70	3%	8%	7%
10 to 14 years	2,314	2,104	(210)	9%	14%	16%
15 to 19 years	2,837	2,662	(175)	6%	10%	11%
20 to 24 years	3,571	4,417	846	24%	16%	17%
25 to 34 years	4,899	6,623	1724	35%	15%	18%
35 to 44 years	5,129	4,298	(831)	16%	22%	23%
45 to 54 years	4,656	5,069	413	9%	14%	13%
55 to 64 years	2,898	4,411	1513	52%	46%	53%
65 to 74 years	2,646	2,733	87	3%	8%	2%
75 to 84 years	2,034	2,203	169	8%	7%	0%
85 years & over	938	1,177	239	25%	21%	13%
<b>Total</b>	<b>36,567</b>	<b>61,814</b>	<b>25,247</b>	<b>69%</b>	<b>5%</b>	<b>5%</b>
55 and older	8,516	10,524	2,008	24%	23%	21%
65 and older	5,618	6,113	495	9%	9%	3%

Sources: U.S. Census

## Income

Table 3 presents the median household income by age group for Minot, Ward County and North Dakota for 2000 and 2012. Income is an important component of demographic analysis because it indicates the level of affluence in a community and its ability to support new development through purchasing power. The following are key findings from Table 3:

- Household incomes among those under 25 are rising in Minot relative to that age cohort in the state as a whole. Although younger households are more impacted by the recession than other age groups, the fact that Minot's younger households fared better than other parts of the state suggests that the local economy is able to attract and retain young talent, which will position the region well in coming years as young households continue grow families and establish roots in the region.
- Incomes among those ages 25-44 and 45-64 are lower in Minot relative to the state as a whole. Those aged 45 to 64 lost income share during the 12-year period. Interestingly, this gap is narrower in Ward County, indicating that those with higher incomes may choose to live outside city limits.

Table 3: 2000-2012 Median Income by Age of Householder

Age of Householder	2000			2012		
	Minot	Ward County	North Dakota	Minot	Ward County	North Dakota
Under 25 years	\$19,615	\$21,013	\$19,640	\$34,149	\$34,287	\$27,281
25 to 44 years	\$36,457	\$37,729	\$40,084	\$58,759	\$60,017	\$60,577
45 to 64 years	\$47,272	\$45,866	\$44,257	\$60,431	\$65,023	\$66,887
65 years and over	\$23,025	\$23,772	\$23,375	\$34,663	\$35,331	\$33,281
All Households	\$32,218	\$33,670	\$34,604	\$50,201	\$54,324	\$52,427

Source: U.S. Census (American Community Survey)

## Recent Development Trends

Table 4 shows the number of housing units permitted for construction each year in the City of Minot since 2001. Housing construction has seen a dramatic up tick since approximately 2008. This growth is even more notable given the national economic recession that heavily repressed the housing market at that time. Since 2011, housing permits included more than 1,000 units per year. Beginning in 2008, multi-family housing units surpassed single family units in average annual construction. With demand for this housing product so strong, downtown Minot has the potential to capture part of this market through redevelopment of vacant or underutilized properties or renovation of existing structures.

Table 4: Minot Permitted Housing Units: 2001-2013

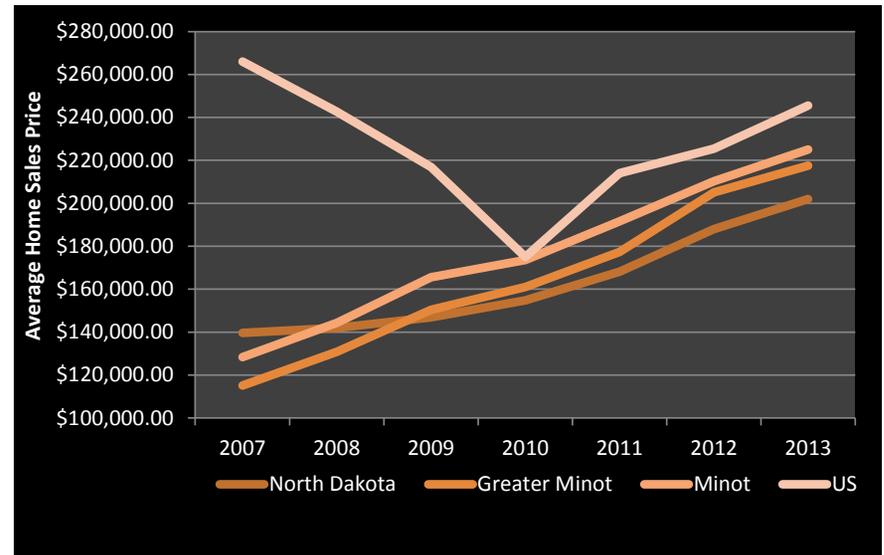
Year	Minot		
	Single-Family	Multi-Family	Total
2001	55	37	92
2002	52	83	135
2003	93	84	177
2004	95	118	213
2005	124	85	209
2006	93	131	224
2007	108	61	169
2008	151	215	366
2009	151	249	400
2010	181	468	649
2011	450	621	1,071
2012	544	821	1,365
2013	240	1,051	1,291
'03-'07 Ann Avg	103	96	198
'08-'13 Ann Avg	286	571	857
'03-'13 Ann Avg	203	355	558

Sources: U.S. Census, City of Minot

Broad market trends are also likely to impact the Downtown Minot housing market. For example, nationwide demand for market rate rental housing is growing rapidly. Although reasons for this vary, primary drivers include higher qualifying standards for mortgages, loss of faith in home ownership, higher gasoline prices, and modest employment increases. Historically, market rate rental apartments can be broken into two major sub-markets: young professionals and empty nesters who want to downsize into maintenance-free housing. Both groups typically want to live in an amenity-rich location that is close to where they work. As the region's historic downtown with access to healthcare, recreational and cultural opportunities, downtown Minot has the potential to capture a significant portion of this market by growing its housing supply.

Chart 1 depicts average home prices in North Dakota, the Greater Minot region, and the City of Minot. In all three areas, housing prices have climbed steadily since 2007. Again, this increase is even more remarkable in the context of the national housing recession. In addition, average home prices in both Minot and Greater Minot surpassed those of North Dakota's in 2008. This demonstrates the pressure on area housing stock and indicates that the local economy has ability to support increased housing choice.

Chart 1: Average Home Sales Price 2007-2013



Sources: Minot Board of Realtors, North Dakota Association of Realtors, National Association of Realtors

## Employment Growth

Table 4 presents data on projected employment by industry for Ward County from 2012 to 2023. The industry with the highest projected percent increase in employment is mining, which will grow from approximately 1,700 to 4,500 jobs. Although percent increases in these sectors are not as high, construction, retail trade, and accommodation and food services account for the largest share of new jobs; they will add roughly half of the region's 20,000 projected new jobs (Minot Economic Development Corporation). These figures reflect the changing nature of today's service economy and Minot's position as a regional trade center and an administrative gateway into the region's oil fields.

It is important to note that retail, accommodation and food services are all secondary industries dependent on other economic drivers. Minot's overall growth in these activities is dependent on growth in the mining industry.

Table 4: Ward County Projected Employment Growth

Industry	Ward County			
	2012	2023	Projected Annual Growth Rate	
			Number	Percent
Forestry, fishing, and related activities	85	104	2	1.8%
Mining	1,716	4,563	262	8.9%
Utilities	105	142	3	2.7%
Construction	3,441	7,581	377	7.1%
Manufacturing	713	965	22	2.7%
Wholesale trade	1,784	1,976	17	0.9%
Retail trade	5,783	8,232	218	3.1%
Transportation and warehousing	2,141	3,047	81	3.1%
Information	573	603	3	0.4%
Finance and insurance	2,340	3,499	103	3.6%
Real estate and rental and leasing	1,691	2,504	72	3.5%
Professional and technical services	1,183	1,602	37	2.7%
Management of companies and enterprises	90	121	3	2.7%
Administrative and waste services	1,661	2,249	52	2.7%
Educational services	365	545	16	3.6%
Health care and social assistance	5,385	7,294	169	2.7%
Arts, entertainment and recreation	441	653	19	3.5%
Accommodation and food services	3,875	7,046	286	5.3%
Other services, except public administration	2,443	3,309	77	2.7%
Government	11,429	12,658	107	0.9%
Farm	928	977	4	0.4%
<b>Total, All Nonfarm Industries</b>	<b>48,172</b>	<b>69,670</b>	<b>1,929</b>	<b>3.3%</b>
Source: "Ward County Economic Base," Minot Economic Development Corporation				

## Downtown Redevelopment Potential

As the heart of a rapidly-growing regional economic center, downtown Minot has significant potential to capture a portion of the region's overall growth. Existing amenities and those proposed later in this chapter, such as bike trails, riverfront access, pedestrian-friendly street design, proximity to employment and a historic character will assist downtown in attracting key target markets. Most of the demand for new retail will be split between neighborhood-based convenience retail driven by residents and workers, and destination retail that captures those who are attracted to the downtown environment. Combined, growth in these activities could likely support an additional 8,000-10,000 square feet of retail space downtown each year.

Recent development trends suggest that downtown Minot could support an estimated growth of 100 new housing units per year, or roughly 20 percent of Minot's new multi-family housing units. Office expansion and a growing workforce downtown will further increase spending power in that neighborhood. Demand for office space is largely driven by employment growth in industries that typically occupy office space. Industries that tend to occupy office space are Information, Finance and Insurance, Professional and Technical Services, Management of Companies and Enterprises, and to some degree Educational Services and Government. These industries are projected to add roughly 1,700 jobs over the next ten years in Ward County according to the Minot Economic Development Corporation. Many of these jobs will locate in downtown Minot, which already hosts several employers in those sectors. Currently, downtown-specific retail is likely driven by workers and visitors at Trinity Hospital. Should this facility experience employment losses or relocate, the share of these activities in downtown Minot will decrease.

Broadly speaking, Minot is a regional shopping hub that attracts rural residents from several hundred miles away to purchase goods unavailable in smaller communities. This regular stream of regional visitors creates potential for downtown to serve as a unique destination that hosts restaurants, shops, hotels, boutiques and night life. Redevelopment efforts that create a sense of place will help attract this type of economic activity and could serve as a catalyst for additional growth.

## Urban Design Analysis

This section analyzes current conditions within Downtown Minot and summarizes pertinent information from previous planning studies incorporated into the Downtown Revitalization Plan.

### Background Studies

The following documents were reviewed for information pertinent to the Downtown Revitalization Plan:

- 2030 Comprehensive Plan
- Mouse River Flood Mitigation Plan
- Renaissance Zone Development Plan
- Parks/ Open Space Plan
- Imagine Minot
- Land Use and Transportation Plan

### Study Area

The Downtown Revitalization Plan study area is defined by the area south of the Mouse River and the BNSF rail yards and north of 5th Avenue SW/ SE. The eastern edge of the study area is 5th Street SE and the western edge is 5th Street SW. The study area also sits directly between six adjacent neighborhoods that are jointly being studied in this plan. The Downtown Revitalization Plan recognizes the impacts of adjacent neighborhoods and future flood mitigation efforts and takes these into consideration when considering the design of the built environment for downtown Minot.

## Flood Mitigation

In June, 2011, the Mouse River crested almost 10 feet above flood stage, inundating portions of the downtown study area. This included properties along Central Avenue and along both sides of the Mouse River. Although elevation in the core of downtown Minot sits above the Mouse River floodplain, the downtown area north of Front Street adjacent to the Mouse River is considerably lower in elevation and was most severely impacted by flooding.

Flooding prompted the City to plan future flood mitigation, locating a proposed system of levees, flood walls, and floodways adjacent to the current Mouse River alignment. This proposal, depicted in Figure 5.1, frees up land in the floodplain for a future regional park and open space. There is currently no significant green space in downtown Minot. Open space is limited to “leftover” space situated along the banks of the Mouse River, which is owned by BNSF and not technically public land. This space is largely unplanned and unmaintained scrub grass area. Floodway green space will be used as an amenity and serve as a catalyst for redevelopment of downtown and adjacent neighborhoods. The addition of new green space, including the proposed flood mitigation area, is a key goal of the plan.

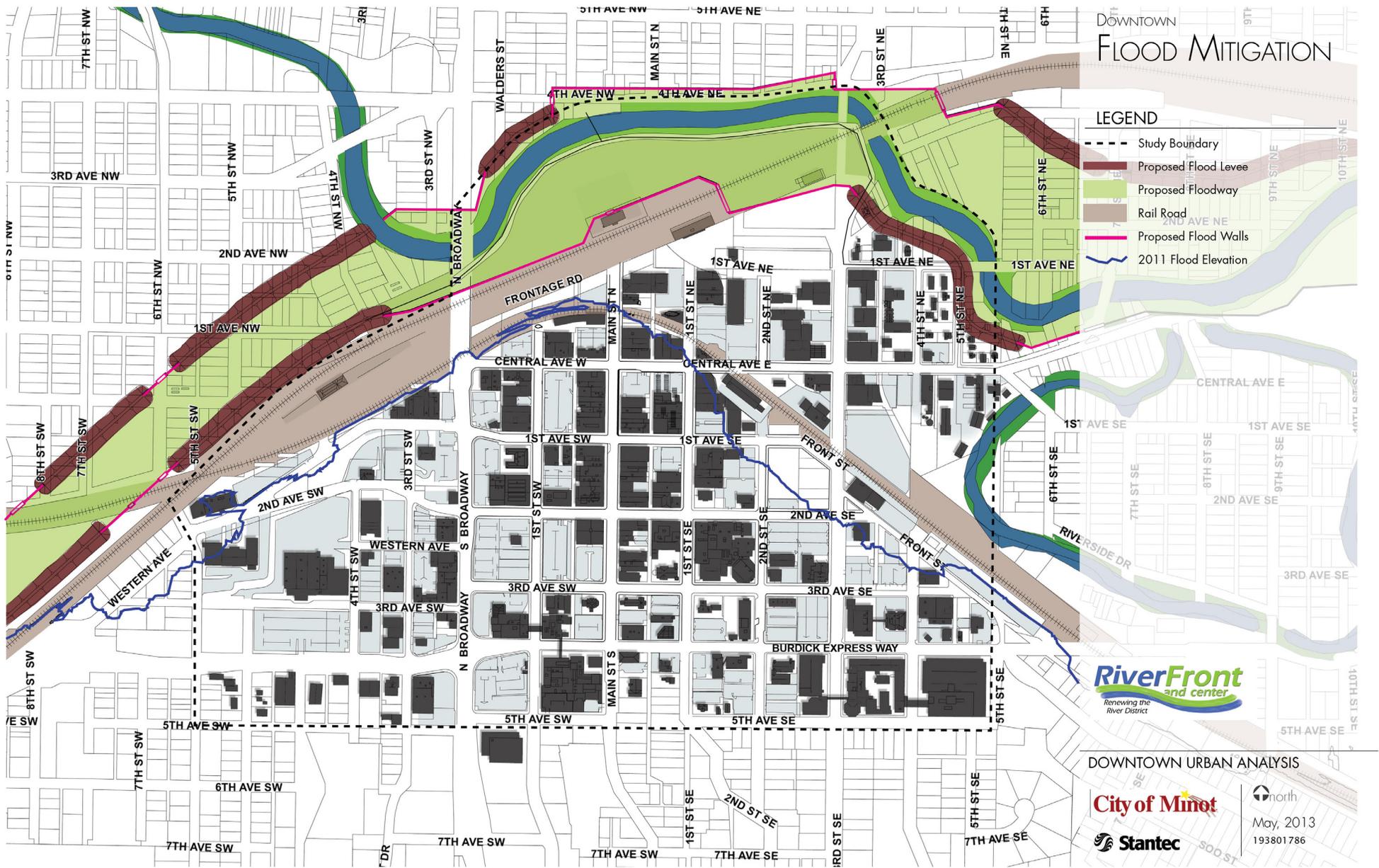


Figure 5.1: Downtown Flood Mitigation

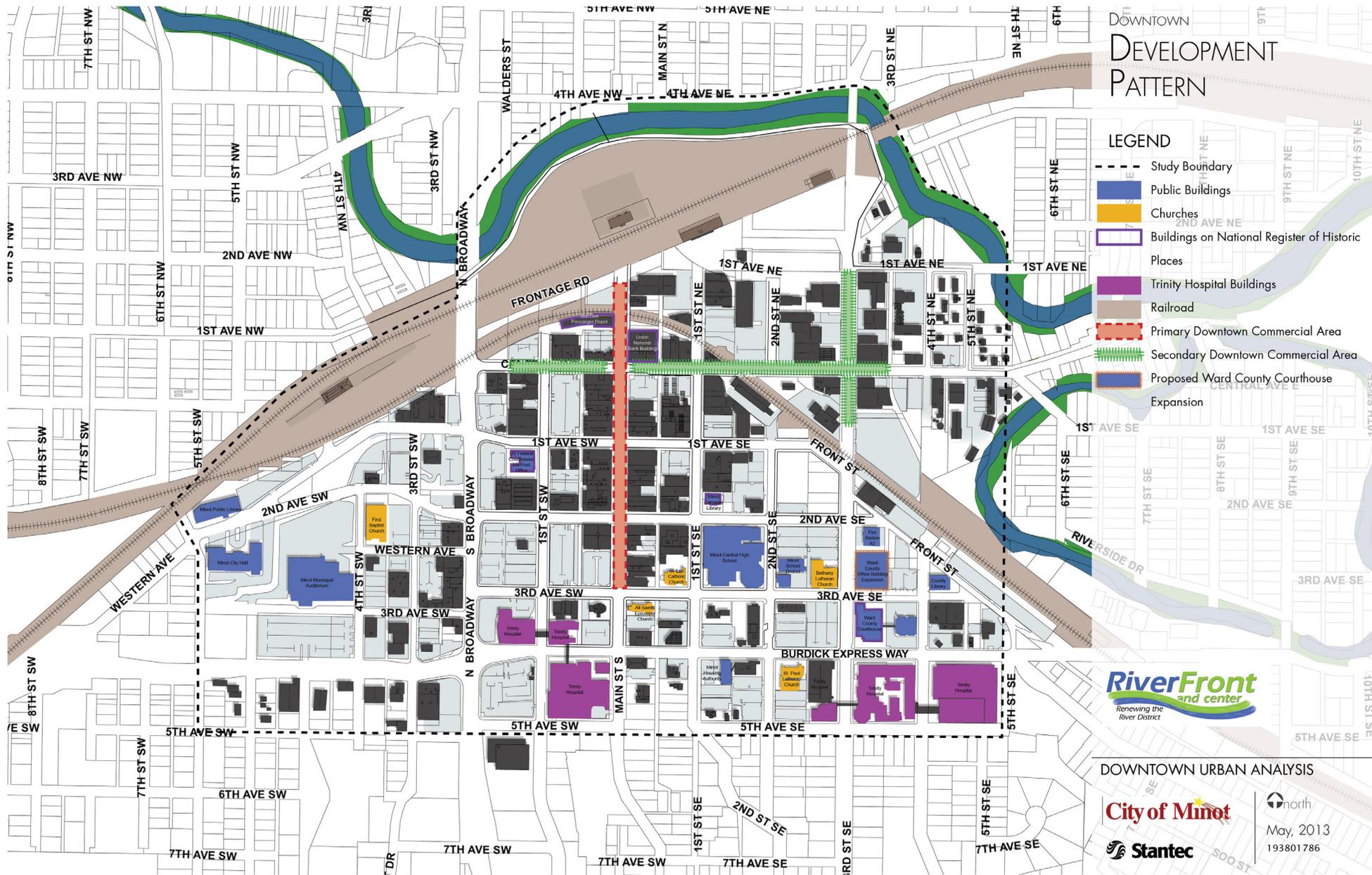


Figure 5.2: Downtown Development Pattern

## Development Pattern

A city's physical features, including buildings, streets, and utilities, combine to define a community's built form. To better analyze the built form of downtown Minot, Figure 5.2 depicts shaded footprints of all existing buildings. The analysis identifies patterns regarding the location and density of existing development, as well as buildings of historic value. In particular, key historic buildings, contributing historic buildings, and potential buildings of historic significance are identified. These buildings provide character and ambiance to downtown, and as such are important to identify and take measures to actively protect.

Figure 5.2 clarifies where infill development could best occur and identify properties that could receive density bonuses in return for the protection of nearby historic structures. The analysis identifies five historic buildings in the study area, including the Soo Line Passenger Depot, the Union National Bank building, the US Federal Courthouse and Post Office, the Minot Carnegie Library, and the Ward County Courthouse.

Areas that are likely to attract future development are Main Street, identified as a primary commercial area; Central Avenue, identified as a secondary commercial area; and 3rd Street SE between Front Ave and 1st Ave NE, also identified as a secondary commercial area. The intersection of these areas, particularly Central Ave and Main St, has strong potential to attract future development. South of these areas, Trinity Hospital dominates land use patterns. Hospital structures, ancillary hospital functions and parking use much of the land in the southern section of the study area. Redevelopment opportunities may seek to attract hospital workers and visitors to downtown commercial areas.

## Downtown Development

Much of the land area in downtown Minot study has been designated part of a Renaissance Zone. Minot designated its first Renaissance Zone in 2001, with additional designations occurring in 2006 and 2010. Minot's vision for these zones is "that of a transformed district where utilization of commercial, residential and industrial resources are maximized while maintaining the historic attractiveness of the area and quality of life of the entire city." Projects in Renaissance Zones are eligible for financial and tax incentives intended to facilitate development, redevelopment and rehabilitation; encourage mixed use development; promote the return of economic vitality and create a thriving city center.

The Renaissance Zone consists of:

- Phase I, (2001), twenty-three blocks generally located in the old downtown commercial and residential area of Minot
- Phase II, (2006), seven blocks located in between Central Ave and 1st Ave NE and between Main St. and 1st St. SE
- Phase III, (2010), six blocks including a three -block island north of the original zone and an area west of the original zone

Much of the area now consists of older housing and deteriorating buildings, many of which are vacant. Should this area of the city continue to degrade, further neglect and depressed property values will likely result.

