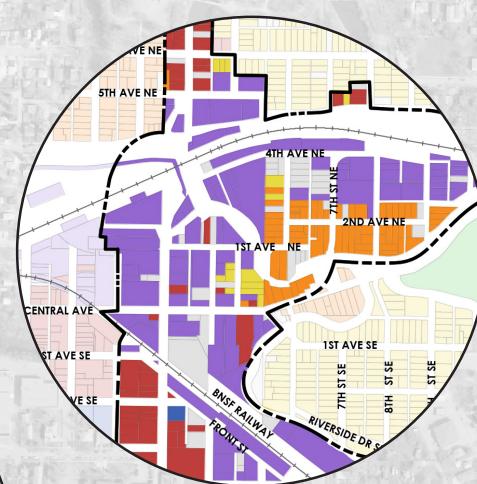


# MINOT BROWNFIELDS REDEVELOPMENT AREAWIDE PLAN



July 2016

# ACKNOWLEDGMENTS

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This plan was made possible by the efforts of many people who devoted their time and energy on behalf of the City of Minot. We acknowledge those who contributed to the Plan:

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Clyde Thorne, Minot Downtown Association	Jay Hight, MAGIC Fund
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# INTRODUCTION

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# About the Project

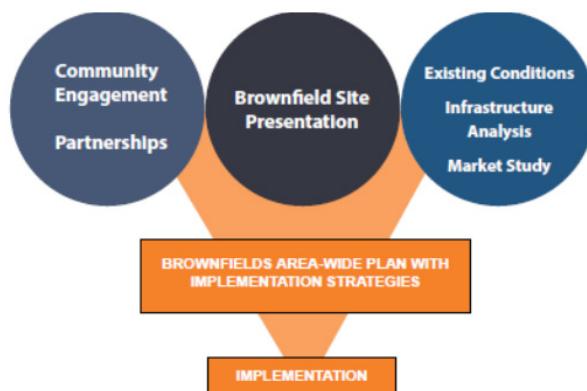
In 2013, the U.S. Environmental Protection Agency awarded a grant to the City of Minot to investigate contamination levels on known and perceived brownfield sites. Brownfield investigation focused on sites experiencing redevelopment challenges due to former industrial uses. However, other nearby commercial or residential properties were included in redevelopment strategies and concepts. In conjunction with this effort, the U.S. EPA awarded the City a Brownfields Areawide Planning grant to develop a community vision for repurposing these brownfield sites and to identify strategies for redevelopment within a defined planning area encompassing these sites.

The framework diagrams below illustrate the core concepts of the U.S. EPA's Brownfields Areawide Planning program and outline the general process the City of Minot followed to develop this plan.

The City of Minot anticipates that developing this plan will provide a framework for redevelopment of key brownfield properties. In some cases, existing property owners can develop and implement economically viable strategies for redevelopment of their properties. For other sites, the plan will serve as a tool for attracting increased interest of developers who will purchase, clean up, and redevelop these sites – with the confidence and knowledge that the projects have the support of the community, and that impediments to development associated with infrastructure and other needs have been identified and will be addressed.

This plan presents Minot's brownfield areawide planning process and illustrates potential redevelopment opportunities that could result from brownfield revitalization. This document provides local demographic, economic and physical context; findings of brownfield investigations within the planning area and on Catalyst Sites; and strategies emphasizing resilient redevelopment opportunities for these sites and in the planning area.

The EPA defines a brownfield as "real property, the expansion, redevelopment or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant." Many communities face a variety of challenges associated with the presence of multiple brownfields in proximity to residences, schools, or businesses.



**Figure I.1: EPA Brownfields AWP Planning Framework**

Graphic Source: US EPA



**Figure I.2: Planning Framework Diagram**

Graphic Source: US EPA

# The Planning Process

## January 2014

Stantec and City staff began working on the areawide plan in January 2014, gathering background information and preparing maps of the planning area.

## June 2014

The first meeting of the Brownfield Advisory Board (BAB) was held June 18, 2014. The presentation to the BAB included a review of what brownfields are, how US EPA grants are structured and what would be included in the work, examples of typical brownfields and why they can pose a problem, types of activities funded, and an inventory of Minot brownfield sites. The City shared an array of background information including existing land use in the study area, future land use from the 2012 Minot Comprehensive Plan, and a map of the planning area. The BAB was asked to help in identifying and recommending properties and redevelopment projects. In addition to City staff and consultants, eight representatives from local organizations and businesses were in attendance.

The following day, June 19, 2014, Stantec representatives made a presentation to the Minot Board of Realtors luncheon meeting. There were thirty-nine people in attendance. The presentation included a summary of the process, goals of the project, explanation of the grants, and a request for assistance in identifying potential properties to include in the assessment.

## Summer/Fall 2014

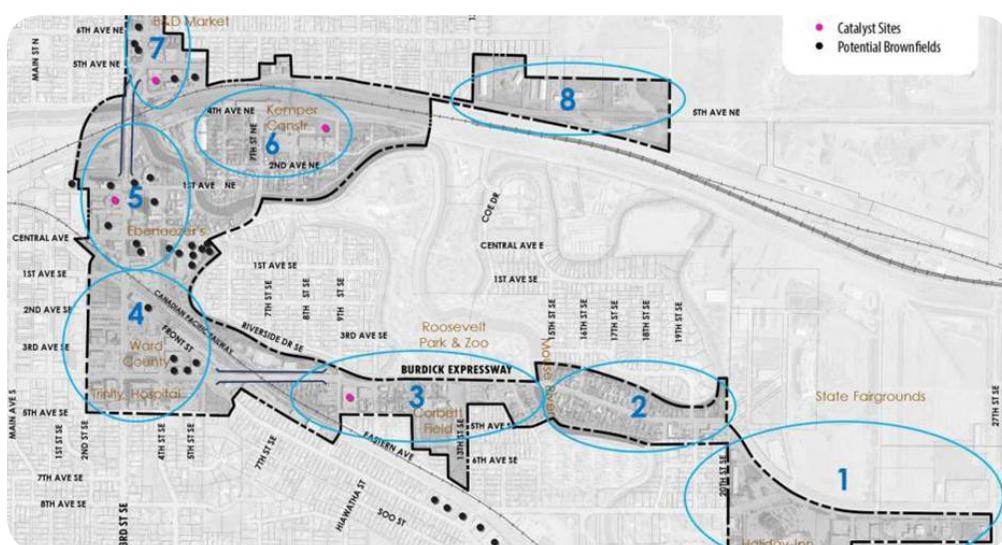
During the latter half of 2014 the City and Stantec prepared the background report. This included putting together the maps and statistics that had been gathered initially, as well as the discussion and comments from the initial BAB meeting.

## January 2015

At the second meeting of the Brownfield Advisory Board on January 22, 2015, the BAB members and City staff reviewed the planning area's existing land use and development patterns and identified specific properties, uses or areas they thought were positive or negative for the area. The group also shared additional comments related to potential future redevelopment of the area. As part of this review, the BAB and staff considered eight character districts in the planning area and identified whether each district should have more or less of certain types of land uses in the future (illustrated in figure I.3 and I.4).

Appendix A of this plan includes a description of the character districts and comments on each of these districts. Key highlights of the comments include the following:

- In all character districts, a strong need for more sidewalks, trails, parks and open space.
- Support for increased commercial land use in most districts.
- Minimal need for more single family residential, although some expressed preference for more in character districts 6 and 7, which are adjacent to neighborhoods north of the study area that are largely residential.
- There is minimal need for additional multi-family housing, although some expressed preference for more in character districts 4 and 5, both of which border downtown Minot.
- Few industrial properties are expected to be needed in the future in all but character district 8 (the farthest northeast corner of the planning area).



**Figure I.3: The planning area was divided into character districts for comments and suggestions**

Map Source: Stantec



**Figure I.4: BAB members comment on land use maps**

Image Source: Stantec

## **April 2015**

At the April 7, 2015 meeting of the BAB, Stantec summarized the comments from the January meeting and began discussing strategies for development and redevelopment in the planning area. BAB members were reminded of the benefits that the plan was expected to realize:

- Identify and reduce threats to human health, the environment and welfare of sensitive populations.
- Stimulate economic development in an area that has been decimated by catastrophic flooding and sits at the heart of the City.
- Facilitate use or reuse of existing infrastructure.
- Creating or preserving green space, recreational property or other non-profit uses.
- Provide more transportation choices focused on non-motorized options.
- Promote equitable, affordable housing and neighborhood reinvestment.

The attendees were asked to offer the following kinds of ideas with notes and suggestions on maps of the corridor:

- Identify specific properties with opportunities
- Identify problem areas, properties, safety issues, concerns
- Show possible sidewalk/trail connections
- Show open space opportunities, natural areas to preserve, enhance
- Identify investment opportunities, where to put resources, areas needing flood damage relief
- Buildings that could be reused somehow
- Suggest bike lanes, transit routes
- Where is affordable housing needed?
- Other ideas?

Comments and ideas from this meeting are included in Appendix B of this plan.

## **June 2015**

The Brownfield Advisory Board met on June 24, 2015 to continue discussion of strategies and redevelopment ideas. A presentation summarized comments the BAB had made at the April meeting and the results of the interviews with eight realtors, developers, and bankers and their opinions and insights into the market potential for the corridor. A community meeting followed the BAB meeting to review the information on Catalyst Sites and market focus interviews and invite the public to comment.

## **July 2015**

Minot City staff and Stantec representatives attended the EPA Technical Assistance to Brownfields Conference in Minot on July 22, 2015. A Brownfield Advisory Board meeting was held the next evening to adopt strategies and discuss redevelopment concepts. A community meeting followed the BAB meeting.

## **November 2015**

Revised redevelopment concepts were reviewed and discussed at the November 10, 2015 Brownfield Advisory Board meeting.

## **May 2016**

The final Brownfield Advisory Board meeting was held May 17, 2016, with review of the draft plan and a community meeting following to answer questions on the plan and discuss its key features.

## **July 2016**

After a public comment period for the plan, the Minot City Council met to approve the draft plan. The plan was adopted by the City Council on July 5th.

# SECTION 1: LOCAL CONTEXT

Thoughtful, strategic development is most successful when it is well informed by the current context and local history. Section 1 of the areawide plan reviews the current built environment including land use and zoning, the transportation network and housing stock. It also presents demographic characteristics and trends, acknowledging that new development and redevelopment must serve existing and future residents. The section concludes with a discussion of identified redevelopment areas, highlighting the importance of brownfield remediation and redevelopment.

# Existing Land Use

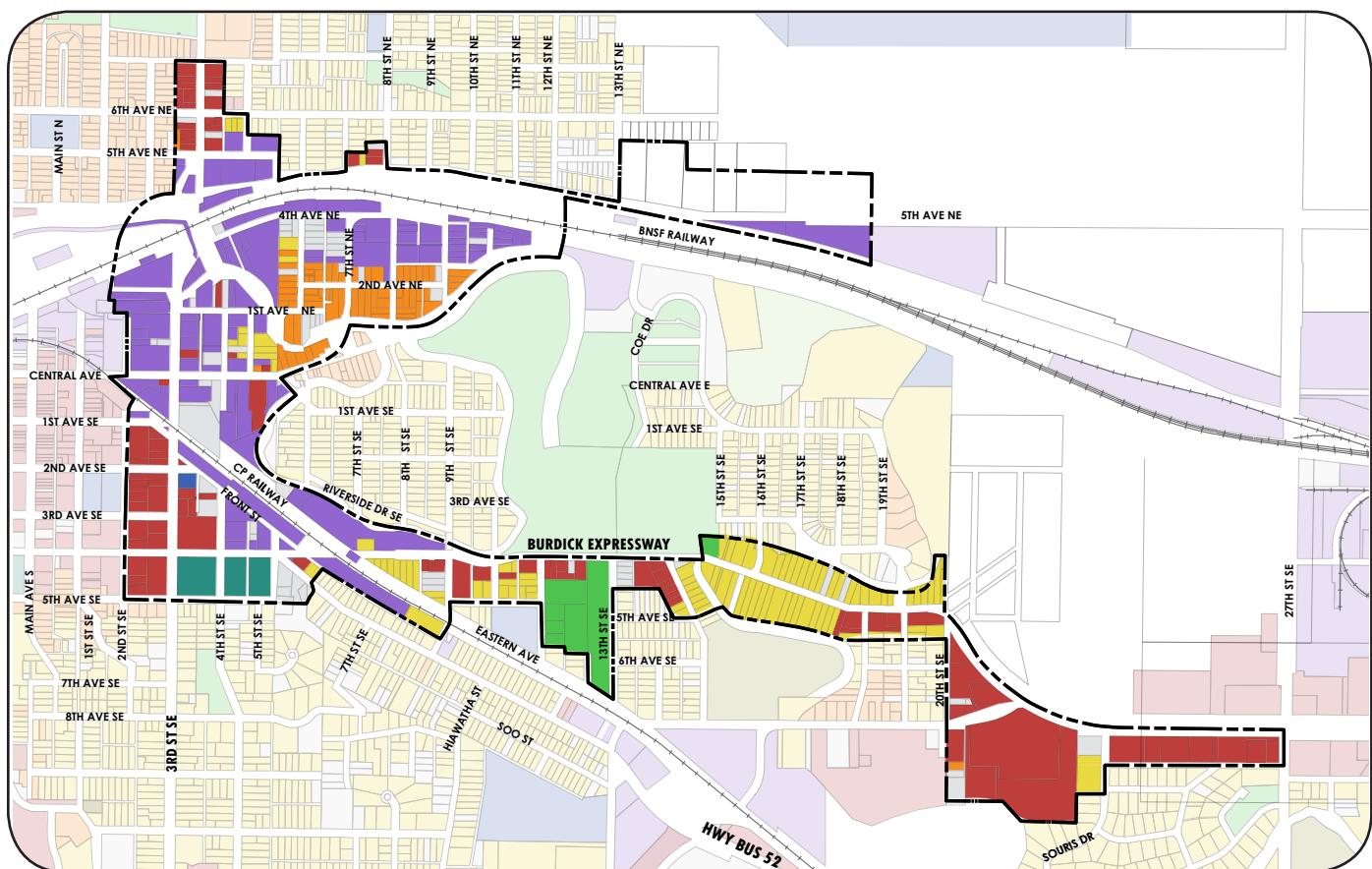
The planning area encompasses properties around Burdick Expressway and 3rd Street, both key corridors leading into downtown Minot. The Burdick Expressway corridor is a fully developed area that encompasses approximately 200 acres of property from 3rd Street SE to 27th Street SE. Planning area properties along 3rd Street SE extend from downtown to the Mouse River and an existing active BNSF railroad corridor. Decades ago, this area was developed for commercial, industrial, residential and other uses. In locations where buildings or land uses are no longer well-matched with current market demands, vacant or underutilized properties in need of redevelopment are common.

At the far southeast corner of the planning area, land uses along Burdick Expressway are predominantly commercial. At 20th Street SE (the west edge of the State Fairgrounds), land uses along Burdick change to predominantly low-density residential, with some small commercial uses on the south side between 18th and 20th Streets SE. West of the Mouse River to the BNSF railroad bridge, land uses on the south side of Burdick are mostly small commercial uses fronting a residential neighborhood. On the north side of Burdick is the Roosevelt Park and Zoo.

Large industrial tracts lining the BNSF rail corridor bisect Burdick Expressway and line both sides of 3rd Street SE. Near downtown, some of these parcels are developing with restaurants, offices, and other commercial uses displacing the historic industrial uses. Across the BNSF railroad bridge, land uses along Burdick are a mix of commercial, industrial, public and hospital-related. This is the southeast corner of downtown commercial uses, including part of the Trinity hospital campus, Ward County buildings and various office and commercial businesses. East of this area is the residential neighborhood across the Mouse River along 1st and 2nd Avenues NE.

North across the Mouse River on 3rd Street NE is a small neighborhood commercial area between 5th and 7th Avenues NE. Further east on 5th Avenue, on the north side of the river and railroad is an industrial area with many trucking and commodity-related activities.

**Figure 1.1: Existing Land Use**



## EXISTING LAND USE LEGEND

Low Density Residential	Neighborhood Commercial	Industrial	Parks & Open Space
Medium Density Residential	Commercial	Public/Semi-Public	Cemetery
High Density Residential	Downtown Mixed Use	Hospital	Rural/Agricultural
Manufactured Home Park	General Mixed Use	Golf Course	Vacant

Map Source: Stantec

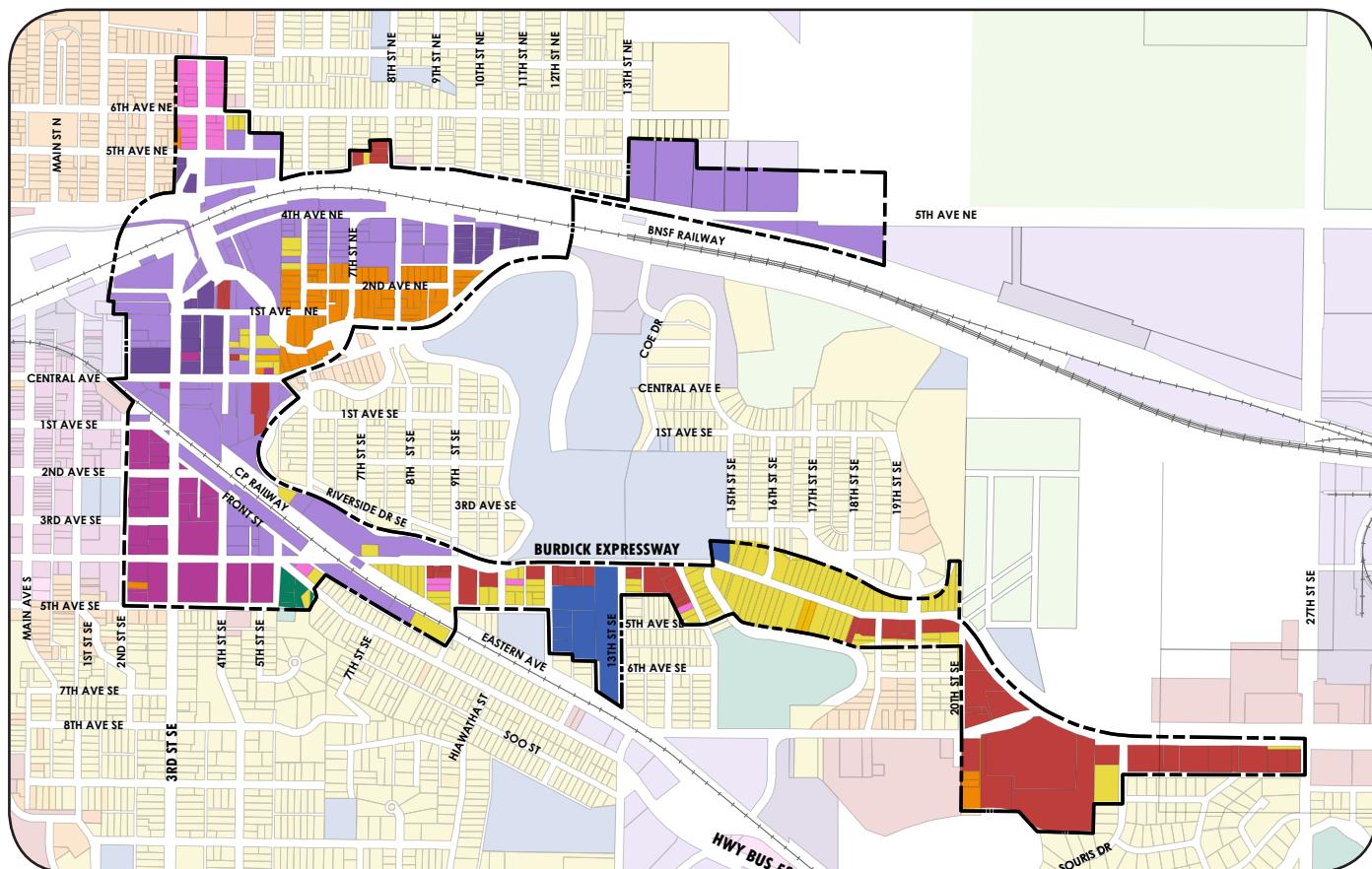
# Existing Zoning

Existing zoning designations in the planning area are a mix of commercial, industrial, and residential districts. With very few exceptions, zoning corresponds with existing land use on the ground.

Zoning in the planning area includes a full spectrum of the zoning districts in the City. Along Burdick Expressway between 20th and 27th Street SE, zoning is predominately C-2 General Commercial. Between 20th Street SE and 15th Street SE, most of the corridor is R-1 Single-family Residential, with some C-2 on the south side for a few blocks. Between 15th and 9th Streets SE, the corridor is mostly C-2 on the south side of Burdick with R-1 behind, along with Public zoning for Roosevelt Park and Zoo and Corbett Field, and R-1 on the north side in the Eastwood Park neighborhood.

In downtown, zoning on either side of 3rd Street is C-3 Central Business south of the CP railroad tracks and M-1 Light Industrial and M-2 Heavy Industrial north of the tracks. The neighborhood around 7th Street NE and 2nd Avenue NE is zoned R-3 Multi-family for the residential portions and M-1 for the industrial portions. North of the river in northeast Minot, on either side of 3rd Street NE between 5th and 7th Avenues NE the zoning is C-1 Neighborhood Commercial, with M-1 south and east of that to the railroad tracks. The area east along 5th Avenue NE is zoned M-2 Heavy Industrial.

Figure 1.2: Existing Zoning



## ZONING LEGEND

MH - Manufactured Home	R-3 & R-3B - Multi-Family	M-1 - Light Industrial	C-1 - Neighborhood (Limited)
R-1 - Agricultural Residence	R-3C - Townhouse	M-2 - Heavy Industrial	C-2 - General
R-1 - Single-Family	R-4 - Planned Residence	P - Public	C-3 - Central
R-2 & R-2B - Two-Family	O - Office	AG - Agricultural	C-4 - Planned

Map Source: Stantec

# 2012 Land Use Plan

Minot updated its Comprehensive Plan in 2012 with a robust process of analysis and community engagement. The Future Land Use Plan resulting from this process indicates intended future land use for the City and its future growth areas. In the planning area, future land use is almost entirely consistent with existing land use. The Comprehensive Plan calls for development and redevelopment efforts in the downtown and surrounding core neighborhoods, including a portion of the planning area. It also identifies community goals and policies, including the following general City goals:

**Goal 1:** Promote a well-planned community with a balance of land uses while addressing the needs and impacts of expanding services to support growth through development and redevelopment.

**Goal 2:** Ensure that Zoning and subdivision ordinances and official master plan documents are consistent with the intent and specific direction provided within the Comprehensive Plan.

### **Goal 3: Coordinate transportation and land use planning.**

**Goal 4:** Attract and encourage a balance of new commercial, light industrial, office - industrial, heavy industrial, knowledge-based business, professional services and expansion of existing businesses.

**Goal 5:** Develop and maintain a roadway system that accommodates safe and efficient movement of people and goods.

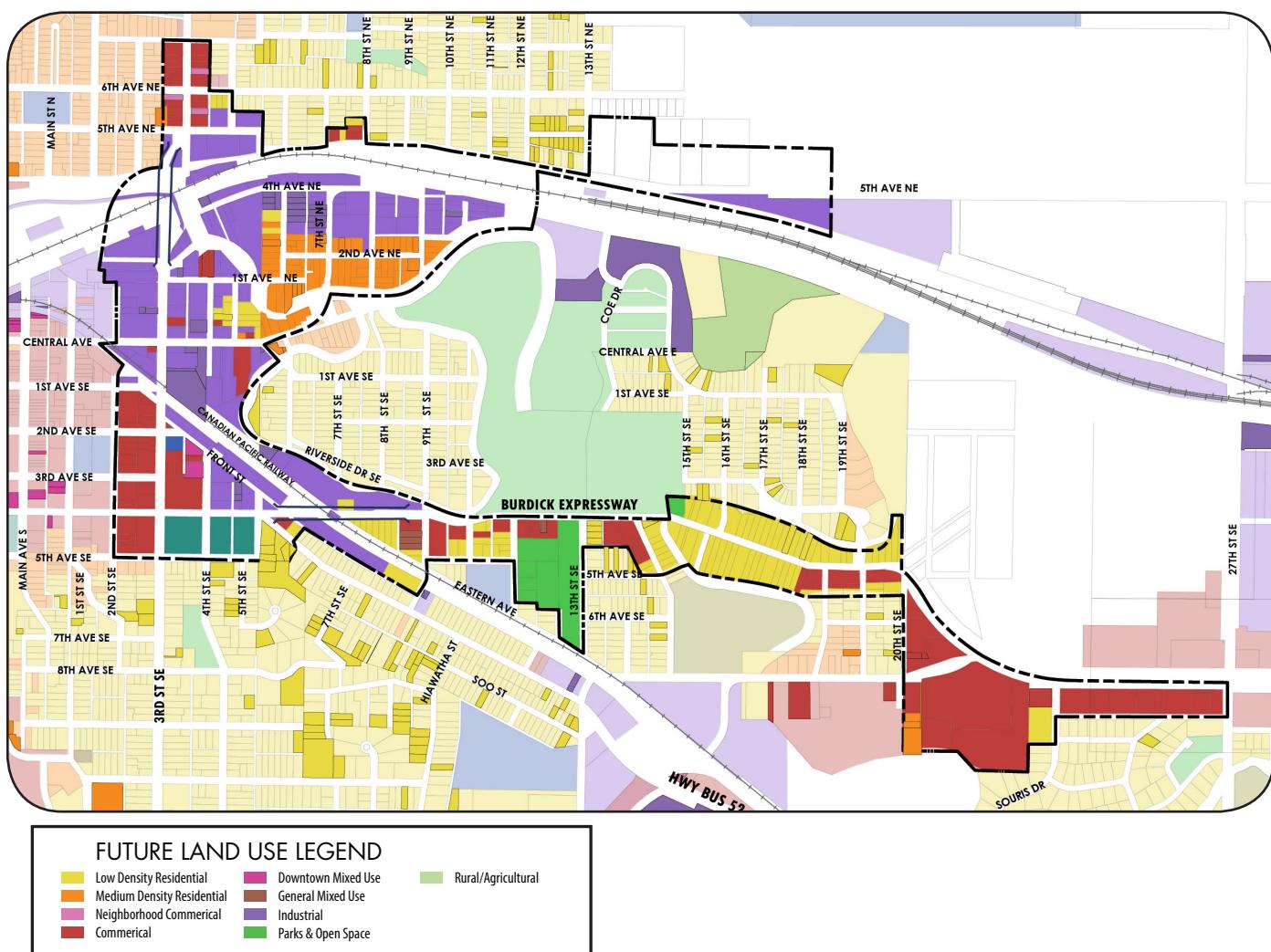
Because of the industrial nature of the planning area, the following commercial and industrial land use goals from the plan are of particular importance:

## **Goal 1: Expand and diversify the City's tax base by encouraging new commercial/industrial development.**

**Goal 2:** Promote development and redevelopment of downtown Minot so it can continue to be a focal point.

Figure 1.3 depicts the planning area and Future Land Use guided by Minot's Comprehensive Plan. Highlighted parcels reflect parcels for which future land use guidance is different than existing land use. Generally, the future land use plan envisions that vacant parcels will be redeveloped with land uses that are consistent with adjoining properties.

