

DOWNTOWN BISMARCK

SUBAREA PLAN

DECEMBER 2013

CITY OF BISMARCK
BISMARCK-MANDAN MPO

ACKNOWLEDGEMENTS

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**EXECUTIVE
SUMMARY**

OVERVIEW

The Bismarck Subarea Plan is the product of a yearlong study to revitalize the Downtown. The Subarea Plan identifies urban design and complete streets frameworks that will guide the development of the public and private realm over the coming years. The plan has an emphasis on implementation and identifies game-changing public projects that will stimulate private investment and fundamentally change the public's perception of downtown.

STUDY PURPOSE

The Bismarck-Mandan Metropolitan Planning Organization (MPO) and the City of Bismarck initiated the Bismarck Subarea Study in an effort to transform the downtown area into a vibrant place where people want to live, work and be entertained. The Study addresses:

- Parking, traffic, quiet rail, transit, walking and biking
- Opportunities for new public gathering spaces, 'greening' downtown streets, and a transit hub
- Opportunities to live downtown
- The integration of transportation, land use and urban design into a coordinated vision
- A realistic implementation strategy that identifies the necessary public investments to inspire investor confidence and stimulate significant private investments within the first five years of Subarea Plan adoption

PUBLIC INVOLVEMENT

The Subarea Plan reflects the community's vision for the revitalization of downtown. The public involvement process included:

Public Outreach

Public outreach consisted of radio and newspaper announcements, interviews with local media, direct email, a Downtown Bismarck Subarea Study website, Facebook page, and Twitter account that provided direct public access to all Study materials and presentations throughout the extent of the Study effort.

Committee, Stakeholder, and Commission Meetings

A Subarea steering committee, technical advisory committee, and key community stakeholders provided input and direction for the development of all plan

concepts and implementing actions. Monthly Study updates with the MPO Policy Board and MPO TAC were supplemented with presentations to the Planning and Zoning Commission, Renaissance Zone Authority, and the Board of City Commissioners.

Public Workshops

A series of three public engagement sessions were facilitated at key project milestones beginning in March of 2013 and concluding in August of 2013. During public workshops, local residents provided comments and preferences for plan concepts and proposals. The process concluded with a Subarea Plan public hearing to the City Commission and presentation for adoption to the MPO Policy Board and Technical Advisory Committee.

STUDY CRITERIA

During the first public engagement session the community identified issues that the Subarea Study needed to address. Those issues are listed below.