Completed Projects

Potential Redevelopment Sites



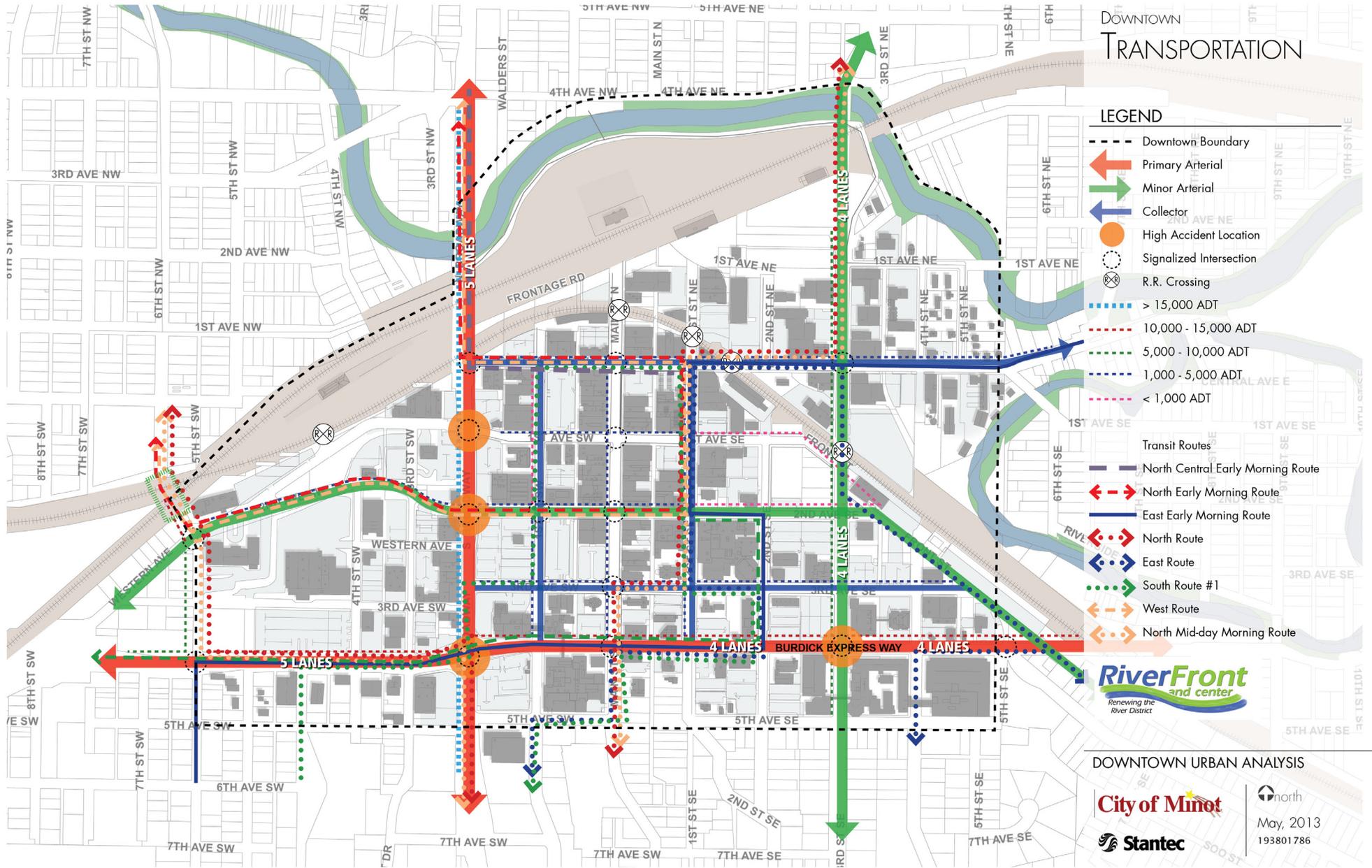


Figure 5.4: Downtown Transportation

# Downtown TRANSPORTATION

## LEGEND

- Downtown Boundary
- ← Primary Arterial
- Minor Arterial
- ↔ Collector
- High Accident Location
- Signalized Intersection
- R.R. Crossing
- > 15,000 ADT
- 10,000 - 15,000 ADT
- 5,000 - 10,000 ADT
- 1,000 - 5,000 ADT
- < 1,000 ADT
- Transit Routes**
- North Central Early Morning Route
- ↔ North Early Morning Route
- East Early Morning Route
- ↔ North Route
- ↔ East Route
- ↔ South Route #1
- ↔ West Route
- ↔ North Mid-day Morning Route



## DOWNTOWN URBAN ANALYSIS



North  
May, 2013  
193801786

## Transportation

Analysis of vehicular and railroad transportation within Downtown Minot incorporates previous planning studies to define current street classifications, street and intersection hierarchies, average daily traffic, crash locations and transit routes. Historically, transportation development in the project area has favored automobiles, resulting in wide streets, damaged infrastructure and poor conditions for bicycling and walking. Figure 5.4 depicts this analysis.

### Primary Arterials

South Broadway Street is the largest arterial in the study area, serving five lanes of traffic and over 15,000 vehicles daily. Not surprisingly, it contains three of the study area's high crash intersections, at 1st Ave SW, 2nd Ave SW, and the Burdick Expressway. Burdick Expressway is the study area's other primary arterial, serving four and five lanes of traffic and between 10,000 and 15,000 vehicles daily. It includes the study area's fourth highest crash intersection at Burdick and 3rd Street SE.

### Minor Arterials

The study area includes two minor arterials: 3rd Street SE and 2nd Avenue SW.

- 3rd Street SE serves four lanes of traffic and between 5,000 and 10,000 vehicles daily. The fourth highest crash area within the study area exists at the intersection of 3rd Street SE and Burdick Expressway.
- 2nd Avenue SW is the other minor arterial in the Downtown and serves two lanes of traffic and between 1,000 and 5,000 vehicles daily.

### Collectors

The study area includes four designated collector streets: Central Avenue, 3rd Avenue SE, 1st Street SE and 1st Street SW.

- Central Avenue serves two lanes of traffic, on-street parking and between 1,000 and 5,000 vehicles daily.
- 3rd Avenue SE serves two lanes of traffic, on-street parking and between 1,000 and 5,000 vehicles daily.
- 1st Street SE serves two lanes of traffic, on-street parking and between 1,000 and 5,000 vehicles daily.
- 1st Street SW serves two lanes of traffic, on-street parking and between 1,000 and 5,000 vehicles daily.

## Transit Routes

The study area is served by a total of eight different transit routes. There are four transit routes that serve early morning users and four transit routes that serve mid-day users. All of the transit routes serve the Minot Central High School location, and there are multiple routes that serve Downtown social service locations.

### Early Morning Routes

- North Central Early Morning Route
- North Early Morning Route
- East Early Morning Route
- South Route #1

### Mid-day Routes

- North Route
- East Route
- West Route
- North Mid-day Morning Route

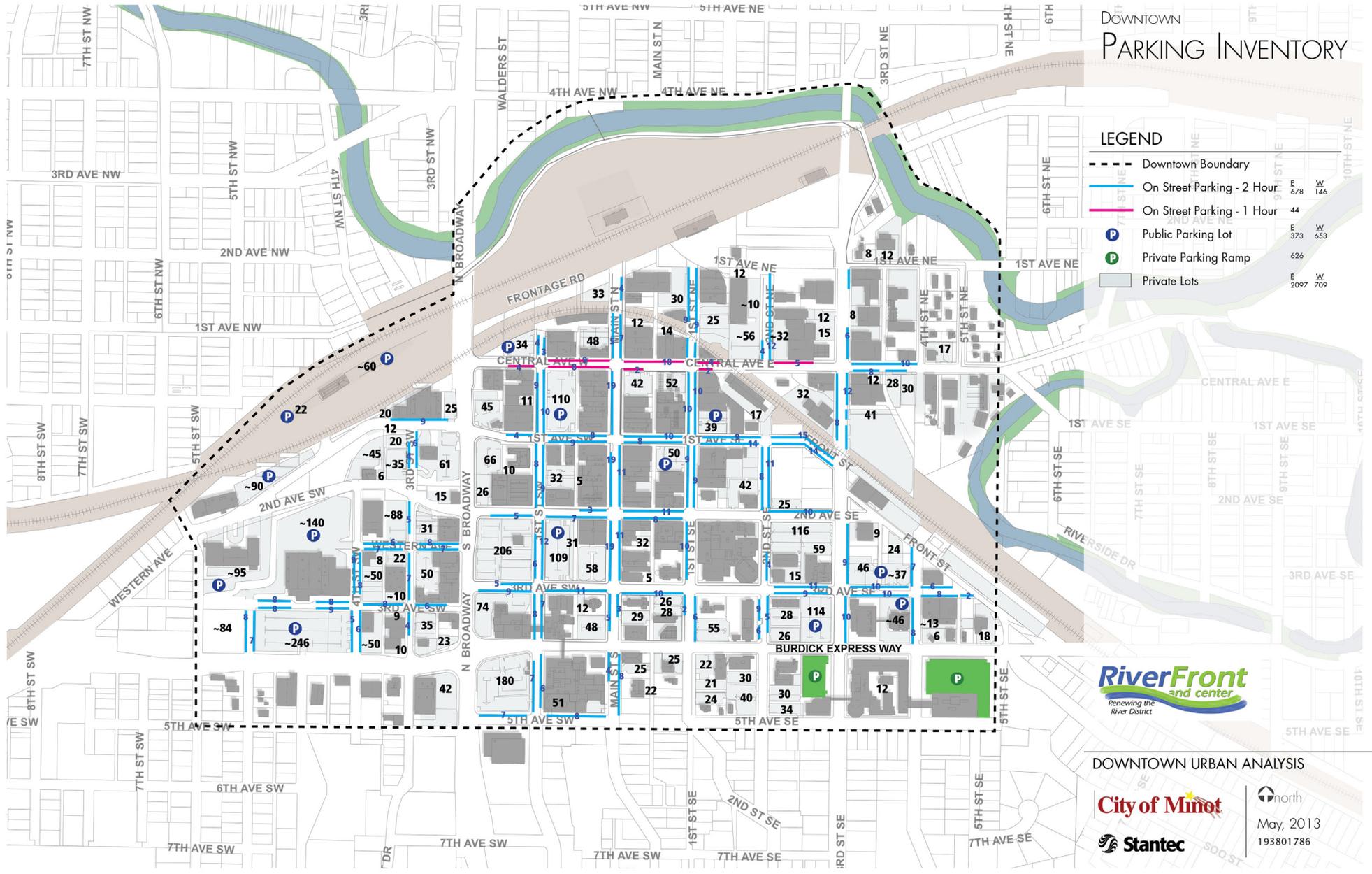


Figure 5.5: Downtown Parking Inventory

**RiverFront and center**  
 Renewing the River District

DOWNTOWN URBAN ANALYSIS

**City of Minot**

**Stantec**

North  
 May, 2013  
 193801786

## Parking Inventory

Downtown Minot is perceived as lacking sufficient parking. Parking needs are served by a combination of on-street spaces and off-street garages and lots. Numerous surface lots in downtown are privately owned and on-street parking is not regulated. The area's on-street and off-street parking inventory is depicted in Figure 5.5. Actual parking counts for downtown identify a shortage of public parking available to serve the commercial areas along Main Street and Central Avenue.

### Estimated Downtown Parking Needs

Downtown uses by square foot (sf)	Typical parking needs per square foot	Estimated stalls required per use
Commercial: 578,300 sf	5/1000 SF	2,890
Office: 371,600 sf	4/1000 SF	1,488
Hospital: 675,500 sf	4/1000 SF	2,700
Industrial: 116,100 sf	1.5/1000 SF	242
Residential: 281,900 sf	1.8/1000 SF	508
Public: 415,000 sf	3.85/1000 SF	1,598
<b>Estimated stalls needed:</b>		<b>9,426</b>

### Existing Downtown Parking Spaces

Parking type	Spaces
On-street	868
Lots (public)	1,026
Lots (private)	3,432
<b>Existing spaces:</b>	<b>5,326</b>

Parking demand estimates and existing parking counts indicate that downtown is approximately 4,000 spaces short of meeting current demand. Parking requirements are based on traditional requirements that parking be self-contained by use, with little to no sharing. Two thirds of all parking spaces are privately owned, creating challenges for shared parking.

While automobiles are the primary transportation mode downtown today, future plans to increase levels of walking, bicycling, and transit use create opportunity to transition parking lot space to higher and better uses. Until then, the City should continue to address parking needs through a parking district approach. The existing parking structures identified in Figure 5.5 play a significant role towards this end.

## Multi-modal Access and Circulation

Bicycle circulation and access within downtown has been analyzed as part of many previous planning studies. There are currently no on-street or off-street bicycling facilities in the downtown study area, nor are there any planned as part of a larger system. Recommendations for improved bicycle circulation and connectivity are defined later in this chapter. Some of the major bicycle facility improvements to consider are depicted in Figure 5.6 and described below:

- Improve connections at the edges of Downtown to facilitate bicycle travel to adjacent neighborhoods and future regional bicycle facilities.
- Include provisions for bicycle facilities and improved infrastructure. This should be included at or near the future Transit Center and government facilities. These may include bicycle racks, bicycle lockers, and/or other amenities to promote bicycle circulation to and from the Transit Center
- Provide a safe (dedicated) east/west on-street shared bike route along Central Avenue from 3rd Street SE to 7th Street NE / railroad crossing bridge
- Improve the on-street bicycle route along 1st Street SE, 1st Avenue NE, 2nd Avenue SE/ 2nd Avenue SW, 3rd Avenue SE, and Front Street
- Provide a new off-street multi-use trail throughout the Mouse River flood mitigation project area
- Identify inter-neighborhood bicycle routes. Improve bicycle and pedestrians connections to nearby neighborhoods and the recreational trails along the riverfront.
- Encourage centralized bicycle parking (such as on-street bicycle corrals) at convenient locations for bicyclists to park their bikes and walk to places throughout the project area. This new bicycle parking should be located in close proximity to open spaces/ parks, and new redevelopment areas, adjacent to the proposed Transit Center or the City/ County Government Offices.

There are currently no bicycle routes located along Broadway and 3rd Street, which is a problem given the large draws for bicyclists such as the Minot State University and the trail along the Mouse River. Bicyclists can frequently be seen riding in outside drive lanes along the roadway to commute along the corridor.

The analysis of overall pedestrian connectivity within downtown considers previously prepared planning studies to define deficiencies in pedestrian

facilities, pedestrian/ automobile conflict zones, overall width of existing sidewalks, and gaps in the existing sidewalk network.

### Facility Deficiencies and Conflict Zones

Primary enhancements to pedestrian facilities should occur within a five minute walking radius of the intersection of 2nd Avenue SW and Main Street NW. These could include streetscape enhancements such as lighting, landscaping, or furniture that create an inviting environment to pedestrians, as well as intersection improvements designed to slow traffic speeds and increase pedestrian safety and visibility. Intersections that should be considered for design treatments include:

- Main Street and Central Ave
- Main Street and 1st Ave
- Main street and 2nd Ave
- Main Street and 3rd Ave
- Main Street and Burdick Expressway
- 1st Street and Central
- 1st Street and 2nd Ave
- 1st Street and 3rd Ave
- 1st Street and Burdick Expressway
- 1st Ave and 1st Street
- Burdick Expressway and 1st Street
- Western Ave and 6th St
- Central Ave and 3rd St
- 3rd Ave and 4th St

Primary areas of concern related to pedestrian facilities occur along Broadway Ave and Burdick Expressway, where potential for pedestrian-vehicle conflict is high due to high traffic volumes and driving speeds on these streets.

Railroad crossings also create safety concerns for pedestrians downtown. To achieve full circulation downtown, pedestrians must cross the BNSF Railroad in five places:

- 1st Ave NW
- Main Street
- 1st Ave NE
- Central Ave
- 1st Ave SE

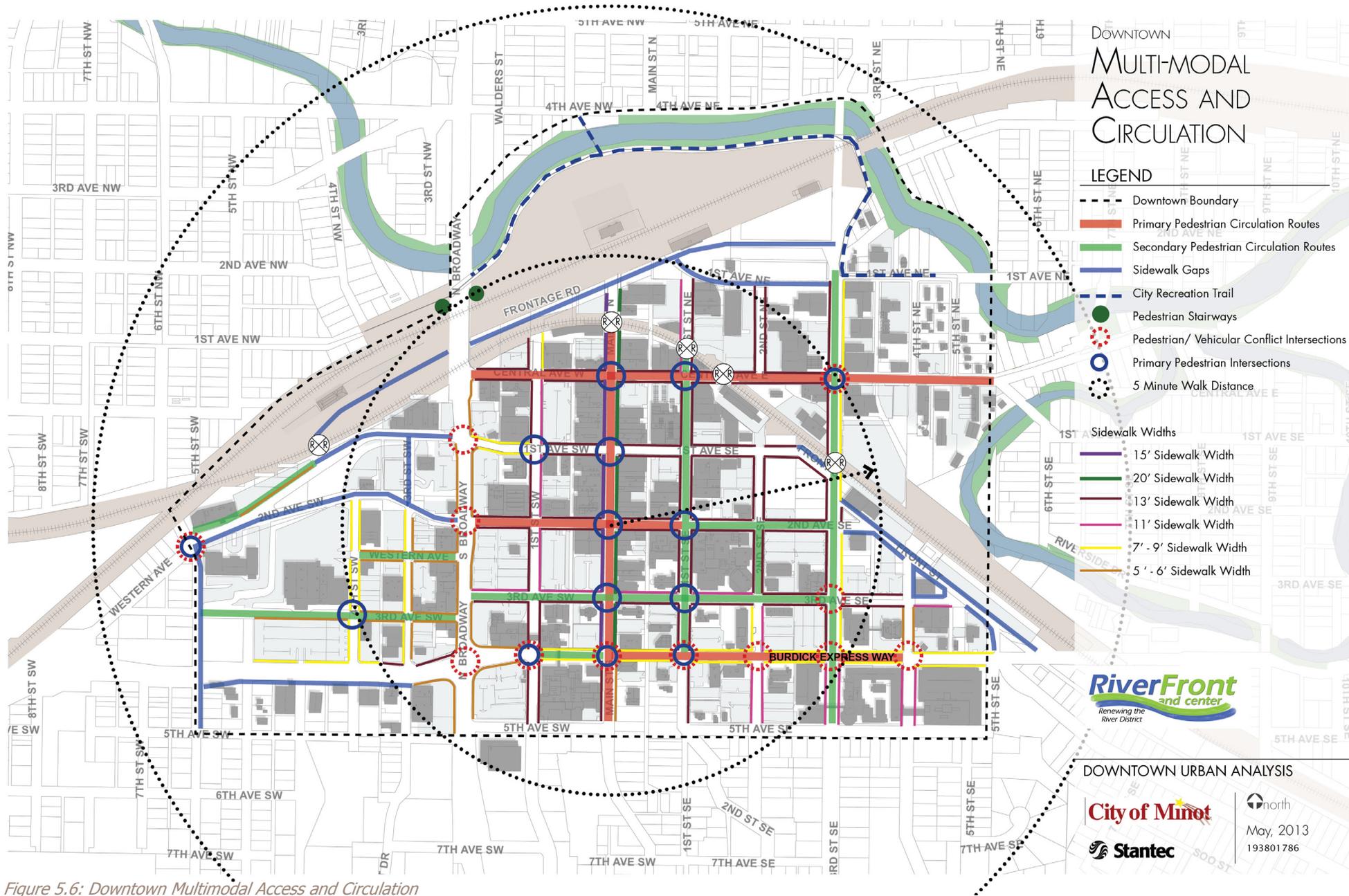


Figure 5.6: Downtown Multimodal Access and Circulation

Many of these crossings are in locations with high pedestrian activity. At 1st Ave NW, the Amtrak Depot is a strong generator of traffic and opportunity for multimodal integration. Commercial activity along Main Street and Central Ave could also attract pedestrians to these crossings.

### Sidewalk Gaps

There are limited pedestrian facilities along many of these roadways, hindering the creation of a friendly, walkable street corridor even though they have significant pedestrian demand due to downtown proximity. Areas where significant gaps to the sidewalk network exist are typically found at the edges of the downtown core. These include:

- 1st Ave NW and 1st Ave NE
- Front St
- 1st Ave SW
- 2nd Ave SW

### Sidewalk widths

Generally, downtown Minot benefits from ample sidewalk right-of-way for which future streetscape improvements can be accommodated. Most sidewalks in the downtown core are 13- 20 feet in width. Accessibility requirements mandate at least five feet of clear walking space on sidewalks. Ample sidewalk widths allow for the accommodation of accessibility requirements and leaves room for streetscaping enhancements and snow storage. Two of the area's primary commercial corridors, Main St. and Central Ave., benefit from sidewalk widths 13 feet or greater, which creates ample space for pedestrian amenities in districts with high walking potential.

## Downtown Land Use

Downtown Minot is comprised of several zoning districts, depicted in Figure 5.7, which affect the overall image and character of the district. Most existing zoning designations are related to the current commercial, public or institutional land uses. However, remnants still remain from the area's industrial past.

Zoning Districts  
Commercial  
High Density Residential  
Public/ Semi-public  
Industrial  
Hospital  
Railroad

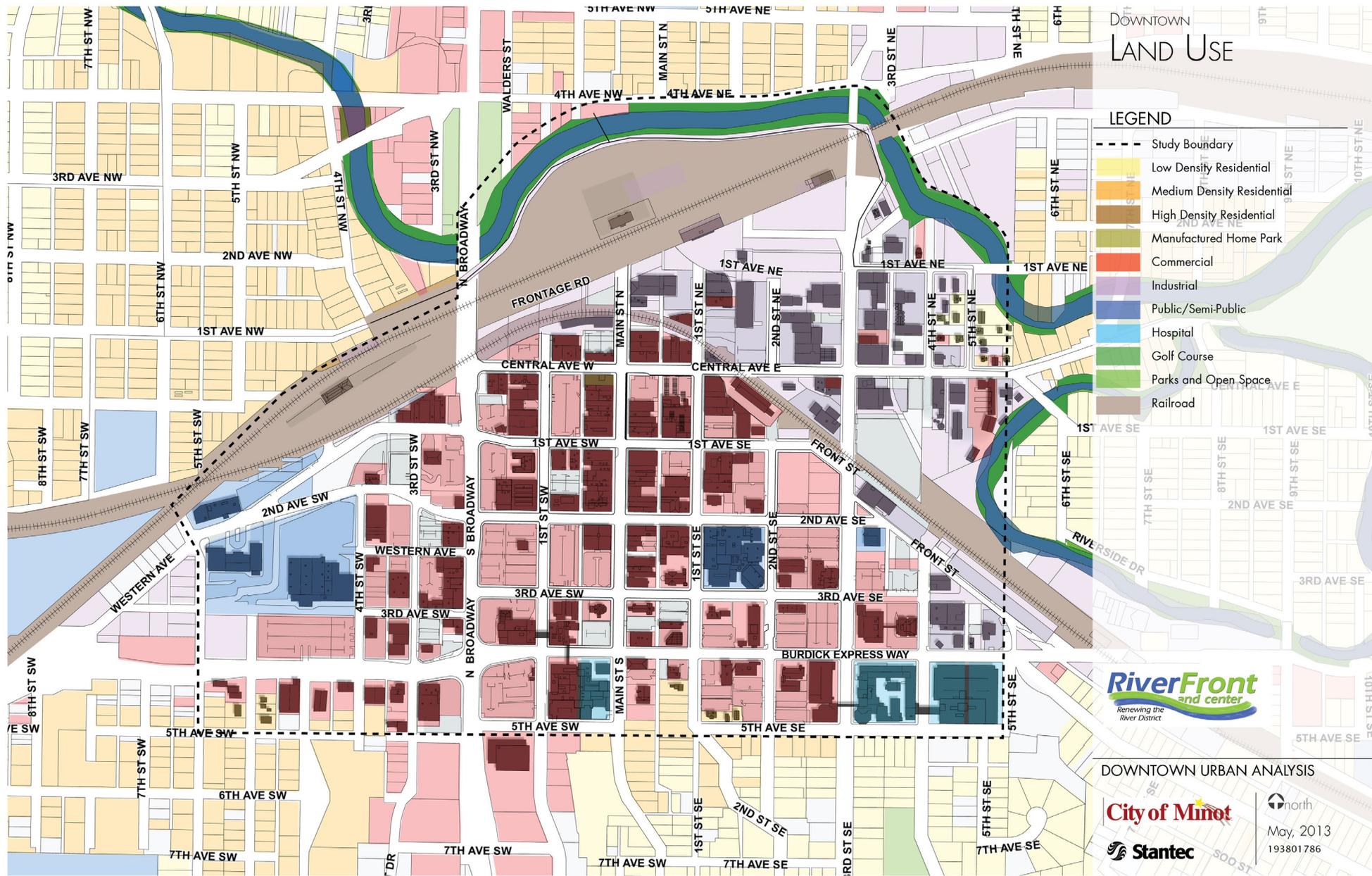


Figure 5.7: Downtown Land Use

## Downtown Districts

The Downtown Minot study area is divided into six main districts, each possessing its own distinct character defined by the development patterns, mix of land uses, architecture, and open spaces. The character and unique aspects of each district, depicted in Figure 5.8, is described below.