**Figure 1.3: Future Land Use**



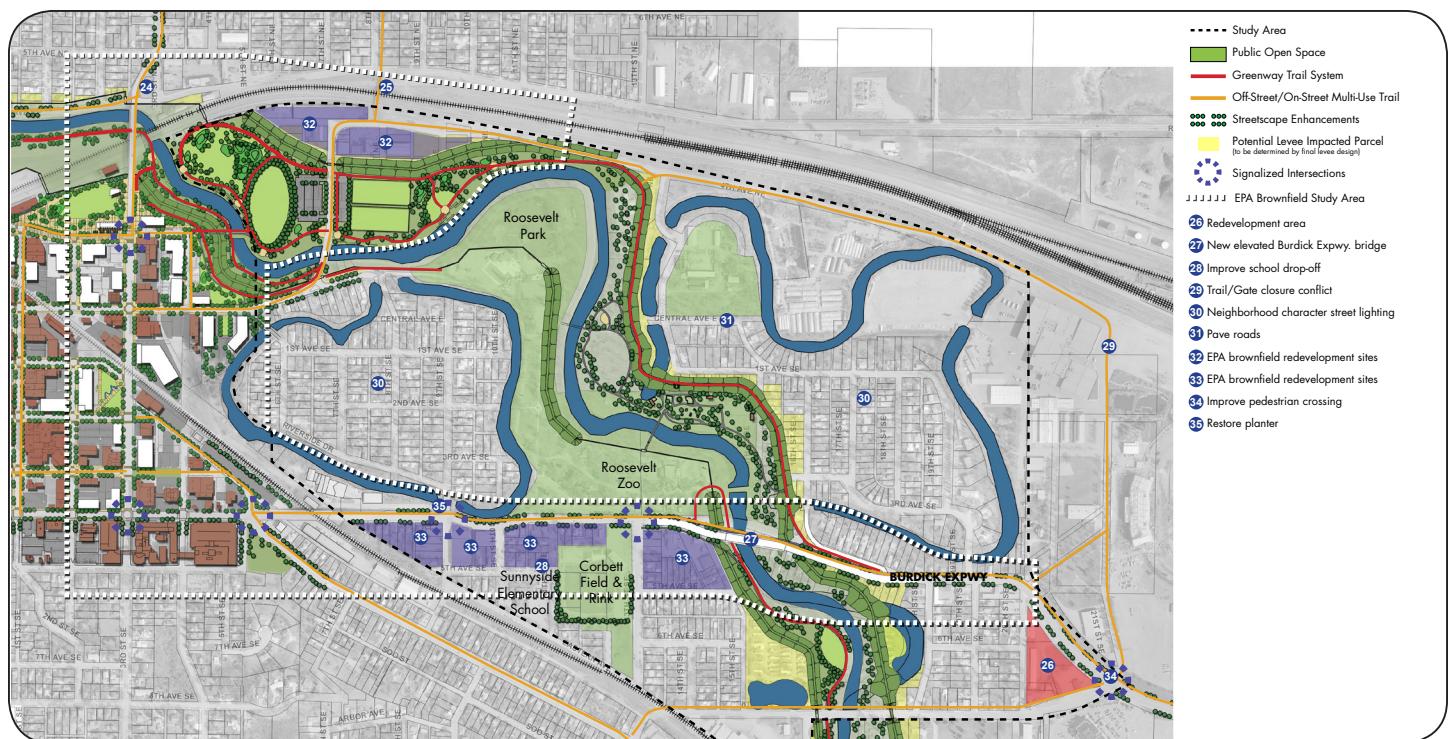
# 2014 Minot River Front & Center Plan

Following adoption of its Comprehensive Plan and in response to the devastating Mouse River flooding of 2011, the City of Minot initiated the Minot River Front & Center Plan to examine the City at the neighborhood level. The U.S. EDA provided funding for this work in order to help the community develop neighborhood-specific responses to promote flood recovery and long-term resilience. The plan identifies unique issues and opportunities specific to six communities across the City. Much of the planning area for this areawide plan is included in Neighborhood 5. The Minot River Front & Center Plan articulates a series of goals identified by residents of Neighborhood 5. These include:

1. Develop a multi-seasonal trail that is safe, enjoyable, and accessible to the public with connections to neighborhood destinations.
2. Provide safe and functional streets that serve vehicles, bicycles, pedestrians and transit.
3. Manage on-street parking in the neighborhood.
4. Maintain and improve public safety in the neighborhood.
5. Maintain and improve the appearance and condition of property and buildings in all neighborhoods.
6. Parks and community facilities within the neighborhoods are well maintained and an asset to the neighborhood.
7. Maintain and expand the supply of safe, affordable housing.
8. Maintain viable neighborhood commercial and employment centers.
9. Encourage investments and improvements that will maintain and enhance property values.
10. Build and maintain existing infrastructure to City standards.
11. Provide neighborhoods with the tools to be involved and maintain and improve their neighborhood.
12. Preserve and enhance the historic character of the neighborhood.

Figure 1.4 depicts potential redevelopment opportunities envisioned in the Neighborhood 5 Plan. Generally, the plan calls for a system of levees and dikes along the Mouse River, with expanded open space and parks on properties immediately adjacent. The intention is to preserve existing neighborhoods as much as possible, while creating enhanced recreational amenities in locations highly-prone to flooding. Several parcels in the planning area for this areawide plan were identified as key redevelopment opportunities in the Minot Front & Center Plan. These are marked in purple on the map below. These sites informed selection of Catalyst Sites for this plan and highlighted the need to develop a cohesive vision for redevelopment along the Burdick Expressway Corridor.

**Figure 1.4: Neighborhood 5 Plan**



Map Source: Stantec

# Transportation Analysis

The planning area is defined around two of Minot's main transportation corridors: 3rd Street and Burdick Expressway. 3rd Street is a minor arterial that runs north-south along the eastern edge of downtown Minot. Burdick Expressway is a principal arterial running east-west across the southern edge of downtown Minot, forming the region's main crosstown connection and the business loop to U.S. Highway 2. Both are four lane streets through the planning area.

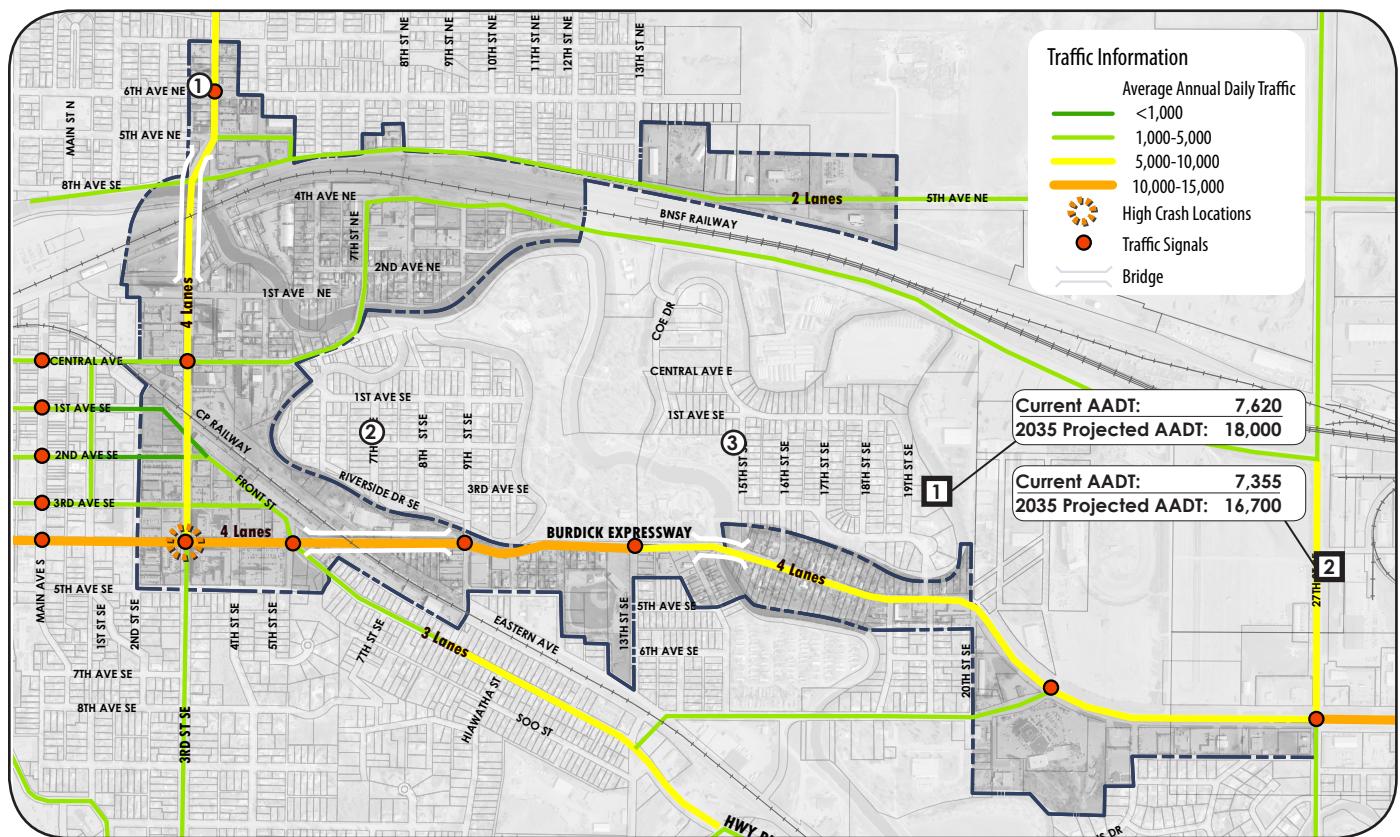
Two rail lines also traverse the planning area, as does the Mouse River. Local connectivity is dictated by bridge crossings over these features. In some areas, direct access to 3rd Street and to Burdick from adjacent properties is inhibited by bridge elevations.

Both Burdick and 3rd Street are lined by sidewalks in most locations, although some gaps exist. However, right-of-way space for pedestrians is limited. Sidewalks are against the street curb without buffers from moving traffic. No space is dedicated to snow storage, trees, or street furniture. Pedestrian crossings are long and there is little infrastructure to slow drivers' speeds at these locations.

Neither Burdick nor 3rd Street features bicycling infrastructure such as bike lanes or protected bikeways. However, several off-road trails traverse the planning area, particularly near Roosevelt Park and along the BNSF Railroad tracks. More trails are planned as part of a future floodway project.

The following maps (Figures 1.5 and 1.6) and corresponding images highlight transportation features and traffic conditions in the planning area.

**Figure 1.5: Average Annual Daily Traffic**



An elevated bridge over the Mouse River and the CP Railroad disconnects 3rd St. from adjacent areas.



This bridge connects downtown with eastern residential and commercial areas.



Planned replacement of this bridge includes lengthened approaches, potentially limiting access to Burdick from adjacent areas.

All photos courtesy of Google Maps

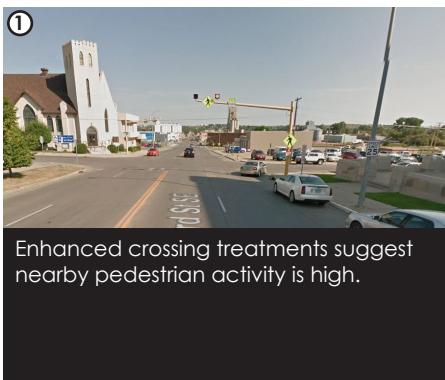
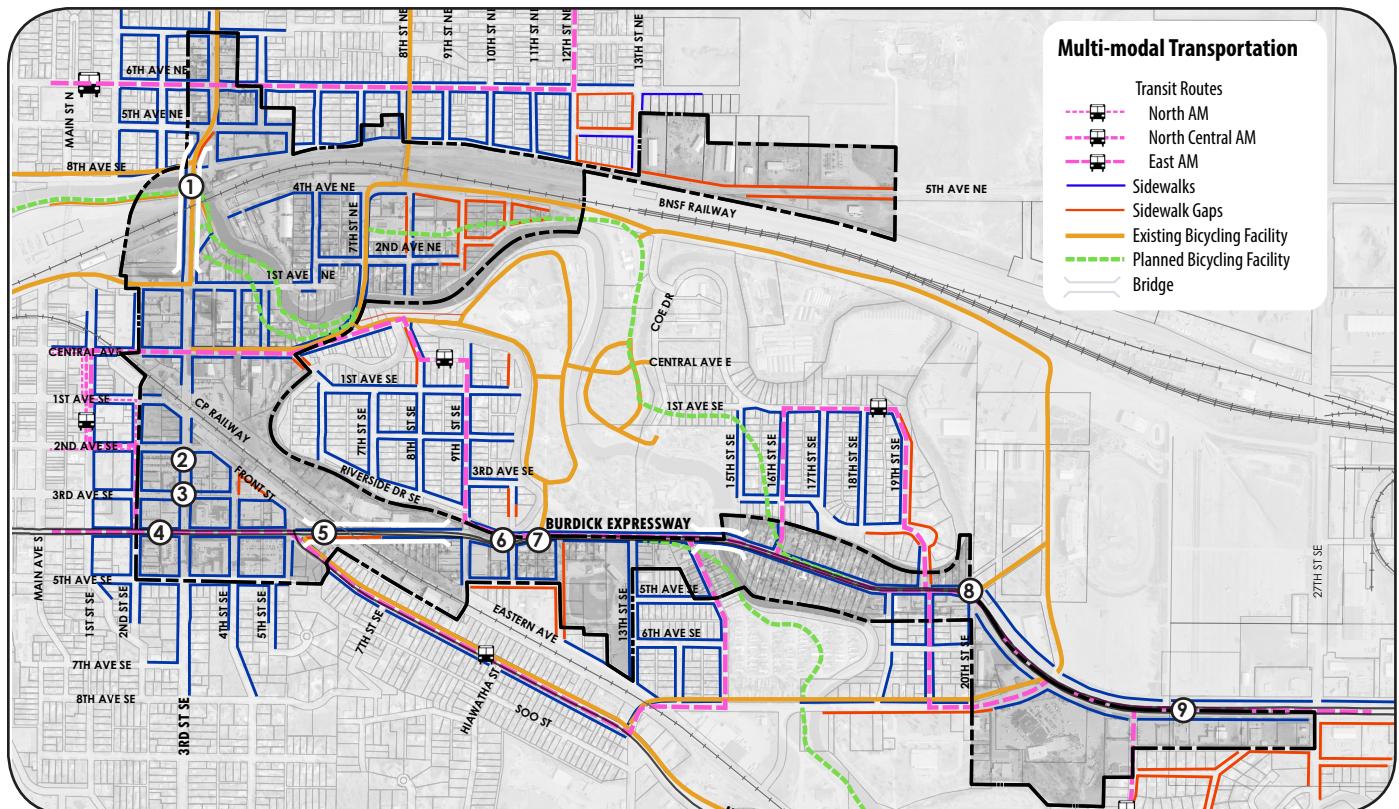
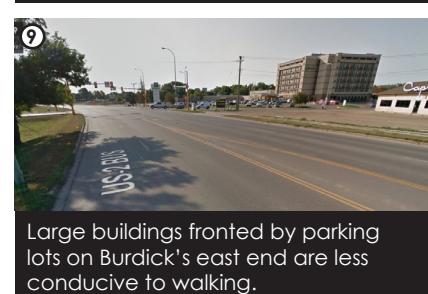


Figure 1.6: Multi-modal Transportation



Map Source: Stantec



# Demographic Characteristics

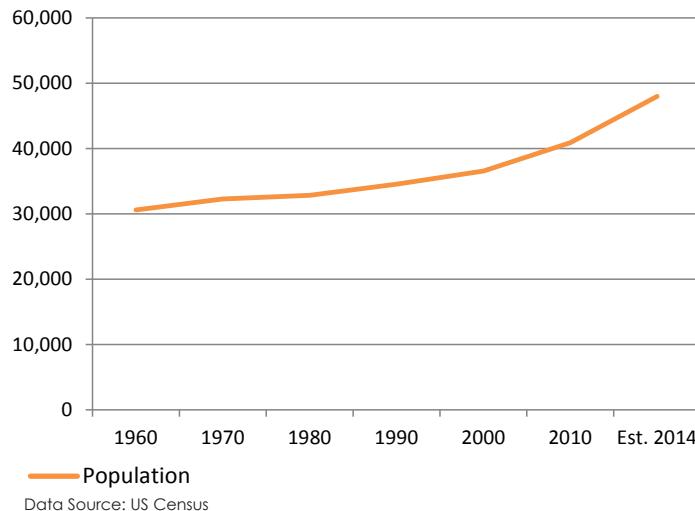
## Population Growth

The City of Minot is North Dakota's fourth largest community, with an estimated 48,000 residents. The City has been growing rapidly in the past fifteen years, with growth rates as high as 18 percent. North Dakota has experienced rapid population growth in the past decade due to shale oil production in the Bakken oil field. Despite its distance from the oil fields, Minot's position as a regional trade center has resulted in additional population growth. The population has increased from 34,544 in 1990 to 40,888 in 2010. This is a population growth of 18 percent. This information is reflected in Figure 1.7 below.

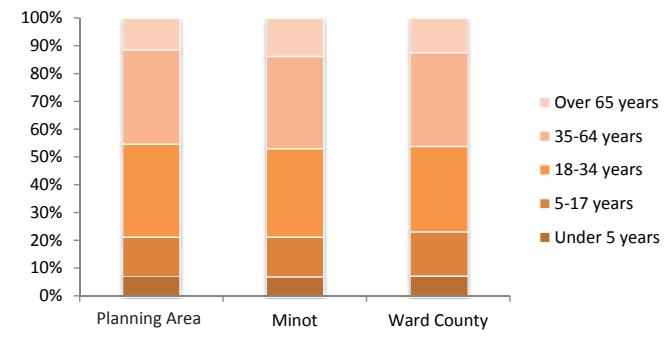
## Age Characteristics

Population groups in the planning area closely mirror those in Minot and in Ward County as a whole. The planning area has slightly more adults between the ages of 18 and 35, and slightly fewer adults over the age of 65 than Minot or Ward County. Proximity to downtown employment and a lack of senior housing options could explain this trend. This information is reflected in Figure 1.8.

**Figure 1.7: Minot Population Growth 1960-2014**



**Figure 1.8: Minot Population Age Groups, 2013**

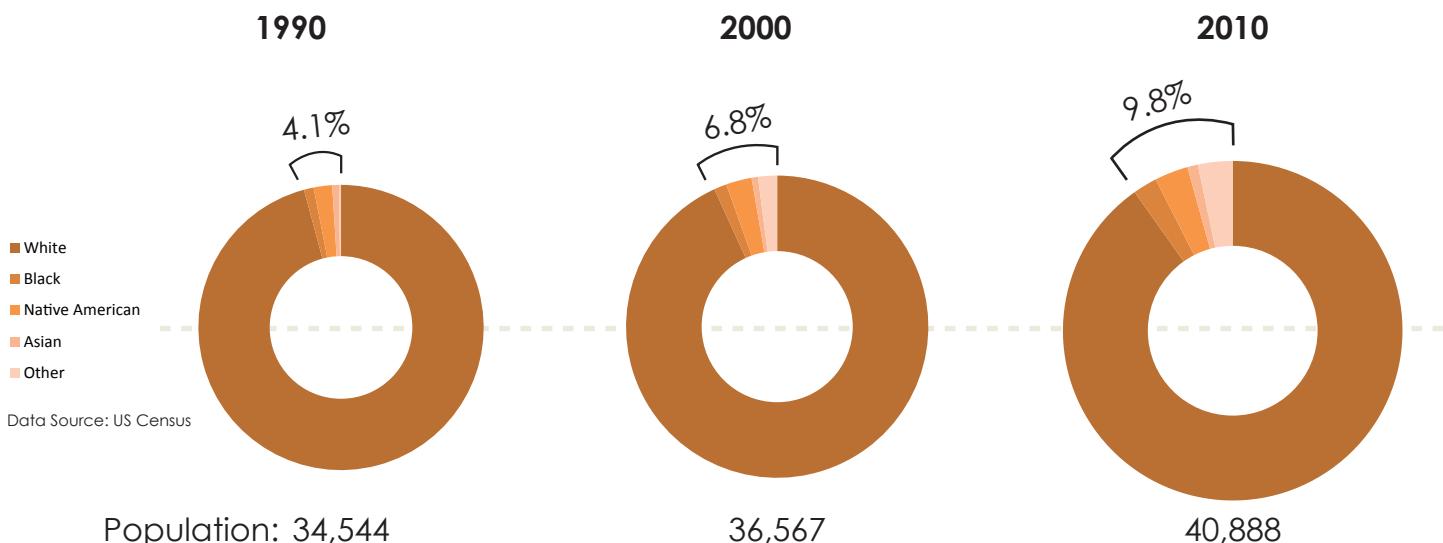


Data Source: US Census

## Racial and Ethnic Characteristics

While Minot's minority population is very small, the City's non-white population is growing at a faster rate than its white population. Since 1990, the non-white population in Minot has grown from 4.1 percent to 9.8 percent of the total population. This is a growth in population of 140 percent. The largest minority populations are Native Americans and those identifying as "other" in the U.S. Census. This information is reflected in Figure 1.9 below.

**Figure 1.9: Minot Population Change. 1990-2010**

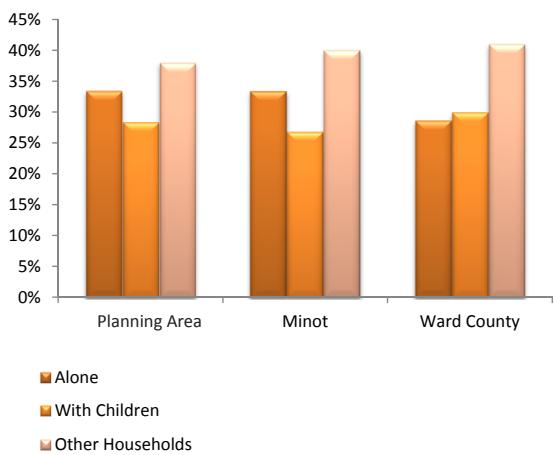


# Household Characteristics

Household composition in the planning area closely mirrors that of Minot as a whole. Both the planning area and Minot have a slightly higher concentration of persons living alone than Ward County and lower concentrations of families with children. The slightly higher concentration of 18 to 34 year-olds in the planning area suggests this is an area attractive to young professionals. Households and typical housing stock are depicted in Figure 1.10 and 1.12 respectively.

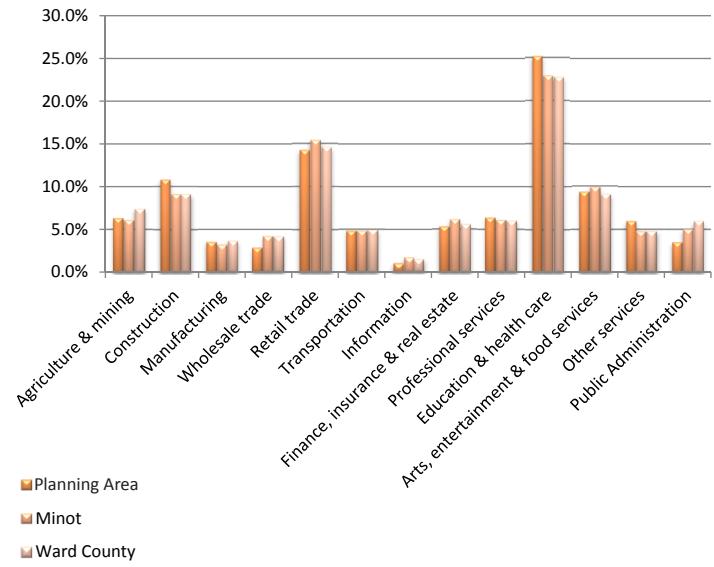
Planning area residents are employed in construction, education, and health care sectors at slightly higher rates than residents of Minot as a whole or Ward County. This is likely explained by the close proximity of Trinity Health Hospital in downtown Minot. In 2015, the community had a very low unemployment rate of 3.6 percent. Employment is illustrated in Figure 1.11.