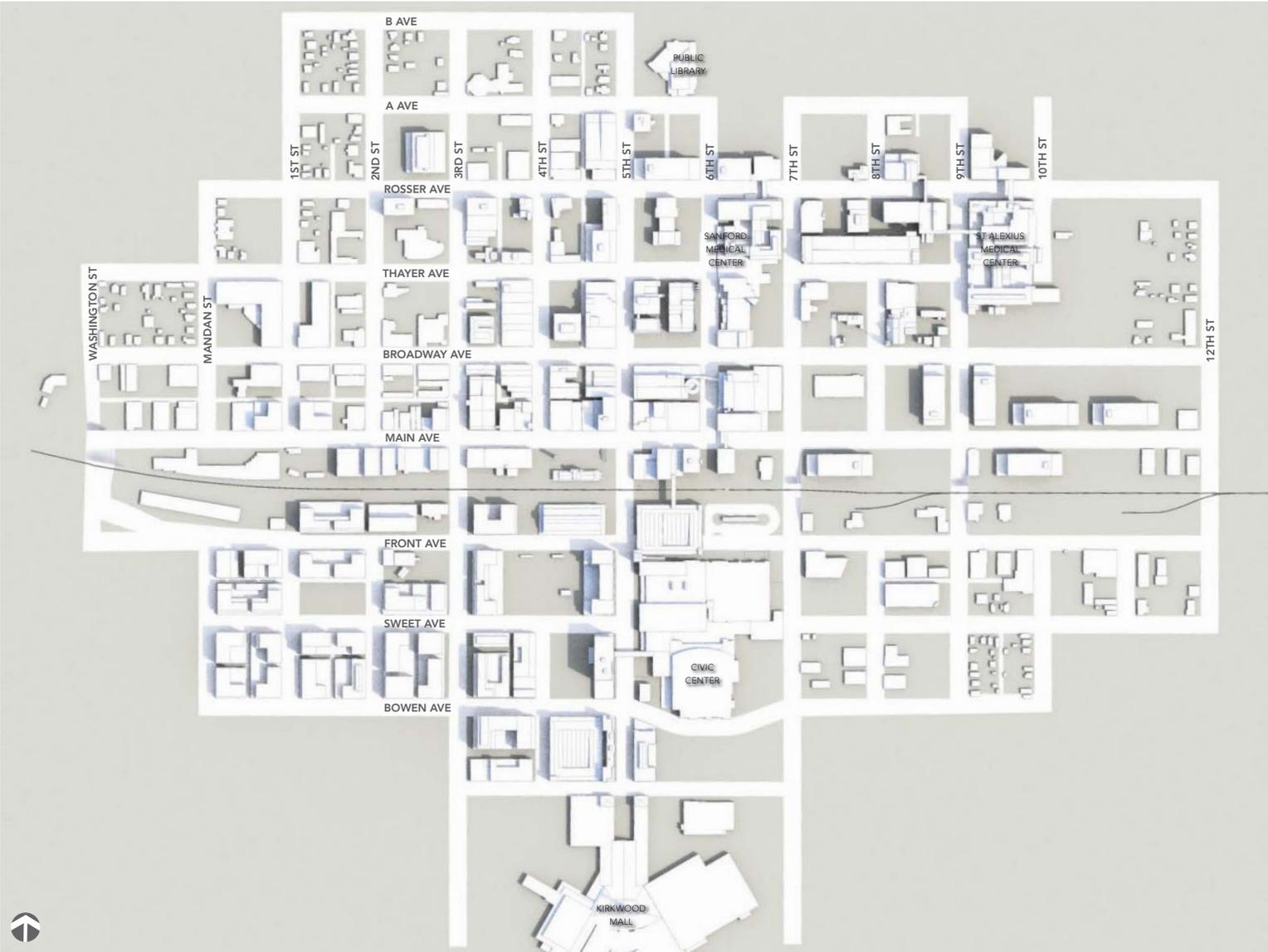
Urban Design

- Public Gathering Spaces
- Parking Strategy for Ramps
- Shopping & Entertainment Opportunities
- Housing Opportunities
- Preserve/Enhance Historic Buildings
- Multi-Modal Transit Hub
- Downtown Core, Civic Center, Kirkwood Mall Linkage

Complete Streets

- Pedestrian-friendly, Walkable Environment
- Greener Downtown Streets
- Biking Opportunities
- Traffic Access To & Within Downtown
- Chancellor Square Traffic Circulation
- Public Art
- Trolley

SUBAREA STUDY
BOUNDARY



FUNDAMENTAL CONCEPT

The Downtown Bismarck Subarea Plan's fundamental concept calls for public investment to stimulate substantial private investment. Public investments include improvements to make:

- Main Avenue pedestrian and retail friendly
- Fifth Street a shopping, entertainment, and dining destination
- A seamless pedestrian rail underpass connection between Main Avenue and Fifth Street
- Depot Plaza a public gathering space
- Mehus Commons a focus for cultural activities
- The Civic Center a significant regional and national convention destination