### Downtown Historic Commercial District

This district includes Downtown's primary commercial areas along Main Street and Central Avenue. This area contains the primary gateway intersections of Main Street/ Central Avenue and Central Avenue/ 3rd Street SE. The existing land uses in the area are primarily commercial, some office, and residential.

Some of the development pressures within the Downtown study area are focused on the underutilized parcels in this district.

The need for a new public open space or park within this district is critical to the overall success of the area and its ability to support current events and expanded event programming in Downtown. This public space should be designed in a manner that is flexible to support a variety of different uses and user groups.

Because the district supports a majority of the Downtown commercial and retail uses, it is important to provide larger scale "signature" elements to create a distinct sense of place and destination for the area. The "signature" elements could be monuments, signage, public artwork, or enhanced public realm areas.

Highlights of the opportunities and constraints within this district are identified below:

- District comprised primarily of commercial and office uses
- Primary redevelopment opportunity sites located along Central Avenue and 1st Street SW
- Need to improve connectivity from the Downtown core area to adjacent neighborhoods and areas of employment
- Opportunity to provide more public open spaces or a signature park
- Opportunity to improve character of public realm with streetscape enhancements and architectural guidelines

- Highest volume of pedestrian and bicycle traffic through this district to adjacent areas
- Pedestrian and bicycle access and circulation should be improved
- Provide "signature" elements to define District
- Define flexible streetscape treatments

### Downtown Institutional District

This district includes Burdick Expressway, which serves as the main gateway corridor into Downtown from the east. The character of the district is defined by the multiple hospital buildings, support functions and surface parking lots. The district also supports some additional land uses including commercial, office, and limited residential. Some of the development pressures within the Downtown study area are focused on the underutilized parcels in this area.

Highlights of the opportunities and constraints within this district are identified below:

- District serves as a gateway corridor into the Downtown comprised primarily of Hospital, commercial and office land uses
- Along the corridor exists a majority of hospital and hospital support uses. This would offer the opportunity for larger redevelopment parcels if the Hospital were to relocate out of the downtown area
- Need to improve connectivity from Burdick Expressway to adjacent neighborhoods and areas of employment
- Opportunity to provide more public open spaces throughout the District and along Burdick Expressway
- The overall right-of-way along Burdick Expressway is narrow, resulting in limited sidewalk and boulevard space
- Opportunity to improve character of public realm with streetscape enhancements and architectural guidelines
- Pedestrian and bicycle access and circulation should be improved up to Burdick Expressway and into adjacent areas
- Opportunity to improve the character of the public realm with streetscape enhancements and architectural guidelines
- High volume of pedestrian and bicycle traffic through this district to adjacent areas
- Pedestrian and bicycle access and circulation should be improved



## Broadway Gateway Commercial District

South Broadway is the main gateway corridor into Downtown from the north and south. This street corridor divides the core Downtown into two distinct halves and acts as a barrier to pedestrian and bicycle connectivity east and west within the Downtown.

This existing street corridor is characterized by its varied commercial and office uses, as well as multiple private parking lots. This corridor also represents the opportunity to provide a critical link from Downtown to the Minot State University campus and residential neighborhoods to the north.

Highlights of the opportunities and constraints within this District are identified below:

- District serves as a gateway corridor into the Downtown comprised primarily of commercial land uses and private parking lots
- Need to improve connectivity from S. Broadway to the adjacent Downtown core and areas of employment
- The overall ROW along S. Broadway is narrow which results in limited sidewalk and boulevard space
- Opportunity to improve character of public realm with streetscape enhancements and architectural guidelines
- Pedestrian and bicycle access and circulation should be improved across S. Broadway to connect both parts of the Downtown area
- Along the corridor exists a majority of hospital and hospital support uses. This would offer the opportunity for larger redevelopment parcels if the hospital were to relocate out of Downtown
- Provide "signature" elements to define the District

## Downtown Public Service District

The Downtown Public Service District is located on the east side of the core downtown area. The district is mainly comprised of land that is publicly owned and includes the city hall, city civic center, public library and numerous public parking lots.

Highlights of the opportunities and constraints within this district are identified below:

- District contains 5th Street SE which serves as primary north/south connection through the study area and under the BNSF railroad tracks
- This district has a direct connection to the River along the Frontage Road.
- Opportunity to improve pedestrian and bicycle connectivity to adjacent areas and enhance character of public realm with streetscape improvements
- Existing informal character

## Riverfront industrial District

The Riverfront District includes all of the land currently owned by the BNSF Railroad adjacent the Mouse River and includes part of the Minot Industrial Historic District.

The 3rd Street SE corridor through the district represents the opportunity to provide a critical link from Downtown to adjacent neighborhoods across the Mouse River. The existing corridor is characterized by the varied industrial and commercial uses along Central Avenue and 1st Avenue NE. Many of the parcels adjacent to Central Avenue have been identified as redevelopment priority projects by the companion market research study.

Highlights of the opportunities and constraints within this District are identified below:

- District is a primary north/south connection through the study area.
- This district offers the opportunity to create a larger public open space or park in close proximity to the Mouse River
- This district offers a direct connection the Mouse riverfront area
- Numerous potential redevelopment opportunity sites defined within the district
- Opportunity to improve character of public realm with streetscape enhancements and architectural guidelines
- Existing informal character

# Downtown Revitalization Plan

The Downtown Revitalization Plan illustrates the intent of the design principles, project goal and objectives and offers recommendations to guide future public and private investment in the Downtown while providing guidance on the evolution of the streetscape, maximizing future redevelopment opportunities and cohesive integration of the future Mouse River flood mitigation project.

The character and design of the Downtown will be one of the determining factors for the success of the Downtown Revitalization Plan. Design of the public realm and private redevelopment must encourage diverse urban experiences and create a flexible environment for people to gather, congregate, and visit in order reinforce the sense of community.

The Downtown Revitalization Plan, presented in Figure 5.9 responds to the unique character, history and urban qualities of Downtown and overlays the proposed streetscape enhancements, opens spaces/public parks, redevelopment opportunity sites, and pedestrian and bicycle connections to foster a genuine identity and memorable place.

The primary components of the Downtown Revitalization Plan include:

- Land use
- Built form
- Pedestrian, bicycle and multi-modal connectivity
- Public open space and parks
- Potential redevelopment
- Transportation recommendations
- Streetscape and public realm improvements

Improvements within the project area should focus on the creation of a high-quality public realm that balances the needs of a wide range of users and accommodates pedestrians, bicyclist, transit and vehicular movements. The following recommendations will be applied to establish a safe, comfortable, distinct, pleasant and pedestrian-friendly environment that helps the creation of vibrant and interconnected civic spaces and adds to the economic vitality of Downtown.



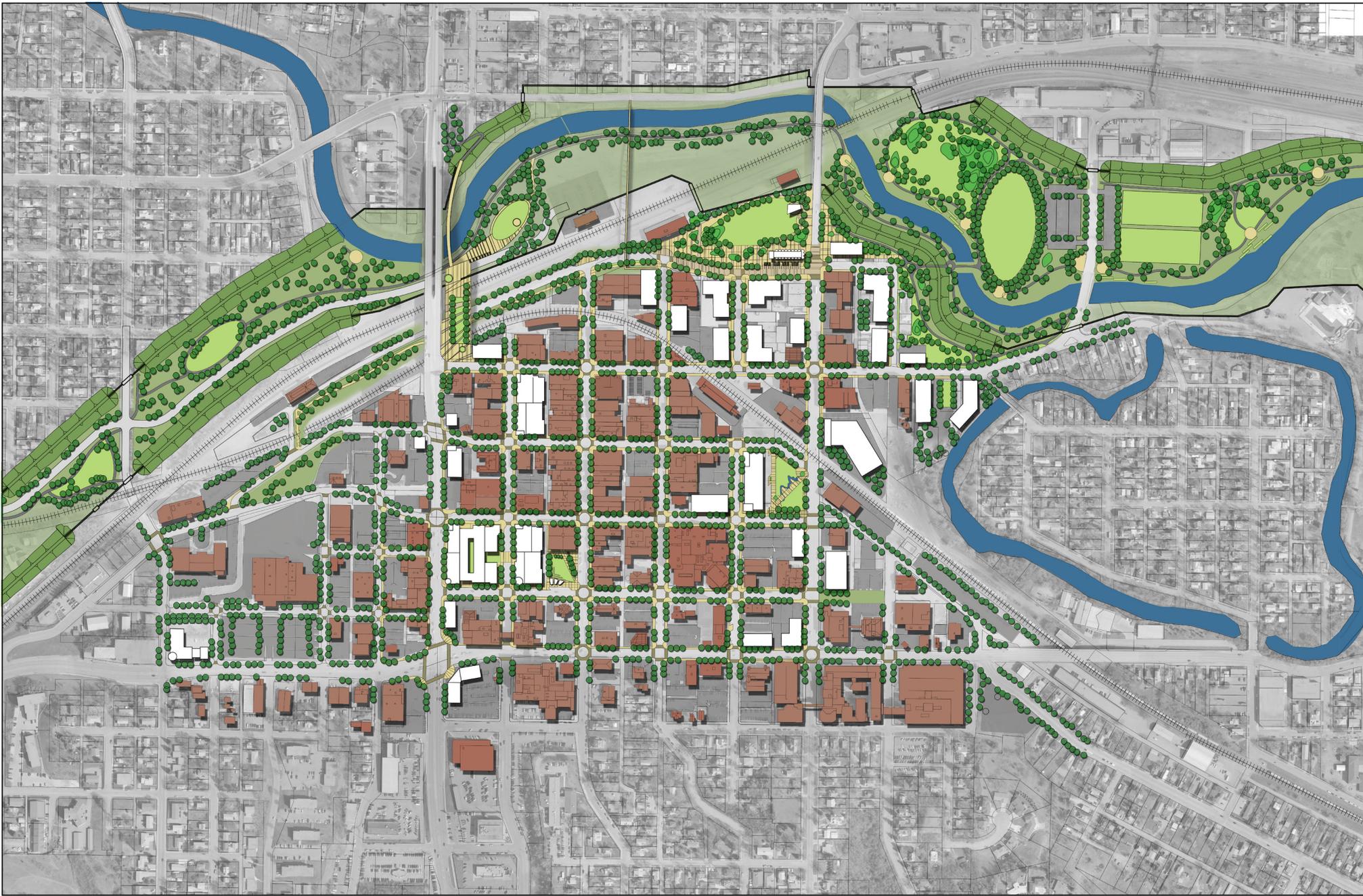


Figure 5.4: Downtown Revitalization Plan

## Land Use

The objectives for the land use recommendations are to promote a compact mixed-use development pattern within Downtown and increase density and housing opportunities to encourage an active public realm.

### Recommendations:

- The City of Minot should direct improvements to strategic areas in order to foster downtown market synergy, make future growth compact, create a critical mass of activity in the core downtown, and enhance urban vitality.
- Preserve the unique character of the historic districts within the Downtown. As the Downtown continues to evolve, and reinvestment is enhanced by the Downtown Infrastructure project, there should be an emphasis on preserving the unique character of the Downtown.
- As the opportunities for infill development emerge, the new development should reinforce the urban pattern by extending the street grid and placement of buildings to define the streets.
- Redevelopment at the intersection of S. Broadway/ 1st Avenue SE, S. Broadway/ Burdick Express Way, 3rd Street SE/ Burdick Express Way and Central Avenue/ 3rd Street SE should be designed with signature buildings and as key gateways into Downtown Minot.
- The placement of buildings to reinforce the street edge will enhance the public realm by creating more walkable streets.
- Encourage mixed-use blocks and new buildings to activate the streets and create safe and more pedestrian activity along 3rd Street SE, Central Avenue SE and 1st Street SW.
- Discourage one-story building forms along 3rd Street SE and Central Avenue SE within the Downtown.
- The City should do whatever possible to buffer and otherwise mitigate the adverse effects of the railroad corridors, including significant landscaping and screening along the rail corridors.



*Example mixed-use development with strong place-making elements*



## Built Form

The placement, scale, and character of buildings are important components of the built environment. They shape the different street corridors and contribute to the long term success of the Downtown as an attractive destination and place for investment. The primary objective of this section is to promote design excellence in all aspects of the corridor and to design new development to fit into its surroundings and respond to neighborhood transitions with building massing and architecture. The intent is to reinforce a compact urban development pattern with well-designed, attractive, functional, safe buildings that reinforce a distinct identity for Downtown Minot.

## Recommendations:

- Concentrate density and intensity along 1st Street SW, 3rd Street SE and Central Avenue SE (specifically at the intersection of 3rd Street SE)..
- Encourage buildings on 3rd Street SE and Central Avenue SE to contribute to the character of the streetscape, face the street with attractive entrances that welcome pedestrians, and have windows that overlook the street to create a sense of security.
- All new or redeveloped sites within Downtown should include mandatory streetscaping to enhance the public realm area.
- Buildings should be sited to support good connectivity to the core downtown area along Main Street and Central Avenue.
- Define guidelines and standards for site design, building massing, façade treatments, building materials, signs and sustainable design practices.
- The setback between buildings and the sidewalk should be designed to enhance the pedestrian experience. These can be attractive landscaped yards that provide privacy for building occupants or store fronts at the sidewalk that display merchandise to passing pedestrians. In no cases should cars, parked or moving, be placed between the sidewalk and the buildings.
- Engage business owners along each major roadway to establish commercial and retail spaces at sidewalk level of buildings.



*Buildings shape street conditions and provide attractive destinations*

## Pedestrian, Bicycle and Multi-modal Connectivity

One of the most important objectives defined in the planning study is to make Downtown Minot as interconnected, comfortable and accessible to pedestrians and bicycles as possible. Walking and biking to many are preferred modes of transportation and a major force for fostering a livable community. The Revitalization plan promotes a safe and inviting pedestrian and bicycle experience to and from the different character districts creating a hierarchy of pedestrian scaled streetscape treatments and by strengthening the connections between nearby points of interests, neighborhoods, Hospital, County Government Center, trails and open spaces. Street and streetscape improvements, described in latter sections, will play a large role in improving the public realm and the environment for pedestrians.

### Pedestrian Recommendations:

- Allow for safe and comfortable pedestrian movements along the following streets:
  - From the Library/ City Hall to the County Government Buildings
  - Along 3rd Avenue SE (from the future Transit Center to the County Government Buildings)
  - Along Central Avenue (from S. Broadway to Roosevelt Park)
  - Along 3rd Street SE (from Burdick Express Way to 1st Avenue NE)
  - 1st Avenue NE (from 4th Street NE to the Train Depot)
- Improve intersections to provide safe and accessible areas for pedestrian and bicycle crossings. These intersections should include alternative paving materials, improved signalization, signage and other traffic calming techniques.
- Provide new sidewalk connections along 2nd Avenue SW (west of S. Broadway), 1st Avenue SW (west of S. Broadway), 1st Avenue NE/ Frontage Road (from the Train Depot to 4th Street NE), Central Avenue Se (from 3rd Street SE to Roosevelt Park), and Front Street.
- Provide new off-street multi-use trail along 1st Avenue NE and throughout the Mouse River flood mitigation project area.

- Incorporate streetscape elements such as more street trees, planters, monuments, public art, kiosks and benches to create a more inviting and comfortable sidewalk environment and promote more sidewalk activity.
- Sidewalk bump outs are also recommended where possible to decrease cross walk distances, moderate vehicular speeds, provide more sidewalk space for large numbers of pedestrians waiting to cross streets, and to define parking bays.

### Bicycle Recommendations:

- Improve connections at the edges of the Downtown to facilitate bicycle travel to adjacent neighborhoods and future regional bicycle facilities.
- Include provisions for bicycle facilities and improved infrastructure. This should be included at or near the future Transit Center and government facilities. This may include bicycle racks, bicycle lockers, and/or other amenities to promote bicycle circulation to and from the Transit Center
- Provide a safe (dedicated) east/west on street shared bike route along Central Avenue from 3rd Street SE to 7th Street NE / railroad crossing bridge.
- Improved on-street bicycle routes along the following roadways:
  - 1st Street SE
  - 1st Avenue NE
  - 2nd Avenue SW/2nd Avenue SE
  - 3rd Avenue SE
  - Front Street
- Provide new off-street multi-use trail throughout the Mouse River flood mitigation project area.
- Coordinate with Neighborhood Revitalization Plans to identify inter-neighborhood bicycle routes. Improve bicycle and pedestrians connections to nearby neighborhoods, and the recreational trails along the riverfront.
- Encourage centralized bicycle parking (such as on-street bicycle corrals) at convenient locations for bicyclists to park their bikes and walk to places throughout the project area. This new bicycle parking should be located in close proximity to open spaces/parks, and new redevelopment areas adjacent to the proposed transit center or government offices.

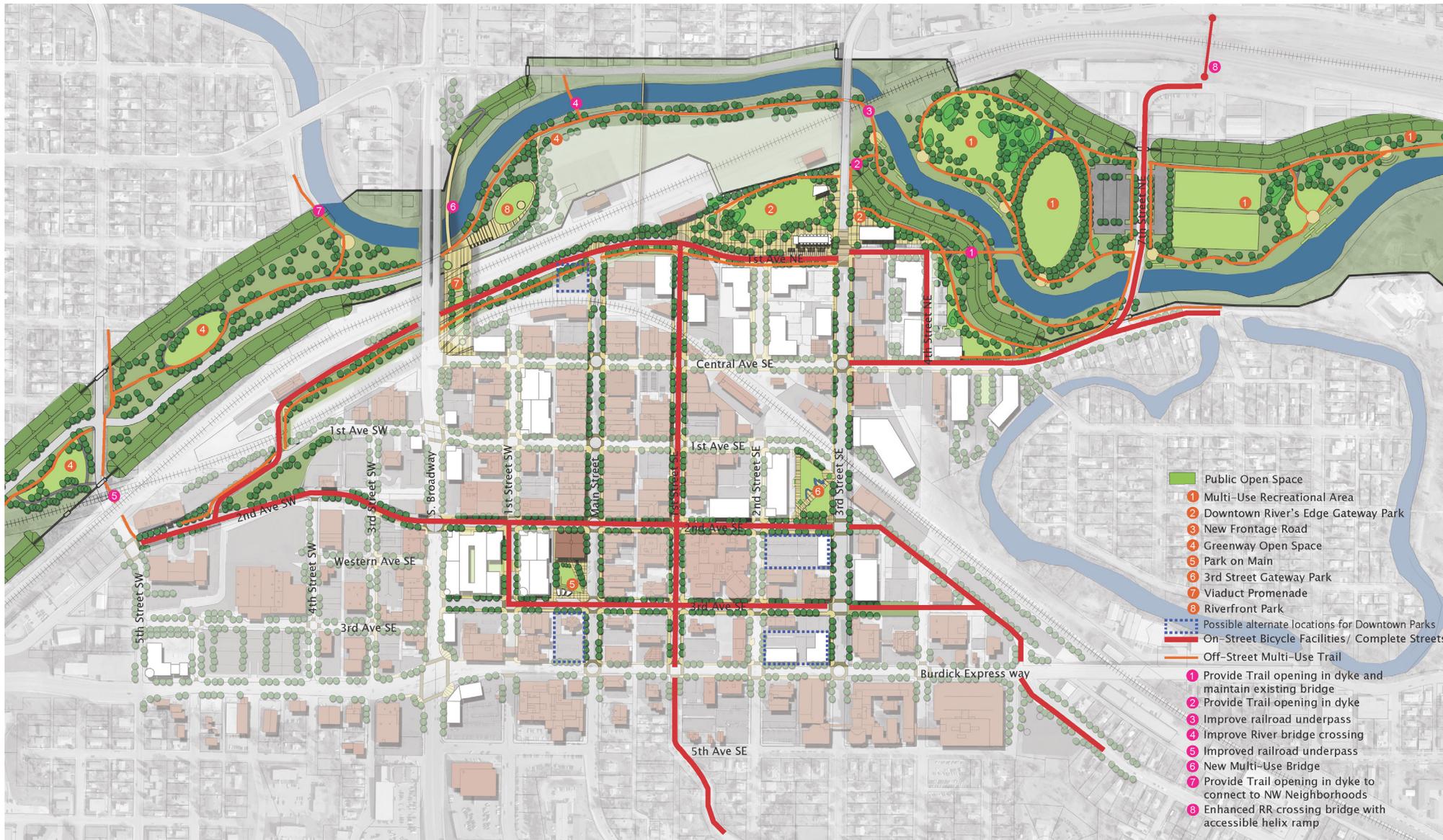


Figure 5.11: Proposed Open Space and Connectivity

## Public Open Space, Parks, Pocket Parks, and Parklets

The ultimate success of the Downtown Minot Revitalization Plan will be dependent on the opportunity to create flexible public open spaces that will be able to accommodate a wider range of civic functions and activities that are distinct in character and tie to unique characteristics of the Downtown and adjacent neighborhoods.

Pocket parks/parklets are small active public spaces created within the existing public right-of-way. They can be located in curb bump-outs, intersections, between buildings or in the amenity zone on sufficiently wide sidewalks. Pocket parks/ plazas should be designed to include seating areas, play areas, landscaping, public art, stormwater management or other elements to encourage active and social uses. The pocket parks/ plazas defined for the Downtown Minot Revitalization Plan will provide important public space in areas with a future high-density land use and areas currently deficient of public spaces and will become the “linking” nodes along a street frontage and reinforce the overall pedestrian circulation system

Pocket parks/plazas located within the public realm should be a minimum of 20 feet long and approximately 15 feet wide. Specific size of pocket parks/ plazas should be determined based on the width of the public right-of-way and the needs of the surrounding street and neighborhood. The primary objectives for the open space system is to create stronger connections between existing amenities to create a public space network

and provide better meeting places for all types of activities such as outdoor festivals, seating areas, coffee and lunch breaks, and art displays.

### Recommendations:

- Create several small urban pocket parks/ parklets along 3rd Street SE and Central Avenue SE.
- Create a variety of active and passive open spaces with the flexibility to accommodate a variety of different events within the Mouse River flood mitigation project area.
- Create a new Downtown Gateway Park along 1st Avenue NE (at the intersection of 1st Avenue NE and 3rd Street SE)
- Create “Park on Main”: a new Downtown Park along Main Street (preferred location is at the intersection of Main Street and 3rd Avenue SE)
- Create a new Mouse River Terrace at the intersection of S. Broadway and Central Avenue to provide an important visual and physical link to the Mouse River and future greenway area
- Create a wayfinding system for the Downtown area that is not only informative but also contributes to the area’s design character.
- The City should define all opportunities to improve the riverfront as an amenity and link the core of the downtown, both visually and physically, to this asset.