**Figure 1.10: Area Household Composition, 2013**



Data Source: US Census

**Figure 1.11: Area Employment by Sector, 2013**



Data Source: US Census

**Figure 1.12: Typical housing stock in the planning area in Minot, ND**



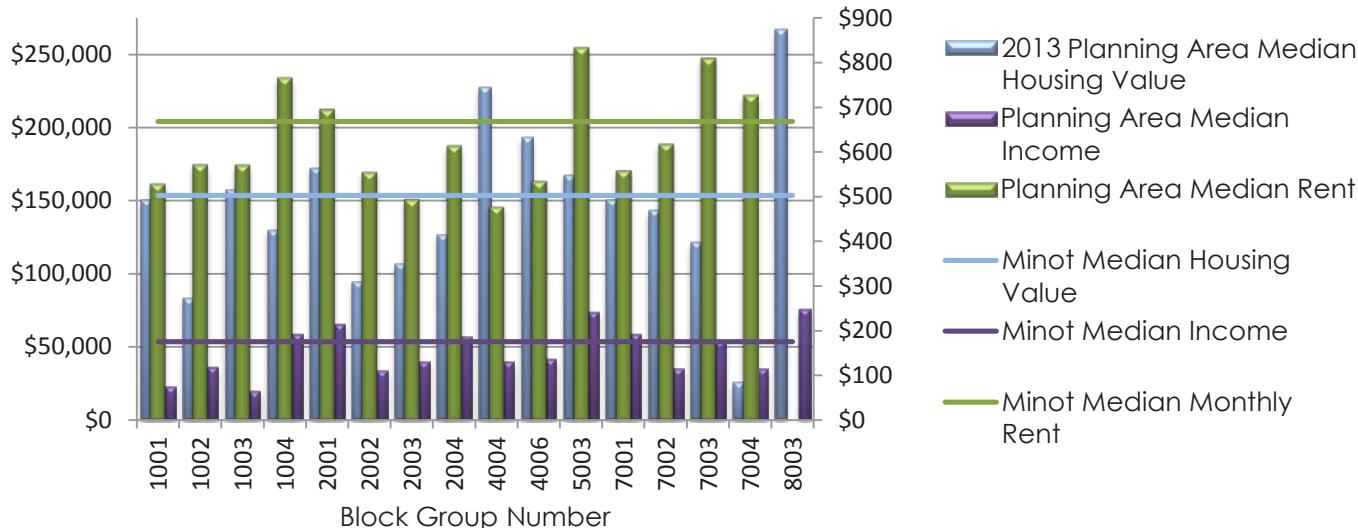
Photo Source: Stantec

## Housing Value and Median Income

In 2013, the median household income in the City of Minot was \$53,524. The median housing value was \$153,700, and the median monthly rent was approximately \$650 (data from American Community Survey, see Figure 1.13).

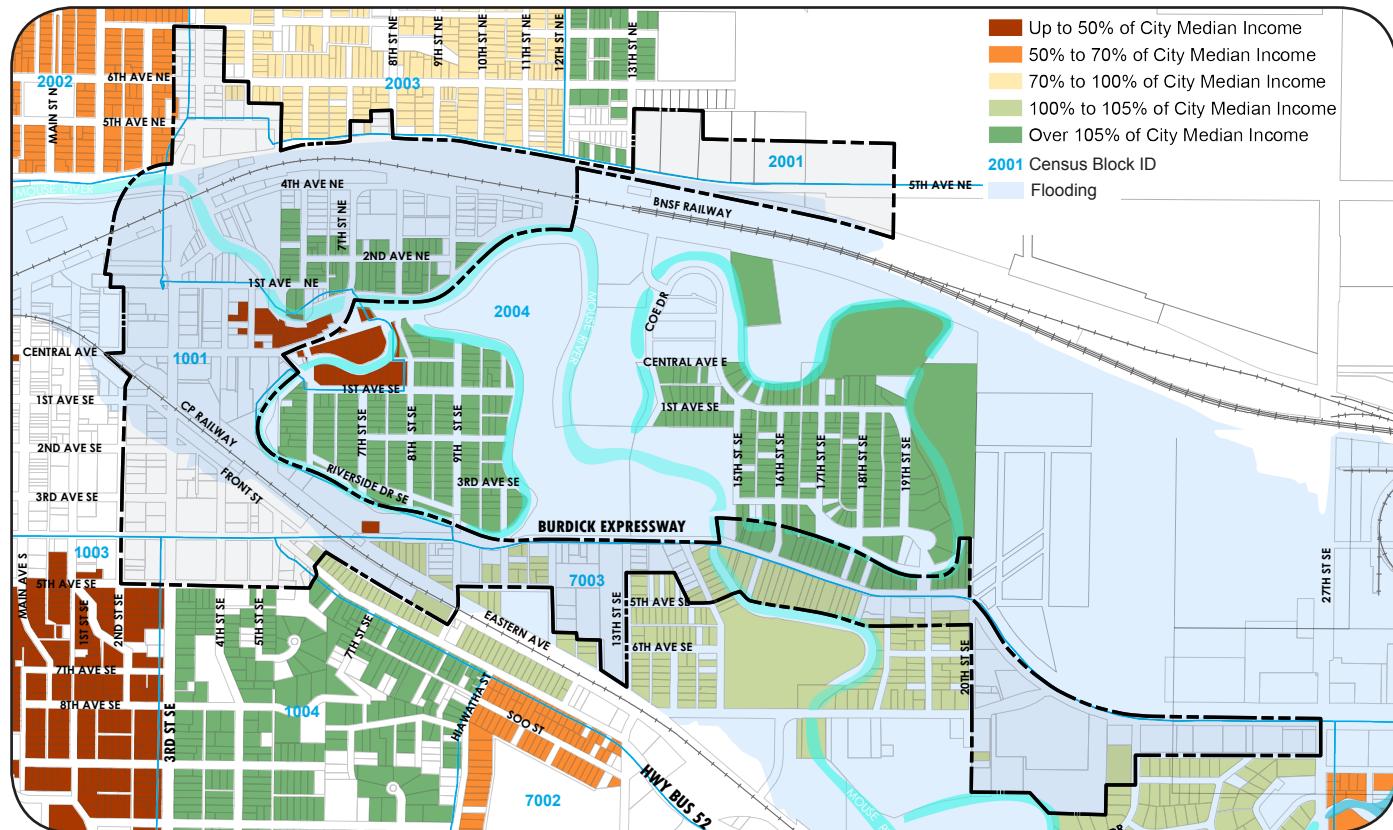
Despite flooding in 2011, housing values in neighborhoods near the Mouse River remain near the City's median. Figure 1.13 depicts the median housing value, median rent, and median household income for U.S. Census block groups within the planning area. Within the planning area, nine of the sixteen block groups have household median incomes below that of Minot as a whole. Generally speaking, these block groups also have home values and monthly rents below that of the city-wide median. Interestingly, block group 7004 has a median income well below the City average and a median housing value well above. Home values in the planning area tend to be at or slightly below the median (70 to 100 percent of the median). The highest home values in the City of Minot are located in the northwestern and northeastern parts of the city. Future development in the corridor can take advantage of a stable proximate consumer base. Income, housing values and rents are mapped in Figures 1.14, 1.15 and 1.16 respectively.

**Figure 1.13: Minot and Planning Area Median Income and Housing Values, 2013**



Data Source: US Census, American Community Survey, 2009-2013

**Figure 1.14: Median Income, 2013**



Map Source: Stantec

Figure 1.15: Median Housing Value, 2013

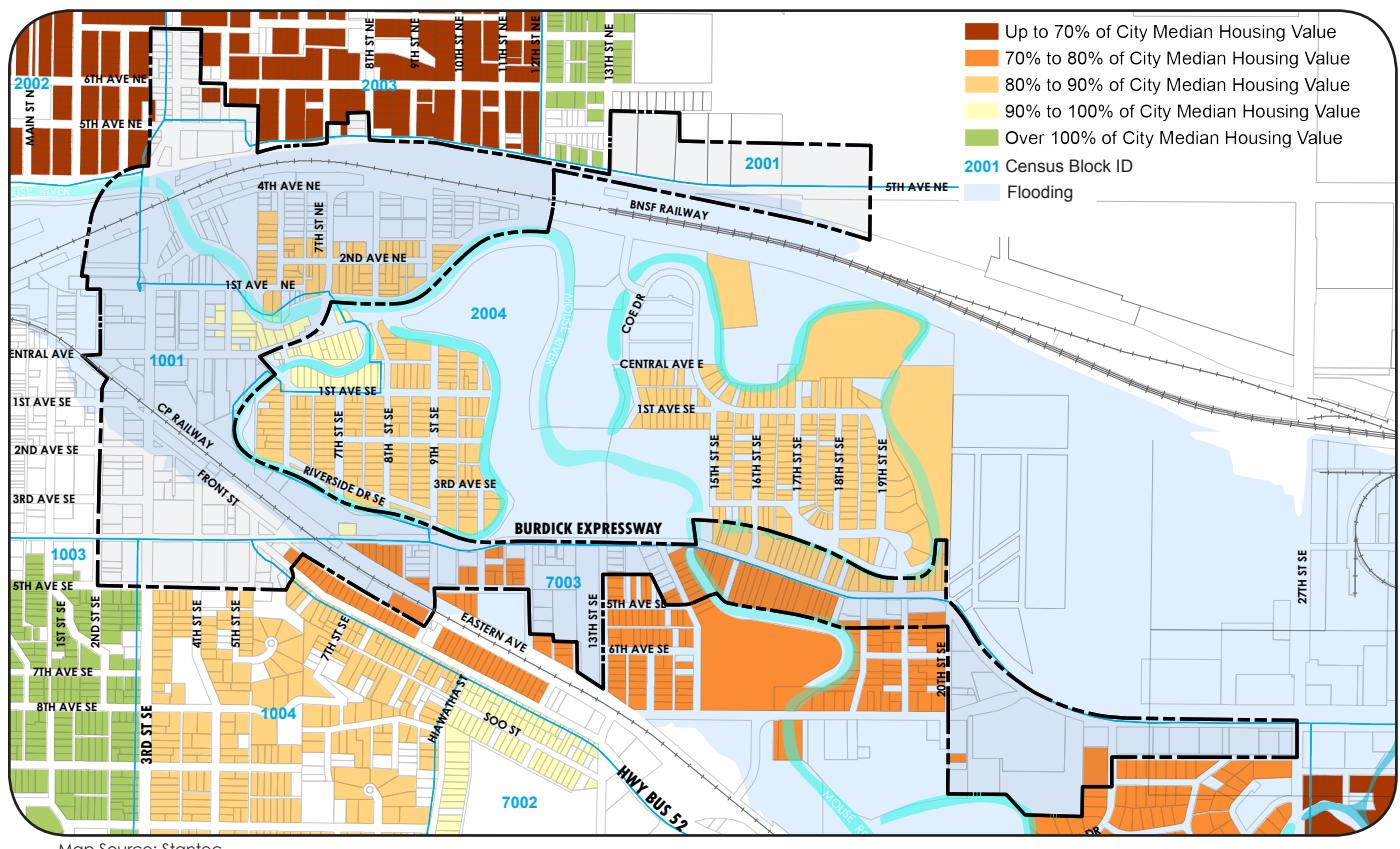
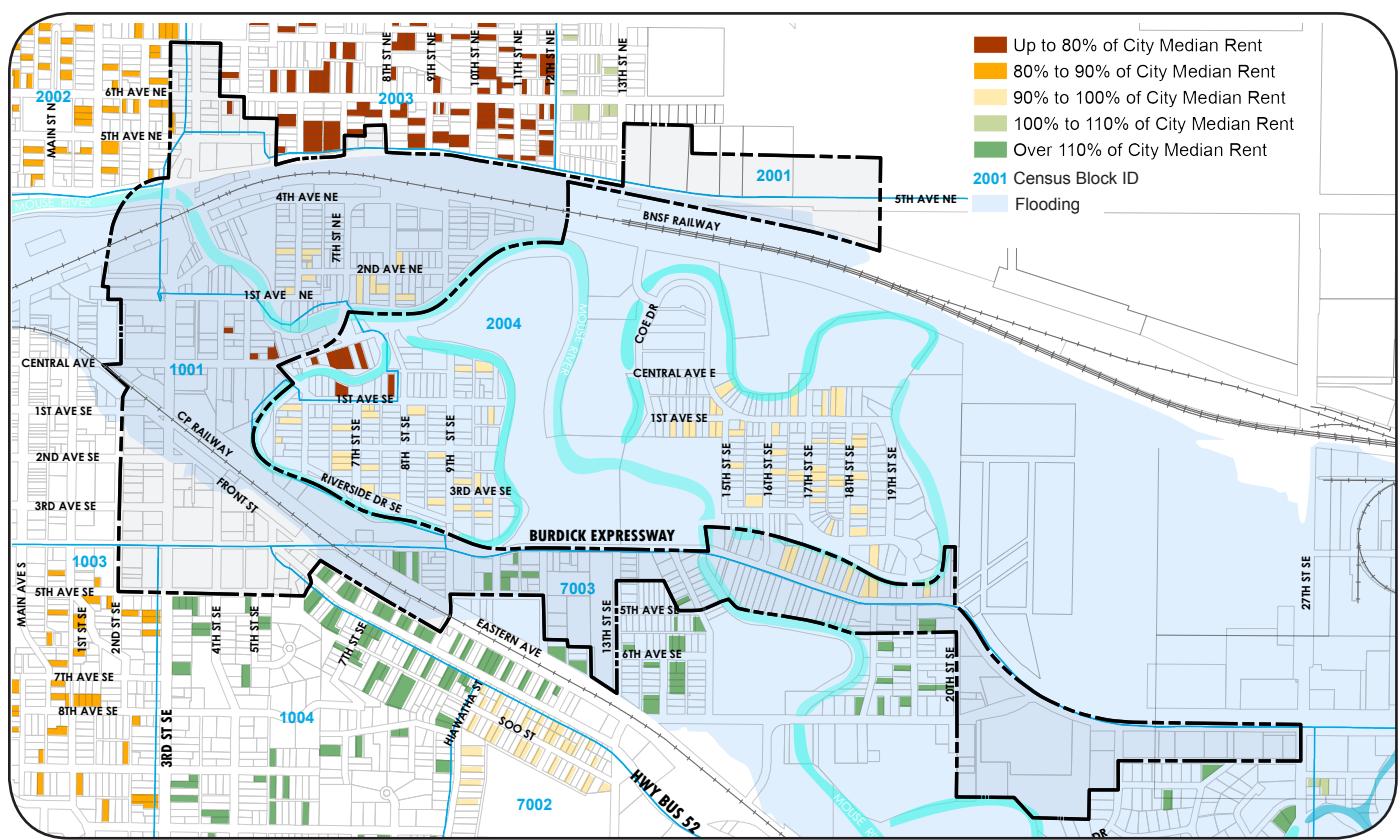


Figure 1.16: Median Rent, 2013



# Housing Analysis

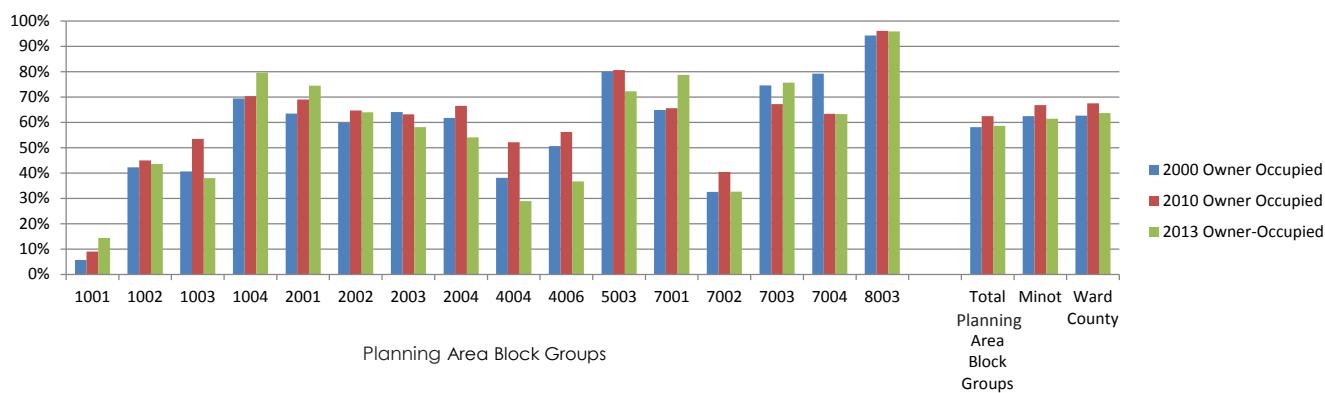
## Homeownership Rates

Homeownership rates indicate the balance between an area's owner-occupied and renter-occupied housing. Between 2000 and 2010, homeownership grew most among block groups near the Mouse River and Downtown. Between 2010 and 2013, homeownership continued to rise in Downtown; however, it declined by up to ten percent in block groups near the Mouse River. This decline can be attributed to the massive flooding of the area in 2011. Homeownership rates in the planning area block groups are slightly lower than the City of Minot and Ward County rates. Homeownership rates are illustrated in Figure 1.17.

## Vacancy Rates

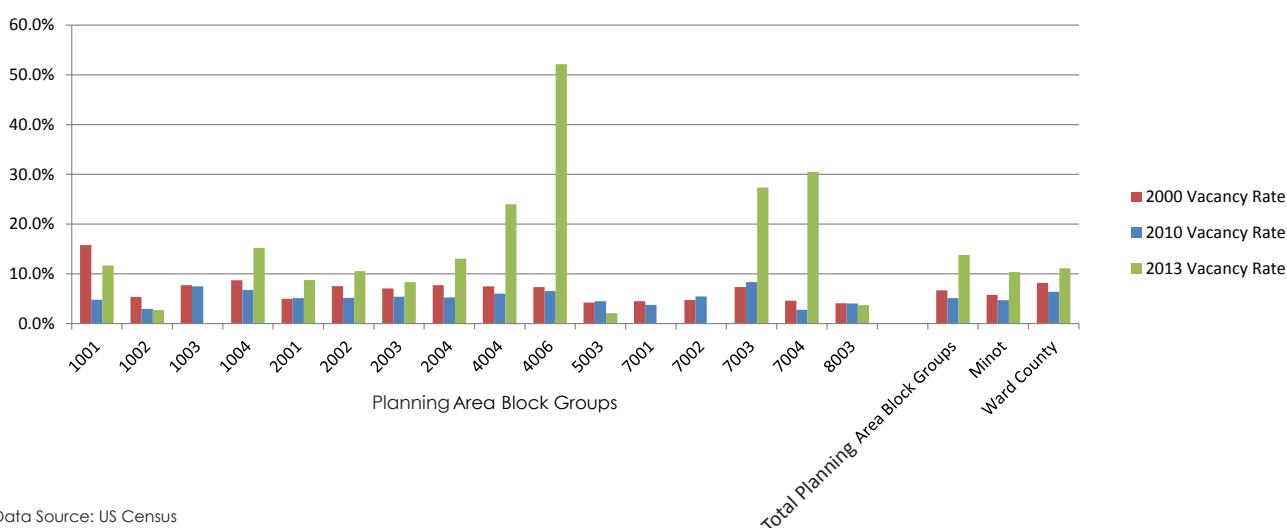
Between 2000 and 2010, vacancy rates decreased among most residential properties in or near the planning area. Strong economic growth throughout the region led to high demand for housing in most parts of Minot. However, after the Mouse River flooded in June 2011, trends reversed. Most housing in the planning area was within the flooded area. This led to high amounts of vacancy within those areas. Vacancy rates are illustrated in Figure 1.18.