FUNDAMENTAL
CONCEPT



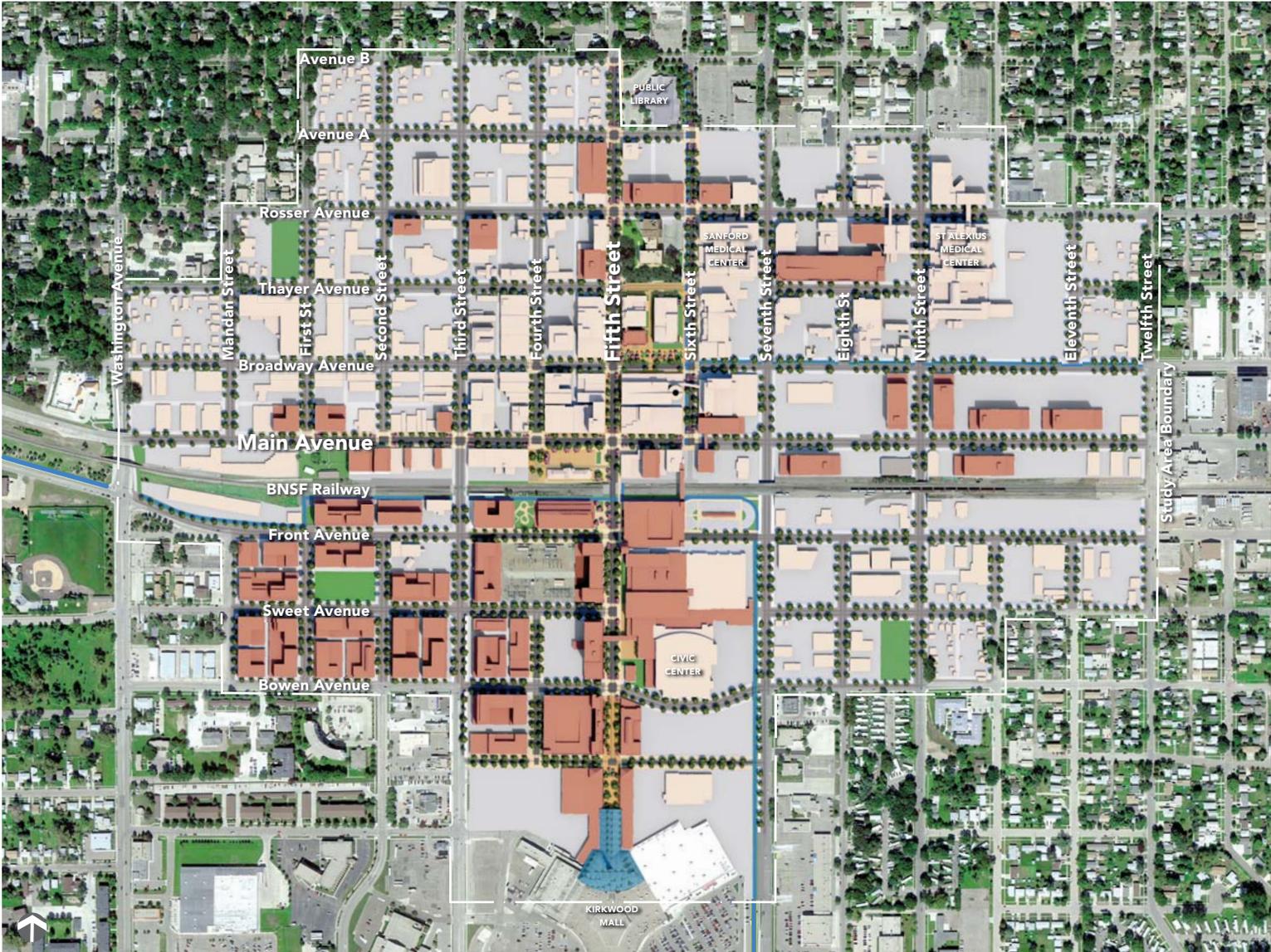
BUILD-OUT

Downtown Bismarck has the capacity to absorb a significant amount of growth within the study area. A conceptual estimate of new investment value is identified. The Build-Out diagram provides a snapshot of where new investment is likely to occur. Most new development is located on underdeveloped, vacant, and underutilized sites.

PRIVATE INVESTMENT SUMMARY		
Project Name		Projected Cost
Housing (Unit) *	1,830	\$445,950,000
Hotel (Rooms)	250	\$42,500,000
Office (SF)	1,350,000	\$392,050,000
Retail/Commercial (SF)*	364,000	\$84,300,000
PRIVATE INVESTMENT TOTAL:		\$964,800,000

* Includes on-site parking

BUILD-OUT



IMPLEMENTATION

The implementation strategy identifies a program for creating positive change and stimulating development in the downtown. Public expenditures will be required to leverage significant private investment.

The implementation strategy includes:

Game Changers— Four key projects that will fundamentally change the investment environment of the downtown.

Responsibilities— All projects identified will require coordination and leadership by the City of Bismarck. It is recommended that a single point-of-contact staff position be created to coordinate and manage these projects through implementation.

Schedule— Calls for action on all projects within the first five years to ensure that Plan momentum is established.

PUBLIC INVESTMENT SUMMARY	
Project Name	Projected Cost
Main Avenue Traffic Calming	\$3,500,000
Depot Plaza	\$8,500,000
Fifth Street Improvements	\$10,500,000
Convention Hotel	\$0
PUBLIC INVESTMENT TOTAL:	\$22,500,000