## Park on Main: Primary Gathering Space in Downtown

Downtown Minot lacks an exciting and functional open space that could be used for festivals, public gatherings, or simply outdoor lunches. Because Main Street is the focus of downtown pedestrian circulation, the existing parking lot at the north/west corner of Main Street and 3rd Avenue SE offers the potential to create a dynamic public space within the core downtown. The existing parking lot west of this proposed park site is currently being redeveloped with a five-story mixed-use building containing first floor retail and residential above. The proposed public park will incorporate a variety of seating options, entry gateway/monument features, farmers market canopy structures, and designated areas for outdoor dining, and signature lighting/ landscaping. This urban park could serve as the future home of the historic downtown fountain.



## Downtown Gateway Park

A new urban park should be created at the intersection of 1st Avenue NE and 3rd Street SE. This proposed public park will provide a larger defined open space for public festivals, art fairs, farmers markets, passive recreation, music concerts and other larger events. Located along the redesigned 1st Avenue NE and one block from the north end of Main Street, the park is in close walking distance for downtown residents, business owners and visitors.

The proposed Gateway Park will provide a new band shell structure (located near the 3rd Street NE bridge), enhanced bridge aesthetics and under bridge lighting, under bridge connection to the east side of 3rd Street SE, a repurposed grain elevator structure (green walls, climbing walls), farmers market canopy structures along 1st Avenue NE, and on-street parking. The Gateway Park will also serve as a trailhead, connecting to trails within the Mouse River flood mitigation/ greenway area to the east and the Library/ City Hall to the west, but also connecting to proposed enhanced public realm and on-street bicycle trails in the Downtown.



## Mouse River Terrace: Linking Downtown to the River

An urban riverfront plaza should be created at the intersection of S. Broadway and Central Avenue SE. The terrace will provide the important physical and visual link from the Downtown, across the BNSF railroad tracks, to the Mouse River. This proposed public plaza will create a new setting for public festivals and other outdoor events while providing a critical pedestrian and bicycle link to the neighborhoods north of the Downtown across the Mouse River. Entry monument features will be installed at the intersection of S. Broadway and Central Avenue SE to reinforce the gateway into Downtown Minot from the north.

The Mouse River Terrace could also serve as a potential trailhead, not only connecting to trails on the north side of Downtown along the River, but also connecting to the proposed enhanced public realm and on-street bicycle trails in the Downtown.



## Potential Redevelopment

The Downtown Revitalization Plan recommendations reinforce the existing urban development pattern by requiring new buildings to be located at the edge of sidewalks, with parking behind and in the middle of city blocks. In addition, new and renovated building facades should be similar in height, scale, materials, and massing to existing buildings.

### 1. Mixed-Use Redevelopment

The Downtown Revitalization Plan identifies key sites for the addition of mixed-use developments. These developments could house a combination of office, retail and residential uses depending on market demand and specific development proposals. A majority of this proposed mixed-use infill will be located within a five-minute walk of the core downtown. Refer to Figure 5.9 for the corresponding location of proposed sites, described below:

*a. Site 9: Mixed-use located at 1st Avenue SE and S. Broadway.*

This proposed 2-4 story building will define the street edge and visually frame the gateway into Downtown Minot from the north. The required parking for the development will be accommodated through a combination of underground parking and opportunities to park in structured parking ramps adjacent to the site.

*b. Site 10: A mixed-use building, currently under construction, located at 1st Avenue SE and 1st Street SW.*

The five-story mixed-use building will incorporate 13,500 sf. of ground floor retail with approximately 125 residential units above. Underground parking will provide 250 public/ private parking stalls.

*c. Site 14: Mixed-use located at S. Broadway and 3rd Avenue SE.*

The proposed 2-4 story building will define the northeast corner of the Burdick Expressway/ S. Broadway intersection, thus helping to reinforce the key intersection and street edge and visually frame the gateway into Downtown Minot from the south. Parking will be accommodated through a combination of on-street and opportunities to park in structured parking adjacent to the site.

*d. Site 16: Mixed-use located at 2nd Street SE and 2nd Avenue SE.*

The proposed 2-4 story building will be located on an existing parking lot and reinforce the street edge along 2nd Avenue SE. Parking will be accommodated through a combination of on-street and shared parking.



*e. Site 20: Mixed-use located just north of the Central Avenue and 1st Street SE intersection.*

The proposed 2-4 story building will be located on an existing parking lot and reinforce the street edge along 1st Street SE. Parking will be accommodated through a combination of on-street and shared parking

*f. Site 23: Mixed-use located on 3rd Street SE, between Central Avenue and 1st Avenue NE.*

The proposed 2-4 story building will replace an existing building and parking lot and reinforce the street edge along 3rd Street SE towards the River and proposed Gateway Park. Parking will be accommodated through a combination of on-street and shared parking and in the parking ramp located along 3rd Street SE.

*g. Site 24: Mixed-use located at the northeast corner of 3rd Street SE and 1st Street NE.*

The proposed 2-4 story building will replace an existing building and parking lot and reinforce the street edge along 3rd Street SE towards the River and proposed Gateway Park. Parking will be accommodated through a combination of on-street, shared parking and in the parking ramp located along 3rd Street SE.

*h. Site 28: Mixed-use located at the northeast corner of 4th Street NE and Central Avenue.*

The proposed 2-4 story building will replace an existing building and parking lot and reinforce the street edge along Central Avenue towards Roosevelt Park. Parking will be accommodated through a combination of on-street, shared parking and in the parking ramp located along 3rd Street SE.

*i. Site 30: Mixed-Use located at the northeast corner of Central Avenue and S. Broadway.*

The proposed 2-4 story building will reinforce the street edge along Central Avenue and anchor the new Mouse River Terrace. Parking will be accommodated through a combination of on-street, shared parking and in the new public parking ramps along 1st Street SW.

*j. Site 31: Mixed-use located at the northwest corner of 3rd Avenue SE and Burdick Expressway.*

The proposed 2-4 story building will replace an existing parking lot and reinforce the street edge, and frame the major gateway intersection into the core Downtown along 3rd Street SE. Parking will be accommodated through a combination of on-street, shared parking and in the parking ramp located along 3rd Street SE.

*k. Site 32: Mixed-use located at the northeast corner of 2nd Street SE and Burdick Expressway.*

The proposed 2-4 story building will replace an existing parking lot and reinforce the street edge, and frame the major gateway intersection into the core Downtown along 3rd Avenue SE. Parking will be accommodated through a combination of on-street, shared parking and in the parking ramp located along 3rd Street SE.



## 2. Retail

The Downtown Revitalization plan identifies key sites for the addition of additional retail space over an estimated time period of the next 10 years. Listed below are proposed downtown retail space locations.

*a. Site 7: Retail located at the northeast corner of 1st Avenue SE and S. Broadway.*

The proposed one-story building will replace an existing parking lot and frame the major gateway intersection into the core of Downtown along 1st Avenue SE. The new building will help to define the street edge along S. Broadway and provide additional retail services to adjacent civic uses. Parking will be accommodated through a combination of shared parking and in the parking ramp located along 3rd Street SE.

*b. Site 8: Retail located at the northwest corner of 1st Avenue SE and S. Broadway.*

The proposed one-story building will replace an existing parking lot and frame the major gateway intersection into the core Downtown along 1st Avenue SE. The new building will help to define the street edge along S. Broadway and provide additional retail services to adjacent civic uses. Parking will be accommodated through a combination of shared parking lots, on-street parking and in the parking ramp located along 3rd Street SE and the proposed Transit Center.

*c. Site 18: Liner commercial building fronting the proposed public parking structure along 3rd Street SE.*

The liner building will help to define the street edge along 3rd Street SE and provide additional retail services to adjacent civic uses. Parking will be accommodated in the parking ramp located along 3rd Street SE.

### 3. Residential

The Downtown Revitalization plan identifies key sites for the addition of residential developments over an estimated time period of the next 10 to 15 years. Listed below are preferred locations for downtown residential. A majority of the proposed developments will be located within a five-minute walk of the core downtown. Listed below are locations for proposed residential structures and estimates regarding potential units in each structure.

*a. Site 11: Residential units constructed along S. Broadway as part of the proposed Transit Center Project.*

The residential units would be located on the upper stories of the proposed building, which would also accommodate parking needs for these units.

*b. Site 15: Residential units constructed at the northeast corner of the intersection of 2nd Avenue SE and 2nd Street SE.*

This is a project that was identified in the Imagine Minot Study. Parking will be accommodated by on-street parking and a below grade parking garage.

*c. Site 19: Residential units located in a new multi-family residential building at the northwest corner of 1st Street SE and 1st Avenue NE.*

The new multi-story building will frame the edge of the proposed Downtown Gateway Park along the riverfront. Parking will be accommodated by a combination of on-street and underground parking.

*d. Site 21: Residential units located at the northwest corner of 2nd Street SE and 1st Avenue NE.*

This is one of three new multi-family residential buildings located adjacent to the proposed Downtown Gateway Park along 2nd Street SE. This multi-story building will define the edge of the new 1st Avenue NE and overlook the proposed Downtown Gateway Park. Parking will be accommodated by a combination of on-street and underground parking.

*e. Site 22: Residential units to be located along the east edge of 2nd Street SE.*

Two new multi-story buildings will define the edge of the new 1st Avenue NE and overlook the proposed Downtown Gateway Park. Parking will be accommodated by a combination of on-street and underground parking.

*f. Site 26: Residential units located along the west edge of 4th Street NE.*

Two new multi-story multi-family residential buildings will define the edge of the proposed open space associated with the future Mouse River flood mitigation project. Parking will be a combination of on-street and underground parking.

*g. Site 27: Residential units located along the west edge of Central Avenue on land currently occupied by industrial buildings.*

Two new multi-story multi-family residential buildings will define the edge of the proposed open space associated with the future Mouse River flood mitigation project. Parking will be accommodated by a combination of on-street and underground parking.



## Transportation Recommendations

### Transit Center

The proposed transit center will become the hub of transportation within the Downtown. Located along S. Broadway, between 2nd and 3rd Avenue SE, the center will accommodate 13,000 Sf of retail space on the first floor, and 250 parking stalls below grade.

### Parking Ramp

One new downtown public parking ramp will relieve the existing and projected demand due to the proposed redevelopment improvements. The proposed parking ramp location is:

**Parking Ramp number 18 – Proposed location is on 3rd Street SE between Central Avenue and 1st Avenue SE**

This ramp will serve the County Court House facilities, School District properties and the new mixed use commercial/ residential area surrounding the intersection of 3rd Street SE and Central Avenue. This ramp can also serve future activities and events at the proposed Downtown River's Edge Gateway Park and future greenway/ open space associated with the Mouse River flood mitigation project. The ramp is currently being shown as a (5) story ramp with approximately 680 stalls.

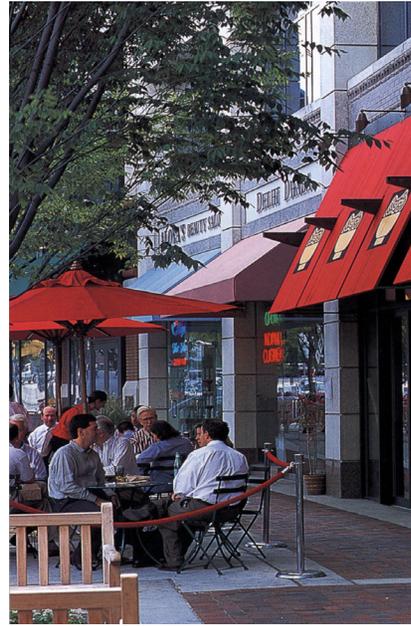


## Streetscape Improvements and Public Realm

Downtown streets and other public spaces should be designed as an interconnected network of human-scale outdoor rooms in which the safety and comfort of pedestrians and bicyclists is a priority. The main purpose of streets is to let people move about, and every street should provide safety, convenience, and comfort for pedestrians and bicyclists. The following are recommendations for the design of streetscape improvements for the Downtown Revitalization Plan.

### Recommendations:

- Streetscape design should encourage diverse urban experiences and create a high quality and flexible environment for people to gather, congregate, and visit in order reinforce the sense of community.
- Streetscape layouts should emphasize wholeness: the layout should focus on the entire block(s) and consider the larger context of the urban pattern and design and function of the street as a public space.
- Streetscape design elements should be coordinated to maximize economic, and social benefits while creating a contextualized sense of place.
- Define opportunities for “flexible” public spaces, parklets or pocket parks: sidewalk areas, extension zones, or on private ROW (developed in conjunction with a redevelopment project) to provide a diversity of elements and spaces for public use/ enjoyment.
- Develop guidelines for streetscape improvements on private property. These improvements should include parking lot buffers, clearly defined building entries, streetscape furniture (benches, bicycle racks, lighting, etc) and stormwater management best practices.
- Enhance streets through investment on the public realm. The completion of the Downtown Minot Infrastructure Project provides a unique opportunity to improve the streets and public realm with a distinctive and consistent streetscape palette.
- Streetscape improvements should be integrated into infrastructure planning and Capital Improvement Program to ensure that any incremental repair to streets or sidewalk repairs will include the upgrade of the public realm.



*Strong streetscapes create human-scale outdoor rooms in which the safety and comfort of bicyclists and pedestrians is a priority.*



Figure 5.10: Example streetscape improvements

## Streetscape Design Principles

The right proportions, unique spaces, and appropriate amenities can make the public realm a comfortable, inviting and memorable space where people want to spend time. The quality, function and scale of the streets have a great deal to do with shaping the character of the streets within Downtown Minot. This section focuses on the design of the individual elements to be used within the streetscape including: lighting, gateway/district monuments, planters, benches, paving, parking lot buffers and other components. The combination of these elements will help shape a genuine and positive identity for the streets within Downtown Minot.

This section is intended as a reference that specifies standardized components common throughout the streetscape. Unique site specific elements such as fountains, entry monuments, public art and kiosks will require additional refinement during design development and construction phases of an on-going infrastructure project.



### Design Concept

The design concept for many of the streetscape elements incorporates a "community icon." These community icons represent aspects of the cultural and natural history of the City of Minot. The community icons can take many shape/ forms, and may be fashioned out of steel, concrete or other materials, but are intended to be integrated into the design of lights and light bases, banners, and parking lot buffer railings to add a unifying element that becomes a symbol of the place.

In order to build upon the positive and unique qualities of the City of Minot and the Downtown, the design of streetscape elements is intended to express the character of the historic architecture, cultural and natural history of the City.

### Streetscape Theme

The following is a graphic summary of the City of Minot streetscape theme. The graphic identifies the intent of the streetscape, the preferred landscaping, informational/ interpretive components and desired construction materials for streetscape improvements.



*Community "Icons"*

## THE HEART OF MINOT

Utilize classic contemporary detailing and design elements integrated with built environment to define "MINOT"

- a. Clean architectural lines, simple stylized elements, put a modern simple "twist" on historic elements
- b. Reinforce historic aspects of Downtown
- c. Defined architectural palette that informs future building architecture



Create areas for the display of public art, crafts, gathering's

- a. Define public gathering spaces and conversation areas... "pearls" on a necklace



Landscaping: Utilize as highlights within the streetscape to reinforce built environment

- a. Native perennial plantings on "edges"
- b. Boulevard trees... increase tree canopy and urban forest



Interpretive/ Informational: Utilize public art to define backbone of streetscape design

- a. Define gathering, seating nodes or "pearls" on a necklace
- b. Interpretation system that identifies cultural, natural and cultural history of the community



Construction Materials: Use quality materials and construction techniques.

- a. Metal - Aluminum and Steel – Custom railings, benches, banner poles
- b. Precast colored concrete and brick
- c. Linear concrete paving perpendicular to road... concrete or pavers.
- d. Utilize glass in combination with stone and metal for accessory elements



*Streetscape Theming*

## Design Principles

Following is an outline of the principles for the detailed design of the elements and the guiding theme:

**Reinforce Identity of Each District.** The streetscape design should reinforce the unique history of Minot and change with the variety of Historic, Mixed Use, and Commercial Districts, as well as site specific conditions within the Downtown.

**Provide Continuity throughout the Downtown.** The design is intended to provide a thread of continuity throughout the Downtown, yet have some elements that change as you progress from district to district.

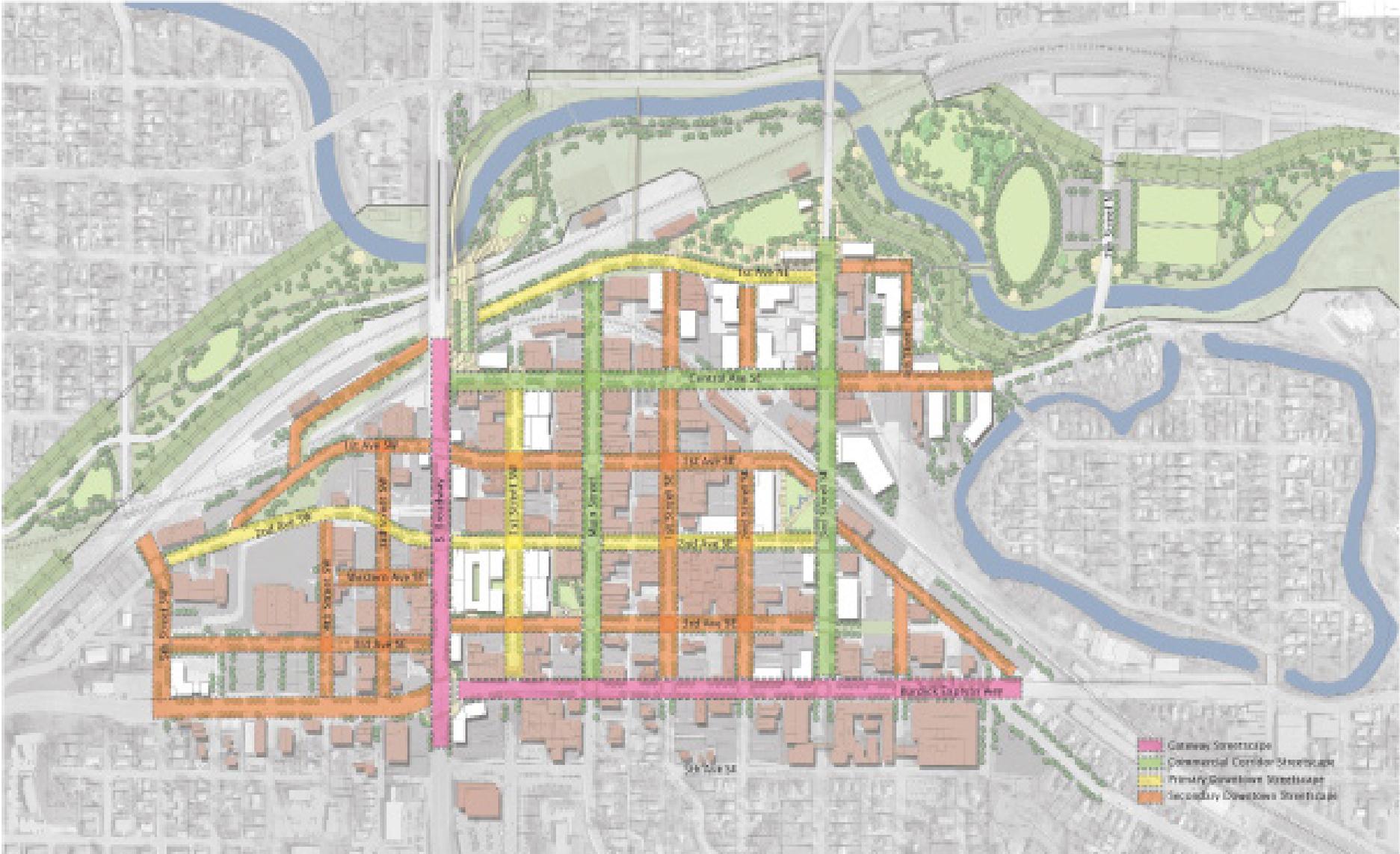
**Provide a Flexible Palette of Streetscape Elements.** The design of the streetscape should be adaptable to a variety of site conditions and at the same time provide an armature for layers of change and activity. Vertical streetscape elements should be emphasized such as lighting, trees, gateway monuments, identification signs, and artwork, to create a sense of enclosure and human scale, define edges, and create a positive identity for the Downtown.

- Elements should be functional and simple in design and also be able to withstand the snow, salt, sandblasting from snow plows, vandalism, and other urban conditions.
- The streetscape elements should contribute to a sense of safety and comfort and promote walking and biking throughout Downtown.
- The elements should reinforce existing positive qualities currently found within Downtown. The elements should also utilize traditional materials in a manner that expresses a new and progressive identity.



Street Hierarchy

Figure 5.12 identifies the recommended street hierarchy for Downtown Minot.



### Streetscape Types

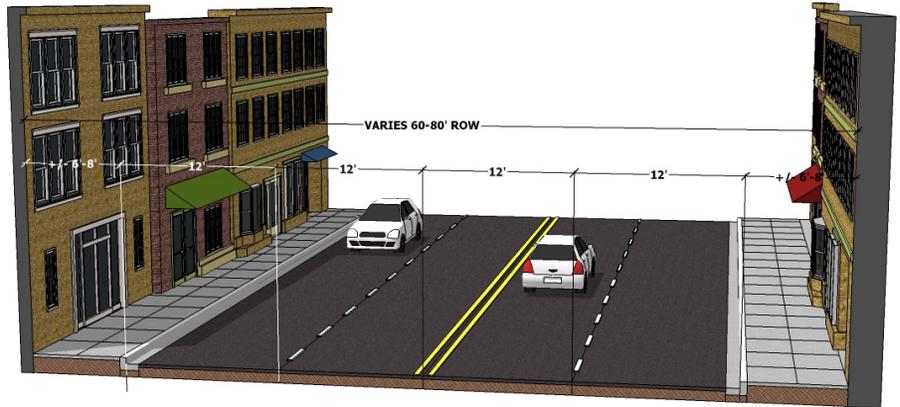
Four types of streetscape treatments have been created to emphasize and respond to the existing roadway design, as well as the role and function of each district.

Below are the identified types of streetscape treatments.

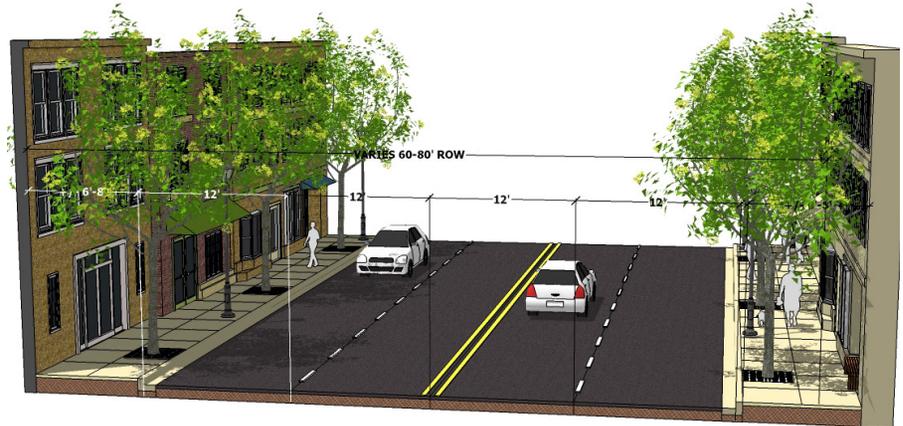
#### Gateway Streetscape

This streetscape type is located in the areas where wider sidewalks are desired. These segments are anticipated to have the most intense urban redevelopment and heaviest pedestrian activity. To accommodate intense sidewalk activity the streetscape treatments include:

- Primarily decorative paving from the back of curb to the building faces.
- Street trees with a variety of ground layer treatments including walkable surfaces such as tree grates or pervious paving in highly traveled or café spaces, to larger open planting areas and/or raised planters.
- Space is also available for other elements such as, pedestrian level lighting, benches, public art, kiosks, etc.