**Figure 1.17: Planning Area Homeownership Rates**



Data Source: US Census

**Figure 1.18: Planning Area Vacancy Rates**



Data Source: US Census

Figure 1.19: Median Homeownership Rate, 2000-2010

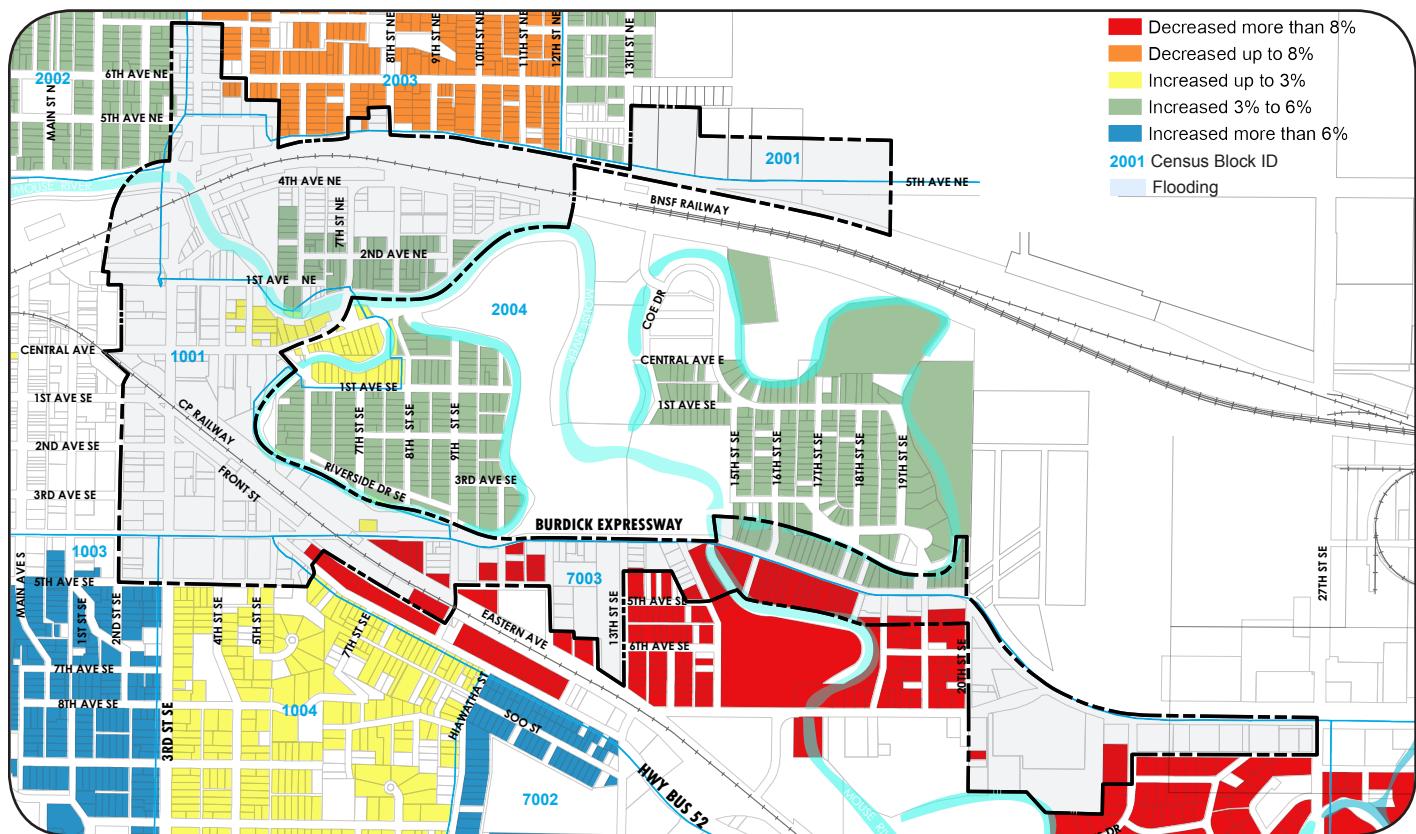


Figure 1.20: Median Homeownership Rate, 2010-2013

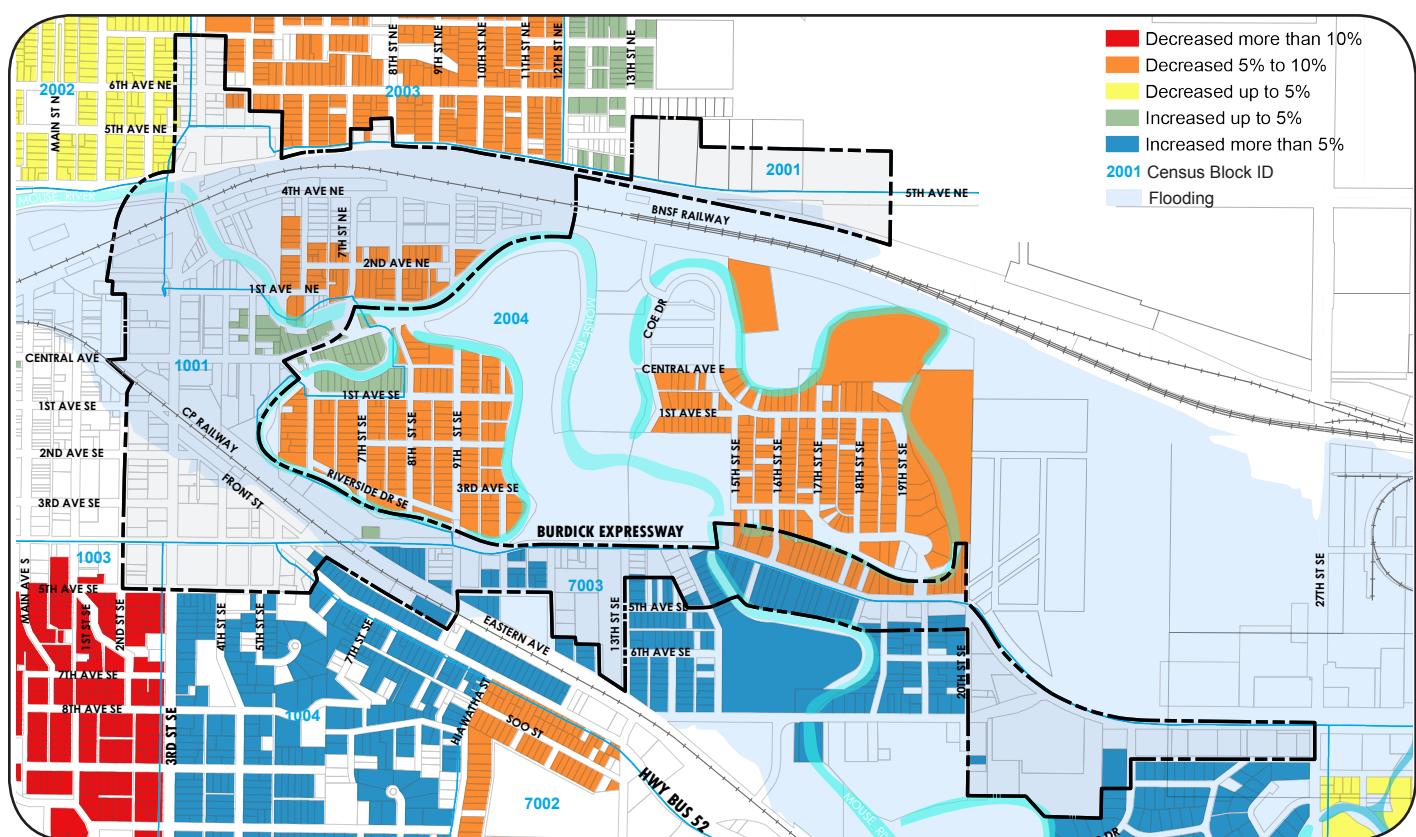


Figure 1.21: Median Vacancy Rate, 2000-2010

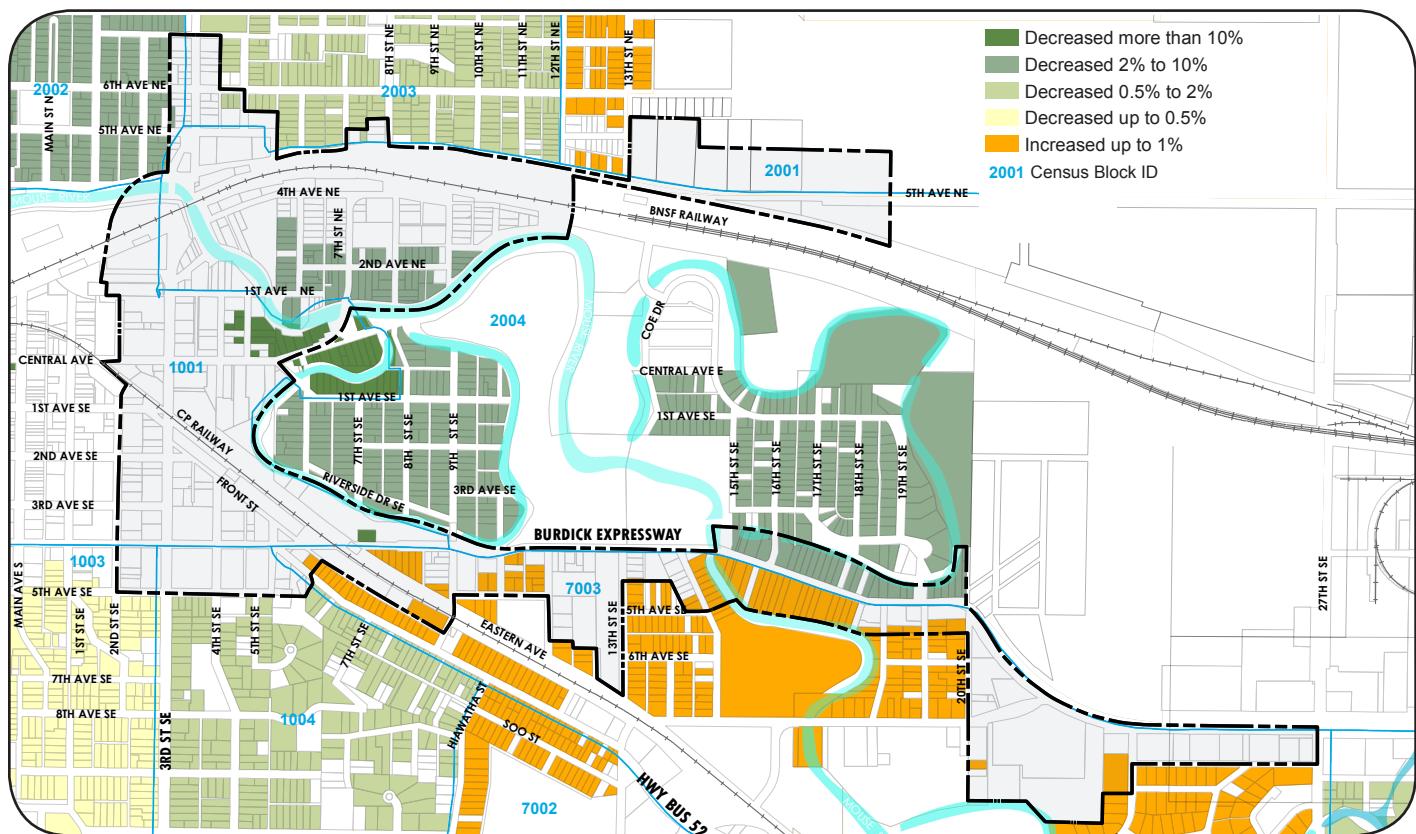
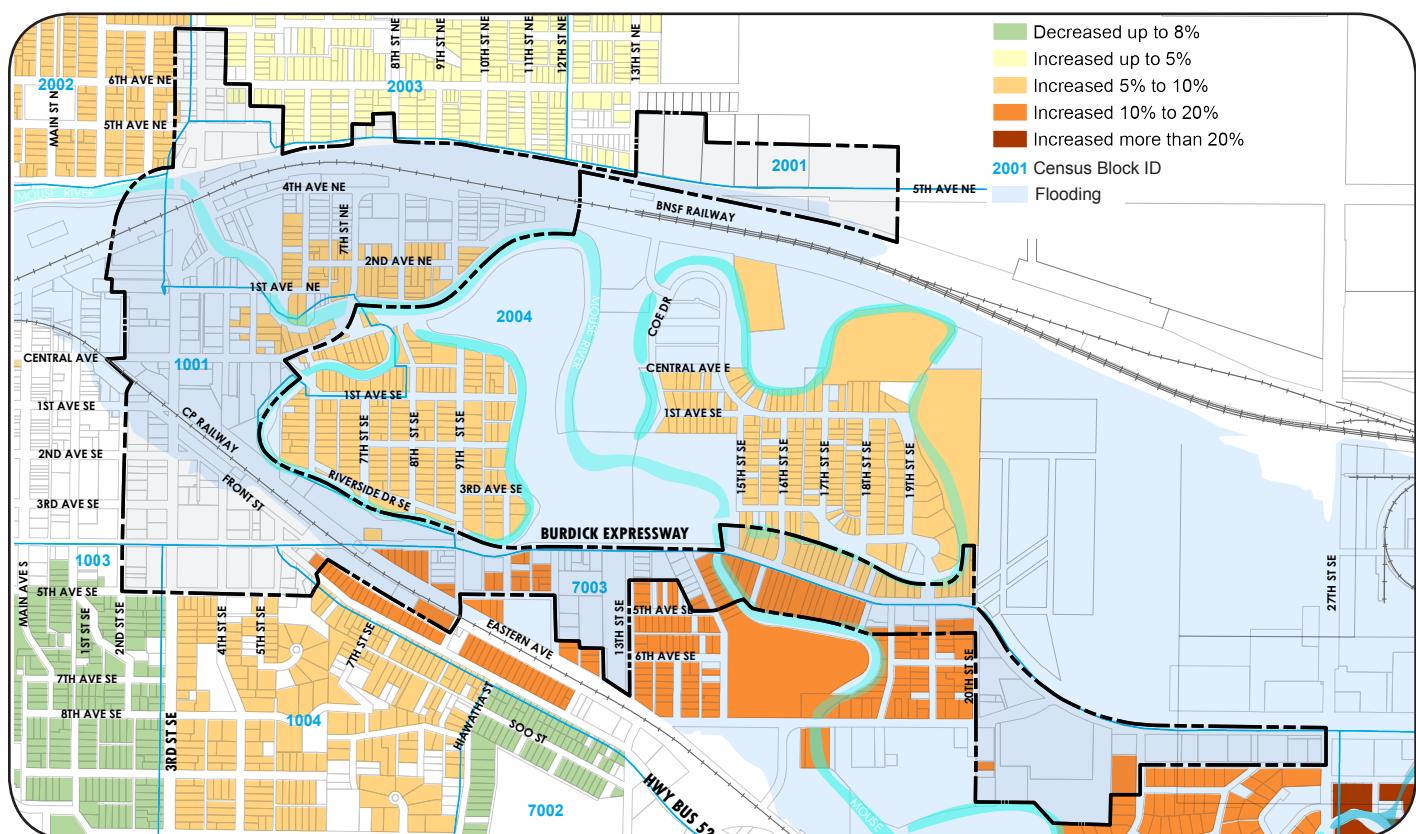


Figure 1.22: Median Vacancy Rate, 2010-2013



# Renaissance Zones: Existing Development Opportunities

Many blocks in the planning area have been designated part of a Renaissance Zone. Minot's vision for these zones is "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." Minot designated its first Renaissance Zone in 2001, with additional designations occurring in 2006 and 2010.

Projects in Renaissance Zones are eligible for financial and tax incentives intended to facilitate development, redevelopment and rehabilitation; encourage mixed use development; and promote the return of economic vitality and create a thriving city center.

Improvements in Renaissance Zones are funded by the State of North Dakota. The City of Minot plans to apply for an extension of its 2001 Renaissance Zone in 2016. The boundaries of the Renaissance Zone may be modified at this time to reflect current conditions and needs.

Within the planning area, seven blocks have been redeveloped using Renaissance Zone funding. One is located at the corner of 3rd Avenue SE and 3rd Street NE, which is zoned C-3 and comprises parking, retail establishments, and the City of Minot Fire Station No. 2. The other six blocks are located northeast of Downtown, bounded generally by 3rd Street NE on the west, 8th Street NE on the east, 4th Avenue NE on the north and Central Avenue E on the south. These zones are mapped in Figure 1.23.

## The Renaissance Zone consists of:

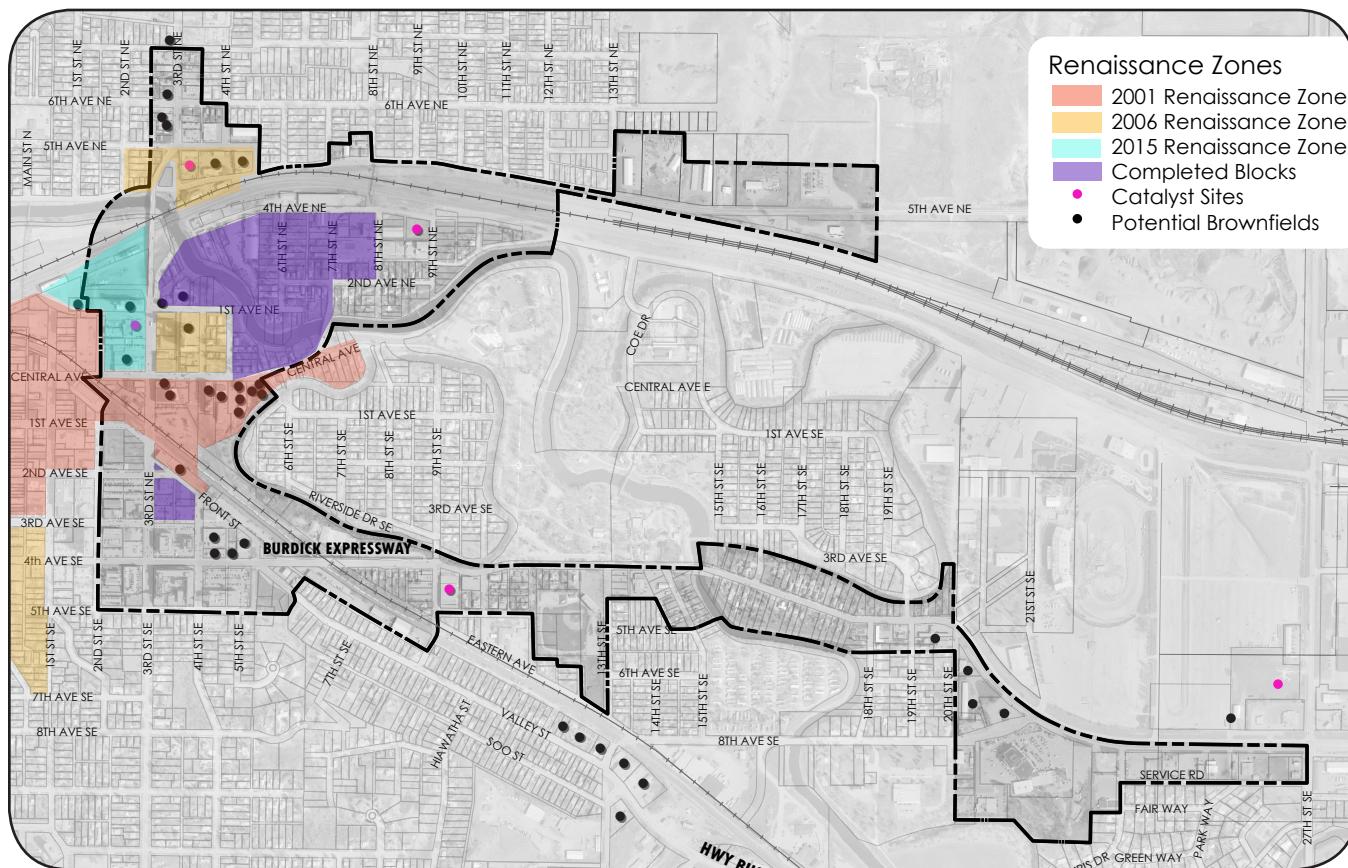
**Phase I**, (2001), twenty-three blocks generally located in the old downtown commercial and residential area of Minot

**Phase II**, (2006), seven blocks located in between Central Ave and 1st Avenue NE and between Main Street and 1st Street SE

**Phase III**, (2010), six blocks including a three-block island north of the original zone and an area west of the original zone.

**Phase IV**, (2015), 2 blocks located north and south of Burdick Expressway between 3rd Street SW and South Broadway, not included in the planning area.

**Figure 1.23: Renaissance Zones in Minot**



Map Source: Stantec

## SECTION 2: BROWNFIELD & CATALYST SITES

City staff and consultants have worked throughout the planning process to identify brownfields throughout Minot as part of a companion grant for assessment of brownfield sites. Within the areawide planning process, we have sought to understand the redevelopment potential of the brownfield sites in the planning area. Of the 63 possible brownfield sites in Minot, 38 are in the designated planning area. Section 2 of this plan identifies these 38 sites and highlights five critical sites, referred to as Catalyst Sites, for further analysis. Catalyst Sites are considered those that could be key to positively impacting the area, triggering other redevelopment efforts and serving as "catalysts" to wider redevelopment. These Catalyst Sites were initially selected for redevelopment planning because of their prominence in the community and their high potential to spur redevelopment in their neighborhoods.

# Brownfield Redevelopment

## The Burdick Corridor

Decades ago, the Burdick Expressway corridor area was developed for commercial, industrial, residential and other uses. In locations where buildings or land uses are no longer well-matched with current market demands, vacant or underutilized properties in need of redevelopment are common. Depending on the size and condition of these buildings and the extent to which historic land uses included use or storage of hazardous substances or petroleum, redevelopment may be hindered by the known or suspected presence of contamination and other environmental liabilities that must be addressed prior to redevelopment. Many of these sites meet the definition of a brownfield and are one of the key challenges associated with revitalization of the Burdick Expressway Corridor.

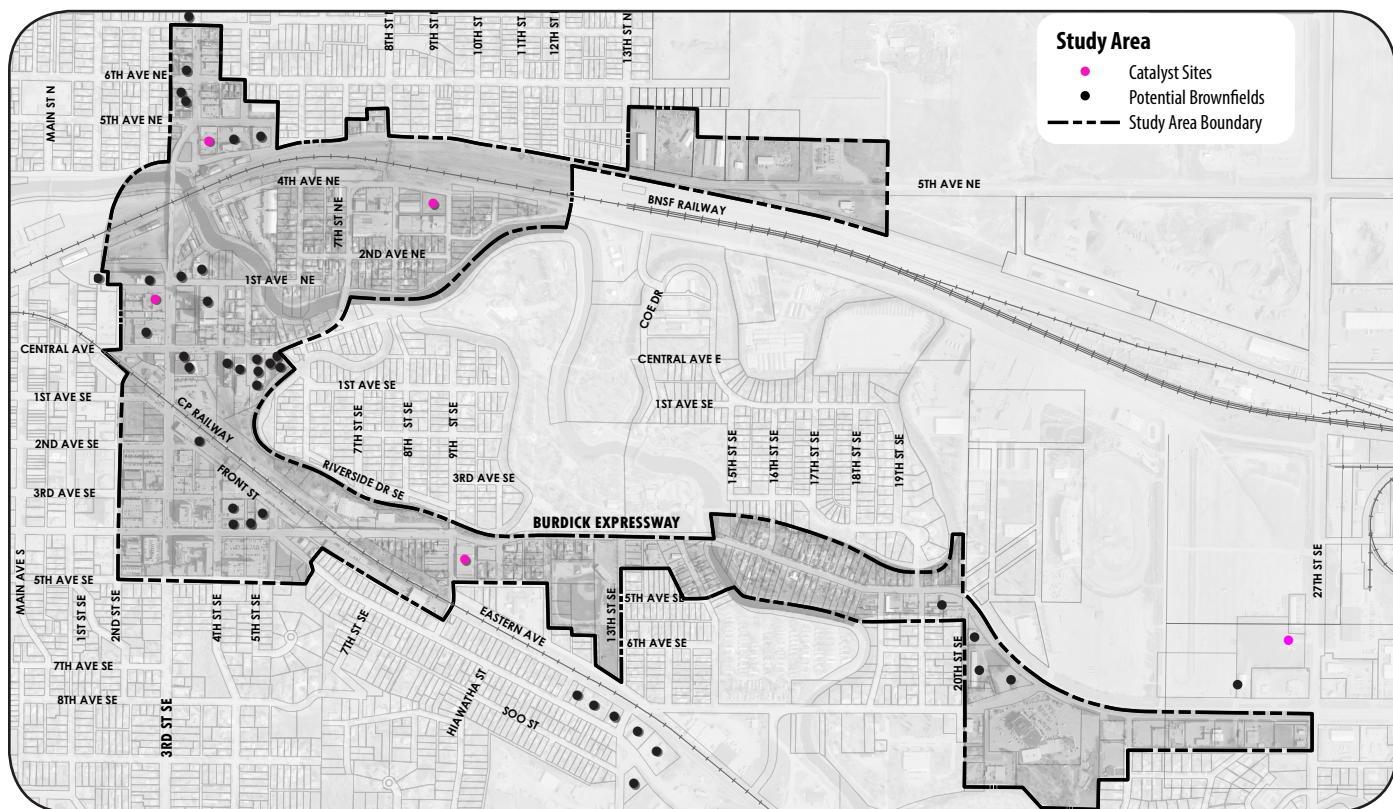
Detailed assessment was conducted at five Catalyst Sites. The remaining 33 brownfield sites in and near the Burdick Corridor have not been similarly analyzed. However, these sites are currently being assessed further under the City's Brownfield Assessment grant.

## Brownfields and Redevelopment

Brownfield sites vary significantly in size and characteristics. Some brownfields are large, former industrial properties with functionally obsolete buildings that are not well-suited for the needs of other industrial uses (i.e., abandoned concrete grain storage silos). Other brownfields may include former commercial gas stations, dry cleaners, etc., located on parcels that are too small for many alternative commercial uses.

The potential environmental liabilities associated with brownfields and their impacts on redevelopment or reuse prospects also vary significantly. At some sites, the costs for environmental cleanup may substantially exceed the current land value, whereas at other sites, the environmental costs may represent only a small percentage of overall site redevelopment costs. At other sites, the costs associated with cleanup may be less of a concern than the potential for future litigation, the possibility of delays in the construction schedule, or restrictions that may exist on use of certain portions of the property. Therefore, having a good understanding of environmental liabilities and their potential impacts on redevelopment is an essential step in the redevelopment planning process.

**Figure 2.1: Brownfields and Catalyst Sites in Minot**



Map Source: Stantec

### BROWNFIELD

A PROPERTY WHOSE REDEVELOPMENT, expansion, or reuse MAY BE COMPLICATED BY THE PRESENCE OR PERCEPTION of the presence OF A POLLUTANT or other hazardous substance [U.S. EPA].

### CATALYST SITE

Brownfield SITES WITH THE HIGHEST POTENTIAL FOR REUSE DUE TO community interest; environmental, health, or economic concerns; &/or the ability to SPUR ADDITIONAL REVITALIZATION within the planning area.

## Brownfield Inventory of the Planning Area

The Stantec team completed a parcel-scale inventory of known and potential brownfield sites within the planning area. This areawide plan presents a detailed listing of sites that are currently identified in a wide range of federal and state databases and other historic documents. Examples include sites with registered underground storage tanks (USTs) and leaking USTs (LUSTs), sites that have been permitted as small or large quantity generators of hazardous waste, and historical site usage as dry cleaners, automotive repair and filling stations. Being listed on one or more of these databases or identified in an historic document does not necessarily mean a site has contamination or is a brownfield, as use and storage of petroleum products or hazardous substances does not always result in releases to the environment. Many of the sites listed in these databases are in productive use, and are not in any respect underutilized or in need of redevelopment. However, some of the databases are specifically associated with sites with documented contamination, and inclusion on other databases is an indication of sites that have an increased potential for contamination, even if the presence of contamination has not yet been confirmed.

## Brownfield Inventory Results

Thirty-eight brownfield sites were identified in the planning area. The identified brownfield sites were divided into three types of sites:

- Existing or "Perceived" brownfields which consist primarily of sites that are vacant or underutilized to some degree with known or perceived contamination. This includes the five Catalyst Sites.
- Potential "Future" brownfields identified by the City, which consist of properties that given the current use would have a high likelihood of becoming a brownfield site if the property were to suddenly become vacant. These parcels are considered to be likely candidates for redevelopment at some point in the future.
- Critical Parcels, sites which were identified on one or more databases or in historic documents, have an increased potential for contamination even if the presence of contamination has not yet been confirmed.

The data compiled as part of the brownfield inventory was added to an interactive GIS database that will be incorporated with the City's GIS dataset and periodically updated. A map of brownfield sites identified as part of the initial inventory is presented in Figure 2.2 on the following page. As part of the brownfields inventory, brownfield sites were evaluated for their: (1) level of documented or potential environmental liabilities, (2) redevelopment potential, (3) conditions indicative of blight, and (4) ability to support various revitalization goals or objectives for the corridor. A full summary of the brownfield inventory is presented in Appendix C. More detailed descriptions of each of the five Catalyst Sites are provided in section 2 as well.