MAIN AVENUE



DEPOT PLAZA



FIFTH STREET



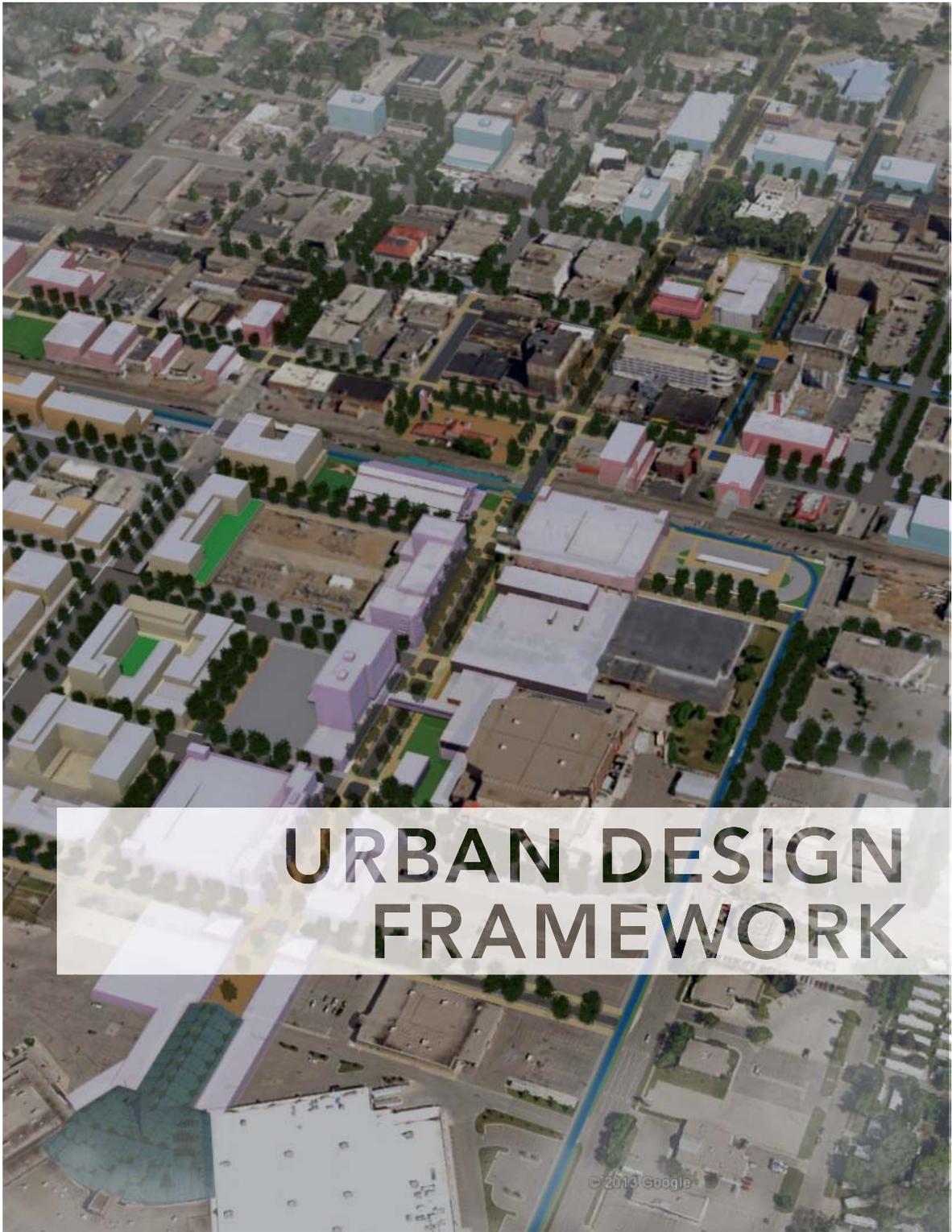
CONVENTION HOTEL SITE



GAME-CHANGERS



- 1 Main Avenue
- 2 Depot Plaza
- 3 Fifth Street
- 4 Convention Hotel Site



**URBAN DESIGN
FRAMEWORK**

OVERVIEW

The urban design framework identifies the types and locations of land uses recommended within the downtown subarea. It provides a vision for coherent downtown growth.

The urban design framework:

- Builds upon and strengthens downtown Bismarck’s greatest assets—its historic buildings, close-in neighborhoods, network of streets, and proximity to the Missouri River and State Capitol
- Recommends preferred locations for the land uses illustrated below

RETAIL



Distinct shopping and entertainment districts are established. The framework strengthens existing retail along Main Avenue and Broadway Avenue and provides opportunities for retail expansion along Fifth Street.

OPEN SPACE



Public spaces, and parks are the key organizing elements for surrounding land uses. A plaza is re-established at the historic center of downtown. It is complemented by a commons, and neighborhood parks.

CIVIC/CULTURAL



Expansion and improvements to the Civic Center, and Belle Mehus Auditorium are fostered to ensure that downtown continues to be an entertainment and special event destination.

EMPLOYMENT



Opportunities for additional office development that enhance and preserve downtown as a major employment center for medical, financial, and government sectors are identified.

HOUSING



Housing animates the downtown with residents and provides customers for downtown businesses. The housing framework identifies a mix of housing types that create a neighborhood.

TRANSIT HUB



A downtown transit hub and multi-modal transit center is located in close proximity to the Civic Center, shopping, and downtown services.

PARKING



Retail parking ramp locations are identified to serve existing and future businesses.

RETAIL

Successful retail will attract residents and visitors to downtown.

The retail framework builds upon downtown Bismarck's unique qualities, including its:

- Wealth of historic buildings
- Existing retail uses
- Resident and visitor attractors consisting of the Civic Center and Belle Mehus Auditorium
- Convenient local and regional access

The proposed retail framework is:

- Compact and walkable, extending approximately 1/4 mile in length along Main Avenue and Fifth Street
- Street-oriented and active, with continuous retail uses activating ground floors of buildings
- Served by adequate parking, with on-street parking and strategically located ramps
- Anchored with retail destinations, the Kirkwood Mall and a new Public Market

Retail Types

The retail framework creates two complementary areas for retail:

- **Main/Broadway Avenue** serve as downtown's primary retail shopping streets
- **Fifth Street** incorporates street-oriented Mall retail expansion, a new Convention Center Hotel and dining/entertainment uses that capitalize on their proximity to the Civic Center

RETAIL



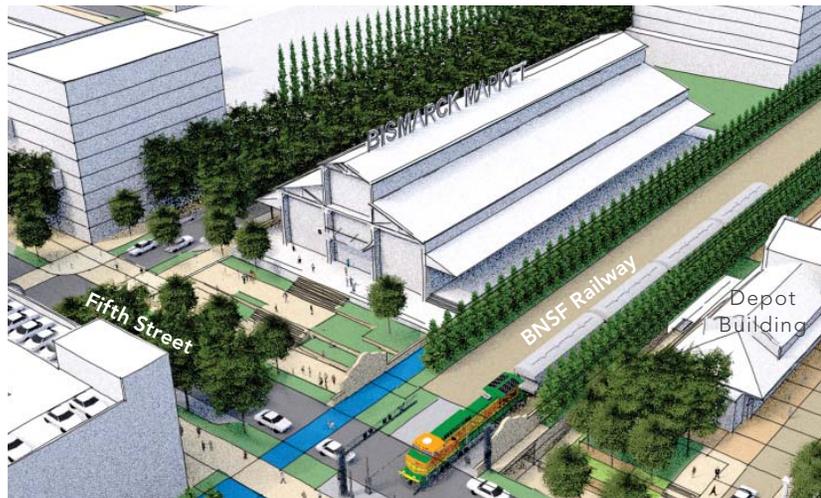
MAIN/BROADWAY AVENUE RETAIL CORRIDOR

Main Avenue, from First Street to Sixth Street, is reestablished as the primary Downtown retail street. Main Avenue and adjacent streets have the potential to add 122,000 square feet of new retail uses to the existing 93,000 square feet that exists today.