*Burdick Express Way and Broadway: Existing Conditions*

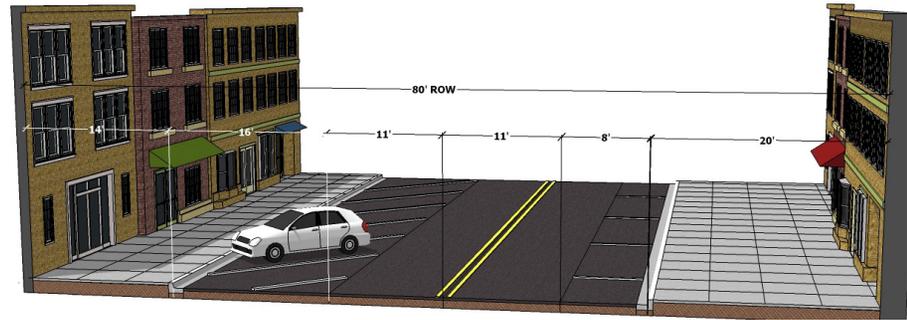


*Burdick Express Way and Broadway: Tree Grates, street trees, lighting and limited street furniture*

### Commercial Corridor Streetscape

This streetscape type is located in areas where the Right-of-Way is restricted and may only accommodate a 10'-12' foot wide sidewalk. These segments are located in areas that currently have significant sidewalk activity which will increase as redevelopment occurs. To accommodate this type of activity the streetscape treatments include:

- Primarily decorative paving from the back of curb to the building faces.
- Street trees with walkable ground layer treatments such as tree grates or pavers.
- Space is also available for other elements such as, lighting, benches, public art, kiosks, transit shelters, etc.



*Main Street, 3rd Street SE and Central Avenue: Existing Conditions*



*Main Street, 3rd Street SE and Central Avenue: Curb high planters, street trees, lighting and street furniture*

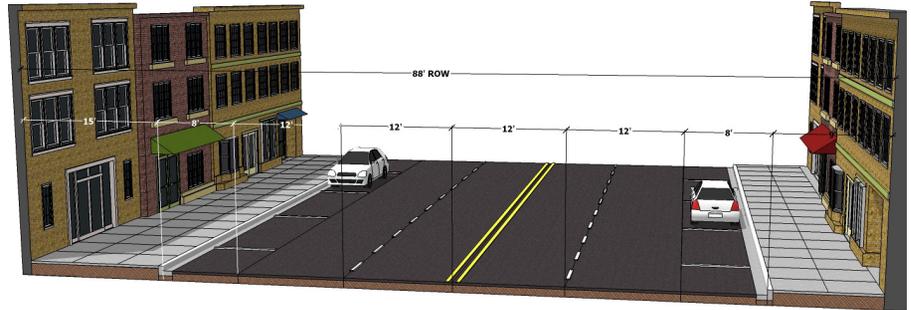


*Main Street, 3rd Street SE and Central Avenue: Tree grates, street trees, lighting and street furniture*

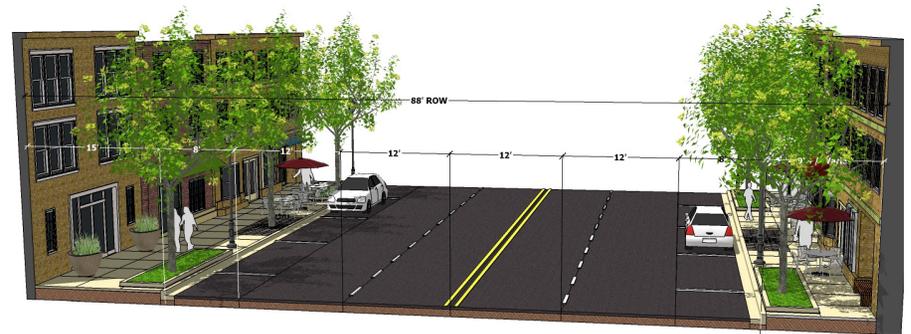
### Primary Downtown Streetscape

This streetscape type is located primarily in less urbanized areas. These streets are anticipated to have less intense urban redevelopment and pedestrian activity. This treatment includes:

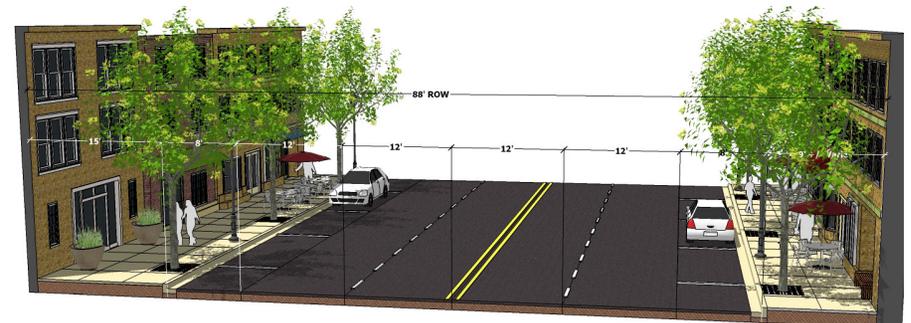
- Recommended 8 foot sidewalks primarily of concrete with select areas of more decorative paving materials.
- 6 foot wide boulevards with street trees and a variety of ground layer treatments including grass, small rain gardens, and/ or perennial planting beds.
- Space is also available for other elements such as, pedestrian level lighting, benches, public art, kiosks, etc.



*2nd Avenue SE, 1st Street SW and 1st Avenue NE: Existing Conditions*



*2nd Avenue SE, 1st Street SW and 1st Avenue NE: Curb high planters, street trees, lighting and street furniture*

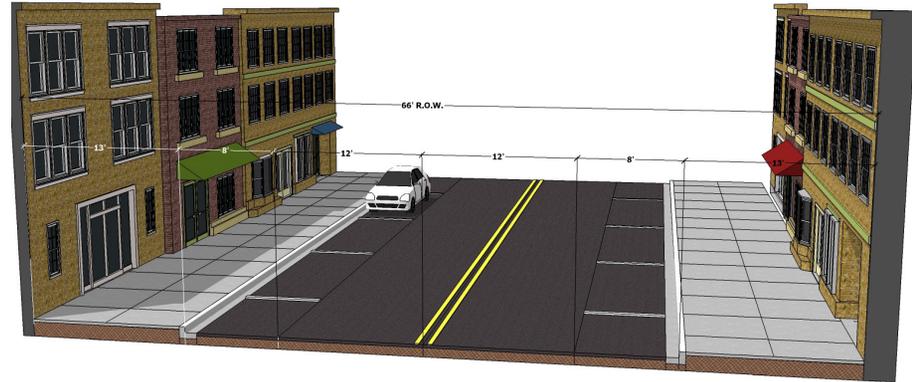


*2nd Avenue SE, 1st Street SW and 1st Avenue NE: Tree grates, street trees, lighting and street furniture*

### Secondary Downtown Streetscape

This streetscape type is located primarily in less urbanized institutional or commercial segments. These segments are anticipated to have less intense urban redevelopment and pedestrian activity. This treatment includes:

- 6 foot walks primarily of concrete with select areas of more decorative paving materials.
- 6 to 8 foot wide boulevards with street trees and a variety of ground layer treatments including grass and/ or perennial planting beds.
- Space is also available for other elements such as, pedestrian level lighting, benches, public art, kiosks, etc.



*1st Avenue SE, 1st Avenue SW, 3rd Avenue SE, 3rd Avenue SW, 2nd Street SE, 1st Street, 3rd Street SW, 4th Street SW, 5th Street SW: Existing Conditions*



*1st Avenue SE, 1st Avenue SW, 3rd Avenue SE, 3rd Avenue SW, 2nd Street SE, 1st Street, 3rd Street SW, 4th Street SW, 5th Street SW: Tree grates, street trees, lighting and street furniture*

## Streetscape Elements

The combination, quality, function and scale of the streetscape elements have a great deal to do with shaping the character and identity of the Downtown. Prior to defining final streetscape elements, consideration should be given to the following streetscape design and implementation steps:

1. Refine the streetscape program, theme, and components.
2. Create an advisory group or sub-committee to guide the creation of a streetscape plan and the design of each streetscape component.
3. Define costs, budget, and funding sources.
4. Define maintenance expectations, strategy and funding sources.
5. Design components to meet budgets, phasing, and maintenance requirements.
6. Prepare interim and long term plans and "Kit of Parts" or Design Manual to guide future phases.
7. Prepare design development and construction documents as needed by phase.
8. Coordinate with Public Works staff and future redevelopment projects within the Downtown.
9. Consider collaboration with local or regional artists to assist in the final design of streetscape elements.
10. Define opportunities for business/ organizational sponsorship of public art, temporary parklets or pocket parks.

The following are some of the basic streetscape elements to consider:



### Intersection Treatments

Intersection improvements within Downtown Minot should consider the needs of all travel modes. While vehicular traffic flow should be carefully considered, creating safe crossings and accommodating the high volume of pedestrians and bicycles as much as possible in the available right-of-way should take precedence.

#### Design Principles

The following principles should be incorporated into the planning of pedestrian crossing improvements:

**Pedestrian Safety** - Pedestrian safety and convenience measures should be considered as key components of the improvement to the public realm. Pedestrians within the Downtown should have safe and convenient crossing opportunities. For the safety of pedestrians and bicyclists in the Downtown area, various pedestrian safety enhancement measures, such as curb extensions, no right-turns on red signals, enhanced pedestrian crossings and improved signalization should be implemented. Pedestrian crossings must meet accessibility standards and guidelines.

**System-Wide Level of Service** - A system-wide analysis should be conducted of the Downtown to maintain acceptable vehicular circulation and the accessibility of all vehicles. Street designs within the study area should be reviewed closely on a case by case basis, in conjunction with the entire street network, surrounding uses and the overall city transportation network.



### Intersection Design

Most conflicts between roadway users occur at intersections, where the different modes of travel will cross paths. Good intersection design provides clear indication to those approaching the intersection what they must do and who has to yield.

The following principles apply to all users of intersections:

- Good intersection designs are compact.
- Simple right-angle intersections are best for all users since many intersection problems are worsened at skewed and multi-legged intersections.
- Free-flowing vehicular movements should be avoided.
- Access management practices should be used to remove additional vehicular conflict points near the intersection.
- Signal timing should consider the safety and convenience of all users and should not hinder bicycle or foot traffic with overly long waits or insufficient crossing times.

#### Intersection Design Elements

The following elements should be considered in intersection designs:

##### Curb Ramps

Curb ramps provide pedestrian access between the sidewalk and roadway for people using wheelchairs, strollers, bicycles, and pedestrians who have trouble stepping up and down high curbs.

Curb ramps must be installed at all intersections within the Downtown where pedestrian crossings exist per Public Right of Way Accessibility Guidelines (PROWAG).

##### Advanced Stop Bar Markings

Stop bar markings extend across all approach lanes to indicate where vehicles must stop in compliance with a pedestrian crosswalk at an intersection. These markings reduce vehicle encroachment into the crosswalk and improve drivers' view of pedestrians.

Advance stop lines should be considered at all primary signal-controlled intersections with marked crosswalks.

##### Downtown Minot Intersection Treatments

Two types of distinctive intersection treatments have been defined for the Downtown area. The intersection treatments are defined below:

##### Primary Intersection Treatments

Where appropriate, the defined intersections that receive primary intersection treatments should include; accessible curb ramps, advanced stop bar markings, curb extensions at intersections, count down pedestrian signals, special intersection paving, and bollards.

The opportunity to incorporate planters, or other fixed objects should be considered where necessary to protect pedestrians and prevent vehicles from driving onto the sidewalk.

##### Secondary Intersection Treatments

Where appropriate, the intersections that receive secondary treatments should include; accessible curb ramps, curb extensions at intersections, count down pedestrian signals, and high visibility crosswalk markings.



*Elements of recommended intersection design*



### *Curb extensions or bump-outs*

Curb extensions or bump-outs should extend the sidewalk into the parking lane to narrow the roadway and provide additional pedestrian space at key intersections. Curb extensions can be used at street corners and at mid-block locations. Curb extensions are often no wider than the crosswalk, but can be lengthened to create public spaces, landscaped areas, or future transit waiting areas. When on-street parking is provided, curb extensions should be provided at all intersections.

On streets with proposed bike lanes or bike routes, such as 1st Street SE or 2nd Avenue SE, curb extensions should not encroach on cyclists' space. On lower-speed and volume streets where bikes can travel in mixed flow with vehicles such as 3rd Avenue SE, extensions should not be constructed beyond bicycle and vehicle travel lanes.

### *Mid-block Bulb-Outs*

Mid-block bulb-outs should be considered on Main Street to provide additional sidewalk space for landscaping, seating, and amenities, and improve safety at midblock crossings by shortening crossing distances and enhancing visibility for pedestrians waiting to cross the street.

Mid-block curb extensions should use special paving or an edging treatment to distinguish the space as a plaza space separate from the amenity or pedestrian zones



### *Accessible and Countdown Pedestrian Signals*

Accessible pedestrian signals (APS) provide information in non-visual format (such as audible tones, verbal messages, and/or vibrating surfaces). APS should be provided at all signalized intersections within the Downtown project area. It should be prioritized at intersections that are difficult to cross, such as at 2nd Avenue SE and Broadway, Broadway and Burdick Expressway, Main Street and Burdick Expressway, 1st Street SE and Burdick Expressway, 3rd Street SE and Burdick Expressway, 3rd Avenue Se and 3rd Street SE, and Central Avenue and 3rd Street SE.

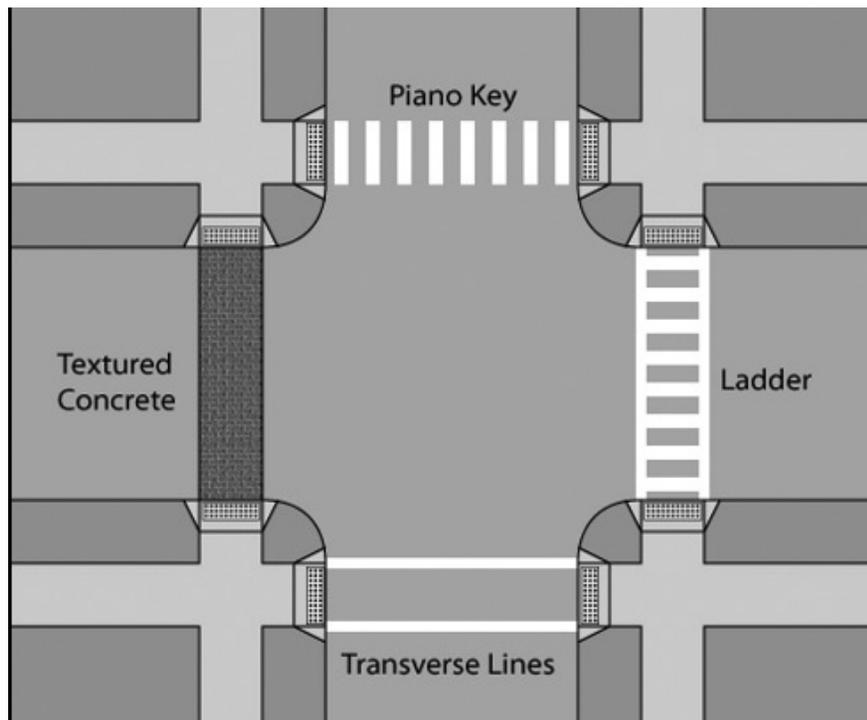
Pedestrian countdown signals are designed to enhance the effectiveness of pedestrian signals



at clearing the crosswalk before a signal changes direction. Pedestrian countdowns should be provided at all signalized intersections per the 2009 MUTCD guidelines which require countdown signals at all pedestrian crosswalks.

#### *Special Intersection Paving and Crossing Treatments*

A hierarchy of crossing treatments should be applied to intersection and mid-block crossings based on the location within the Downtown and the presence of pedestrians and bicyclists. Special intersection paving treatments can break the visual uniformity of streets, highlight pedestrian and bicycle crossings as an extension of the public realm, and announce key locations.



The hierarchy and appropriate locations include the following applications:

- Standard Markings - All crossings should be identified with parallel lines;
- Enhanced Markings - Ladder striping should be added for crossings of streets in the edge and edge zone;
- Special intersection paving treatments include integrated colors, textures, and scoring patterns. A dark gray or other appropriate colors may be applied to the paving in crosswalks within core or transition zone;
- Special Pavers - A distinctly patterned paver may be applied to distinguish intersection crosswalks and mid-block crossings in the core or transition zone.

#### *High Visibility Crosswalk Markings*

High visibility crosswalk marking is an added feature beyond the use of the standard or enhanced pavement markings, colored pavement, or special pavers. High visibility crosswalk markings can be in the form of signage, special pavement markings, flashers, or in-ground lights. High visibility crosswalk markings should be provided at all mid-block crossings and at intersection crossings where no traffic control is provided. When used, the minimum enhancement should include a stop bar and ladder style markings, which are perpendicular lines that accompany the standard parallel markings to delineate the pedestrian crossing areas.



### Bikeway Designs

The following principles inform the recommendations made regarding the design of bicycle facilities within the Downtown Minot project area.

- Bicyclists should have safe, convenient, and comfortable access to all destinations within the Downtown.
- Every street is a bicycle street, regardless of bikeway designation.
- Street design should accommodate all types, levels, and ages of bicyclists.
- Bicyclists should be separated from pedestrians.
- Bikeway facilities should take into account vehicle speeds and volumes. Provide shared use on low volume, low-speed roads and separation on higher volume, higher-speeds roads.
- Bikeway treatments should provide clear guidance to enhance safety for all users.
- Since most bicycle trips are short, a complete network of designated bikeways should define a grid of roughly ½ mile around the edges of Downtown.

### Bikeway Types

A designated bikeway network provides a system of facilities that offers enhancement or priority to bicyclists over other roadways in the network. However, it is important to remember that all streets within the Downtown area should safely and comfortably accommodate bicyclists, regardless of whether the street is designated as a bikeway. Several types of bikeways proposed for the project area are listed below.

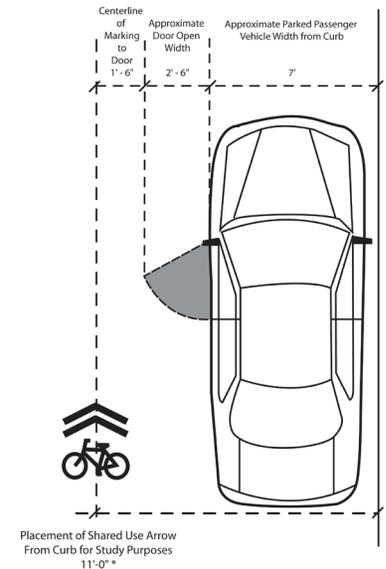
### Shared Roadways

A shared roadway is a street in which bicyclists ride in the same travel lanes as other traffic. There are no specific dimensions for shared roadways. On narrow travel lanes, motorists have to cross over into the adjacent travel lane to pass a cyclist. Shared roadways work well and are common on low-volume, low-speed Downtown streets.

- Shared-lane marking stencils (commonly called “sharrows”) may be used

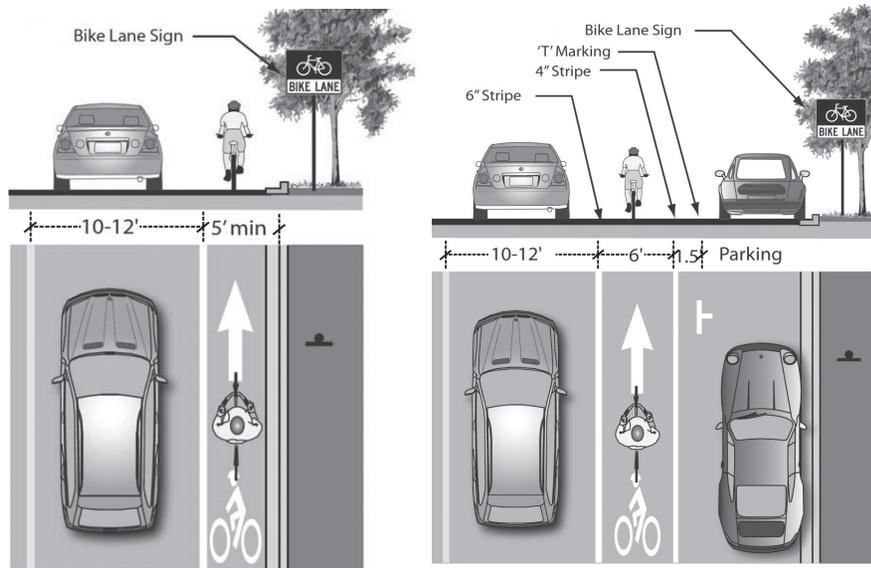
as an additional treatment for shared roadways. The stencils can serve a number of purposes: they remind bicyclists to ride further from parked cars to prevent collisions with car doors, they make motorists aware of bicycles potentially in the travel lane, and they show bicyclists the correct direction of travel.

- Sharrows installed next to parallel parking should be a minimum distance of 11 feet from the curb. Installing farther than 11 feet from the curb may be desired in areas with wider parking lanes or in situations where the sharrow is best situated in the center of the shared travel lane to promote cyclists taking the lane.



## Bike Lanes

Designated with striping, stencils, and signs for preferential use by bicyclists, bike lanes are appropriate on avenues and boulevards. They may be used on other streets where bicycle travel and demand is substantial. Where on-street parking is provided, bike lanes are striped on the left side of the parking





### Pocket Parks/ Plazas

Pocket parks/plazas are small active public spaces created within the existing public right-of-way. They can be located in curb bump-outs, intersections, between buildings or on sufficiently wide sidewalks. Pocket parks/ plazas should be designed to include seating areas, play areas, landscaping, public art or other elements to encourage active and social uses.

The pocket parks/plazas defined for the Downtown area will provide important public space in areas with a future higher-density land use and areas currently deficient of public spaces and will become the “linking” nodes along a street frontage and reinforce the overall pedestrian circulation system.

Pocket Parks/plazas should be landscaped or use special paving to differentiate their active open space function from the normal sidewalk. A general rule of thumb for the design of pocket parks/plazas located within the pedestrian zone should be a minimum of 20 feet long and approximately 15 feet wide. Specific size of pocket parks/plazas should be determined based on the width of the public right-of-way and the needs of the surrounding street and neighborhood.

Another type of public space to consider is a parklet. A parklet is typically a small space serving as an extension of the sidewalk to provide pedestrian amenities and green space for people walking along the Downtown streets. Parklets can be designed to offer a place to stop, to sit, and to rest while taking in the activities of the the Downtown area and are typically the size of several parking spaces.

*The design of good public plazas/pocket parks should include seating, landscaping, public art and other amenities to support active and social environments.*

### Urban Forest and Tree Canopy

The urban forest includes all trees, shrubs, and other understory plantings within the public right-of-way and on private property. Plantings within the public right-of-way of Downtown Minot will enhance the physical, cultural and ecological aspects of the project area. A street within the study area lined with trees and ground plantings looks and feels narrower and more enclosed, which encourages drivers to slow down and to pay more attention to their surroundings. These plantings provide a physical and a psychological barrier between pedestrians and motorized traffic, increasing safety as well as making walking in the public realm more enjoyable.