The five Catalyst Sites include:

- 1 Coca-Cola Bottling Facility**
- 2 Former Robinson Insulation**
- 3 Former Porter Brothers Salvage**
- 4 Former Bridgeman Creamery**
- 5 Former Farmer's Salvage Yard**



Figure 2.2: Brownfield and Catalyst Sites



Map Source: Stantec

# Catalyst Site Opportunities

## Introduction

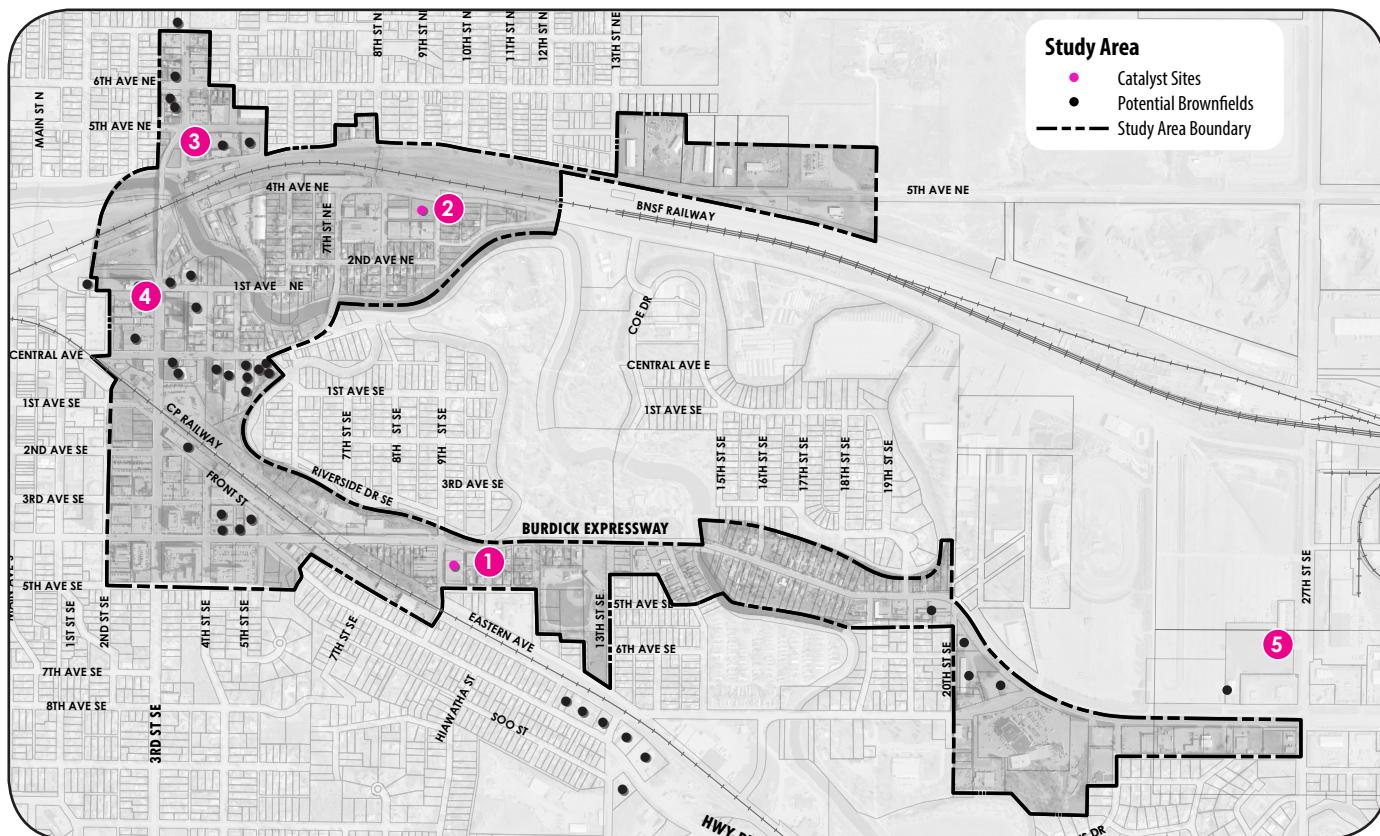
The comprehensive and multi-disciplinary approach of this planning process will allow the City to be strategic about its allocation of brownfield resources. The five Catalyst Sites will play a pivotal role in the future of the planning area as they are positioned in key areas of targeted land use. Future land use associated with the Catalyst Site areas include:

Site Name	Catalyst Site #	Future Land Use
Coca-Cola	1	Mixed Use
Former Robinson Insulation	2	Open Space
Former Porter Brothers Salvage	3/3A	Industrial
Former Bridgeman Creamery	4	Mixed Use
Former Farmer's Salvage Yard	5	Potential fairgrounds

## Environmental Liability Protection

When redeveloping a brownfield site, a key concern is typically the potential for future environmental liability. It is recommended that a qualified environmental attorney and/or environmental consultant be involved as appropriate in all aspects of property assessment, remediation, property transfer and redevelopment in order to assure proposed future property use, value, cost and conditions of site closure with the North Dakota Department of Health (NDDH) (i.e., no restrictions, use of engineering and institutional controls, etc.) are compatible with the risk tolerance of the property owner, lender and/or lessee. Through this process it can be determined if further assessment, remedial action and/or soil management is needed as part of the redevelopment plans. Several potential liability protections are available to future land owners and are described in Appendix E.

Figure 2.3: Catalyst Sites



Map Source: Stantec

## Leveraging Brownfields to Catalyze Cleanup and Investment

By targeting Catalyst Sites for redevelopment opportunities, limited brownfield resources can be utilized to their greatest effect. As a result of this planning process, the City intends to leverage as many funding sources as possible in order to maintain an on-going and effective clean up program over the next two decades and beyond.

The history of the Catalyst Sites is discussed later in this section with recommendations to address identified contamination findings. The recommendations include Phase I ESAs, Phase II ESAs, and Conceptual Site Models that can determine whether human or ecological receptors are potentially exposed to unacceptable levels of contamination.

Based on the known historic and current uses in the planning area, future remediation measures, if necessary, do appear feasible for the majority of the Catalyst Sites. There are currently significant potential and secured resources for brownfields redevelopment at the federal, state and local level available to the City. In addition, interim ownership by a quasi-governmental entity or development authority could lead to both assessment and cleanup funding. The City may be able to draw upon funding from a Tax Increment Finance (TIF) District, which can be utilized for a variety of uses associated with site improvements stimulating new private investment in the planning area. However, since no TIF District currently exists, this is a long-term solution. Additional information on funding resources and grant opportunities can be found in Appendix F.

## Comprehensive Brownfields Cleanup Program

Given that there are known brownfield sites within the community and many potential ones throughout the planning area, the City should focus on creating a proactive program to leverage available funds and build capacity to tackle multiple projects at one time. This will involve expanding its very active and successful brownfield program through several targeted enhancements, including:

- The use of the U.S. EPA Brownfield Community-Wide Assessment Grant that will assist the City in prioritizing brownfield redevelopment efforts for property cleanups and/or reuse opportunities
- The development of a U.S. EPA Brownfield Revolving Loan Fund that could be capitalized by \$1,000,000 of U.S. EPA funding.
- Application to site-specific grant opportunities as redevelopment projects are implemented.

The brownfields clean-up program will result in the following action steps over the next few years:

- Assess and remediate (if necessary) identified Catalyst Sites
- Place planning area brownfields into priority list of brownfields throughout the community, identifying short, medium and long term priorities.
- Create 10 year strategic plan for use of Revolving Loan Fund and available Assessment Grant, including anticipated grants required for intended brownfield cleanup activities over that time span.
- Establish/extend relationships with businesses to discuss partnerships for the identification and cleanup of contamination and appropriate redevelopment of properties in the Burdick Expressway Corridor.
- Use all available North Dakota and U.S. EPA funding programs to allow the City to accelerate the pace of brownfield cleanup efforts and the pace of economic development of brownfield properties.

## Planning Area Catalyst Sites

Five brownfield sites identified within the planning area have been identified as Catalyst Sites. Each of these sites meets the definition of a brownfield site per CERCLA § 101(39) as well as eligibility criteria for use of U.S. EPA funding to perform site-specific reuse planning.

These five sites were chosen as Catalyst Sites based on their strategic location and the great potential for redevelopment of these sites to amplify the economic impact of the downtown area as well as catalyze the occurrence of additional revitalization projects in the corridor. A detailed description of each Catalyst Site is provided on the following pages. Site maps depicting the Catalyst Sites and known environmental concerns based on currently available information are also provided.

The Catalyst Site summaries provide a low, moderate or high data uncertainty level ranking for each site. This ranking is based on the amount of information available and known at this time. For example, a low data uncertainty level ranking indicates that the past and current uses of the subarea are known and documented. A high data uncertainty level ranking indicates that the past uses and/or current conditions are not known or documented. Each area is also given a low, moderate or high relative environmental concern level ranking. This ranking is intended to convey a relative level of environmental concern for a sub-area in relation to the whole planning area and was based on available information and professional judgment and experience with similar properties and site histories. For example, a low relative environmental concern level ranking indicates a low potential for unacceptable levels of contamination. A high environmental concern level ranking indicates a high potential for unacceptable levels of contamination. The full description of the known environmental concerns on the Catalyst Sites is presented in the following pages of this section.

The recommendations section following each Catalyst Site summary lists the likely assessment activities suggested at the site prior to redevelopment to investigate the known environmental concerns. This section also lists potential funding sources to complete the assessment and/or appropriate remedial activities.

**Figure 2.4: Former Bridgeman Creamery**



Photo Source: Stantec

# Catalyst Site #1: Coca-Cola

## Site Description

Catalyst Site #1 is the 0.88 acre former bottling plant located at the intersection of Burdick Expressway and 9th Street SE. Even before the devastating impacts of the 2011 flood, the Coca-Cola site was an ideal candidate for renovation and redevelopment along Burdick Expressway. It is a large, nondescript building that occupies a key corner along the mile-long corridor from the State Fairgrounds into the eastern edge of Downtown – a corridor that is characterized by many other older, rundown properties and incompatible uses, not the kind of welcome needed in a major gateway to the City's downtown. Flood damage has only added to the likelihood of relocation of the business and redevelopment on the Coca-Cola site. The building is currently being used as a distribution center.

"[T]he 2011 flood poured into and around the Coca-Cola distribution site, affecting the entire facility. It has since been cleaned and is back in operation, but it may not be too long before a change in address is made. 'This building took too much damage,' explained [manager Todd] Harvey. 'All the main offices are gone. The flood destroyed equipment. We have replaced doors and have done enough to get by. We are going to build a new building. We're still trying to find some land.' When and where a new location for Coca-Cola of Minot will be found is still unknown, but it will likely reflect a changing city. 'The direction of home building has changed. Businesses have moved. The town has changed and the size has changed,' said Harvey." The Minot Daily News (May 11, 2012)

Comments like those above are one reason City leaders have emphasized revitalizing downtown, so that the "heart" of Minot is not lost to the lingering impacts of flooding or to the legacy of contaminants and other deterioration. The planning area is a key to achieving the City's long-term goals of downtown redevelopment and revitalization. And key corners with large obsolete buildings, like the Coca-Cola site, will be vital to that revitalization.

Review of the 1932 and 1945 Sanborn Fire Insurance Maps revealed that the northwest portion of the site was occupied by a gasoline filling station with three underground storage tanks (USTs) from the late 1930s to the late 1940s. It is unknown if these USTs were removed prior to construction of the bottling plant in 1947. In addition, two former filling stations with USTs were located on the adjacent properties to the east and west of the Site.

## Brownfield Status

Catalyst Site #1 is generally classified to have low environmental concern with a moderate level of data uncertainty. Because of the site's historic use as a service station, contamination from the use and storage of petroleum products is possible. Figure 2.5B highlights the potential environmental concerns at the site.

## Recommendations

- Perform Phase I ESA prior to property acquisition
- Assess soil and groundwater quality in former UST locations to determine if a petroleum release occurred
- Assess existing buildings for lead-based paint, asbestos-containing materials, and other hazardous materials
- Evaluate if remedial action or soil/groundwater management is needed in association with the proposed redevelopment
- Complete other appropriate investigation based on the results of the above actions

## Potential Funding Sources

NDDH - Brownfields Grant Program  
EPA - Brownfield Revolving Loan Fund  
EPA - Brownfield Cleanup Fund  
EPA - City of Minot Brownfield Assessment Grant (2013-2016)

**Figure 2.5A: Existing Site Condition**



**Figure 2.5B: Potential Environmental Concerns**



All photos courtesy of Google Maps

- 1 **Approximate Former Filling Station with 3 USTS Location**
- 2 **Approximate Former Filling Station with 2 USTS Location (Adjacent Property)**
- 3 **Approximate Former Filling Station with 2 USTS Location (Adjacent Property)**

# Catalyst Site #2: Former Robinson Insulation

## Site Description

This largely vacant half-acre site located on the south corner of 8th Street NE and 4th Ave NE is used by the City's Park Department as storage. Catalyst Site #2 is the former Robinson Insulation Company plant (826 4th Ave NE), operated from 1945 to 1983, during which time the plant processed 26,000 tons of vermiculite ore contaminated with asbestos. From June 2001 through April 2002, the U.S. EPA collected hundreds of environmental samples at the site and at selected nearby locations. Results showed residual asbestos inside the former processing buildings, in site soils, and at several locations near the site. Under U.S. EPA supervision, the former processing buildings were torn down. Soils containing asbestos were removed and replaced with clean fill. In 2003, the Agency for Toxic Substances and Disease Registry issued a report that stated many vermiculite processing facilities allowed or encouraged workers and nearby community members to take stoner rock, vermiculite ore, or other process materials for personal use. It is likely that this material was used throughout Minot's downtown area, exposing residents to a known carcinogen. The site is very near or within the areas expected to be acquired for the future flood mitigation project and as such will not likely be developed or redeveloped for private use, but would be part of the floodway, flood walls, or open space.

## Brownfield Status

Catalyst Site #2 is generally classified to have low environmental concern with a low level of data uncertainty. Removal and remedial actions completed at the site included: demolition and removal of the former processing buildings; decontamination or removal of equipment stored in the former processing buildings; and removal of topsoil down to the non-detect level (12-18 inches) that contained trace levels of asbestos, or higher, and replacing it with clean fill. U.S. EPA considers these cleanup actions to be protective of public health. Figure 2.6B highlights the potential environmental concerns at the site.

## Recommendations

- Perform Phase I ESA prior to property acquisition
- Remove ACMs from site buildings
- Assess possible LBP on buildings at the site
- Evaluate if remedial action or soil management is needed in association with the proposed redevelopment
- Complete other appropriate investigation based on the results of the above actions

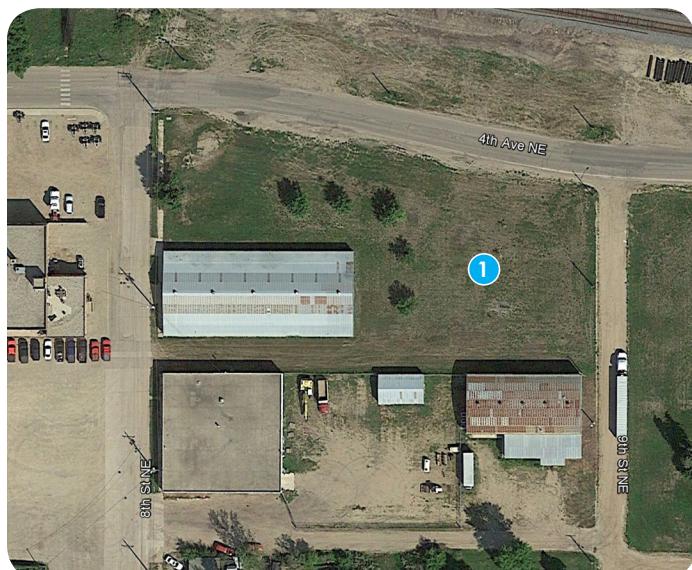
## Potential Funding Sources

NDDH - Brownfields Grant Program  
EPA - Brownfield Revolving Loan Fund  
EPA - Brownfield Cleanup Fund  
EPA - City of Minot Brownfield Assessment Grant (2013-2016)

Figure 2.6A: Existing Site Condition



Figure 2.6B: Potential Environmental Concerns



All photos courtesy of Google Maps

1      **Approximate Location of Former Vermiculite Processing Building**

# Catalyst Site #3: Former Porter Brother Salvage

## Site Description

Catalyst Site #3 is the 1.83 acre former Porter Brother Salvage Yard located at 305 4th Avenue NE and 424 3rd Street NE. The site is located within the area impacted by the 2011 Mouse River flood and may have been affected by contaminated floodwaters. Documented volatile organic compounds (especially tetrachloroethylene) releases in soil and groundwater are suspected of migrating onto adjacent residential properties. Due to previous use as a salvage yard, it is probable metals and volatile organic compounds exist on the site. Due to the building's age, it is possible lead-based paint and asbestos-containing materials exist on the site.

Sanborn Maps from 1926 show that a garage and painting facility operated at the site in 1926. The site operated as a salvage yard from 1938 to 1989. A portion of the property may have been used for fur tanning in the 1940s. Based on review of the 1918, 1926, 1932 and 1945 Sanborn Fire Insurance Maps, the eastern portion of the site was occupied by a Standard Oil Company oil warehouse. Aboveground storage tanks are present on the adjacent property to the east.

The conclusions in section 4 of this plan on land use and market conditions suggest this site's highest and best use is for continued industrial use, not new residential or commercial use. Therefore, the cleanup and redevelopment needed would be different for continued industrial use than for other new uses.

## Brownfield Status

Catalyst Site #3 is generally classified to have medium environmental concern with a moderate level of data uncertainty. Because of the site's historic use as a service station, bulk petroleum storage, motor vehicle salvage yard and painting operations, contamination to soil and groundwater is possible. Due to the building's age, it is possible that lead-based paint and asbestos-containing materials are present. Figure 2.7B highlights the potential environmental concerns at the site.

## Recommendations

- Perform Phase I ESA prior to property acquisition
- Assess soil and groundwater quality in former UST locations to determine if a petroleum release occurred
- Assess existing buildings for lead-based paint, asbestos-containing materials, and other hazardous building materials
- Evaluate if remedial action or soil/groundwater management is needed in association with the proposed redevelopment
- Complete other appropriate investigation based on the results of the above

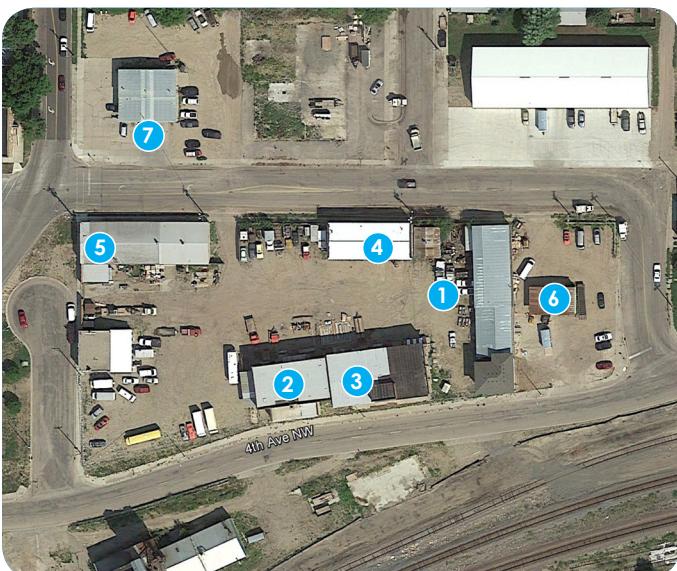
## Potential Funding Sources

NDDH - Brownfields Grant Program  
EPA - Brownfield Revolving Loan Fund  
EPA - Brownfield Cleanup Fund  
EPA - City of Minot Brownfield Assessment Grant (2013-2016)

Figure 2.7A: Existing Site Condition



Figure 2.7B: Potential Environmental Concerns



All photos courtesy of Google Maps

- 1 Former UST
- 2 Former Tank House
- 3 Former Oil Warehouse
- 4 Former Painting Room
- 5 Former Hide & Fur Warehouse
- 6 Former Oil Storage with 7 ASTs (Adjacent Property)
- 7 Former Filling Station with 3 USTs (Adjacent Property)

# Catalyst Site #4: Former Bridgeman Creamery

## Site Description

This largely unoccupied 36,000-square foot building occupies a key corner on 3rd Street NE, which is one of only three streets with bridges across the Mouse River connecting downtown Minot to the neighborhoods to the north. The building is currently underutilized, being used for storage of tires only. As such, 3rd Street is a secondary gateway into downtown – just as Burdick Expressway is a primary gateway – and will be important in creating an active, welcoming presence at this corner of downtown. If this site can be cleaned up, renovated and put to more active use, it will be a spur to other nearby properties.

Several of the contaminants identified at brownfield sites within the City boundaries are known carcinogens, such as asbestos, arsenic, benzene, and tetrachloroethene. The environmental conditions at these brownfield sites have not been adequately assessed, leaving adjacent residents unaware of the potential health risks and vulnerable to contamination exposures. Most of these sites are not sufficiently secured to prevent public access, especially by curious children and criminals, nor are they sufficiently characterized or controlled to preclude the potential for exposures from inhalation or ingestion of volatilized contaminants, contaminated particulates, or contaminated groundwater.

## Brownfield Status

Historically, numerous USTs storing petroleum or hazardous substances were present on the adjacent properties to the south and west of the site.

## Recommendations

- Perform Phase I ESA prior to property acquisition
- Assess soil and groundwater quality in former UST locations to determine if a petroleum release occurred
- Assess existing buildings for lead-based paint, asbestos-containing materials, and other hazardous building materials
- Evaluate if remedial action or soil/groundwater management is needed in association with the proposed redevelopment
- Complete other appropriate investigation based on the results of the above actions

## Potential Funding Sources

NDDH - Brownfields Grant Program  
EPA - Brownfield Revolving Loan Fund  
EPA - Brownfield Cleanup Fund  
EPA - City of Minot Brownfield Assessment Grant  
(2013-2016)

Figure 2.8A: Existing Site Condition



Figure 2.8B: Potential Environmental Concerns



All photos courtesy of Google Maps

- 1 Bulk Oil Storage with 11 ASTs and 2 USTs (Adjacent Property)
- 2 Bulk Oil Storage with 10 ASTs (Adjacent Property)

# Catalyst Site #5: Former Farmer's Salvage Yard

## Site Description

The site contains the 1.1 acre Former Farmer's Salvage Yard. Existing buildings on the site consist of a shop, parts storage and an office. Based on review of City Assessor records and historical aerial photographs, the site was developed in the early 1960s and used as a tractor parts supply store/motor vehicle salvage yard. Discussions among City staff and affected property owners focused on the potential to add this site to the adjacent State Fairgrounds, but no deal appears likely as of the time this plan was prepared. Other reuses for the site appear very limited.

## Brownfield Status

Motor vehicle salvage yards are often associated with petroleum hydrocarbon (gasoline, diesel fuel and motor oil) contamination in soil and groundwater. Residual petroleum hydrocarbon impacts, if present, could pose a particular concern for redevelopment of the site, as soil and/or groundwater contamination could result in the need for remedial measures to address the contamination and environmental liability concerns.

## Recommendations

- Perform Phase I ESA prior to property acquisition
- Assess soil and groundwater quality across site to determine if a release occurred
- Assess existing buildings for lead-based paint, asbestos-containing materials, and other hazardous building materials
- Evaluate if remedial action or soil/groundwater management is needed in association with the proposed redevelopment
- Complete other appropriate investigation based on the results of the above actions

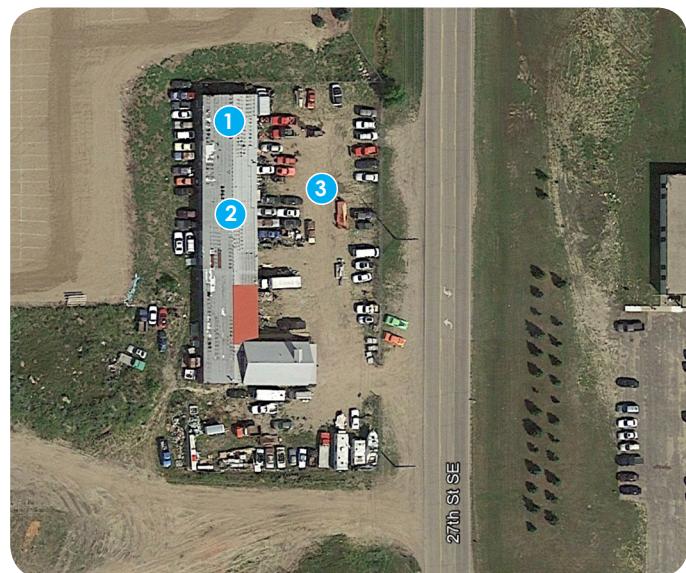
## Potential Funding Sources

NDDH - Brownfields Grant Program  
EPA - Brownfield Revolving Loan Fund  
EPA - Brownfield Cleanup Fund  
EPA - City of Minot Brownfield Assessment Grant  
(2013-2016)

Figure 2.9A: Existing Site Condition



Figure 2.9B: Potential Environmental Concerns



All photos courtesy of Google Maps

- 1 Shop
- 2 Parts Storage
- 3 Motor Vehicle Salvage Yard

# SECTION 3: FRAMEWORK FOR RESILIENT DEVELOPMENT

The 2011 Mouse River flood in Minot had a large impact on the City and its neighborhoods. In response, there has been a renewed interest in sustainable and resilient development that works with the changing landscape and improves resiliency in future storm events. As part of the planning process, a variety of flood management strategies were compiled. Section 3 highlights these strategies and presents possible ideas for ensuring a resilient future in Minot.



# Strategies for Achieving Resilient Development

## Strategies for Achieving Resilient Development

Although flooding is a persistent concern in Minot, major flood events in 2011 heightened interest in the community for strategies to manage flooding in the future. The City of Minot has worked with numerous local and federal agencies to develop flood mitigation strategies for the community, including a proposed series of floodwalls and berms bordering the Mouse River.

However, these engineering solutions are preliminary and have not yet been built, and securing funding is an on-going issue. Along with these engineering solutions, future development should be resilient and work to prevent future flood damage, especially in the interim period until the flood mitigation features are built.

In order to support this type of resilient development, this plan presents strategies that have been used in similar communities. These strategies can help to alleviate potential flood damages before engineered solutions are constructed. The strategies were compiled by research from the Federal Emergency Management Agency, the Environmental Protection Agency, and local community case studies. Strategies are grouped by scale: building design strategies, site design strategies, and neighborhood strategies. This will allow redevelopment at any scale to protect future inhabitants and the property.

### Building Design Strategies

At the building level, measures can be put in place to ensure that a structure incurs minimal property damage in the event of a flood. The following strategies are required for structures in FEMA-designated floodplains; however, they are also useful for other properties that may be susceptible to flooding. Building new structures with these features now can help to prevent potential flood damage in the future.

Residential structures (including manufactured homes) must be elevated above the floodplain level. FEMA recommends methods to achieve this by building structures:

- On fill: This is the method of choice and includes firmly packed layers of earth to raise the elevation of the structure. Fill should be properly constructed to prevent erosion and should extend 10 to 15 feet away from the structure. An important aspect of this method is the potential for fill to increase overall flood heights. For example, if too much fill is added, stormwater may flood other previously dry areas. See the section on encroachment on the following page.
- On piles/columns/piers: Typical of coastal properties, new residential structures can be elevated by piles. This is a best practice for areas of deep flooding or where fill is not feasible.
- On walls or crawlspaces: This small foundation, pictured in Figure 3.2, raises the base of the structure, typically with openings to allow water to pass through during flood events.