Essential components of the retail corridor include:

- **Retail Anchor**— a retail development would be located on the northwest corner of Front Avenue and Fifth Street. The anchor use could include a multi-purpose Public Market (floor plate 30,000 SF +/-) incorporating a farmers market, offices and gallery spaces
- **Depot Plaza**— Depot building improvements would maintain a ground-floor retail tenant
- **Street Improvements**— a traffic-calmed three-lane Main Avenue would include widened sidewalks and intersection improvements such as curb extensions and additional landscaping
- **Parking**— a new Front Avenue parking ramp located on the northeast corner of Front Avenue and Fifth Street with ground-floor retail facing Fifth Street
- **Continuous Retail**— existing and new retail development would be uninterrupted by incompatible uses at the ground floor of buildings and incorporate inviting storefronts

PUBLIC MARKET



FRONT AVENUE RAMP



MAIN/BROADWAY
AVENUE RETAIL



- Existing/Infill Retail
- New Retail
- A Retail Anchor (Public Market)
- P New Retail Parking Ramp (Front Avenue)
- P Existing Ramp

FIFTH STREET RETAIL/ENTERTAINMENT CORRIDOR

From Front Avenue to Kirkwood Mall, a potential for 160,000 square feet of new shops, restaurant and entertainment uses is identified.

Fifth Street would be organized into two distinct zones:

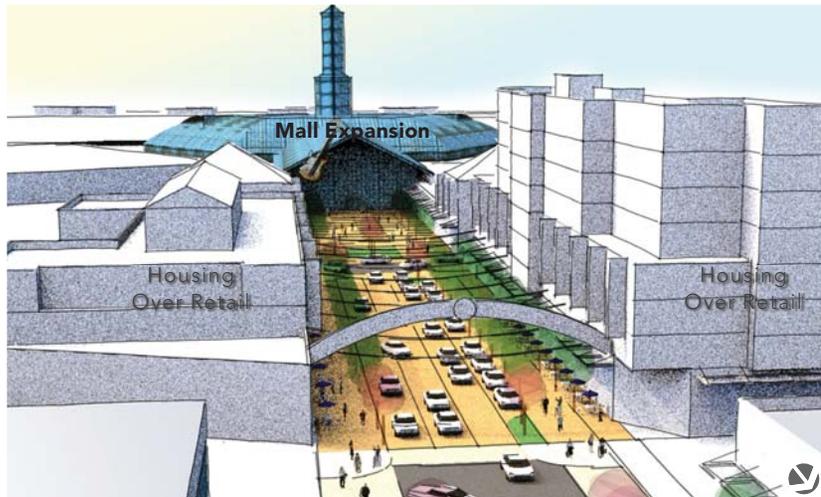
Mall Zone—Kirkwood Mall to Ingals Avenue

- Mall expansion of street-oriented shops

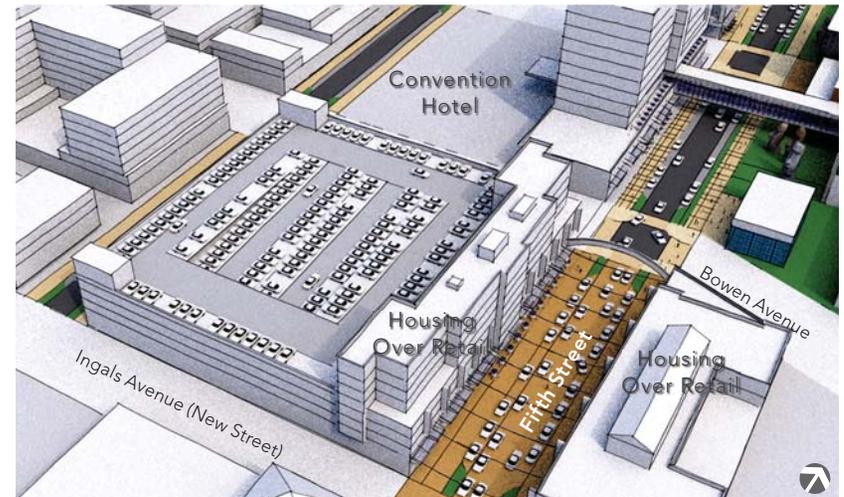
Convention Zone—Ingals Avenue to Front Avenue

- Convention hotel with storefronts on the ground floor
- Storefronts uninterrupted by incompatible uses with upper floor apartments and condominiums
- Bowen Avenue ramp and Front Avenue ramp