Street trees and landscaping are the main components of the urban forest and they contribute to the overall improvement of the urban environment. Street trees and other landscaping should be used to create a distinct character for streets within the Downtown. Trees and landscaping should be designed in harmony with street lighting and sidewalk amenities and the building context. New plantings added to existing streets should be designed in context with existing trees and planting.

Selection of planting material should be used to enhance the identity of particular streets. Plant material selection should account for performance in the urban environment, including drought tolerance and hardiness. Any plant species selected for planting should be adapted to soil and microclimate conditions and should serve an intended functional or aesthetic role. Native plants and trees should be used when a native species is suited to the site and will serve the roles for which the planting is intended.



*Urban tree canopy should create more enclosure to provide a safe environment for pedestrians.*



*Urban tree canopy should be planted to support positive tree growth.*

### Street Trees

Street trees are the most important organizing element of the public realm environment. Appropriate tree species selection, tree location and design of the plantings areas within the public right-of-way will ensure the healthy growth and longevity of trees, enhance streetscape character, and maximize the City's investment.

Principles for street tree plantings:

- Look for opportunities to reclaim space in the urban environment for street tree plantings. Traffic circles, medians, islands, and curb extensions can provide space for trees and landscaping.
- Street trees are typically planted in sidewalk cut outs or in boulevard areas. Where boulevard areas or planting strips of sufficient width occur between sidewalks and streets, it is not necessary to create independent cut-out for trees.
- Trees and/or other landscaping should be added to existing sidewalks wherever existing width is sufficient to accommodate tree growth and still provide the recommended pedestrian sidewalk width
- In addition to landscaping, street trees are strongly encouraged in sidewalk boulevard areas planting strips if they are a of minimum of 6 to 8 feet depending on tree size.
- As an important element along sidewalks, street trees must be provided with conditions that allow them to thrive, including adequate uncompacted soil (minimum of 3'-0" of soil depth), water, and air.
- If trees are planted in constrained areas, provisions should be made to connect these smaller areas below the surface to form larger effective areas for the movement of air, root systems, and water through the soil. Space for roots and above ground growth is the main constraint to the urban forest achieving the maximum growth potential.
- Trees and landscaping should be kept approximately 3'-0" from the back of curbs to protect them from car doors and overhangs and allow pedestrians to access their vehicles without conflict.
- Careful siting of trees and landscaping around existing above and below-grade utilities is important.
- Engineered soils such as 'Swedish' soils should be utilized to promote better tree health while protecting paved surfaces from root damage.
- The selection of tree species and their placement in the public right-of-way

should be consistent with the goals of a particular street. Appropriate tree species selection should consider: Form, mature size, color, and texture to reflect the urban design goals of a street

- Street tree spacing should be determined by the expected mature size of the tree. Generally, trees within the Downtown should be planted at a spacing of 25 feet to a maximum of 30 feet on-center. We recommend that the trees be planted in clusters of 3 to 5 trees to create a continuous tree canopy along the street. The recommended spacing should be considered a general target to allow for trees to adjust to local street conditions such as set backs, utilities, driveways, and building entrances.
- Street lighting should be coordinated with tree selection, placement, and pruning, so that canopies do not sit directly below street lighting.
- Consider how a mature tree canopy will affect street lighting or views of signage and building fronts.



*Best practices to support urban trees and stormwater management functions*



### Ground Level/ Understory Landscaping

Ground level and understory landscaping includes sidewalk planting strips, and raised planters. This simple and inexpensive addition of green space to the public realm area adds aesthetic, habitat, stormwater management and ecological value to the city's right of way. Ground level/ understory planting strips and sidewalk landscaping are suitable for all of the streets within the Downtown area.

Principles for ground level plantings:

- The planting strips should be located along sidewalks at the back of street curb or in front of building edges.
- Planting strips can also be located at street corners or in on-street parking areas.
- More formal ground level plantings are recommended for the primary street corridors and intersection within the planning study area.
- Planting strips should be a minimum of 5' wide along a street where trees are to be planted. Narrower planting strips less than 4' wide may be used for other types of plants (e.g., shrubs, ground cover, and grass).
- Native or drought tolerant landscaping should be considered anywhere ground level/ understory landscaping projects are implemented.

Planting Along the front of Private Buildings (private property)

On streets where there is not enough sidewalk space to install sidewalk landscaping or where sidewalk width allows, planting in the areas in front of buildings should be considered.

- Larger building setbacks from the property line will allow for planting strips that may contain ground level plantings and trees.
- Where the adjacent land use is a parking lot, shrub hedges, grasses or other tall perennial plantings should be used to screen these uses from sidewalk view.
- Create urban gardens (large potted plants and hanging baskets) should be used in the areas where ROW restrictions occur.



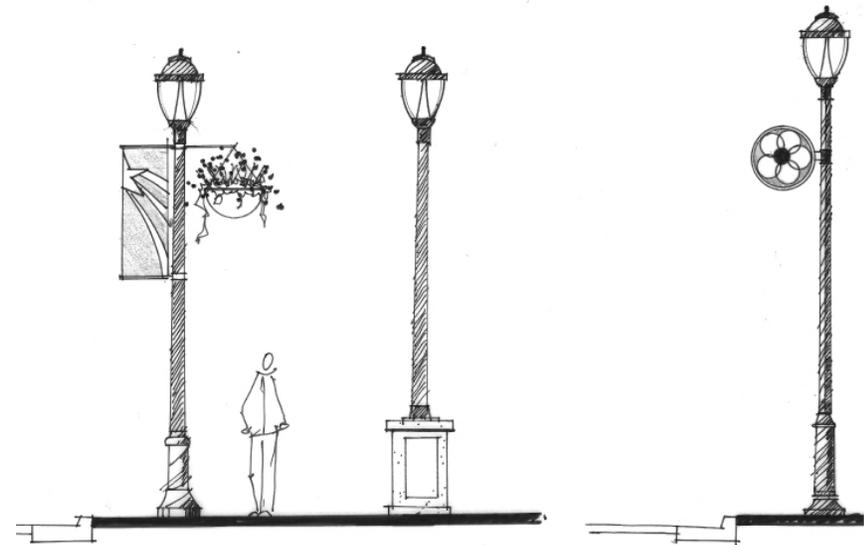
## Street Lighting

Street lighting is a key organizing streetscape element that defines the nighttime visual environment in urban settings. Quality streetscape lighting helps define a positive urban character and support nighttime activities. The quality of visual information is critical for both traffic safety and pedestrian safety and security. Lighting should be designed not only for vehicular traffic on the roadways, but also for pedestrians on sidewalks and pedestrian paths.

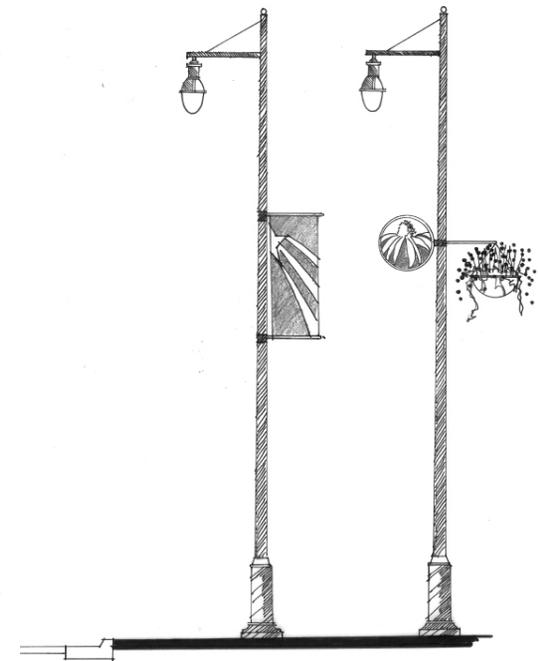
Street lighting includes roadway and pedestrian level lighting in the public right-of-way. Street lighting fixtures illuminate both roadway and sidewalk and are typically 20' to 30' high. Pedestrian-scale lighting fixtures, typically 12' to 15' high, illuminate pedestrian-only walkways and provide supplemental light for the sidewalk.

Pedestrian-scale fixtures should be installed along all roadways and areas with high pedestrian activity within the Downtown area. Pedestrian and street lighting poles should be located adjacent to sidewalks and within 3'-0" of the street curb edge. In public realm areas with wider sidewalks, the pedestrian level lighting poles can be located closer to sidewalk areas and street lighting can remain closer to the curb. Pedestrian level lighting poles should be located between street lighting poles. Light poles should have a consistent spacing with regard to trees and other street poles. Light fixtures should not be located directly adjacent to street tree canopies that may block the light. The rhythm of the lighting poles should be consistent along each roadway. On wide streets, such as Broadway and Burdick Express Way, lighting fixtures should be located on both sides of the street, and can be staggered or parallel depending upon lighting level and uniformity consideration.

To reinforce the desired image and character of the Downtown, the lighting can be fitted with seasonal banners, flower pots or community "Icons".



*Preferred contemporary pedestrian level light fixtures with banners, hanging flower baskets or community "icon" signage*



*Preferred contemporary street level light fixtures with banners, hanging flower baskets or community "icon" signage*



### Site Furnishings

Site furnishings provide important amenities for pedestrians by adding functionality and vitality to the pedestrian realm. They include: benches and seating, bicycle racks, bollards, gateway monuments, public art, trash receptacles, wayfinding signage, and other elements.

Site furnishings define the public realm as an area for pedestrians and create a more comfortable and visually interesting environment. Site furnishings should be focused on areas with a large amount of pedestrian activity and in areas where pedestrians may linger and enjoy the public realm.

Site furnishings should be considered secondary to street trees and lighting. Street tree and lighting placement should define the major rhythm of design elements along the street, and site furnishings should be placed in relation to trees and lighting, after the best locations for these elements have already been located.

Consideration should be given to long term maintenance, ease of trash removal and other general maintenance practices.



*Preferred bench and trash receptacle pairings*



### *Bicycle Racks*

Bicycle racks are an important element of the streetscape, both as an aesthetic aspect of the streetscape and as a functional element for those who travel by bike. Bicycle rack placement should be frequent in active commercial districts. Racks should be provided near major destinations such as schools, libraries, transit stops, major shopping and service destinations, and other locations with high pedestrian traffic. Racks should be located in either the furnishings zone or on curb extensions where possible. Bike racks placed in the sidewalk furnishings and planting zone should be parallel to the curb so that bikes parked at them do not project into the sidewalk throughway or edge zone. It is recommended that the City provide up to 5 bicycle racks per every two blocks.

### *On-street bike parking*

Where sufficient demand exists or where sidewalk space is constrained, replacing an on-street vehicle parking space with bicycle parking should be considered. Bicycle parking may also be provided in the parking lane where there is not enough room to park a car, such as between driveways or between a hydrant and a crosswalk. Bike racks should be placed such that parked bikes are perpendicular to the curb.

The on-street bike parking area should be protected from vehicles via a curb, bollards or other devices at the edge of the parking lane. On-street bicycle parking would preclude street sweeping, and additional maintenance should be accounted for.

### *Bollards*

Bollards are primarily a safety element to separate pedestrians or streetscape elements from vehicles.

Bollards can be designed to relate to other streetscape elements and should be located to define pedestrian spaces.



### Gateway Monuments

Gateway monuments are typically larger structures that denote an entrance into a special area, neighborhood or district. These monuments should function as a major visual element that can be designed to reinforce a desired character or image of a district or neighborhood. Gateway monuments should be located within the right-of-way area of the public realm. The primary locations within the study area recommended for Gateway monuments include:

- North/East corner of Central Avenue and Broadway
- South/West corner of 3rd Street SE and 1st Avenue NE
- North/East corner of Broadway and 3rd Avenue SE (in front of proposed Transit Center)
- North/West corner of 3rd Street SE and Burdick Express Way



*Preferred gateway monument: Vertical column fabricated with colored precast concrete*

*Alternative B gateway monument*

*Alternative C gateway monument*

### Public Art

Public art can be an important aspect of the public realm design for Downtown Minot. Public art has the ability to create a unifying element within the study area while enhancing the pedestrian's experience within the public realm. It is recommended that a public art budget be included as part of any future public improvement projects for the area.

Future public art should be located on streets and in public spaces with high volumes of pedestrian traffic to enhance a pedestrian's experience and denote a unique and special place for people to enjoy. The primary locations within the study area recommended for public art include:

- Central Avenue and Broadway
- Central Avenue and 3rd Street SE
- Main Street and Burdick Expressway
- 3rd Street SE and Burdick Expressway
- Central Avenue and Main Street

Public art should also be considered in the design of utilitarian streetscape elements such as benches, trash receptacles, way-finding signage and lighting. Public art should be considered during the planning and design phase of projects to define opportunities to integrate art with other public realm improvements and streetscape elements. Consideration should be given to incorporating public art created by local or regional artists to enrich the streetscape.

Interpretive elements such as a Downtown Historic Walking Tour could be included to emphasize unique aspects of the Downtown's history, icons, people and spirit of the place, and could be integrated into the design of gateways, district monuments, signs, kiosks, paving, bike racks, medians, and/or gathering places .

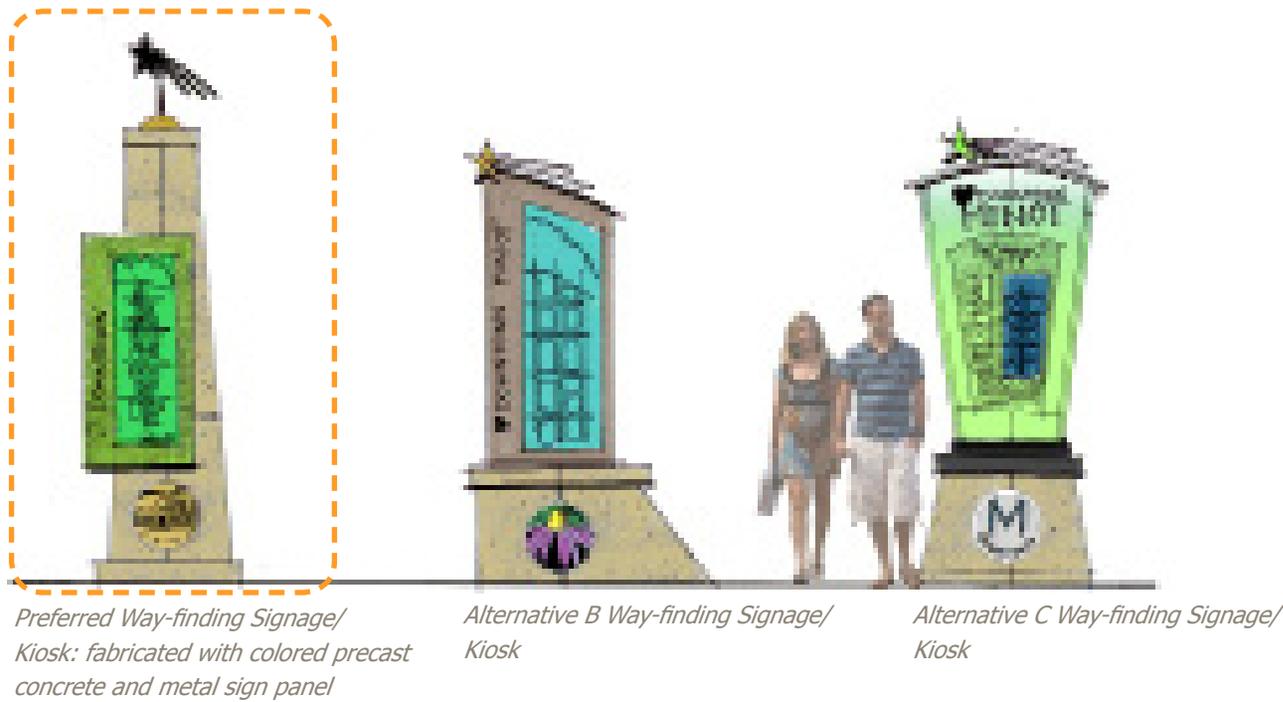


### Way-Finding Signage and Kiosks

Way-finding signage and kiosks should be designed to direct and orient pedestrians, bicyclists and visitors to key destinations within the Downtown Minot study area. The design of the signage should be integrated into proposed streetscape elements to create a distinct identity and reinforce the desired image of the neighborhood and campus.

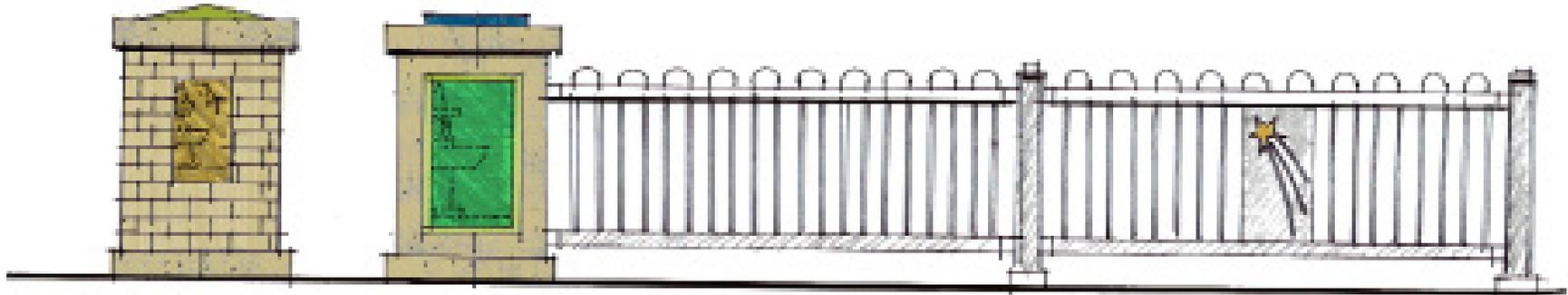
Way-finding signage will also play a key role in directing future transit users to the future transit center and destinations within the area. Way-finding signage should be located along the major corridors, at intersections, adjacent to public plazas/ open spaces and locations of high pedestrian activity throughout the study area. The primary locations within the study area recommended for Way-finding signage/kiosk include:

- North/West corner of 2nd Avenue SW and 1st Avenue SW (In front of the Library)
- North/West corner of Main Street and 3rd Avenue SE (Near the proposed park along Main Street)
- North/West corner of Main Street and Central Avenue SE
- South/West corner of 3rd Street SE and Central Avenue SE
- North/West corner of 3rd Avenue SE and Central Avenue SE (Near the new County Building)



### Parking Lot Screening

Private parking lot screening is one of the most effective ways for a private landowner to improve the character of the public realm. The intent is to provide a visual and physical separation between parking lots and the sidewalk areas (pedestrian zones). One of the objectives of the streetscape is to provide solutions for the treatment of parking lot edges that are flexible and may adapt to a variety of site conditions and budget constraints. To enhance the image of the area, parking lot buffers are proposed along all the parking lot frontage. The buffers can be a combination of decorative railings, hedges and trees.



*Preferred parking lot railing with brick/ precast column and decorative metal railing*

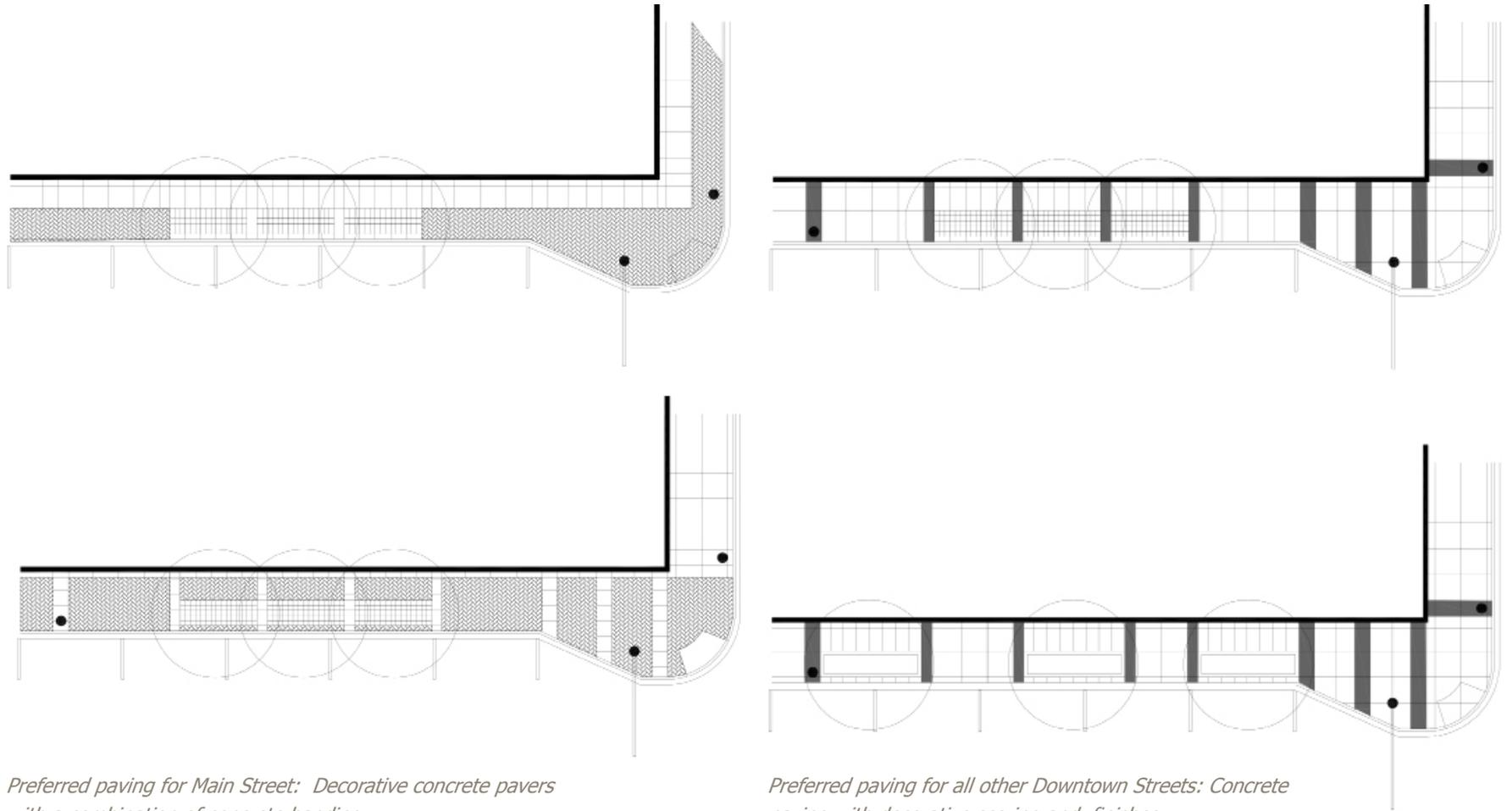


*Landscaped parking lot buffers*

### Sidewalk Paving Treatments

Several different paving materials were considered for the sidewalks including concrete pavers, decorative colored concrete treatments and standard concrete with decorative scoring/ finishes and/or several combinations of these materials.

One approach is to use a simple, economical concrete pattern in the less traveled areas and a more intense use of decorative concrete pavers in special gathering areas, entry points, and public gathering areas.