Commercial, industrial, and institutional uses can also be elevated or floodproofed. A floodproofed building may include the following features:

- Walls are watertight
- Structural components can resist hydrostatic and hydrodynamic loads
- Utilities are protected by being elevated

**Figure 3.1: 2011 Flooding in Minot**



Image Source: Wikimedia Commons

**Figure 3.2: Crawlspaces allow floodwaters to flow through the building**



Image Source: Southern Forest Products Association

## Site Design Strategies

At the site scale, numerous natural and engineered solutions can be implemented to manage flood damage. Some communities have incorporated these strategies into their zoning code through the site plan review process. Other communities incentivize resilient development through benefits to the developer. Site design strategies include:

- Cluster development for new subdivisions (Figure 3.3)
- Additional setbacks from waterway/floodway
- Manage stormwater on-site
- Restore riparian vegetation
- Create flood storage capacity on-site
- Locate new structures and move existing structures to less vulnerable areas
- Construction of infiltration systems and retention basins
- Restrict runoff rates
- Minimize encroachment: Encroachment is the instance in which development on one parcel increases the floodplain level, having an adverse effect on nearby parcels. Encroachment is prohibited in the FEMA floodplain.
- Government buyout of homes that have been severely damaged by flooding and are located in the floodplain

## Neighborhood Strategies

If possible, flood mitigation strategies can be implemented at a larger, neighborhood or community scale. These strategies may be led by a municipal government, local community group, or developer (especially if redeveloping a large group of parcels). These neighborhood-wide strategies include:

- Protect and restore natural flood mitigation features
- Preserve floodplains as open space: develop parks and recreational areas, prohibit development in areas prone to flash flooding, and preserve existing natural areas
- Encourage low-density uses that minimize stormwater runoff such as agricultural or low-density residential uses
- Develop community-wide stormwater retention basins to collect stormwater from surrounding properties and alleviate flood conditions (Figure 3.4). These stormwater retention basins can be seen as an amenity in a neighborhood, providing natural space and habitat.

**Figure 3.3: Cluster Development**

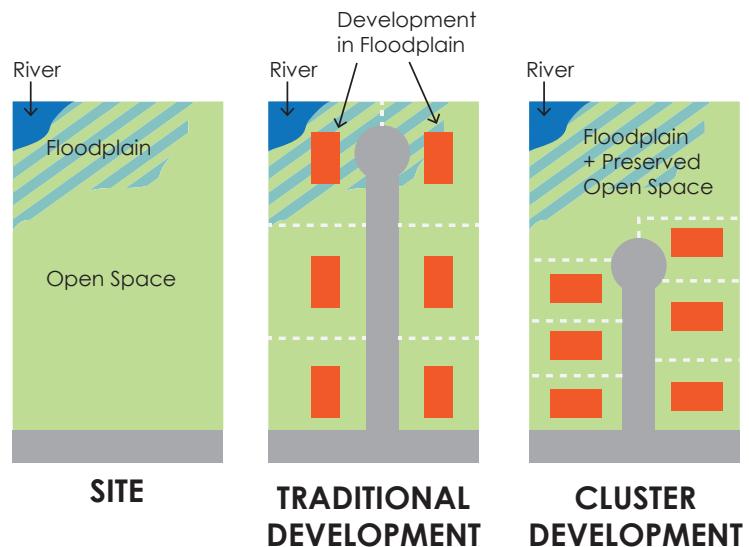


Diagram Source: Stantec

**Figure 3.4: Neighborhood Stormwater Retention Basin**



Image Source: Minnehaha Creek Watershed District

# SECTION 4: PLANNING AREA — REDEVELOPMENT CONCEPTS & STRATEGIES

Section 4 presents redevelopment opportunities for the planning area and the Catalyst Sites. These concepts are grounded in the community priorities, physical features, and market outlook that shape each site's redevelopment potential. The concepts on the following pages illustrate opportunities to promote resilient redevelopment in the planning area.



# Redevelopment Concepts

Based on the analysis, community input and strategies developed throughout the areawide planning process and a discussion of market opportunities, two development concepts for the Brownfields Corridor are presented. The East Burdick Corridor Redevelopment Concept depicts properties lining the East Burdick Expressway between 8th Avenue SE and 9th Street SE. The Third Street Redevelopment Concept depicts redevelopment extending north from downtown along Third Street NE from Burdick to the Mouse River. Together, these two concepts present a reimagined planning area that is redeveloped with a mixture of commercial, office and residential uses and an improved streetscape that enhances bicycling and walking opportunities to and from area destinations. These two concepts are based on the real estate interviews described below.

## Real Estate Interviews

In order to better understand redevelopment opportunities in the planning area, Stantec conducted interviews with eight Minot area real estate and development professionals to gather a market-based perspective and insights into the planning area's development potential. Those interviewed were:

- Kristen Boen, Minot Commercial Realty
- Cheryl Croonquist, Elite Real Estate
- Cindy Harvey, Elite Real Estate
- John MacMartin, Executive Director, Minot Chamber of Commerce
- Dave Pankow, Minot City Council, IRET – Investors Real Estate Trust
- Duane Peterson, Minot Commercial Realty
- Clyde Thorne, Realtor, Coldwell Banker
- Jason Zimmerman, Commercial Lender, 1st Western Bank

The interviewees commented on the state of Minot's economy generally and the potential for redevelopment of specific areas and properties in the planning area. Their responses are summarized below by general topic areas. Industrial uses were not discussed to a great extent as there was an understanding that the planning area is not suitable for new or redeveloped industrial uses. Specific comments can be found in Appendix D.

### General Economy

In the view of interviewees, Minot's economy is generally still good, even though there is some slowing due to falling oil prices and that impact on much of the economy in western North Dakota, including Minot.

### Housing Demand

While interviewees agreed that the housing market is still relatively strong in Minot, there are signs of slowing. However, interviewees also generally believe the City has unmet needs for senior and affordable housing that could create opportunities in the planning area.

### Retail Demand

Most interviewees generally felt that retail was not a strong option in the planning area. The Burdick Expressway Corridor is surrounded by the State Fairgrounds, Roosevelt Park, Corbett Field and other non-residential uses. Without a dense concentration of housing in close proximity, retail along the corridor would not be successful.

### Office Demand

Interviewees felt small, focused office development could be successful in parts of the planning area. However, downtown Minot currently has more than enough office space to satisfy current demand. Additionally, access to amenities and general activity in downtown would make this a more attractive location for office space than in the planning area.

“Overall, the economy is in equilibrium.”

“There is still a demand for housing, especially affordable units and housing for seniors.”

“Retail infill is happening downtown - this is where there is interest for shopping.”

## Redevelopment Areas

The interviewees also discussed the redevelopment potential for specific areas within the larger planning area. Three areas were particularly important because of their potential and are illustrated in the map below:

- 1 **Burdick Corridor 16th-18th Street SE**
- 2 **Triangle Site (Bounded by Burdick, 20th Street SE & 8th Avenue SE)**
- 3 **Coca-Cola Bottling Facility**

Concerning these three areas, the Coca-Cola Bottling Facility was identified early on as a brownfield Catalyst Site. The Triangle Site contains potential brownfields on and near it. The properties on Burdick between 16th and 18th Streets SE have not been identified as brownfields, although many were significantly damaged in the flood.

Interviewees' comments about these sites are summarized below. More detailed comments are included in Appendix D.

### Burdick Corridor 16th-18th Street SE

The Burdick Expressway between 16th and 18th Street SE is one area of particular interest for redevelopment due to the number of properties damaged in the 2011 flood, its proximity to the Roosevelt Park and Zoo, and its proximity to Corbett Field. Some suggested it could be acquired as additional open space for the Roosevelt Park and Zoo, as a connection to the State Fairgrounds and relieving the area of worries about flooding.

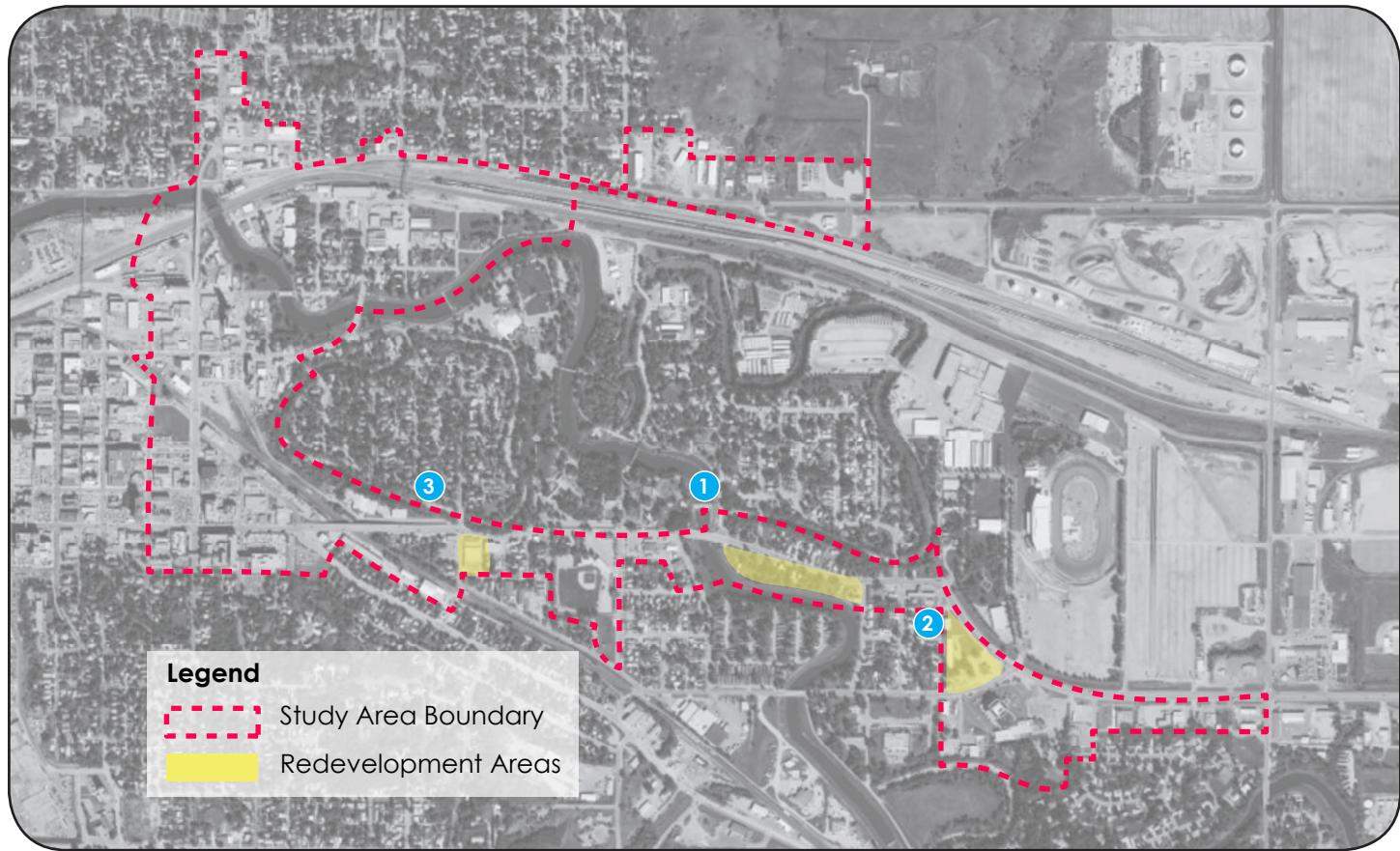
### Triangle Site (Burdick & 8th Ave SE)

One of the key sites in the planning area is referred to as the Triangle Site, located across from the State Fairgrounds main entrance. The site is bounded by Burdick, 8th Avenue SE and 20th Street SE. It is now home to the Capri Lounge and recently renovated office and storage uses. It occupies a very visible site at a main gateway into Minot. It is prominently located across from the Fairgrounds and the Holiday Inn, near Roosevelt Park & Zoo. A number of uses were suggested, and the site might stay as several parcels or could be assembled into a larger property for redevelopment. The redevelopment of this site is tied with the potential realignment of Burdick Expressway to soften the curve at the north end of that site, which would require the removal of the Fairview Lodge motel. Such a combination of ideas might address traffic and pedestrian safety, improvements to the Fairgrounds entrance, gateway elements, additional open space or public gathering space, or swapping of land with the Fairgrounds.

### Coca-Cola Plant

The Coca-Cola plant at Burdick and 9th Street SE is one of the Catalyst Sites and a potential redevelopment opportunity. The plant has been in operation there for many years and some think it will be there for many more years, but it represents an opportunity to remake that corner and that portion of the Burdick corridor.

**Figure 4.1: Redevelopment Areas in Minot**



Map Source: Stantec

## East Burdick Corridor Redevelopment Concept

The East Burdick Expressway Corridor has been reimagined with development options drawn from the background analysis, community input, and real estate market ideas discussed in this plan. All of the uses and redevelopment opportunities suggested here are in the context of several significant public uses along East Burdick Expressway: the State Fairgrounds, Roosevelt Park and Zoo, Corbett Field and Sunnyside Elementary School. All of these uses could be interconnected and enhanced to provide one of the most active and attractive places in Minot and ultimately connect to river trails once planned flood mitigation projects are built. This redevelopment concept is mapped in Figure 4.2.

The East Burdick concept features the following:

- Realignment of the Burdick Expressway near the State Fairgrounds would take out the sharp curve in this location, improving driver visibility of pedestrian crossings to and from a main fairgrounds entrance. Modifying the curve as suggested would put more land on the State Fairgrounds (north) side of Burdick, allowing for the expansion of State Fairgrounds uses. This would require coordination among the State Fair, private property owners, NDDOT and the City. Taking out the curve would require removal of the Fairview Lodge and Muffler Shop and redevelopment of nearby properties to the east and west.

This feature is identified as **2** on Figure 4.2

- Crossing Burdick Expressway to the State Fairgrounds was cited as a significant safety concern for pedestrians. A pedestrian overpass bridge is suggested at the State Fairgrounds entry near this realignment, allowing pedestrians and bicyclists to cross Burdick without encountering vehicle traffic. Additional open space is depicted to provide a more attractive entry experience.

This feature is identified as **2** on Figure 4.2

- Senior housing could also be developed on the north side of Burdick between 16th and 18th Avenues SE. A number of the existing single family homes in this area were damaged in the 2011 flooding and this stretch of Burdick would provide a good place to assemble property for a significant development. A multi-family project like this would consolidate the number of driveways onto Burdick Expressway from the current one-per-home to a single access point at the extension of 16th Avenue SE. This improves traffic mobility on Burdick and reduces potential conflict points between vehicles and pedestrians.

This feature is identified as **3** on Figure 4.2

- In the vicinity of Corbett Field, either side of 13th Avenue SE, redevelopment of public recreation and open space uses could significantly improve the area. Corbett Field needs more parking which could be provided in a new lot east of 13th, and a new public plaza and gathering space in front of Corbett Field could be developed.

This feature is identified as **5** and **6** on Figure 4.2

- Along Burdick east of 9th Avenue redevelopment with mixed commercial and multi-family residential uses could be considered. At the corner of 9th Street SE and Burdick is the Coca-Cola bottling plant, one of the Catalyst Sites. It could be redeveloped with a signature corner mixed-use building, anchoring the corner and serving neighborhood and passing traffic.

This feature is identified as **9** on Figure 4.2

- Sunnyside Elementary School to the southeast could expand its building, its surrounding recreation spaces and its parking facilities, all of which are needed.

This feature is identified as **11** on Figure 4.2

- Some of the properties on the south side of Burdick between the State Fairgrounds and the Mouse River would be taken up by future flood mitigation features, but some properties, between 18th and 19th Avenues SE, could be redeveloped as senior housing, one of the needs cited in Minot. This would be integrated with the trail, landscaping and open space developed as part of the enhanced State Fairgrounds entry and pedestrian overpass.

This feature is identified as **15** on Figure 4.2

- The "Triangle" parcel bounded by Burdick, 20th Street SE and 8th Avenue SE would be redeveloped with mixed uses such as office, retail or public uses associated with the nearby Fairgrounds. This would be a "gateway" to Minot from the east, as well as a significant visual element announcing arrival at the State Fairgrounds area.

This feature is identified as **16** on Figure 4.2

- The Burdick Expressway Bridge over the Mouse River is slated to be rebuilt, raising it above future flood elevation, and realigning it slightly in the process. This realignment, shifting the main roadway to the south, would allow for the access connection of 16th Avenue SE noted above.

This feature is identified as **17** on Figure 4.2

- A new Mouse River Interpretive Center could also be developed on the south side of Burdick in this area. The Center would tell the story of the river, the community's response to flooding throughout its history, and celebrating resilient stormwater management innovations. There could be demonstration projects on the grounds and in the parking lot of innovative techniques for handling stormwater to reduce flooding and improve water quality. Its location close to the river would be an ideal opportunity to serve as a laboratory, museum and educational center.

This feature is identified as **18** on Figure 4.2

Figure 4.2: East Burdick Development Concept



## EAST BURDICK REDEVELOPMENT CONCEPT

## Visualizing Redevelopment

These following three renderings (figures 4.3-4.5) illustrate possible redevelopment at three critical sites along the East Burdick Expressway. They include:

- Proposed Mixed Use Development at the Triangle Site: The proposed development for the Triangle site features a new mix of uses and pedestrian bridge over the Burdick Expressway. These features will help to create a gateway to Minot and connect new development to the State Fairgrounds. Flattening out the existing curve of the Burdick Expressway and adding a planted median will help with traffic in the area and provide additional green space for carbon sequestration and stormwater management.
- Proposed Senior Housing along the Burdick Expressway: One of the residential needs in Minot is housing for seniors. The proposed senior housing along Burdick meets this need, while developing housing near the Roosevelt Park and Zoo, an amenity for future residents. A pedestrian and bicycle trail along Burdick will allow for safe travel for residents and visitors.
- Proposed Coca-Cola Redevelopment: The proposed development for the Coca-Cola Bottling Facility includes a mix of commercial uses and improved public spaces. A main feature will be a new multi-story, mixed use building which could feature ground-level commercial and upper-level residential units. Redeveloping this property will encourage revitalization throughout the entire neighborhood and spur additional residential and commercial redevelopment. New pavers and street trees will make the area more inviting for pedestrians.

**Figure 4.3: Proposed Mixed Use Development on the Triangle Site**



Figure 4.4: Proposed Senior Housing along the Burdick Expressway



Figure 4.5: Proposed Coca-Cola Redevelopment



### Third Street Redevelopment Concept

Continuing the brownfields redevelopment corridor into Downtown Minot, a redevelopment concept was prepared for the segment of Third Street at the east edge of downtown, from Burdick Expressway north to the 3rd Street Bridge across the Mouse River. Much of this part of Downtown was studied in Minot's River Front & Center Plan; this concept draws from both past strategies and new ideas. The concept is described below and illustrated on the accompanying map and rendering (Figures 4.6-4.7).

- At 3rd Street NE and 1st Avenue NE the Bridgeman Creamery building is a historic two-story brick building and one of the Catalyst Sites for this study. It occupies a prominent corner in a redeveloping edge of Downtown, across from the Souris River Brewing Company, a relatively new micro-brew pub and restaurant. The Downtown Plan proposed the River's Edge Gateway Park to the north across 1st Avenue NE. The Bridgeman Creamery building therefore occupies a unique location on a corner fronting an important artery – 3rd Street NE – and a future downtown park. It would be an attractive spot for a mix of commercial uses on street level, with office or residential uses on the upper level, taking advantage of Downtown business connections, proximity to the future park and open space on the river, and excellent access via 3rd Street NE.

This feature is identified as **2** on Figure 4.7

- The southernmost redevelopment opportunity noted is the triangle block bounded by Burdick, 4th Street SE and Front Street as Burdick enters Downtown Minot. Occupied by Morgan Printing, one of the potential brownfield sites assessed, this area could consist of mixed commercial and residential uses in multi-story buildings and serve as a gateway into Downtown Minot, setting the tone and character of other redevelopment in the Downtown.

This feature is identified as **5** on Figure 4.7

- Redevelopment of other Catalyst Sites further north across the 3rd Street bridge into northeast Minot is less likely, given the area is less attractive for residential uses, may have limited market for office or commercial uses, and redevelopment of existing industrial uses to new industrial uses rarely makes economic sense.

This feature is identified as **7** on Figure 4.7

### Visualizing Redevelopment

The following rendering (Figure 4.6) illustrates the redeveloped Bridgeman Creamery site, a major catalyst for the neighborhood. The Bridgeman Creamery is a great opportunity for revitalization in the downtown area. Its proximity to the core, the river and other proposed redevelopment sites illustrates its importance to the community. In addition to rehabilitating the building, the redevelopment would include an improved public realm with street trees, a plaza featuring a farmer's market or other vendors, and connections to the Mouse River and Downtown.

**Figure 4.6: Proposed Bridgeman Creamery Redevelopment**



Figure 4.7: 3rd Street Development Concept

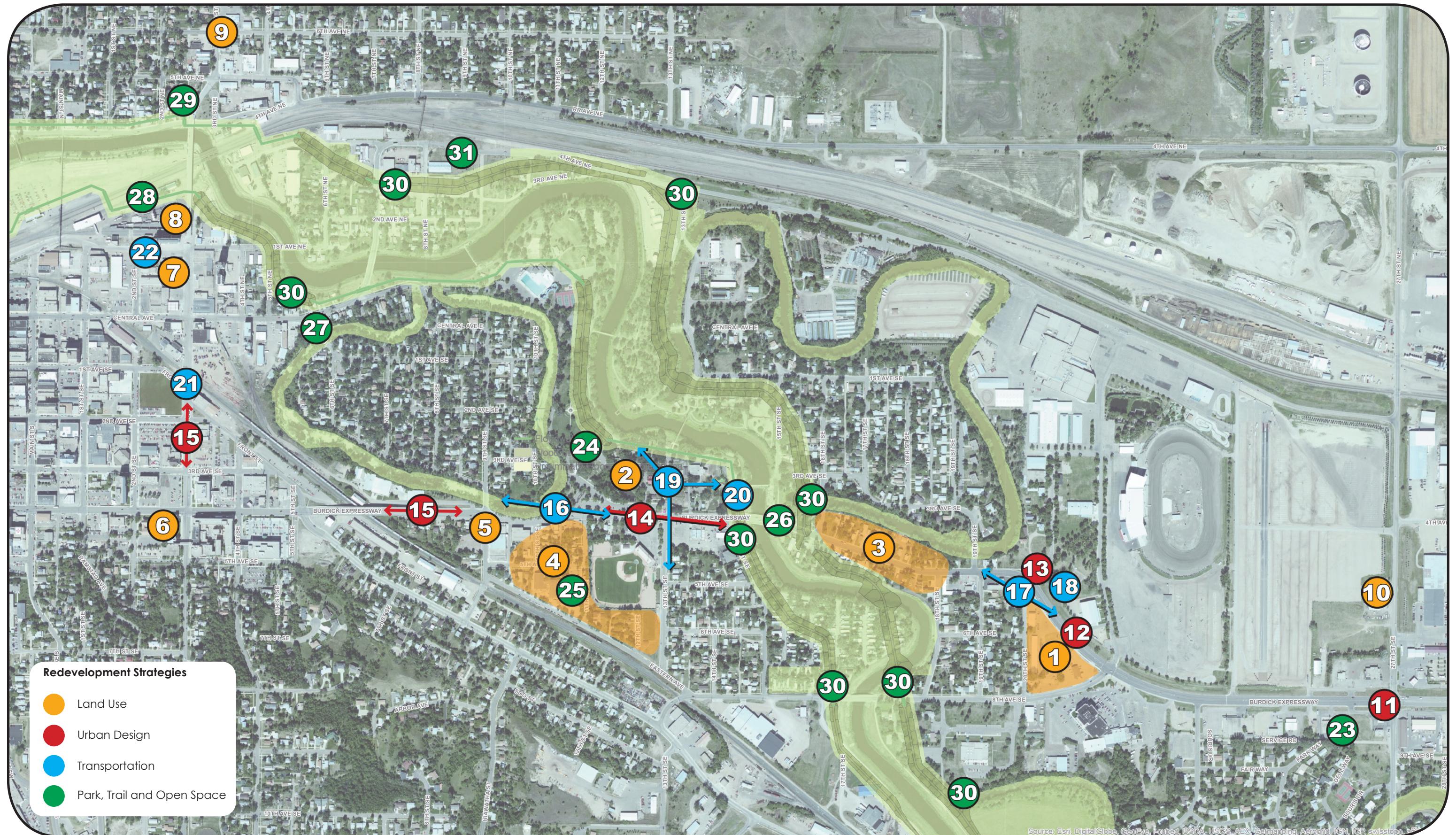


# Redevelopment Strategies

The following strategies are presented to enhance conditions in the planning area and spur redevelopment of brownfield sites and nearby properties. These strategies are categorized by land use; urban design; transportation; and parks, trails and open space; and were developed in consultation with the Brownfield Advisory Board and informed by the technical analysis presented in this plan. These strategies integrate ideas and principles that can foster resilience in the community. Brownfields are a source of blight and decay that deter economic resilience and social resilience. Redevelopment encourages resilience through creating jobs and stimulating local growth. Brownfields may contain contaminants that pose a risk to health, whereas redevelopment can not only remediate these risks but appropriate new uses can provide destinations in the neighborhood encouraging active, healthy living. Reuse of older brownfield sites can reduce investment costs which contributes to neighborhood economic resilience. Each strategy corresponds with the map on the following page depicting the location of its implementation (Figure 4.8).