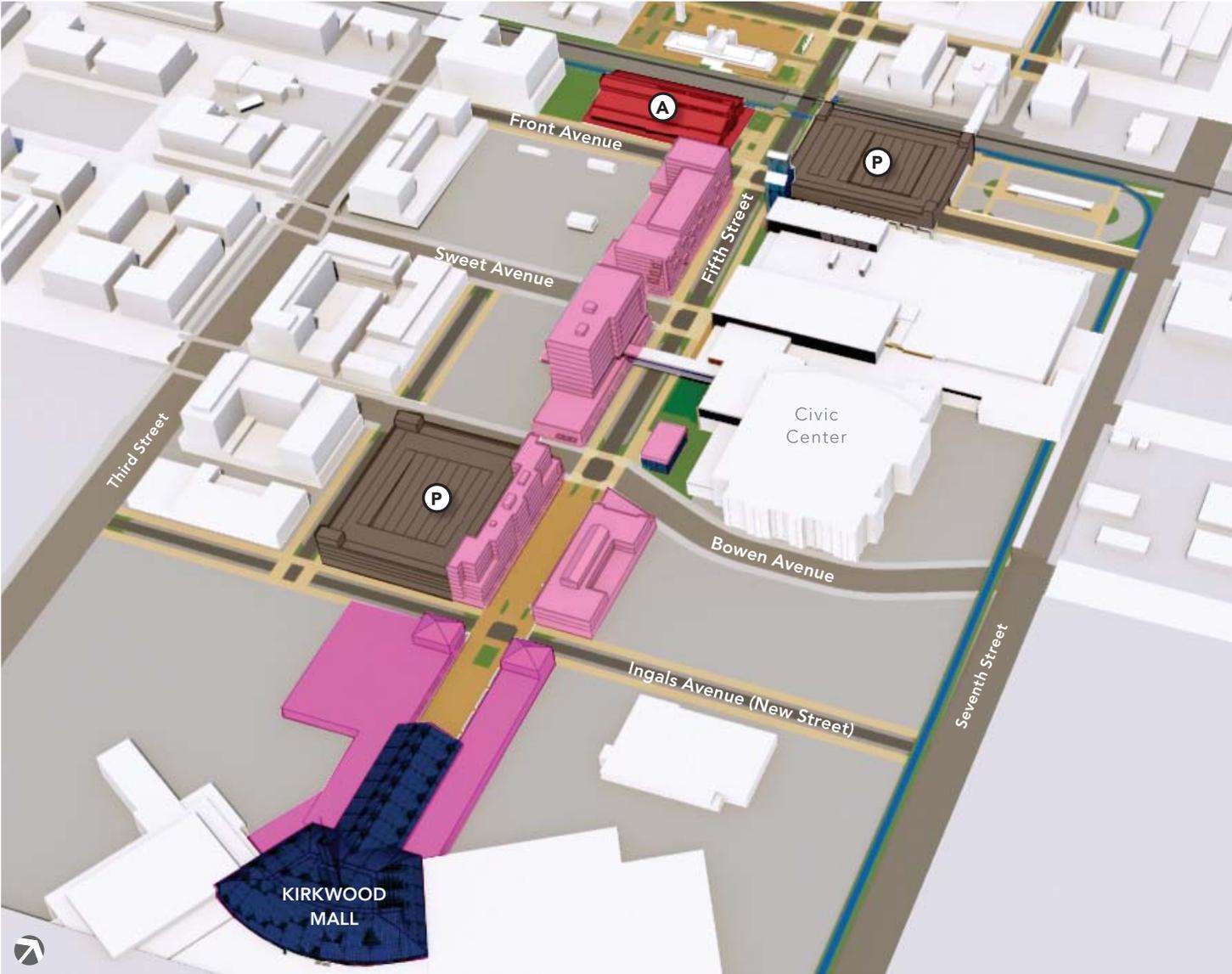
MALL EXPANSION



BOWEN AVENUE RAMP AND CONVENTION HOTEL



FIFTH STREET RETAIL/
ENTERTAINMENT



- Convention Zone
- Mall Zone
- A Retail Anchor (Public Market)
- P New Retail Parking Ramps

OPEN SPACE

New public gathering spaces attract new downtown development and improve livability.

The open space framework establishes the following public spaces:

DEPOT PLAZA



Located at the crossroads of Main Avenue and Fifth Street, Depot Plaza is envisioned as downtown's 'living room', appropriate for special events and casual daily use by workers, residents, shoppers and visitors.

MEHUS COMMONS



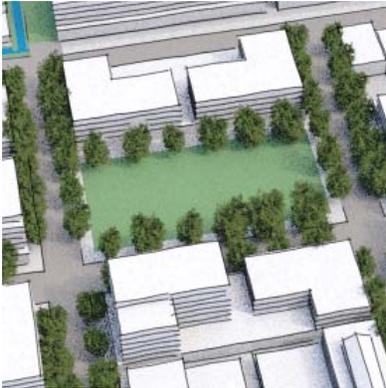
Forecourt to the Belle Mehus Auditorium, the space is integrated with the Courthouse through alley enhancements. This public space should be designed to accommodate public art. It would serve downtown's employees, shoppers, and Belle Mehus events.