*Preferred paving for Main Street: Decorative concrete pavers with a combination of concrete banding.*

*Preferred paving for all other Downtown Streets: Concrete paving with decorative scoring and finishes*

### Public Realm Improvements on Private Property

Throughout the Downtown study area most of the buildings are constructed to the public right-of-way line. This is the classic urban relationship between the building, sidewalk and the street. It is because of this physical arrangement and the density it creates that urban areas have a unique vitality and special charm that cannot be replicated in suburban settings. Many businesses routinely use the public right-of-way to carry out their daily commercial tasks and the design and character of this area has an impact on how Downtown Minot is perceived as a whole.

The following guidelines have been developed to offer the private property owner guidance in preserving and fostering the unique character of the streetscape within the Downtown study area.

### Outdoor Dining

Outdoor dining guidelines are intended to create a festive and vibrant atmosphere where people can eat outside and to provide additional places for dining.

- Location – Outdoor dining should be located next to the building. The sidewalk (frontage zone) area needs to be of sufficient width to allow for a clear walkway of 6 feet around the dining area. It is recommended that outdoor dining be primarily allowed along Main Street.
- Landscaping – A minimum of 50% of the perimeter of the dining area should be landscaped. The landscape may be at ground level, in free-standing pots or in baskets attached to railing or building.
- Size – The size of the dining area is determined by the width of the storefront. In no case should the dining area encroach on adjacent storefronts.
- The design of the furniture can vary. However, the tables should be no larger than 3 feet wide with detached coordinating chairs. Picnic tables are not acceptable. All furniture should be constructed of durable materials specifically made for commercial use and properly maintained.
- Nothing may be chained to the street lights or other streetscape elements.



### *New Construction*

During redevelopment of buildings or new construction the streetscape should be considered as a part of the total project.

- Building to building context - New construction, especially in-fill projects, should be planned in relation to the surrounding buildings. Using common elements from the façade and architecture of neighboring buildings will create a harmonious feel to the streetscape. Building size, height and materials all factor into a coherent sense of place.
- The building at the street level - New construction should be planned to relate positively to the street within the elements of the building structure. The first level should have a human scale with attention to items including the building entries, first floor storefronts, lighting, signage and windows.
- Major building entries should be highlighted
- Streetscape - Buildings should also relate to the street in the treatment of the streetscape.



# Downtown Minot Revitalization Plan Implementation

Even the best plans are of little value if they are not implemented. Implementation of the opportunities outlined in this document is dependent on proactive leadership of the community and an orchestrated collaboration between the City officials and departments, property owners, the business community, civic organizations, and developers.

Downtown Minot has been evolving into its current pattern of development for the last 100 years and will be greatly influenced by subsequent private investment and redevelopment which is estimated to follow. Even with a strong commitment, it will take a number of years before many of these recommendations take full shape. Although the City's role in this process is an important one, for the Downtown to be successful, this effort will need to involve and have the support of private, institutional, non-profit and public sectors.

Since all cities and regions are engaged in a highly competitive environment to attract investment and a skilled workforce, the efforts of all involved must be focused on the implementation of this shared vision for the Downtown. The revitalization plan for the Downtown illustrates the potential for Minot to reposition itself for the future, to move beyond the



financial influence of the oil boom to become a multi-dimensional, vibrant, world class downtown.

A concerted effort has been made throughout this project to involve a broad cross section of the community. Business owners, residents, elected and appointed officials, and community leaders have been invited to provide input and guidance. Their participation has improved the study and their continued participation and support will be critical in sustaining the community's commitment over time. The optimum results for this effort will only come if this study is also embraced by the private sector and if it guides both public and private investment over time.

The approach to improving the overall image/character and redevelopment of the Downtown Minot area involves seven interdependent components that lay the foundation for long-term successful community-based economic and physical redevelopment. The six components include:

- Urban design and planning tools
- Regulatory standards and guidelines
- Redevelopment Strategies
- Community Organization, events and promotion
- Public Improvements
- Funding Strategies

The following is an outline of these components and associated recommendations. An section describing action steps and responsible entities follows.

## A. Urban Design and Planning Tools

A primary goal of the Downtown Minot Revitalization Plan is to create a “sense of place” and an attractive focus to the City of Minot. The design of the streetscape, buildings, signs, open spaces, and landscaping must all work together to reinforce a strong, cohesive and memorable identity. This section focuses on establishing the design and planning tools recommended to foster a built environment that reflects the values and expectations of the participants in this planning process.

### Recommendations

#### 1. Adopt this document as an addendum to Minot’s Comprehensive Plan

This revitalization plan should be adopted as part of the City of Minot Comprehensive Plan. The Comprehensive Plan is the City’s central

statement of policy and could be amended by reference to this document without having to make extensive changes to the land use, transportation, parks, and other chapters of the Comprehensive Plan. This plan is intended to be flexible and could be reviewed and amended as circumstances change.

#### 2. Define and Adopt Downtown Design Guidelines

Overall improvement of the downtown area must go beyond the improvement of the street rights of way. Design Guidelines should be refined to reinforce the character of the built environment desired by the community and conceptually illustrated in this document. The guidelines



refer to public and private improvements, pocket parks/ parkettes, renovations, and redevelopment of buildings within the Downtown Historic Commercial and Riverfront Industrial Districts. The purposes of the guidelines are to:

- Foster high-quality architecture and site planning consistent with the vision desired by the community
- Maintain an urban development pattern
- Protect public and private investment in the downtown

Guidelines, by definition, are qualitative design goals for new and existing buildings. Guidelines set forth the generalized components that will foster the desired character for the Downtown area. The guidelines should be reinforced through specific design standards defined in an amended zoning district for the Downtown.

Identified below are the specific Design Guideline topic areas that should be created for the Downtown area:

- Site planning
- Parking lot edge treatments
- Commercial and residential building types
- Franchise architecture
- Façade treatments
- Distinct modules: In architecture, a unit adopted to regulate the dimensions, proportions or construction of the parts of a building.
- Ground level expression
- Signs
- Downtown Minot way-finding system
- Roof design
- Sustainable/green energy saving building practices

### Site Planning

The placement of buildings within the Downtown has a profound effect on the character of the pedestrian environment. Buildings should be placed close to the street, with primary entrances on the street. Buildings should be placed on corners at street intersections, to emphasize and define those intersections and edges. Careful consideration should be given to sight lines at the intersections to prevent automobile/ pedestrian conflict in crosswalks. Parking areas should be placed behind buildings away from the street edge.

### Parking

Current surface parking lots in Downtown Minot contribute to the poor image and pedestrian character. Parking in the Downtown should generally be provided via designated on-street, shared and public parking lots. The City has been proactive to create shared parking opportunities, highlighted by the new Central Avenue and Renaissance Parking Structures in the Downtown. The City should continue to make every effort to work with private property owners to create shared parking lots, or structured parking opportunities, to minimize the number of lots and maximize access and number of available parking stalls.

### Parking Lot Edge Treatments

Parking lots are a necessity in most mixed-use areas in the United States. They can, however, break up the continuity of an otherwise unified sculpted area. Parking lot frontage on pedestrian streets should be reduced, and their edges and interiors should be extensively landscaped. A combination of edges, ornamental railings, bollards, trees, and other methods should be used to buffer parking lots from pedestrian spaces.

### Commercial and Residential Building Types

Buildings should address the street, particularly at intersections, providing unique corner treatments, windows, and access points to create interest at the street level.

Multi-level and mixed-use buildings also add significant benefit to the corridor, as their mass helps to define and frame the street. The setbacks of these proposed buildings should be at the Right-of-way (R.O.W.) line or no more than 10'-0" back from the R.O.W.

This plan recommends concentrating density near Central Avenue SE and 3rd Street SE. The proposed location of the new infill buildings relate to the historic context of existing buildings. The proposed infill buildings fronting on to Central Avenue SE or 3rd Street SE should be a range of three stories (approximately 44 feet in height) to six stories (84 feet in height). Building heights should be carefully sculpted to maintain solar access to neighboring properties, particularly on the north side of the block along Central Avenue SE. There is also an opportunity to rehab some of existing industrial buildings within this area for commercial, office of tech flex space uses.

Residential buildings may take different forms, such as condominium, apartment buildings or possibly even townhomes at the edges of Downtown. They should address the street, be constructed of high-quality materials, and possess various roof lines and a clear but approachable differentiation between public and private space. They should also include interior parking and plaza spaces in order to provide residents opportunities to access the buildings and relax outdoors sheltered from the street.

### **Franchise Architecture**

Chain establishments typically desire a specific architectural motif, in order to emphasize consistency in their network and attract regular customers. In many cases, this standardized architecture conflicts with the urban character desired by the community. There are ways, however, of incorporating the franchise's desired signage and even some building treatments, while still encouraging the basic principles of commercial building design listed above. Design guidelines or standards should be developed that identify how franchise establishments should address the street frontage, amount of windows, the prominent entrances, and unique corner treatments.

### **Facade Treatments**

Commercial/mixed-use should have a well-defined base, middle, and top. The base or ground floor should appear visually distinct from the upper stories through the use of a change in building materials, window shape or size, an intermediate cornice line, awning, arcade or portico, or similar techniques. The base or ground floor of the building should include elements that relate to the human scale, including texture, projections, doors, windows, awnings, canopies, or ornamentation.

It is recommended that a minimum of 40% glass on the ground level facade of the building will also help to improve micro climate conditions within the public realm of Downtown.

### **Distinct Modules**

The primary facade(s) of buildings 40 feet or more in width should be articulated into smaller increments through use of different textures, division into storefronts with separate display windows, ornamental features such as arcades or awnings, or by division of the building mass into several smaller segments.

### **Ground Level Expression**

Ground level expression refers to the way in which a building meets the street. This building/pedestrian interface is a crucial part of urban design and should provide visual interest, opportunities for sociability, and overall pedestrian safety and comfort.

As stated above, windows and clear entrances enhance a building's appearance on the street, and may be further augmented by awnings, pocket plazas, outdoor café seating, and plantings.

### **Signs**

Commercial districts, with their many businesses vying for attention, can become cluttered with signs. Signs should address the scale of the pedestrian, be simple in materials and message, and enhance the overall street environment. This is not to say that signs cannot be colorful, unusual, or noticeable- in fact, interesting signs can reinforce the "place making" aspects of a commercial area. In essence, signs should effectively communicate the character of the business they advertise without overwhelming the pedestrian streetscape. More detailed requirements for signage within the Downtown area should be developed and incorporated into the City Code of Ordinances.

### **Wayfinding System**

A wayfinding system for the downtown area is a key component to providing information and direction to visitors to public facilities, parking, amenities, and places of interest. A new wayfinding system should be located in strategic areas within the Downtown to provide a visual cue to areas of interest. The revitalization plan identifies key strategic locations where wayfinding elements/ signage should be located.

### **Roof Design**

A building's roof line can establish its individuality and interest within the context of a commercial area, and variety in roof lines from building to building can add visual interest to a mixed-use area. Some techniques that add interest include varying heights and cornices within an otherwise unified design scheme, using roof line changes to note entrances or commercial bays, and establishing contrasting roof lines at street corners.

## Sustainable/Green Energy Saving Building Practices

New and renovated buildings should be encouraged to incorporate more sustainable and green energy-saving building practices, including low-impact stormwater treatments, cradle to cradle materials and energy-efficient heating and cooling systems. The City should explore adopting minimum standards and incentives to encourage the development of “green” buildings without forcing excessive costs or other burdens upon developers, building owners or occupants.

## Micro Climate

Consideration should be given to how future building design and the public realm are affected by the local micro climate they create. Tall buildings create their own microclimate, both by overshadowing large areas and by channeling strong winds to ground level resulting in cold urban spaces. Consideration for building height, areas of respite (building indentations, recessed building openings, etc.), location of amenities to maximize solar access should be considered to encourage a more comfortable outdoor environment around and between buildings.

## Regulatory Standards and Guidelines

### Amend the zoning ordinance with policies to improve the public realm

If design guidelines can be visualized and defined in quantitative terms, they can be expressed in a sort of hybrid form-based zoning code. A hybrid form-based code can be the most effective and legally sound way for City staff to administer design standards. Definitive standards, developed in response to reasonable goals and objectives adopted as part of the comprehensive plan, can discourage legal challenges and better withstand them as well.

City staff would most likely be the entity reviewing development applications and administering the design standards. In discussions with the staff, the recommended approach is to:

- Refine the design guidelines outlined above and include as design standards in the new districts.
- Consider including incentives for developers to meet the design criteria such as a streamlined review process and/or reduced parking requirements if public parking is available, shared parking agreements are in place, on-street parking is available, or transit passes are provided to employees.
- Revise policy language to allow for outdoor seating along public sidewalks to promote ground level activity to activate Downtown streets
- Enforce existing parking rules and regulations
- Update policy language to support green infrastructure on Downtown streets and public/ private properties

## B. Redevelopment Strategies

To benefit all of the stakeholders, residents, shoppers, businesses and investors, Downtown Minot must have a solid economic foundation. It is important that any redevelopment serves to strengthen the economic viability of the area to ensure its competitiveness into the future.

### Recommendations:

In order to maintain a solid economic base and be prepared for changing market conditions and potential redevelopments, a long-term strategy should be considered. The strategy should include the following:

#### 1. Define the City's Role in Redevelopment

Historically, the City has encouraged the private sector to take the lead on redevelopment efforts in terms of acquiring and assembling parcels, relocating businesses, clearing and preparing sites, and other components of the process. The City should take the lead in all public infrastructure improvements. In addition, there are key opportunity sites within the Downtown Historic Commercial and Riverfront Industrial Districts, in which the City should consider participating more significantly.

Recommendations include:

- The City should first develop an official map and have parcel owners dedicate easements (if necessary) for the right-of-way as redevelopment occurs.
- Coordinate with Minot Area Development Corporation to determine roles and responsibilities on specific redevelopment efforts within the Downtown.
- The proposed multi-modal station has a significant impact on the redevelopment potential and vision for the Downtown. For redevelopment to occur as recommended in the revitalization plan for the Downtown, the City may have to play a more significant role and consider securing an option on the proposed site of the multi-modal station site to hold for purposes of implementation (including time necessary to define grants and funding sources).

#### 2. Define a Redevelopment Strategy for Key Sites

Each key redevelopment site has a unique set of ownership, physical, financial, phasing, and other development parameters. The City should work with its legal, planning, and engineering staff to refine building and site value assessments and the City's role in redeveloping, financing, acquiring, and marketing key sites. The key sites include:

- The preferred location for the multi-modal station along South Broadway (See Downtown Revitalization plan – proposed development number 11 between 2nd Avenue SE and 3rd Avenue SE)
- The parcels fronting on 4th Street NE (See Downtown Revitalization plan – proposed development number 25 and 26 between Central Avenue SE and 1st Avenue NE)
- The proposed parking ramp/ mixed use parcel along 3rd Street SE (See Downtown Revitalization plan – proposed development number 18 on the master plan)
- The block located along Burdick Expressway (See Downtown Revitalization plan – proposed development number 16 between 2nd Street SE and 3rd Street SE)
- The block located along South Broadway (See Downtown Revitalization plan – proposed development number 13 between 1st Street SW and 5th Ave SE)

#### 3. Assemble Parcels Where Possible

The City should work with individual property owners to enable the City to have the first right of purchasing parcels in the redevelopment district. This will give the City more control over assembling parcels where possible and the type of redevelopment to occur on each site.

#### 4. Solicit Development Proposals

The City staff, working with a potential advisory group, should begin the process of soliciting proposals from developers for key sites. This will entail defining the City's role in the redevelopment of key sites, writing a request for proposals, selecting a preferred list of developers to submit proposals, and defining a process for final selection of the developers and preparing development agreements.

## 5. Other Considerations:

- Refine business retention and recruitment procedures.
- Provide current businesses with tools and the environment to sharpen their competitiveness. Consider including incentives for developers to meet the design criteria such as a streamlined review process and/or reduced parking requirements if public parking is available, shared parking agreements are in place, on-street parking is available, or transit passes are provided to employees.
- Develop a mechanism for developers to pay a parking fee to support municipal parking lots/ structures rather than a private lot
- Provide the City with tools to recruit new businesses and institutions to diversify and promote a solid economic base.
- Establish tenant improvement incentives and low-interest loan programs for buildings, signs, and site improvements.
- Build public private partnerships.

## C. Community Organization, Events and Promotion

No revitalization effort can succeed without a strong organization to support and guide it. The redevelopment strategy should build public/private partnerships and consensus among all the important players, property owners, bankers, civic groups, government, merchants, and individual citizens, to ensure that the redevelopment benefits from a community-wide vision of the future.

Currently, there are no civic organizations or public bodies involved in the management, promotion, and economic development specifically for Downtown Minot. Currently, the Minot Downtown Business & Professional Organization and the Minot Area Development Corporation both contribute to “voice” opinions for the Downtown, but neither has the capacity or full support to lead this initiative. A key to long term success will be organizing a diverse group of people to achieve the work tasks, build public/private partnerships, foster ongoing leadership, program events and promotions, and provide a voice for the area.

Successful redevelopment requires coordinated marketing projects. The businesses within Downtown Minot should present a welcoming, consistent image from simple graphics to sophisticated events and festivals.

## Recommendations:

Within the next year, it is important to maintain the interest and momentum generated as part of the Downtown Revitalization planning process by establishing the organizational and planning tools to foster involvement over time. These short-term steps include:

### 1. Establish a “Downtown Minot Alliance”

A group modeled on the current Minot Downtown Business and Professional Organization (DBPA) and the Minot Area Development Corporation could be formed to see that redevelopment occurs according to the goals and objectives of the plan, to act as an advocacy group for the area, and to coordinate promotional campaigns, public events and gatherings, redevelopment, and public improvement projects. The Alliance could be a public/private nonprofit corporation composed of a broad range of people representing property owners, business leaders, bordering neighborhoods, the City, and others with a direct stake in enhanced business and economic development conditions within Downtown Minot. As with the DBPA, the Downtown Minot Alliance could be a membership organization with a paid executive director and a special services district to help meet its goals. This Downtown Alliance could serve as the precursor to a Business Improvement District (BID) which could then have taxing authority to generate funds to support and improve the Downtown.

### 2. Define Roles in Redevelopment

The proposed Downtown Minot Alliance should determine its role in redevelopment such as, offering financial incentives, assembling properties, soliciting development proposals and marketing each site.

### 3. Establish a Downtown Special Service District or Business Improvement District

A Downtown Special Service District/ Business Improvement District could be formed to see that redevelopment occurs according to the goals and objectives of the plan.

### 4. Implement Simple, Short-term Seed Projects such as:

- Interim streetscape Improvements associated with the Downtown Infrastructure Project
- Create a website, newsletter or column in a local newspaper, and/or poster

to educate and promote the framework plan and overall objectives.

- Enhance and strengthen current Downtown events including the Easter Bunny Walk, Street Festival, Wine Walk, Halloween Walk, and the Olde Fashioned Christmas Open House
- Establish new annual special events such as a farmers' market, arts and music
- Festival's, and fundraisers for improvements or maintenance in the Downtown.
- Celebrate all accomplishments.

## D. Public Improvements

The public streetscape improvements associated with the proposed Downtown Minot infrastructure project will act as a catalyst for reinvestment and represent a positive step toward ensuring a vital long-term business climate and livability for the area. This section includes action steps that should be considered to integrate the improvements into an ongoing and community-building strategy, and to gain the most benefit from transportation, streetscape, and other public improvements. Strategies include the following:

### 1. Coordinate Objectives with all City Departments

The planning, engineering, and inspections departments, as well as a potential advisory group, should refer to the guidelines and associated public/private improvements and amenities when reviewing individual development proposals within the study area.

Each proposed development should comply with the guidelines, reinforce the desired character of development, and contribute to creating a cohesive, pedestrian-friendly, memorable, and economically viable place. Developers should work with City staff and refer to the Revitalization Plan prior to generating design concepts, in order to better understand how their property fits into the context of the framework plan and expectations for public/private amenities.

The guidelines for site planning, building placement, parking lot edge treatments, and landscaping should be referenced during the site design phase of the project. Developers should also discuss the options for their particular site with City staff to determine if parking lot edge treatments will

be constructed as part of the site redevelopment or a larger public street improvement project.

### 2. Place Projects in the Capital Improvement Plans

City departments should refer to the components in this manual to coordinate, design, and budget for capital improvements and to define public/private partnerships to finance and maintain public realm projects. City departments should refer to the designs for the individual areas as a basis from which to develop more detailed plans.

### 3. Coordinate Staging and Funding with Redevelopment Projects

The City should share the redevelopment and public improvements objectives with other agencies and private entities that may be potential sources of funding. Each major development parcel has associated street, streetscape, open space, and utility improvements that should be coordinated to reinforce the objectives of the Downtown Revitalization Plan.

Many of the associated public improvements can be phased in as the private parcel develops. A determination of which improvements are public versus private, and where the funding comes from (there may be opportunities to define possible funding sources as part of future flood mitigation projects), will have to be made for each element on a site-by-site or project-by-project basis.

### 4. Define a Maintenance Strategy for Each Project

The long-term maintenance tasks and associated costs are a critical consideration for the success of the public amenities. The capital investments in the infrastructure and streetscape improvements in the Downtown should not be viewed as a short-term project, but one that will need a long term commitment to have a lasting positive impact. The urban environments in which we live (which include pollution, salt spray, heat island effect and vandalism) take a toll on our public realm and infrastructure improvements. Materials, furnishings, and plantings used in streetscape projects are selected for their durability as well as ease of maintenance, servicing, and replacement. But no matter how durable original materials are, or how well they are installed, they will not last without regular maintenance. This is especially true in the case of

landscape plantings which require regular and active maintenance to keep them thriving and attractive.

Potential City budget constraints make it important to prioritize the wish list of public realm streetscape amenities. While the City is responsible for the maintenance of certain items, the community also plays a critical maintenance role. It is important to consider the affordability of the maintenance required for desired streetscape items, as well as to clarify who will be responsible for maintenance, before making the final selection of streetscape elements.

A strategy should be created that defines a funding source, such as a special maintenance assessment district that assigns responsibility for maintenance of the various streetscape or park components. Assessments could possibly be controlled by the Downtown Alliance to support their efforts and better control areas in front of their businesses. Responsibilities could also be delegated between the City staff, property owners, volunteers, or a private contractor.

### Potential Public Improvements: Prioritization List

A prioritization list has been developed to assist the City of Minot in defining a strategy for the implementation of the public realm, connectivity and redevelopment recommendations for each district defined as part of this plan.

The development of the prioritization list included many factors such as:

- Redevelopment efforts, proposed building rehabilitations and other planning projects, etc.
- Future funding sources, CIP schedule, proposed utility work, etc.

#### Short-term (Next 2-5 years)

- Creation of a new urban park at Main Street and 3rd Avenue SE (See Downtown Revitalization plan)
- Multi-modal transit facility located along Broadway (See Downtown Revitalization plan – proposed development number 11 between 2nd Avenue SE and 3rd Avenue SE)
- Detailed design and construction of 1st Avenue NE along the River including streetscape and multi-modal trail improvements
- Improved pedestrian and multi-modal connectivity across the Mouse River to

Downtown (enhance existing historic wood bridge or define alternative)

- Detailed design of on-street bicycle facilities along 1st Street SE, 2nd Avenue SE, 3rd Avenue SE

Implement remaining short-term improvements not completed as part of the Downtown Infrastructure project, including:

- Seating nodes and benches
- Crosswalk improvements
- Gateway landscaping, street trees
- Way-finding signs
- Bicycle parking and facilities

*Note: Many of these projects provide the opportunity for public/ private partnerships and/or donations rather than City funds. These projects could also be part of a larger Downtown assessment district.*

#### Mid-Term (6 to 10 years)

- Creation of gateway plaza or viaduct promenade at Central Avenue and Broadway.
- Greenway design and enhancements (associated with Flood Mitigation efforts along the Mouse River)
- Design and construct a parking ramp along 3rd Street SE (See Downtown Revitalization plan)
- Detailed design of on-street bicycle facilities along 7th Street NE
- Detailed design and construction of enhanced R.R. crossing along 7th Street NE at the east end of Downtown

#### Long-Term (11 to 20 years)

- River's Edge Gateway Park along 1st Avenue NE

## F. Funding Strategies

This section is intended to provide a preliminary assessment of state and federal funding options that the City could consider as economic development tools to implement the recommended improvements related to the Downtown Minot Revitalization Plan.