<b>Land Use</b>	<b>Urban Design</b>	<b>Park, Trail and Open Space</b>
① Redevelop Triangle Site at Burdick and 8th Avenue SE, exploring restaurant, office, retail, open space, and gateway features	⑪ Burdick and 27th Street SE – improve streetscape, including gateway elements	⑬ Define access points from Green Valley neighborhood to Burdick
② Protect, enhance, and expand Roosevelt Zoo	⑫ Triangle Site at Burdick and 8th Avenue SE – improve streetscape, including gateway elements	⑭ Explore acquiring additional park and open space near Roosevelt Park and Zoo
③ Redevelop north and south sides of Burdick between 16th and 18th Streets SE and reduce driveway access points	⑬ Fairgrounds entrance - improve streetscape, aesthetics, open space	⑮ Explore acquiring additional park, school and open space near Corbett Field and Sunnyside School
④ Explore redevelopment of the south side of Burdick around Corbett Field and Sunnyside School for park- and school-related uses	⑭ Streetscape improvements: landscaping, lighting, screening/ buffer to adjacent uses along all segments of Burdick Expressway in the planning area	⑯ Provide trail connections under Burdick to future river greenway
⑤ Redevelop corner of 9th Street and Burdick, including Coca-Cola plant site with mixed commercial-residential uses	⑮ Include green infrastructure improvements to the corridor - such as stormwater infiltration ponds, rain gardens, green roofs, tree trenches	⑰ Improve connectivity to Eastwood Park neighborhood from Downtown
⑥ Explore alternatives for redevelopment/reuse of hospital and medical buildings when Trinity Hospital moves	<b>Transportation</b> ⑯ Explore Burdick Expressway improvements to allow more room for sidewalk, trail and bike lanes. Sidewalk/trail along Burdick: widen, separate from roadway, make continuous	⑱ Continue to explore creating new Downtown park and open space along river corridor on railroad property west of 3rd Street
⑦ Encourage redevelopment of Bridgeman Creamery for mixed retail, office, or residential uses	⑰ Improve Burdick Expressway at 20th Street SE – remove motel on south side, straighten curve, add land on north side to Fairgrounds	⑲ Explore options for widening 3rd Street bridge to improve pedestrian and bicycle connections
⑧ Explore opening the riverfront for commercial, park, and open space uses downtown	⑱ Improve Fairgrounds entrance: pedestrian access, safety	⑳ Ensure trail connections from floodway/greenway (when built), to surrounding neighborhoods, streets, parks and sidewalks
⑨ Explore redevelopment options around the intersection of 3rd Street NE and 6th Avenue NE	⑲ Improve pedestrian and bicycle connections between Zoo, Roosevelt Park, Fairgrounds, and Corbett Field	㉑ Redevelop the Robinson Insulation site on 7th Street NE as public recreation and open space, working with the City of Minot, Minot Park District, Army Corps of Engineers, Souris River Joint Water Resources Board, and others involved in flood protection planning
⑩ Encourage redevelopment or reuse of the Farmer's Salvage Yard site, working with the State Fair or other interested parties	㉒ Take advantage of the Burdick bridge replacement project to make improvements in streetscape, landscaping, sidewalk and trail connections, open space, and other features	
	㉓ Explore overpass of CP railroad tracks at 3rd Street SE or moving the CP railroad line to a shared corridor with the BNSF tracks so that it does not disrupt downtown traffic and pedestrian movements	
	㉔ Improve streets in the vicinity of 1st Avenue NE and 2nd Street NE	

**Figure 4.8: Redevelopment Strategies**



Map Source: Stantec

# APPENDICES

The following appendices provide additional information on the areawide plan's development:

Appendix A: Brownfield Advisory Board and Public Comments

Appendix B: Minot Brownfield Inventory Corridor Sites

Appendix C: Real Estate Focus Group Comments

Appendix D: Liability Protection Resources

Appendix E: Funding Resources

## Character District 1

Located at the study area's eastern edge, from 27th Street SE to 20th Street SE. Here, Burdick Expressway transitions in character from rural to urban highway. Comments noted this district's "good mix of commercial" as a strength, and pointed to the need to make this area feel like a gateway to Minot through streetscaping and trees.

Area 1 - 27th St to 20th St SE	< Less - OK - More >					Avg
Single Family Residential	3	1	1			1.6
Multi-Family Residential	3		1			1.5
Commercial			2		3	4.2
Industrial	2		3			2.2
Park/Open Space		1	3		2	3.5
Sidewalk/Trail				2	3	4.6

### Conclusions from above responses:

- Less Residential in this district
- Less Industrial in this district
- Commercial is a good idea in this district
- Park/Open Space and Sidewalk/Trail very much needed in this district

### Land Use Comments:

Single Family Residential	Mostly seedy commercial from 8th Ave to 20th
Multi-Family Residential	Old hasty Salvage on 27th - Fair would buy
Commercial	Feels like this area is under utilized
Industrial	Good the way it is commercial
Park/Open Space	Fairgrounds needs better pedestrian crossing
Sidewalk/Trail	[no comments]

### Map Comments:

Good: (1) - Redevelop with street trees as a Gateway. Good mix of Commercial.

Bad: (1) - Tractor Salvage... Bad, Bad, Bad...Underground Pollution

Notes: - Former gas station, I think (at Souris Dr)  
 - Funeral Home in 1960's now a church (at Souris Dr)  
 - Welcoming corridor (Burdick Expressway)  
 - More Streetscape  
 - More of C1 & C2

## Character District 2

Located west of Character District 1, either side of Burdick Expressway between 20th Street SE and the Mouse River, at about 15th Street SE. Comments noted that traffic is heavy in this area and it is difficult for cars from the many residential uses to back out of driveways onto Burdick.

Area 2 - 20th St SE to River	< Less - OK - More >					Avg
Single Family Residential	3		1	1	2.0	
Multi-Family Residential	3		1	1	2.0	
Commercial	1	3	1		2.0	
Industrial	4	1			1.2	
Park/Open Space			1	4	4.6	
Sidewalk/Trail			1	1	3	4.4

### Conclusions from above responses:

- Less Residential in this district
- Less Commercial in this district
- Less Industrial in this district
- Park/Open Space and Sidewalk/Trail very much needed in this district

### Land Use Comments:

Single Family Residential	Some homes are unsightly
Multi-Family Residential	Perfect spot for green space & maybe some mixed use
Commercial	Some taken out for floodway
Industrial	After flood maybe mixed use on south side and even north
Park/Open Space	Good Parkway area potential
Sidewalk/Trail	South – most going away; dangerous access 19th & 16th

### Map Comments:

Concern: (2) - Property should be assembled as either buyout or with Housing Authority  
- Concern for these many residents near river – maybe green space

Bad: (2) - Heavy traffic road too narrow  
- Cannot back out into traffic

## Character District 3

Located immediately south of the Roosevelt Zoo along Burdick Expressway between the Mouse River at 15th Street SE and 9th Street SE, and encompasses Corbett Field. Comments again noted issues of traffic volumes here, as well as opportunities for more commercial space.

Area 3 - River to RR bridge	< Less - OK - More >					Avg
Single Family Residential	2	3	3	2.2		
Multi-Family Residential	2	3	3	2.2		
Commercial	1	1	2	2	2.8	
Industrial	4	1	1	1.4		
Park/Open Space			2	3	4.2	
Sidewalk/Trail			1	1	3	4.4

### Conclusions from above responses:

- Less Residential in this district
- Mixed feelings on Commercial in this district
- Less Industrial in this district
- Park/Open Space and Sidewalk/Trail very much needed in this district

### Land Use Comments:

Single Family Residential	Mixed use would be nice if it's close to the zoo!
Multi-Family Residential	Benches, green space, coffee shop
Commercial	Not bad
Industrial	Should be higher density residential, commercial across from Coke plant
Park/Open Space	More connection between Corbett [field] and Roosevelt [Park]
Sidewalk/Trail	[no comments]

### Map Comments:

Bad: (2)      - Commercial (along Burdick Expressway)  
                  - Too high of density, heavy traffic (along Burdick Expressway)

Concern: (1)    - Levees are lower here (along Burdick Expressway)

Notes:           - Area for commercial (along Eastern Ave.)  
                  - Mixed Use or Higher Density Residential  
                  - A Road Diet – encouraging other form of transportation (13<sup>th</sup> St SE, south of Burdick Expressway, west of 13<sup>th</sup> St SE)  
                  - Area for public space a square or something, not commercial (13<sup>th</sup> St SE, north of 5<sup>th</sup> Ave SE, west of 13<sup>th</sup> St SE)

## Character District 4

Located in the southeast corner of downtown Minot, along and either side of Burdick Expressway and 3rd Street SE, south of the CP railroad tracks. Comments noted congestion along Burdick and challenges from the at-grade railroad crossing. However, potential redevelopment of Trinity Hospital buildings could spur additional growth in this district.

Area 4 - 3rd St SE - Downtown	< Less - OK - More >					Avg
Single Family Residential	4	1	1	1	1.5	
Multi-Family Residential	1		2	1	1	3.2
Commercial			1	1	3	4.4
Industrial	4	1				1.2
Park/Open Space			2	2	2	4.0
Sidewalk/Trail			2	1	3	4.2

### Conclusions from above responses:

- Less Single Family Residential in this district
- Mixed feelings on Multi-Family – could be OK
- Commercial is a good idea in this district
- Less Industrial in this district
- Park/Open Space and Sidewalk/Trail very much needed in this district

### Land Use Comments:

Single Family Residential	Need more green! Streetscape, benches, etc.
Multi-Family Residential	Trinity's rebuild [new hospital] out south will affect this area
Commercial	Great walkable neighborhood potential; need safer pedestrian crossing
Industrial	[no comments]
Park/Open Space	[no comments]
Sidewalk/Trail	[no comments]

### Map Comments:

Concern: (5)

- Burdick is very congested in this area
- Build barrier wall between railroad and downtown
- Ground level railroad crossing bad
- Need [to] repair bridge to go over RR
- Will be ripe for redevelopment after Trinity [Hospital] builds south

Notes:

- Downtown might be added to map?

## Character District 5

Located north of the CP railroad tracks, due east of downtown, on both sides of 3rd Street, between 1st Avenue SE and the Mouse River on the north. Comments noted as positives the growth of bars and restaurants here. However, participants also felt this district should have more downtown commercial, rather than industrial and heavy commercial land uses, such as the existing farm equipment business.

Area 5 - 3rd St NE - Downtown	< Less - OK - More >					Avg
Single Family Residential	4		2			1.7
Multi-Family Residential			3	1	1	3.6
Commercial				4	2	4.3
Industrial	4	2				1.3
Park/Open Space			1	2	3	4.3
Sidewalk/Trail				2	4	4.7

### Conclusions from above responses:

- Less Single Family Residential in this district
- More Multi-Family could be OK
- Commercial is a good idea in this district
- Less Industrial in this district
- Park/Open Space and Sidewalk/Trail very much needed in this district

### Land Use Comments:

Single Family Residential	The recent redevelopment is great. Love to see more.
Multi-Family Residential	More walking would be nice.
Commercial	A couple buildings on the corner could go
Industrial	Greatest potential for redevelopment
Park/Open Space	Great walkable neighborhood potential; need safer pedestrian crossing
Sidewalk/Trail	[no comments]

### Map Comments:

Good: (1)	- New bars and restaurants! Love to see more!
Bad: (5)	- Should be downtown commercial not industrial - Less heavy commercial - Farm equipment by Renaissance Building - Poor roads - Parking lot poor (at Central Ave)
Notes:	- South of 1 <sup>st</sup> Ave is all in Renaissance Zone or new borders (??) - Probably single largest area for redevelopment

## Character District 6

Located immediately north and east of the Mouse River, either side of 7th Street NE between 1st Avenue NE and 4th Avenue NE. Comments suggested this be made into open space and noted that access into the area from other places is poor.

Area 6 - 7th St NE Neighborhood	< Less - OK - More >					Avg
Single Family Residential	2	1	1	1	1	2.8
Multi-Family Residential	3	1	1	1		2.0
Commercial	2	1	2			2.0
Industrial	3	1	1			1.6
Park/Open Space			1	2	3	4.3
Sidewalk/Trail	1		1	3	1	3.5

### Conclusions from above responses:

- More Single Family Residential could be OK in this district
- Less Multi-Family
- Commercial is not a good idea in this district
- Industrial is not a good idea in this district
- Park/Open Space and Sidewalk/Trail very much needed in this district

### Land Use Comments:

Single Family Residential	Park would be nice if the flood wall will take most of this out.
Multi-Family Residential	this whole area could use work.
Commercial	Agree with access comment – maybe dean end after flood control
Industrial	Potential affordable housing development
Park/Open Space	[no comments]
Sidewalk/Trail	[no comments]

### Map Comments:

Bad: (1) - Needs to be changed completely out, make all open space

Concern: (2) - Not bad but could use some work  
- Limited access if this is redeveloped (agreed)

Notes: - Could be redeveloped with market style commercial  
- This area is bad

## Character District 7

Located at the northern edge of the study area and is centered on the intersection of 3rd Street NE and 5th Avenue NE. Comments noted that several buildings in this area are in disrepair and suggested additional green space and street landscaping.

Area 7 - 3rd St NE - Across river	< Less - OK - More >				Avg
Single Family Residential	1	3	1	2.8	
Multi-Family Residential	1	3	2	2.5	
Commercial		3	2	3.4	
Industrial	4	1		1.4	
Park/Open Space		3	2	3.8	
Sidewalk/Trail		2	1	4.0	

### Conclusions from above responses:

- Mixed feelings on Single Family Residential in this district
- Maybe less Multi-Family
- Commercial is OK in this district
- Industrial is not a good idea in this district
- Park/Open Space and Sidewalk/Trail very much needed in this district

### Land Use Comments:

Single Family Residential	Feels separated from the rest of the City.
Multi-Family Residential	Needs an update because it does not have residential, commercial and park space.
Commercial	Much clearer for commercial and high density residential
Industrial	Needs facelift
Park/Open Space	[no comments]
Sidewalk/Trail	[no comments]

### Map Comments:

Bad: (2)                    - Bad – Building, get taken care of (old) (at 6<sup>th</sup> Ave)  
                                  - Porter (?) Bros remove, make green, improve landscape (at 5<sup>th</sup> Ave)

Notes:                    - Commercial and high density residential  
                                  - Widen road, heavy use to airport (3<sup>rd</sup> St SE)

## Character District 8

Located east along Railway Avenue and north of the BNSF Railway tracks. Some comments noted a need for clean-up in this district, while another suggested a clearer designation as Industrial.

Area 8 - Railway Ave NE Industrial	< Less - OK - More >					Avg
Single Family Residential	3	2	1	1	1	1.8
Multi-Family Residential	3	2	1	1	1	1.8
Commercial	1	2	1	1	1	3.0
Industrial	1	2	1	1	1	3.4
Park/Open Space	1	1	1	2	2	3.3
Sidewalk/Trail	2	1	1	2	2	3.2

### Conclusions from above responses:

- Less Single Family Residential in this district
- Less Multi-Family in this district
- Commercial is OK in this district
- Industrial is a good idea in this district
- Park/Open Space and Sidewalk/Trail needed in this district

### Land Use Comments:

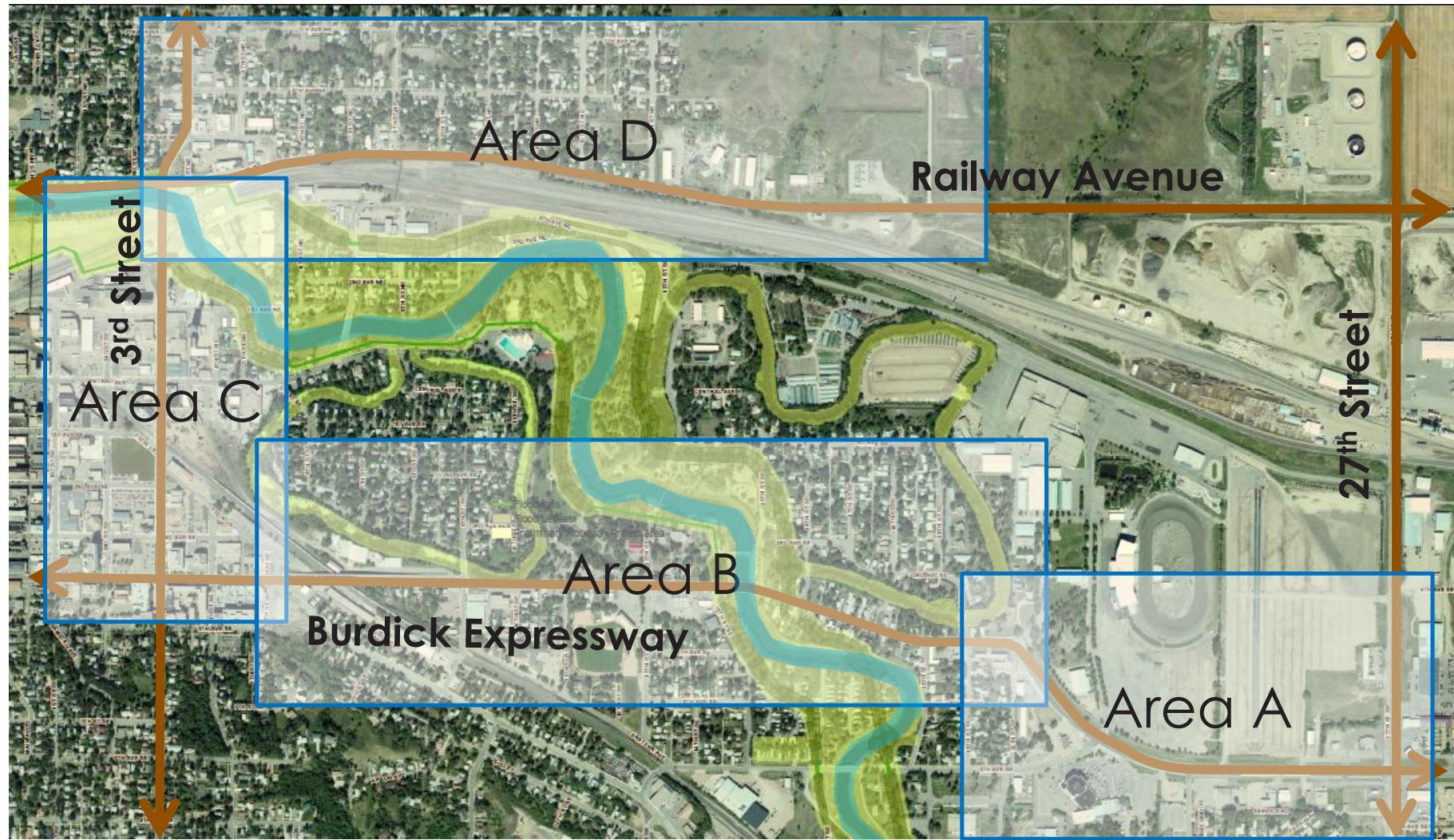
Single Family Residential	Needs clear zoning.
Multi-Family Residential	Unsightly industrial lots. Lost cause? Ugh!
Commercial	Not good
Industrial	Industrial
Park/Open Space	Light industrial/commercial buffer zone
Sidewalk/Trail	[no comments]

### Map Comments:

Bad: (1) - Should be cleaned up! Redeveloped!

Notes: - Needs much clearer Industrial designation

## Minot Brownfield Planning Area



### Location Key – Comments

Brownfield Advisory Board members and City staff were asked at the 4-7-2015 meeting to offer ideas and comments on specific areas or properties that could help achieve the study Benefits: Health and Environment, Economic Development, Adaptive Reuse, Green Space, Non-Motorized Transportation, and Affordable Housing & Reinvestment. Their comments are tabulated on the following maps.



# Area A Comments

## Minot Brownfield Areawide Plan



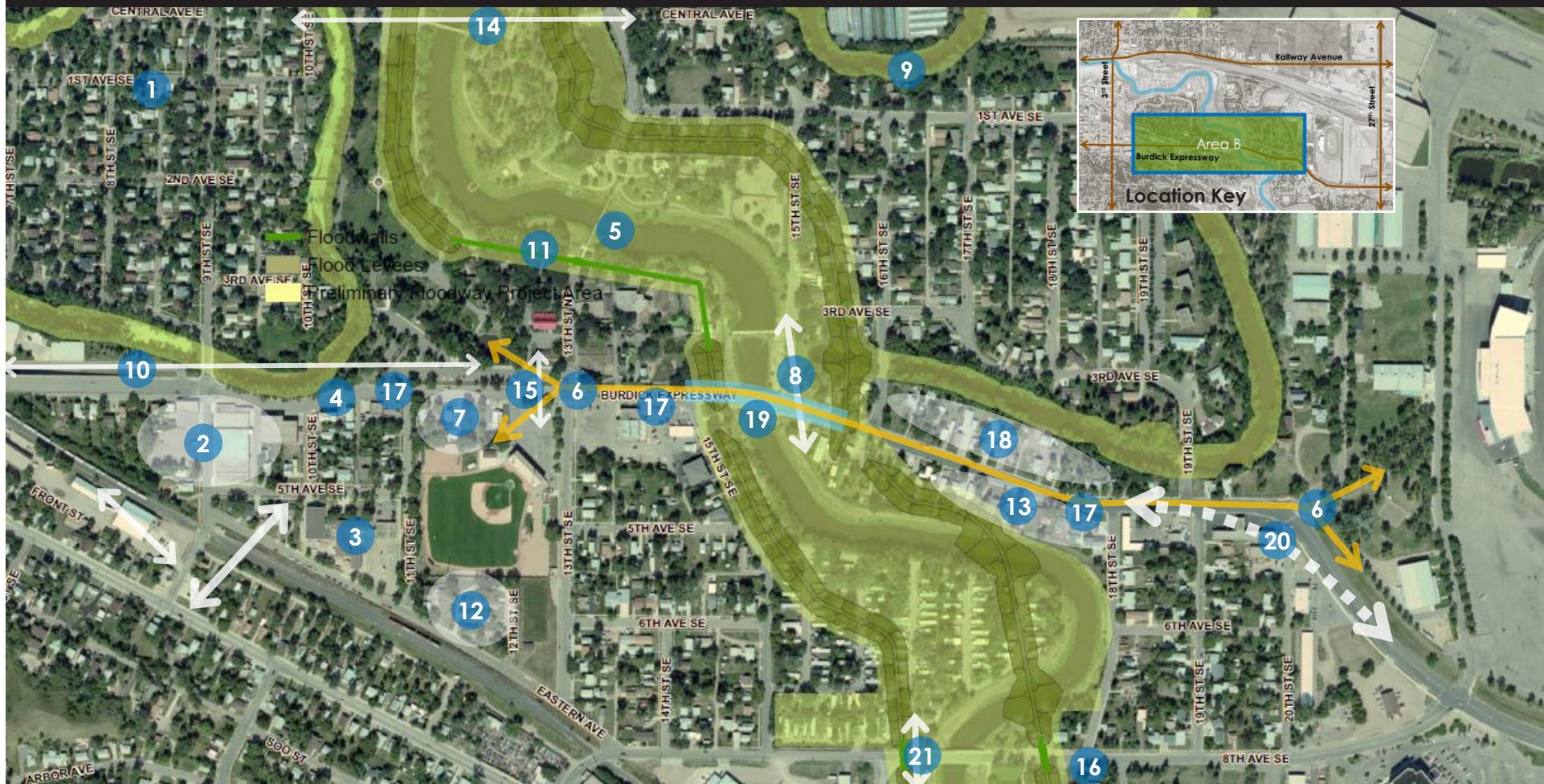
- 1) Straighten curve in Burdick at 20<sup>th</sup> St SE
- 2) Dress up Fairground entrance
- 3) Walking bridge somewhere
- 4) Redevelop key gateway restaurant
- 5) Expanded redevelopment
- 6) No State Fair
- 7) Scandinavian Hotel
- 8) Sidewalks need to be wider, moved away from Burdick
- 9) Health/environmental threat? (State Fairgrounds)
- 10) Fix undefined access points
- 11) Clean up area (State Fairgrounds)
- 12) Trail system (27<sup>th</sup> St SE)
- 13) Better SWMP (stormwater management plan)
- 14) Streetscape investment (Burdick and 27<sup>th</sup> St SE)

# Area B Comments

## Minot Brownfield Areawide Plan



Preliminary flood mitigation channel, berms, walls



- 1) Small parks in local area
- 2) Redevelop corner of 9<sup>th</sup> for Neighborhood Commercial
- 3) School district relocate vs. expand
- 4) "Road Diet" Down to 3-lane with room for bike path, planters & pedestrians near Zoo, park and baseball fields
- 5) Increase Zoo land
- 6) Connectivity between zoo, field, fair and neighborhood
- 7) Redevelop for school, park, Corbett
- 8) Trail connections from Burdick under bridge to greenway
- 9) Recycle water
- 10) Walking path from hospital
- 11) Increase park footprint
- 12) Additional park opportunities (Eastern Ave and 13<sup>th</sup> St SE)
- 13) Park
- 14) Public access (Central Ave E)
- 15) Walking bridge – Corbett across Burdick
- 16) Commercial riverfront development
- 17) Streetscape along Burdick
- 18) Redevelop (along Burdick at 16<sup>th</sup> St SE)
- 19) Bridge to be replaced, raised (Burdick Expressway)
- 20) Remove Hotel, smooth and widen Burdick and curve; Hotel buyout
- 21) Pedestrian bridge over 8<sup>th</sup> Avenue SE