MALL



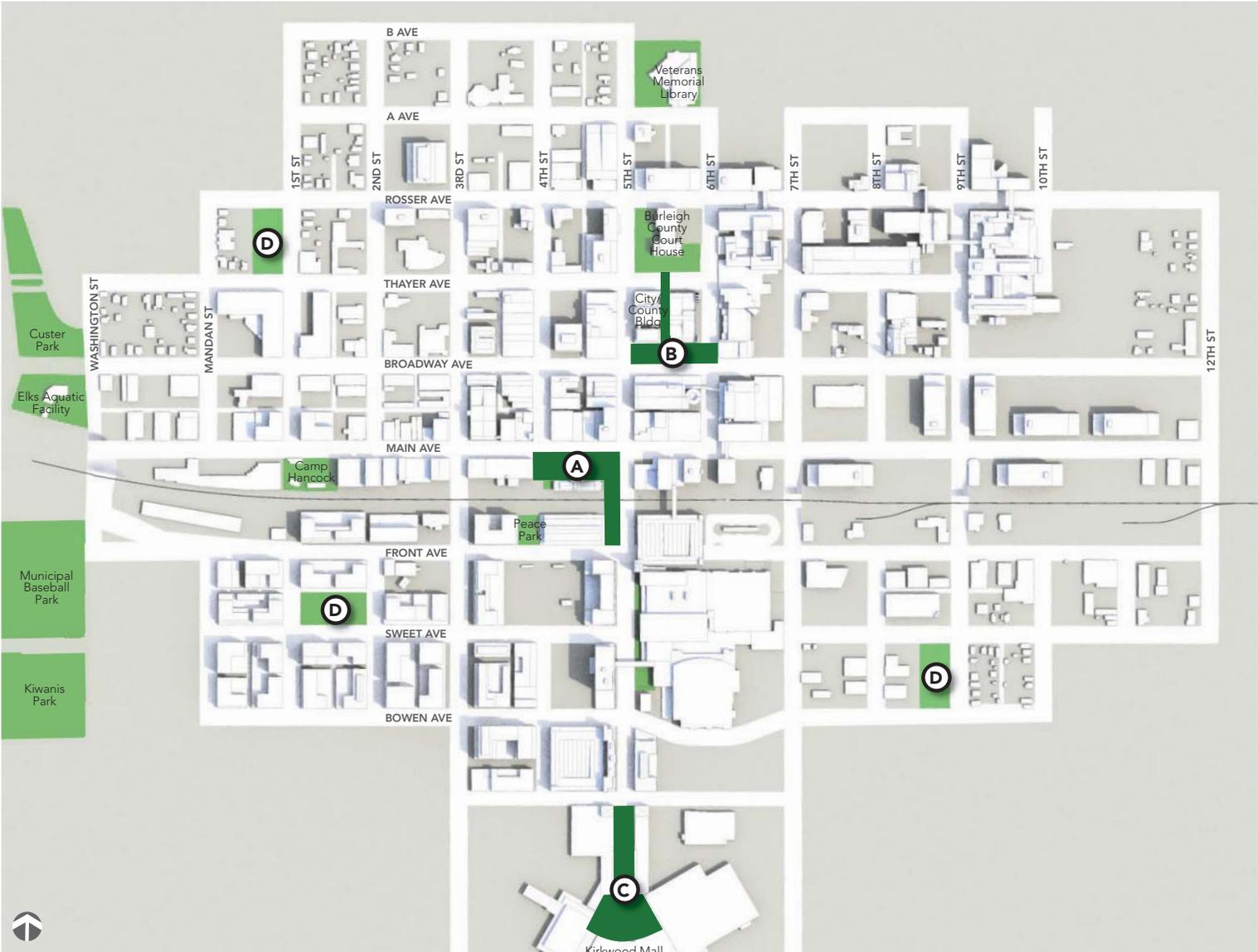
The Mall expansion incorporates a pedestrian-only street that provides a front-door entry.

NEIGHBORHOOD PARKS



Parks provide amenities for a new and existing housing neighborhoods.

OPEN SPACE



- Gathering Space
- Neighborhood Park
- Existing Park/Open space
- A Depot Plaza
- B Mehus Commons
- C Mall
- D Neighborhood Parks

DEPOT PLAZA

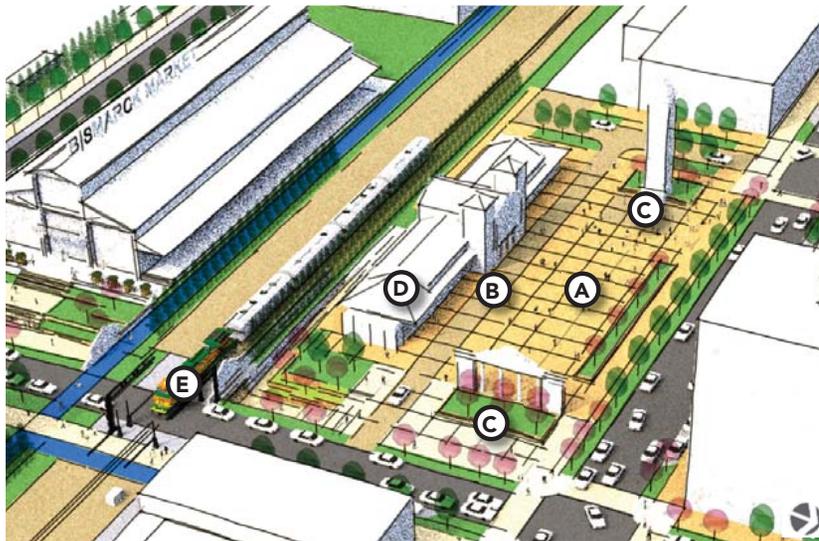
The plaza is envisioned to serve as the primary location for downtown public events.

The existing surface parking is to be relocated to the Bismarck/Burleigh Public Health Building parking lot.