Because there are many factors that could initiate improvements to the Downtown and public realm, this list is to serve as a starting point to begin to evaluate potential funding sources as a specific project is programmed for implementation. It should be noted, that in most cases, grant and loan financing provided by State and federal government must be applied for by the City of Minot requiring coordination between City departments. Additionally, many funding sources require a City match and programming in the city's CIP.

A description of all grants and funding sources for the proposed Downtown Minot redevelopment, enhancement and reconstruction projects are listed below:

### Federal Funding Sources

#### Federal Transportation Funding

- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

#### United States Department of Commerce Economic Development Administration – EDA Public Facilities

Created by Congress pursuant to the Public Works and Economic Development Act of 1965, as amended by the Economic Development Administration Reform Act of 1998, the Economic Development Administration (EDA) provides grant for infrastructure development, local capacity building, and business development to help communities alleviate conditions of substantial and persistent unemployment and underemployment in economically distressed areas and regions. Through a national network of economic development professionals, EDA works with local, county, and state officials, business leaders, economic development districts and non-profit organizations to identify and fund high priority projects in the neediest communities.

#### Public Works

EDA investments fund locally-developed public works infrastructure projects to allow communities to establish and support private sector businesses. EDA public works investments have assisted in creating more than 1.5 million jobs since 1965.

#### Revolving Loan Funds

Revolving loan funds (RLF) enhance the local capacity to invest in community identified commercial development that creates jobs. Since 1976, when the RLF program was implemented, EDA has provided initial capital for over 580 local RLF's, including Souris Basin Planning Council's. These locally administered funds have made more than 7,000 loans to private businesses and have leveraged more than \$1.9 billion in private capital. Upon repayment, principal and interest stay in the community for re-lending and further economic development. For further information regarding the Economic Development Administration please contact Souris Basin Planning Council or visit the EDA website: [www.doc.gov/eda](http://www.doc.gov/eda).

**Federal**

Program	Source	Focus	Link
Star Restoration Program	EPA	Wetland and stream restoration projects	<a href="http://www.epa.gov/epawatersheds/star/">http://www.epa.gov/epawatersheds/star/</a>
Blue Biking Grants	Blue Biking	Corridor improvements, trails	<a href="http://www.bluebiking.org/index/">http://www.bluebiking.org/index/</a>
Transit, Community & Green Preservation Program	FHWA	Transit related development; built; existing, improve transit, efficiency and reduce the impact on the environment	<a href="http://www.fhwa.dot.gov/tpc/">http://www.fhwa.dot.gov/tpc/</a>
Native American Greenway Awards	Various	Greenways, bikeways, trails and natural areas	<a href="http://www.nps.gov/naawards/awards.cfm">http://www.nps.gov/naawards/awards.cfm</a>
Blue Liability Grants	FTR	Construction related facilities and purchase equipment; inc. loans	<a href="http://www.epa.gov/epawatersheds/2011-2012/FinalRFP-11015.pdf">http://www.epa.gov/epawatersheds/2011-2012/FinalRFP-11015.pdf</a>
Parks, Trails and Greenways Assistance Program	National Parks Service	Planning assistance for the establishment preservation of greenways, trails, bikeways, and open space	<a href="http://www.nps.gov/epawatersheds/assistsubs/assistsubs.cfm">http://www.nps.gov/epawatersheds/assistsubs/assistsubs.cfm</a>
TRAMP III	USDOT	Food, rail, transit and port projects	<a href="http://www.tramp.gov/">http://www.tramp.gov/</a>
Water Sustainability and Climate	NRP	Outing edge water sustainability	<a href="http://www.epa.gov/epawatersheds/water_sustainability/11-03-12/">http://www.epa.gov/epawatersheds/water_sustainability/11-03-12/</a>
Fed. Brownfields EPA (Granting)	EPA	Remediation assessment; revolving loan, cleanup, planning	<a href="http://www.epa.gov/grants/0803/0803_brownfields.htm">http://www.epa.gov/grants/0803/0803_brownfields.htm</a>
National Transportation Enhancement Objectives	FHWA	Expand local choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of transit, etc.	<a href="http://www.transportation.gov/11_2010.asp">http://www.transportation.gov/11_2010.asp</a>
CEMS Enforcement Committee Grants	HUD	Large metropolitan office and corridor for a wide range of activities	<a href="http://www.hud.gov/cemsg/0803/0803_cemsg_grants/0803_cemsg_grants.htm">http://www.hud.gov/cemsg/0803/0803_cemsg_grants/0803_cemsg_grants.htm</a>
Green Reference Plan Program	FHA	Energy efficient retrofits of MF properties more than 10 years old	<a href="http://www.fha.gov/epawatersheds/0803/0803_greenreferenceplan/0803_greenreferenceplan.pdf">http://www.fha.gov/epawatersheds/0803/0803_greenreferenceplan/0803_greenreferenceplan.pdf</a>
Smart Growth Grants	EPA	Support activities that improve the quality of development and protect human health and the environment	<a href="http://www.epa.gov/grants/0803/0803_smartgrowth.htm">http://www.epa.gov/grants/0803/0803_smartgrowth.htm</a>
Sustainable Communities Regional Planning Grant	HUD	Improve regional planning efforts to integrate housing and transit; moderate land use and zoning	<a href="http://www.hud.gov/epawatersheds/0803/0803_sustainablecommunities/0803_sustainablecommunities.cfm">http://www.hud.gov/epawatersheds/0803/0803_sustainablecommunities/0803_sustainablecommunities.cfm</a>

## State Funding Sources

### Community Development Block Grant - CDBG

The Community Development Block Grant (CDBG) program is a flexible program that provides communities with resources to address a wide range of unique community development needs. Beginning in 1974, the CDBG program is one of the longest continuously run programs at HUD. The CDBG program provides annual grants on a formula basis to 1209 general units of local government and States.

The North Dakota Community Development Block Grant (CDBG) program provides financial assistance, in the form of matching grants, for community development activities. These funds are block granted to states from the Department of Housing and Urban Development (HUD), and in turn, the State has designated the eight Regional Councils to recommend projects for potential funding.

- **Purpose**  
The purpose of the CDBG program is to provide financial incentives for Cities and Counties to develop and implement projects, which will improve the public infrastructure and housing quality for low-income residents.
- **Application**  
To apply for funds, applicants must contact the Souris Basin Planning Council office for the appropriate project pre-application forms, low-income verification requirements, matching provisions, and other technical information needed. Project applications are accepted once a year, and Cities and Counties are limited to one application per year.
- **Scoring and Ranking**  
All eligible pre-applications are subject to review by a ranking committee made up of the Souris Basin Planning Council Board of Directors. This committee, based on the amount of funds available for this region of the State, will recommend funding levels for the final applications which are made to the North Dakota Division of Community Services.
- **Requirements**  
Matching requirements for each type of project will vary, but expect the local match to be between 35% and 60%. Also, some types of projects may rank higher than others due to priorities set forth by the Regional Ranking Committee.

- **Community Development Funding**

Cities and Counties may apply for matching grant funds, which enhance community development for public infrastructure, emergency services, removal of architectural barriers, and other projects that target the benefits to where at least 51% of the residents are low income. Types of projects that may be funded under this program include:

- **Public Infrastructure**

- Water Supply
- Water Distribution
- Water Storage
- Sewage Collection System
- Sewage Treatment Facility
- Storm Sewer
- Flood Control
- Transportation System

- **Public Facilities**

- Fire Hall/Trucks
- Emergency Services
- Handicap Accessibility
- Solid Waste/Recycling
- Community Buildings
- Senior Centers
- Recreation Facilities

### Business Improvement District

Once established, a Business Improvement District (BID) allows cities to defray the expense of improvements by special assessments for the promotion of business activity and new business development through any means not inconsistent with the purposes of the North Dakota Century Code, Chapter 40-22.1. This would include advertising, public information, marketing, maintenance and decoration of public places, promotion of public events, furnishing of music in any public place, providing professional management, planning, and promotion, and the general promotion of trade activities. The governing body of the municipality may make and execute necessary or convenient agreements to exercise the

powers and functions under this chapter, including contracts with any entity.

In planning an improvement project within a BID, the governing body may include any work and materials which are deemed necessary or reasonably incidental to the project. A municipality may not issue warrants, bonds, or any other form of indebtedness in anticipation of the levy and collection of assessments.

#### Improvement districts to be created (Chapter 40-22.1-02)

For an improvement project under section 40-22.1-01 and defraying the costs of the project by special assessments, a municipality may create and alter a business improvement district by ordinance or resolution. The governing body of the municipality shall designate the district by an appropriate name and by a number distinguishing it from other improvement districts. A municipality may make and finance any improvement and levy special assessments for the improvement under any alternate procedure in this title. If the proposal for creation of an improvement project under this chapter is made by any person, group, or entity that is not an officer, board, or agency of the municipality, the person, group, or entity shall file a bond or other sufficient security, payable to the municipality, to defray all costs incurred if the improvement project is later barred under section 40-22.1-08. The bond or other sufficient security must be filed with the city auditor prior to the initiation of any further proceedings under this chapter. The governing body of the municipality shall determine the amount and form of the bond or other sufficient security.

#### Size and form of improvement district - Regulations governing. (Chapter 40-22.1-03)

Any business improvement district created by a municipality may embrace two or more separate property areas. A business improvement district must include all properties which in the judgment of the governing body, after consultation with the city auditor or city auditor's designee planning the improvement, will be benefited by the creation of all or a portion of the business improvement project. A district may be created without uniformity among the types, items, or quantities of work and materials to

be used at particular locations throughout the district. The jurisdiction of a municipality to make, finance, and assess the cost of any improvement project may not be impaired by any lack of commonness, unity, or singleness of the location, purpose, or character of the improvement, or by the fact that any one or more of the properties included in the district is subsequently determined not to be benefited by the improvement, or by a particular portion of the improvement. Upon receipt of a petition signed by the owners of three-fourths of the area to be added to a business improvement district in which an improvement is proposed or created, the governing body may enlarge the district. Any district created under this chapter shall include only property devoted, in whole or in part, to commercial or business use.

#### North Dakota Tourism Grants - Large Infrastructure Grant

The 2013 legislative session appropriated \$750,000 in funding to the Department of Commerce Tourism Division to be granted to one or more new tourism attractions that can bring more visitors to North Dakota. The intent is to fund new tourism operations capable of attracting visitors from outside of North Dakota for a least one overnight stay. New attractions funded would help give the state another experience to deliver on the Legendary brand promise the division uses in marketing the state. Applications are due prior to Friday October 18th, 2013.

- **Overview:** The 2013 legislative session appropriated \$750,000 in funding to the Department of Commerce Tourism Division to be granted to one or more new tourism attractions that can bring more visitors to North Dakota.
- **Mission:** The Tourism Divisions works to create new wealth for North Dakota by attracting more visitors who will stay longer and spend more money in our state.
- **Program Objective:** The intent is to fund new tourism operations capable of attracting visitors from outside of North Dakota for a least one overnight stay. New attractions funded would help give the state another experience to deliver on the Legendary brand promise the division uses in marketing the state.
- **What projects are eligible?** Grant funds are to be used for building new visitor attractions, major expansions offering a new experience, and supporting services for visitors. They cannot be used for marketing or ongoing operating expenses.

## Tax Increment Financing (TIF)

This mechanism allows municipalities to utilize tax increment financing (TIF) under the urban renewal law in North Dakota Century Code Chapter 40-58 as an economic development tool for a development or renewal area. Creation of a TIF district “freezes” property valuations in that district for any political subdivision except the city. A pool of money from existing funds or issuance of bonds is created to finance improvements within the TIF district. As property valuation from development within the TIF district increases, the amount of valuation exceeding the “frozen” valuation is subject to taxation only by the city and the tax revenues from this incremental valuation are segregated in a special fund to repay the bonds or other financing for the TIF project. Other taxing districts, such as a school district, continue to collect property taxes on property in the TIF district, but only up to the amount of the “frozen” valuation of the property.

Section 40-58-20 requires approval of a development or renewal plan for a development or renewal area. Whether these conditions exist in the area in question appears to be a question of fact that must be answered by the city governing body.

TIF allows a City an indefinite length of time to hold property in tax increment status. As an alternative to sale of bonds to be paid with tax increments, the city may grant the project developer a property tax exemption for up to 15 years. However, if bonds are issued, the only limitation on the length of time the TIF tax status exists is until the cost of the project and all bonds or other obligations related to the project have been paid. Because projects may be financed and refinanced indefinitely, it appears there is no limit that can be identified to the length of time property may be held in tax increment status.

## North Dakota Tourism Grants - Tourism Expansion Grants

Tourism Expansion Grants support new or expanding tourism or recreation facilities or designated development areas primarily through infrastructure projects. Applications for the next round of Expansion Grants will be due prior to April 15, 2014.

- **Overview:** The Tourism Expansion Grants support new or expanding tourism or recreation facilities or designated development areas. Projects

that involve an attraction are defined below.

- **Objective:** An attraction is a physical or cultural feature at a particular place that individual travelers or visitors experience for their specific leisure-related interests. It must have the ability to attract a visitor 50 miles (one-way) and retain a visitor in this area for at least 3 hours. New attractions funded would help give the state another experience to deliver on the Legendary brand promise the division uses in marketing the state. Attractions include recreation, historical sites, festival and cultural events, lodging and food services which are singularly and uniquely related to historical, cultural, or recreational tourist attractions, agri-tourism farm/ranch stays and guide services. Arts and crafts outlets, garden center/nurseries and the like are generally not considered to be tourist attractions unless the premises are significantly large and they provide some kind of value-added experience such as having an artist in residence, on-site demonstrations or they conduct interpretive tours of their premises.
- **What types of projects are eligible?** Funds can only be used for buildings and equipment. They cannot be used for marketing or ongoing operation expenses. Types of usage that would be allowed include, but are not limited to, costs associated with purchase or construction of new and/or existing tourism and recreation attractions, historic sites; and equipment purchased for specific tourism project operation or a new major ongoing or annual event that will be held to attract new visitors. Maintenance and/or deferred maintenance of a facility is not an eligible project.
- **Who is eligible to apply?** Any organization or business involved in tourism. Applicants must submit at least one letter of support from a local non-profit such as the city, county, convention and visitor's bureau, economic development organization or chamber of commerce.

## North Dakota Tourism Grants - Marketing and Event Grants

The Marketing Grant Program has funds available for individual businesses, communities and tourism marketing organizations wanting to promote North Dakota tourism-related programs or projects for the 2014 season. The Events Grant Program has funds available for communities, and event promoters wanting to regionally promote their 2014 tourism-related event.

Applications for 2015 grants were available by January 1st, 2014 (contact Dean Ihla, Tourism Development Manager, at 328-3505 or dihla@nd.gov). The Matched Grant Program has funds available for individual businesses,

communities and tourism marketing organizations wanting to promote North Dakota tourism-related programs or projects for the 2014 season.

A program may be a recipient of ND Tourism Marketing Grant for no more than 3 consecutive years or a maximum of \$15,000 in total funding in multiple years.

- Applications with an e-marketing, technology, innovative goal, business start-up, recreational or agritourism component will be given priority.
- Any organization or business involved in tourism may apply. Applicants must submit two or more letters of support with at least one letter from a local non-profit such as the city or county, convention and visitors bureau, economic development organization or chamber of commerce.
- At least 75 percent of marketing activities resulting from the grant must be promotional, focused on providing booking or purchasing information.

### Renaissance Zone

The Renaissance Zone is a development program designed to help rebuild Minot's downtown area in an effort to maintain historic attractiveness. The City of Minot was awarded Renaissance Zone designation in November 2001 and has been expanded three times since its original adoption.

By offering both state and local tax incentives for 5 years, both residents and business owners are provided with an incentive to invest in the community. The program is unique in that cities develop handcrafted development plans that address each city's specific goals.

The Renaissance Zone must have both residential and commercial properties. Several activities qualify as a project including:

- Purchase
- Rehabilitation
- Purchase (New Construction)
- Lease
- Leasehold Improvements
- Public Utility Infrastructure

**Benefits:** The Renaissance Zone in Minot is a very important and beneficial tool for community redevelopment and economic investment. The community as a whole needs to be involved in the development projects that are approved for the zone need to clearly relate to the long term broader development plans of the city. Local planning and a well thought out and designed Development Plan are keys to success for both the program and the community.

**Eligibility:** An individual taxpayer who purchases or rehabilitates a single family residential property for their primary place of residence is exempt from up to \$10,000 of personal income tax liability.

**North Details**

Program	Source	Focus	Link
Recreation Trails Program	NO Parks and Rec.	Historical and non-historical trails	<a href="http://www.parksandrec.net/gov/recreation/trails/development.html">http://www.parksandrec.net/gov/recreation/trails/development.html</a>
Locality Transit Funding	DOT	Funding of transit operations	<a href="http://www.stl.net/transportation/localitytransit.html">http://www.stl.net/transportation/localitytransit.html</a>
Threats Infrastructure and Expansion Grant	Commerce	Infrastructure projects that support use or expanding business	<a href="http://www.parksandrec.net/gov/recreation/trails/development.html">http://www.parksandrec.net/gov/recreation/trails/development.html</a>
Energy Infrastructure & Impact Grants	NO	Great political initiatives transportation and other projects needed in response to energy activity	<a href="http://www.stl.net/energy/energy.html">http://www.stl.net/energy/energy.html</a>
Drinking Water (State Revolving Loan Fund (DWR) RLF)	Health	Financing drinking water infrastructure	<a href="http://www.parksandrec.net/gov/recreation/trails/development.html">http://www.parksandrec.net/gov/recreation/trails/development.html</a>
OHV-Highway Vehicle Recreation Grant	NO Parks and Rec.	OHV recreation facilities	<a href="http://www.parksandrec.net/gov/recreation/trails/development.html">http://www.parksandrec.net/gov/recreation/trails/development.html</a>
Safe Routes To School	DOT	Bicyclists/bike in K-8 schools	<a href="http://www.stl.net/gov/transportation/safeschools.html">http://www.stl.net/gov/transportation/safeschools.html</a>
Transportation Enhancement Program	DOT	Bicycle, pedestrian, scenic and environmental projects	<a href="http://www.stl.net/transportation/transportationenhancement.html">http://www.stl.net/transportation/transportationenhancement.html</a>
Outdoor Recreation Facilities Grant	NO Parks and Rec.	Pools, playgrounds, ball fields, tennis courts, campsites	<a href="http://www.parksandrec.net/gov/recreation/trails/development.html">http://www.parksandrec.net/gov/recreation/trails/development.html</a>
Community Developed Block Grants	Local Agency Development Group	Community public facility and housing needs	<a href="http://www.infocenter.com/commdev/Community-Developed-Block-Grants">http://www.infocenter.com/commdev/Community-Developed-Block-Grants</a>
Municipal, Rural & Interstate Water Supply Grants (MIRWG)	State Water Comm.	Support for drinking water systems	<a href="http://www.waterboards.ca.gov/waterworks/titles/and/interstate/water/">http://www.waterboards.ca.gov/waterworks/titles/and/interstate/water/</a>
Community Developed Block Grants (CDBG)	HUI	Housing, public facilities and economic development	<a href="http://www.communityservices.net/gov/community/block-grant/">http://www.communityservices.net/gov/community/block-grant/</a>
Clean Water (State Revolving Loan Fund (CWR) RLF)	Health	Wastewater treatment, water supply management, municipal services, flood management	<a href="http://www.parksandrec.net/gov/recreation/trails/development.html">http://www.parksandrec.net/gov/recreation/trails/development.html</a>
Emergency Relief Program	DOT	Repair roads and bridges on the Federal Aid System	<a href="http://www.stl.net/transportation/transportationenhancement.html">http://www.stl.net/transportation/transportationenhancement.html</a>
HOME	HUI	Provides public/private partnerships to support affordable housing	<a href="http://www.communityservices.net/gov/community/block-grant/">http://www.communityservices.net/gov/community/block-grant/</a>
Neighborhood Stabilization Program (NSP)	HUI	Rehabilitated and stabilized properties	<a href="http://www.communityservices.net/gov/community/block-grant/">http://www.communityservices.net/gov/community/block-grant/</a>
Quiet Zone and Crossing Safety Programs	DOT	High-speed crossing safety improvements	<a href="http://www.stl.net/transportation/transportationenhancement.html">http://www.stl.net/transportation/transportationenhancement.html</a>
Revolving Zone	Commerce	Economic development	<a href="http://www.communityservices.net/gov/community/block-grant/">http://www.communityservices.net/gov/community/block-grant/</a>
Resource Trust Fund	Legis.	Federal title of construction loans, this fund supports a wide range of activities per legislative action	<a href="http://www.fishandgame.com/MSD/2007/06/06/060607.html">http://www.fishandgame.com/MSD/2007/06/06/060607.html</a>
Tax Incentive Financing	Commerce	Economic Development in Urban Revolving Zone	<a href="http://www.communityservices.net/gov/community/">http://www.communityservices.net/gov/community/</a>

## City Funding Sources

### Utility Revenues

The city operates three municipal utilities: water, sanitary sewer and storm water. The revenues from the operation of these utilities are available to pay for capital improvements in support of community development initiatives, once they are programmed into the City CIP.

### Minot Area Growth through Investment and Cooperation Fund - MAGIC Fund

The MAGIC Fund is a local economic development financial incentive funded by a 1% sales tax, managed through the City of Minot. The fund was approved by voters on May 1, 1990, and city voters approved an extension of the 1% city sales tax through the year 2014. The fund is projected to generate over \$2 million in funding per year. To-date, the MAGIC fund has assisted more than 200 projects with more than \$33 million in funding.

### Dedication of Right-of-Way and Open Space Corresponding to Private Development

The City may require dedication of street right-of-way and public parks or cash-in-lieu of park land in association with development and in accordance with state laws. Effectively such an arrangement would be equivalent to a land transaction.

Official documentation of any land dedicated to these purposes should be included with preliminary and final plats or registered land surveys filed with development applications submitted to the city.

### Special Assessment

According to state law, cities may use 'special assessments' to levy additional fees against specific parcels to fund improvements that result in direct benefit to the parcels affected. "Benefit" is interpreted to mean "the increase in market value of the property." Otherwise, there are no restrictions on what types of activities can be supported by special assessment funding. Special assessments may be structured so that property owners are paying all or a portion of the total project costs and the public entity involved assumes any remainder.

### Intermediary Relending Program

The goals of the SBIRP are to provide for the creation and retention of permanent private sector jobs, expand the area's economic base and enable local governments to improve infrastructure and public facilities to maintain and improve the quality of life.

#### Funding Criteria:

- Community development and infrastructure
- Maximum Loan - \$150,000
- Minimum Loan - \$10,000
- Must be secured with fixed assets or other collateral