# Area C Comments

Minot Brownfield Areawide Plan



 Preliminary flood mitigation channel, berms, walls

- 1) New city park
- 2) 3<sup>rd</sup> St widen side with landscaping and defined roads
- 3) Bridgeman Building key redevelopment piece on prominent corner
- 4) Roads torn up; need streetscape aesthetics
- 5) Safe passage across tracks
- 6) More architectural downtown
- 7) What happens to Hospital buildings when they move?
- 8) Buffer zone between park entrance and industrial or Central
- 9) Better connectivity from Eastwood
- 10) Wider walks and paths
- 11) Public park (at 2<sup>nd</sup> Ave SE)



# Area D Comments

## Minot Brownfield Areawide Plan



Preliminary flood mitigation channel, berms, walls



- 1) Widening all the way to Broadway
- 2) Long-term – get RR out of downtown
- 3) Widen or expand bridge - walk, bike, ride
- 4) Remove this elevator (at Railroad tracks and 3rd St NE)
- 5) Pedestrian connectivity (7th St NE)
- 6) Road widening? 3rd Street
- 7) Redevelopment opportunities (6th AVE NE)
- 8) Green space? Instead of Commercial/Industrial
- 9) Traffic engineer? (5th Ave NE)
- 10) Important to keep pedestrian bridge open/connection (8th St NE)
- 11) Riverfront storefront niche (2nd Ave NE)
- 12) Roadway access, Dike location final?
- 13) Boardwalk (4th Ave NE)
- 14) Make major road 3-lane minimum
- 15) Corridor improvements (along RR)
- 16) Better buffering along railroad and road (RR Ave NE)
- 17) Barrier wall between residential and industrial (13th St NE)
- 18) Stay Industrial (Railway Ave. NE, east of 13th ST NE)

**Appendix C: Minot Brownfield Inventory Corridor Sites**

<b>SITE</b>	<b>ADDRESS</b>	<b>PIN</b>	<b>PAST USE</b>	<b>CURRENT USE</b>
Coca-Cola Bottling	405 9th Street SE	MI24.397.010.0110	Filling Station	Bottling Plant
Robinson Insulation Company	826 4th Avenue NE	MI24.454.040.0200	Insulation Mfg.	Vacant
Porter Brother Salvage Yard	424 3rd Street NE	MI13.100.062.0000	Salvage Yard	Warehouse
Helm's & Mork's (Standard Oil)	305 4th Avenue NE	MI13.474.000.0021	Bulk Petroleum Storage	Warehouse
Bridgeman Creamery	23 3rd Street NE	MI24.744.000.0020	Bulk Petroleum Storage	Warehouse
Farmers Surplus Used Tractor Parts site	600 27th SE	MI19.288.252.0210	Tractor Salvage	Warehouse
Souris River Design	405 Railroad Avenue	MI13.474.000.0010	Bulk Petroleum Storage	Construction Company
BJ Cycles Leather (Fr. Farmers Union Oil)	115 1st Avenue NE	MI24.288.153.0330	Bulk Petroleum Storage	Retail
Minot Farmers Elevator Company	215 1st Avenue NE	MI37.537.240.0120	Grain Elevator, Grocery Warehouse	Front Portion for Offices
The Ice Box	100 3rd Street NE	MI24.313.010.0091		Bar
Parking Lot	311 1st Avenue NE	MI24.313.010.0063	Machine Shop	Parking Lot
First Avenue Concepts	318 1st Avenue NE	MI24.313.020.0052	Grain Elevator	KKAT Oilfield Services
Cenex	215 Central Avenue E	MI24.102.310.0110		Filling Station
	507 3rd Street NE	MI13.192.220.0012	Warehouse	Warehouse
	521 3rd Street NE	MI13.192.220.0011		
	601 3rd Street NE	MI13.192.210.0044		Residential
Farmers Union Insurance	701 3rd Street NE	MI13.192.170.0010	Filling Station	Office Bldg
Morgan Printing	425 BURDICK EX E	MI24.317.040.0031	Filling Station	Print Shop
Morgan Printing	416 3RD AVE SE	MI24.317.040.0011	Filling Station	Parking Lot
Flower Store	417 BURDICK EX E	MI24.317.040.0032		Flower Store
Minot Daily News	417.5 BURDICK EX E	MI24.317.040.0021		
Minot Daily News	301 4TH ST SE	MI24.317.040.0070		Newspaper Printing
Loaf N' Jug	409 BURDICK EX E	MI24.318.000.0030	Filling Station	Filling Station
Auto Parts	101 3RD ST SE	MI24.A76.000.0010		Auto Parts Store
Ebeneezer's Pub	304 Central Avenue East	MI24.015.000.0040	Pub/Restaurant /Apartments	Pub/Restaurant/ Apartments
Renaissance Center	7 3rd Street SE	MI24.963.000.0010		
Brick Studio	400 Central Avenue E	MI24.015.000.0021		Retail
500 Properties	500 Central Avenue E	MI24.275.000.0011		Computer Warehouse
	504 Central Avenue E, Unit A	MI24.853.000.0010	Fr. Westland Oil Offices	
Central Cab Company	504 Central Avenue E, Unit B	MI24.853.000.0020	Fr. Westland Oil Offices	
	504 Central Avenue E, Unit C	MI24.853.000.0030	Fr. Westland Oil Tire Recap Plant	
Fr. Gas Station	508 Central Avenue E	MI24.598.000.0020	Fr. Filling Station	Vacant
	516 Central Avenue E	MI24.185.000.0053		
Residential	524 Central Avenue E	MI24.185.000.0051	Residence	

SITE	ADDRESS	PIN	PAST USE	CURRENT USE
Parking lot (Fr. Northern States Power)	NA			Parking Lot
Parking Lot	NA	MI24.015.000.0032	Parking Lot	Parking Lot
Parking Lot		MI24.963.000.0020	Parking Lot	Parking Lot
Fr. Minot Gas Plant	1320 Valley Street	MI19.952.030.0330		
Lot	UNASSIGNED	MI37.538.240.0170		Parking Lot
Parking lot	NA	MI24.015.000.0023		
Schaefer Classic Restoration	1310 Valley Street	MI19.952.030.0321	Auto Restoration	Auto Restoration
	1303 Valley Street	MI19.378.000.0020	Laundry, Cleaners	Offices
MBM Auto Service	1217 Valley Street	MI24.378.000.0011		Auto Repair
MBM Auto Service	1215 Valley Street	MI24.063.000.0090		
Minot Wrecking	1123 Valley Street	MI24.063.000.0080	Salvage Yard	
	1119 Valley Street	MI24.063.000.0030	Store, Shop	
The Riveria Bar	1124 4th Avenue NW	MI14.476.224.0000	Bar	Vacant
Parking Lot	1200 4th Avenue NW	MI14.476.225.0000	Parking Lot	Parking Lot
Parking Lot	1125 4th Avenue NW	MI14.476.226.0000	Parking Lot	Parking Lot
Oak Park Shopping Center	1212 4th Avenue NW	MI14.476.227.0000	Retail Store	Vacant
Oak Park Shopping Center	1224 4th Avenue NW	MI14.476.228.0000	Retail Store	Vacant
Oak Park Shopping Center Auto Repair Building	1300 4th Avenue NW	MI14.476.229.0000	Shopping Cente	Vacant
Oak Park Theatre	1500 4th Avenue NW	MI14.288.253.0240	Theatre	Vacant
Former "M"/Midwest Federal Building	123 1st Street SW	MI24.238.060.0150	Minot Federal Savings and Loans headquarters	55,000 square feet 8 story all glass office building
Former Flatiron Building	112 W. Central Ave	MI24.238.210.0121, MI24.238.210.0091, MI37.540.000.0050	Various uses - apartments, sweet shop, war surplus, bars, pubs and adult bookstore	Building demolished in 2008. Now a parking lot.
Capri Lounge	2030 Burdick Expy E	MI19.288.525.0130		Lounge
Storage Units	2008 Burdick Expy E	MI19.464.011.000		Storage Units
Hotel/Office	2000 Burdick Expy E	MI19.464.012.0000	Hotel	Office
Office Building	2001 8th Avenue SE	MI19.465.020.0020	Office Bldg	Office Bldg
Vacant	619.20th Street SE	MI19.465.020.0031	Vacant	Vacant
Wells Fargo	100 S. Browdway St.	MI23.021.100.0163	Automotive Reapir Shop	Bank
Wells Fargo	15 2nd Avenue SW	MI24.238.110.0120	Commercial, service station	Office Bldg
Fairview Lodge	1900 Burdick Expy E	MI19.092.000.1290	Hotel	Hotel
IBEW Local 714	1925 N Broadway	MI11.006.010.0040	Tranining Facility for Electrical Workers	Vacant
Bakken Truck Equipment	2525 Burdick Expy E	MI19.288.252.0150	Vehicle Maintenance Facility	Vehicle Maintenance Facility
Carnegie Center	105 2nd Ave SE	MI24.238.080.0122	Library	City Art League

## Appendix D: Real Estate Focus Group Comments

The following comments were taken from the Real Estate Focus Group. Refer to Section 4 of this plan for more information about the focus group.

### General Economy Comments

- Minot relatively stable, steady economy now, diversity is good
- Overall economy – in equilibrium
- Overall development – probably plateaued, steady but not rapid incline
- Oil people still moving in, need to maintain rigs
- Most industrial uses located in Minot are service companies, won't go away
- Restaurants not crowded
- Retail OK, average
- Housing still sells, slowed down
- Still a demand for housing
- "Pause" in the multi-family market

### Housing Demand Comments

- Housing still sells, slowed down, less than \$300k homes
- Homes built back are for low income
- Rebuilding/foreclosure still happening
- Townhouses still selling OK
- Need low income housing
- 1-story condo for over-55 – Minot doesn't have anything
- Burdick redevelopment 16th-18th – agrees with redevelopment of this area, MF residential
- Still a demand for housing – slowed slightly, drop in occupancy, rise in vacancy seen
- "Pause" in the MF market, but affordable housing is needed
- Viable market in the Burdick corridor for a walkable neighborhood
- If residential uses downtown – need quiet RR zone
- Residential downtown - not a wise investment
- NE 3rd Street – housing is only use that might go
- NE - Residential with views, yes

### Retail Demand Comments

- Retail is OK generally
- Burdick corridor: good opportunity there, community-related
- Viable market for walkable neighborhood
- Commercial parcels not surrounded by rooftops (needed for retail)
- One developer is selling retail, commercial, office, focusing on residential and medical now
- NE across river by B & D Market, no room for development
- Bad corner, 3rd Street to airport
- NE 3rd St and 6th Ave – caddy corner from B & D Market – gas station/convenience was proposed
- Across from Zoo - Retail/office – no, wouldn't survive
- This area is not on people's radar
- Fair is not big enough draw for year-round uses
- Flooding! – Until it's figured out, people struggle with
- Even if flooding is fixed, still tough
- Some groups interested in assembling properties
- Loaf & Jug will build new on corner
- N over 3rd Street NE - group wants to build new convenience store
- City wouldn't allow additional curb cut due to heavy traffic on 3rd
- Retail infill downtown is happening
- More retail – upscale in downtown
- NE – Kind of tough, business stays across the river

### Office Demand Comments

- Triangle site – Offices could be OK
- Across from Zoo - Retail/office – no, wouldn't survive
- Opportunity for office downtown with Trinity Hospital moving
- One developer is selling retail, commercial, office, focusing on residential and medical now

### Triangle Site (Burdick & 8th St SE)

- Restaurant was there – high traffic, but not enough residential to support
- Commercial parcels not surrounded by rooftops (needed for retail)
- Significant opportunity! Visual corridor, welcome to Minot
- 1st thing you see coming to Minot
- Fairview Lodge, 2/3 acres, is for sale \$750,000, lots of hotels in Minot, not as desirable a location as SW Minot
- Straighten Burdick – yes
- Could use excess land from straightening for Park, Pioneer Village/Historical Society
- Eliminate curve, it's NDDOT highway, state not likely to buy/move buildings
- Offices – could be OK
- Need more green space
- Not highest and best use now
- Prime – transportation exchange: on-site parking, buses – drop then walk to Fairgrounds, current drop-off tight
- Shuttle from MSU, Dakota Mall, etc.
- Fair acquires land?
- Some pedestrians injured there crossing, signage? signal?
- What if Historical Society used part for Pioneer Village
- State Fair is landlocked
- Capri –year-round saloon, historic
- Office now, was a restaurant, home décor center
- Clean it up to be successful
- Several owners, difficult
- This area is not on people's radar
- Fair is not big enough draw for year-round uses
- Flooding! – Until it's figured out, people struggle with investing in floodplain
- Even if flooding fixed, still tough area
- Not this area, more likely near Mall

### Burdick Corridor 16th-18th

- Agrees with redevelopment of this area, multi-family residential
- City trying to access water – acquire N side of 16th-18th, way to get Park/Zoo parking
- Connect State Fair to Roosevelt Park!
- Miniature RR in Zoo – way to get to State Fair?
- Dam on river, fishing
- But the curve slows people down
- Burdick corridor: good opportunity there, community-related
- Create Lincoln Park, like Grand Forks
- Create inviting corridor
- Some blight – redevelop as affordable housing
- Burdick – tight corridor for east-west thoroughfare, add right-of-way
- This corridor – still parcels availability – key: where is infrastructure? This area is viable – infrastructure in place
- Corbett Field is a great amenity but needs parking
- Need crosswalks – Fairgrounds, Zoo, Sunnyside School
- Move sidewalks that are off of Burdick
- Floodplain – make green space
- Should have bought out properties after flood (along Burdick)

### Coca-Cola Plant

- It will be there awhile, needs more space for trucks
- Homes under bridge (W of Coke/9th) – could go open space – but stay Residential if RR quiet zone
- Coke plant has been for sale – no takers – possible environmental issues
- Old Coke plant is an opportunity

## **Appendix E: Liability Protection Resources**

The following resources provide information about liability protection in brownfield redevelopment. See Section 2 of this guide for more information about brownfield redevelopment.

### **CERCLA Liability Protection**

In order to obtain certain current or future landowner protection to Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) liability as well as eligibility for Federal-and select State funding programs and lending institutions, it is recommended that within 180 days of property transfer that a Phase I environmental site assessment (ESA) of the property be conducted. The purpose of the Phase I ESA is to perform all appropriate inquiry (AAI) into the past ownership and uses of the property, as stipulated by the United States Environmental Protection Agency (EPA) in 40 CFR Part 312 consistent with good commercial or customary practices. The American Society for Testing and Materials (ASTM) "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process", Designation E1527-13 includes procedures to identify recognized environmental conditions (RECs) that may exist at a property.

### **North Dakota Limited Liability for Subsequent Owners of Property**

North Dakota provides subsequent owners of contaminated property with relief from liability for existing hazardous waste or substances on the property if certain criteria are met. Specifically, if a person acquires (including through inheritance/bequest) property after the disposal/placement of the contaminants on that property and, at the time, that person "did not know and had no reason to know" of such contamination, then that person will not be liable for any hazardous waste or substance on the property. To establish that the subsequent owner had no reason to know of the contamination, that person must have undertaken all appropriate inquiry into the previous ownership and uses of the property prior to acquisition of the same. A rebuttable presumption that all appropriate inquiry has been made can be established by showing that, immediately before or at the time of acquisition, the subsequent owner performed an investigation of the property, conducted by an environmental professional, to determine or discover the presence of contaminants.

### **North Dakota Regulatory Assurance Process**

North Dakota does not have a formalized voluntary cleanup process. However, the North Dakota Century Code establishes a process for working with the NDDH to qualify for a site-specific responsibility exemption (e.g., a no further action letter) or a letter of regulatory assurance. "Regulatory assurance" means an assurance issued by NDDH concerning enforcement relating to existing contamination based on compliance with stated conditions. A regulatory assurance is not voidable. A "responsibility exemption" means a partial or complete exemption from responsibility for remediation or further action on a contaminated property based on compliance with the conditions identified in a letter of no further remediation or a letter of no further action. A responsibility exemption is voidable only against a person that violates an institutional control or a condition of the letter or that is responsible for a new or additional release on the property. Generally, a responsible party who caused the contamination will not be eligible for a responsibility exemption; however, a subsequent property owner would be eligible to apply. NDDH issues such regulatory assurance/responsibility exemption letters in order to provide owners, operators, and lenders with liability protection and exemptions from responsibility for environmental remediation under applicable North Dakota law. An application for such letters must be made by the business entity or individual that owns or is purchasing the property and whose name will be on the deed as the legal owner. For additional information on this process, please see NDDH's guidance document entitled "Qualification for Responsibility Exemption/Regulatory Assurance Pursuant to North Dakota Century Code," available at <http://www.ndhealth.gov/wm/Publications/QualificationForResponsibilityExemptionRegulatoryAssurance.pdf>.

### **Local Unit of Government (LGU) Liability Exemptions**

Local units of government (LGUs) that did not cause the contamination, can be eligible for State and Federal LGU liability exemptions dependent on the method of property acquisition (involuntary, condemnation, etc.) and other specific requirements.

### **Lender Liability Exemptions**

Lenders who may qualify for state and federal liability protection for normal lending, acquiring property through foreclosure, inspecting property, enforcing a security interest in personal property and fixtures, and acting as a representative. Most of these exemptions do not require NDDH approval.

### **Other Liability Protections**

Additional liability protections are available including use of environmental insurance policies as well as assignment of liability as part of property transfer and leasing agreements.

## Appendix F: Funding Resources

The following resources provide information about funding opportunities for brownfield redevelopment. See Section 2 of this guide for more information about brownfield redevelopment.

Agency	Fund	Limits	Match/ Equity	Eligibility	Notes
<b>FEDERAL</b>					
Environmental Protection Agency	Brownfields Assessment Grants	\$400K single applicant; \$350k single assessment	0%	state, local, tribal governments	Superfund ineligible
	Brownfields Cleanup Grants	\$200K/site	20%	state, local, tribal governments	Superfund ineligible
	Targeted Brownfields Assessments	~\$50K	0%	public, quasi-public, non-profits	Superfund ineligible
	Job Training Grant	\$200K	unknown	state, local, tribal governments	Superfund ineligible
	State and Tribal Response Program	\$1.5M	0%	state, local, tribal governments	Superfund ineligible
	Natural Resource Damage Credits	cost to restore natural resources to baseline condition	0%	natural resources belonging to, managed by, held in trust by, appertain to, or otherwise be controlled by the US, state, tribe, or local government.	Subject to NRD settlement agreement, ROD determination, and status of private/public ownership/control.
Department of Interior National Park Service	Federal Lands to Parks Program	N/A - surplus land donation	0%	state, local, tribal governments	
	Rivers, Trails and Conservation Assistance Program	N/A - resources/workshops	cost share	local governments	Subject to Trail use and control, NRD settlement agreement, ROD determination, and status of private/public ownership/control of trail and park space
	Land and Water Conservation Fund	\$25-500K	50%	state and local governments	Subject to public partnership and ROD determination.
US Fish and Wildlife Service	Boating Infrastructure Grant	\$100K	25%	local governments	
Economic Development Administration	Public Works and Economic Development Facilities Program	no max; avg award = \$1.4M	50%	state, local, tribal governments; political subdivisions, institutions, higher ed	
	Economic Adjustment Assistance Program	avg award = \$570K	50%	state, local, tribal governments; political subdivisions, institutions, higher ed	
	Planning Program	unknown	50%	state, local, tribal governments; political subdivisions, institutions, higher ed	
US Department of Defense	US Army Corps of Engineers Planning Assistance	unknown	50%	state, local, tribal governments	
	Centers of Corps Expertise	N/A - technical assistance	N/A	state, local, tribal governments	
US Department of Transportation - Federal Highway Administration	Transportation Enhancement Activities	unknown	unknown	state, regional, local, tribal governments; metropolitan planning organizations	If publicly owned, eligibility is related to surface transportation, including pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation
US Department of Transportation - Federal Transit Administration	Metropolitan Planning Program	unknown	NTE 80% of project cost	state and local public bodies	

Agency	Fund	Limits	Match/ Equity	Eligibility	Notes
US Department of Transportation - Federal Transit Administration	Metropolitan Planning Program	unknown	NTE 80% of project cost	state and local public bodies	
EPA, HUD, DOT Partnership for Sustainable Communities	Brownfields Area-Wide Planning Grant	\$200K	0%	state and local governments; tribes	Superfund ineligible
	Sustainable Communities Challenge Grant		0%	state and local governments; political subdivisions	Superfund ineligible
	Transportation Investment Generating Economic Recovery (TIGER) II Grants		20%	state and local governments; political subdivisions	Primarily targeting transportation projects. If project includes off-site HWY mitigation and improvements has a public proponent, Grant may apply.
US Department of Housing and Urban Development	Community Development Block Grant	variable	0%	state, regional, local governments	
	Community Block Grant Entitlement Communities Grants	variable	0%	cities w/ populations $\geq$ 50K; urban counties w/ population $\geq$ 200K	
	Loan Guarantee Program	N/A - loan	must pledge a portion of block grant	block grant recipients	
	Lead-Based Paint Hazard Control Grant Program	\$1-2.5M	0%	state and local governments	
US Department of Agriculture - Rural Redevelopment	Business and Industry Guaranteed Loan Program	\$10M single borrower; \$40M organization	loan	rural regional, local, tribal governments; cooperatives, corporations, partnerships, trusts, or other profit/nonprofit organizations	
	Intermediary Re-lending Program	\$2M first loan; \$1M after	loan	small businesses unable to secure adequate bank financing; private nonprofits; public agencies; tribal govts	
	Rural Business Opportunity Grant Program	\$250K (most $\leq$ \$50K)	0%	public bodies, nonprofits, tribal govts, cooperative in communities w/ $<50K$	
	Rural Business Enterprise Grant Program	\$10-500K	0%	state, local, tribal governments; nonprofits in communities w/ $<50K$	
	Water and Waste Disposal Loans	variable	loan	state and local governments	
US Department of Energy	Office of Energy Efficiency and Renewable Energy Technical Assistance	N/A - technical assistance	N/A	anyone is eligible	technical resource center: sustainable development, land use planning, transportation, municipal energy, green building, sustainable business, solar energy
US Department of Health and Human Services - National Institute of Environmental Health Services	Hazardous Waste Worker Training Program	N/A - technical assistance	N/A	nonprofits; universities	
	Brownfields Minority Worker Training Program	N/A - technical assistance	N/A	nonprofits; universities; faith-based or community organizations	
US Department of Justice	Brownfields Special Emphasis Initiative/Weed and Seed Program	\$225K	0%	weed and seed programs; local programs	

Agency	Fund	Limits	Match/ Equity	Eligibility	Notes
US Department of Labor	Job Training and Technical Assistance	N/A - technical assistance	N/A	state governments	
US Department of the Treasury	Brownfield Tax Incentive	N/A	N/A	taxpayers	sunset 12.31.11; not renewed
Federal Housing Finance Agency	Economic Development Fund/Community Investment Cash Advance	N/A - loan	N/A	state and local governments; private entities	loan funding for housing and economic development in distressed neighborhoods - area must be eligible for brownfield tax credit
<b>STATE</b>					
ND Department of Commerce	Renewable Energy Program	\$500,000		public, quasi-public, non-profits, private companies	Grant program for renewable energy industrial technologies
	Marketing Matched Grant			public, non-profits, private companies, tourism groups	Grants for tourism related projects
ND Department of Tourism	Tourism Infrastructure and Expansion Grant	Up to \$24,000	50% required	Any organization or business involved in tourism	If organization is private, a letter of support is required from public agency
Lewis & Clark Regional Development Council	North Dakota Opportunity Fund	Loan of up to \$1,000,000		Small businesses in Minot	The State Small Business Credit Initiative (SSBCI) was created to leverage private financing to help small businesses and manufacturers attain loans and investments needed to expand and create jobs
Bank of ND	Beginner Entrepreneur Loan	Loan of up to \$200,000		Small businesses	Loans for business start-up costs
	Business Development Loan Program	Loan of up to \$500,000		New and Existing businesses	Assist new and existing businesses in obtaining loans that have a higher degree of risk than would normally be acceptable to a lending institution.
ND PFA	Industrial Development Bond Program	Loan of up to \$2,000,000		Small issue manufacturing companies	loans to manufacturers that qualify as small issue manufacturers
Dakota CDC	Main Street Loan Program	Loan of Up to \$24,999		Small businesses	Small businesses looking to start or expand
ND Department of Health	Brownfields Program	Up to \$200,000		government agencies	This is the grant that funds Brownfield studies and remediation. This plan is an example project.
ND State Legislature	ND Petroleum Release Compensation Fund	up to \$1,000,000	10% required	Owners and operators of underground petroleum storage tanks	Grants available if contamination is discovered/a leak occurs
<b>Private</b>					
Minot Community Endowment Fund (ND Community Foundation)		typically \$1-\$10k	0%	government agencies, non-profits	Supports non-profit projects and programs
MDU Resources Foundation		\$500+	0%	non-profits	Funds organizations that promote the wise use of resources without compromising the ability of future generations to meet their own needs.
Thomas and Frances Leach Foundation, Inc.		variable	0%	non-profits	Supports local charities and community projects
The Garfield Foundation		\$200K+	0%	organizations led by professionals	environmental sustainability and community revitalization
The Marisla Foundation		variable	0%	organizations	promotes conservation and biodiversity and ecological sustainability
Charles Stewart Mott Foundation		\$1M+	0%	engaged citizens and communities	ecosystem conservation