The plaza would include:

- A paved and multi-purpose area
- A curbless plaza access drive for drop-off to the Depot Building, which could be closed to expand the Civic Celebration Zone
- Child-friendly elements such as water features
- A connection to the Public Market and Civic Center by a Fifth Street pedestrian underpass

DEPOT PLAZA ELEMENTS



A Civic Celebration Zone

B Access Drive

C Seating Areas/Water Feature

D Depot Building Retail

E Fifth Street Pedestrian Underpass

EXISTING DEPOT BUILDING AND PARKING LOT



DEPOT PLAZA



MEHUS COMMONS

A complement to Depot Plaza, the Commons provides an open space amenity that organizes downtown's civic use. The commons would include the following features:

AUDITORIUM GREEN



A forecourt and greenspace showcasing the Belle Mehus Auditorium and extending along Broadway Avenue from Fifth Street to Sixth Street would include:

- A flexible space on Sixth Street that can be temporarily closed for Belle Mehus Auditorium Events
- More green than paved areas incorporating elements such as a lawn and/or large landscaped beds
- Areas for outdoor dining, small assembly and public art
- Walkways

BURLEIGH MALL



Alleyway enhancements linking the Mehus Commons with the Burleigh County Courthouse and lawn would include:

- A curbless street design with a strong pedestrian bias and limited or restricted auto access
- Special brick or concrete paving
- All utilities relocated underground
- Opportunities for public art display and sculptural elements
- Seasonal elements
- Overhead lighting

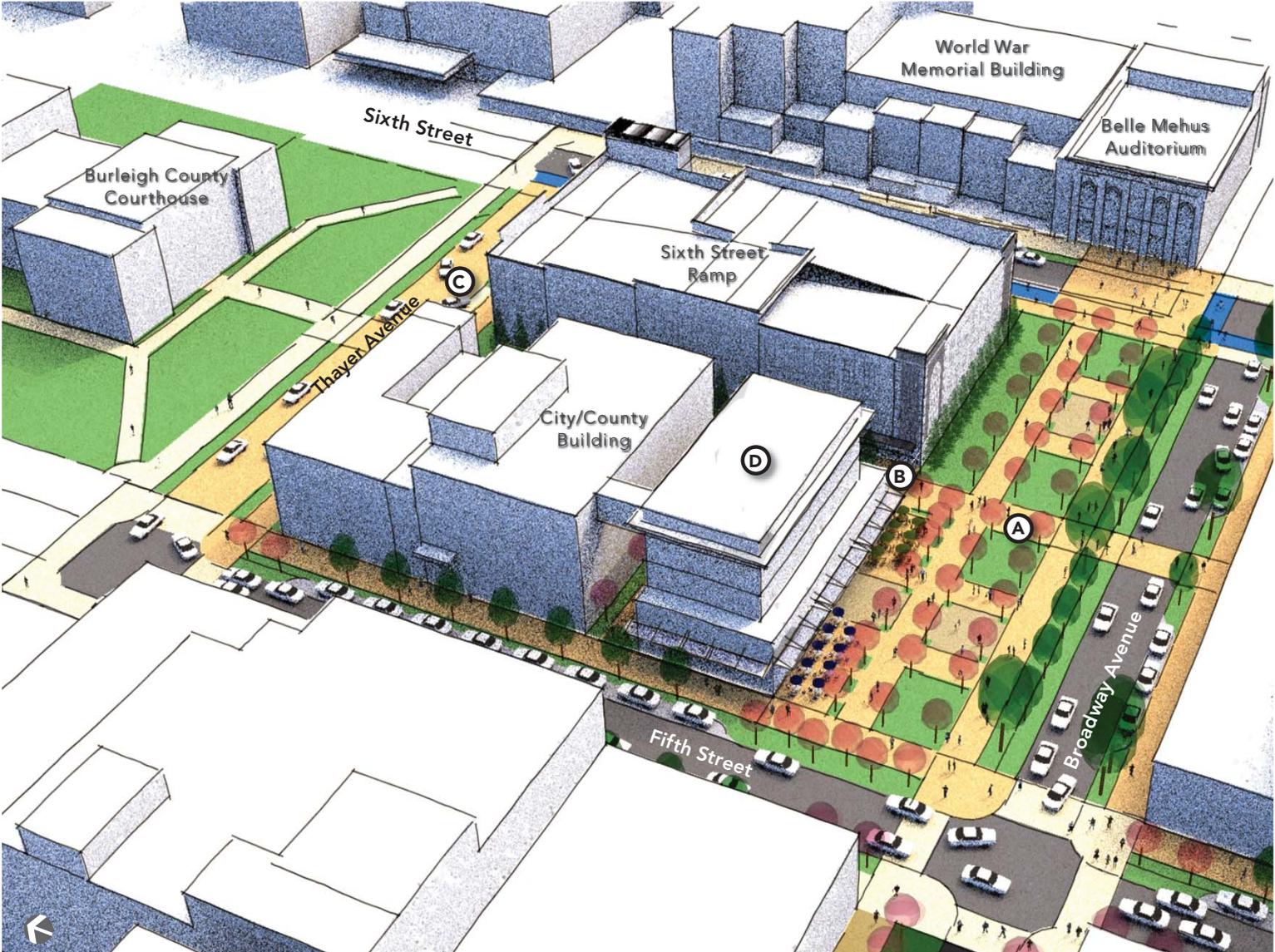
THAYER FESTIVAL STREET



A curbless street design accommodating temporary street closure from Fifth Street to Sixth Street for events would include:

- Widened sidewalks
- A two-lane roadway, one lane in each direction
- Curbside parking
- Landscaping and pedestrian scaled lighting

MEHUS COMMONS



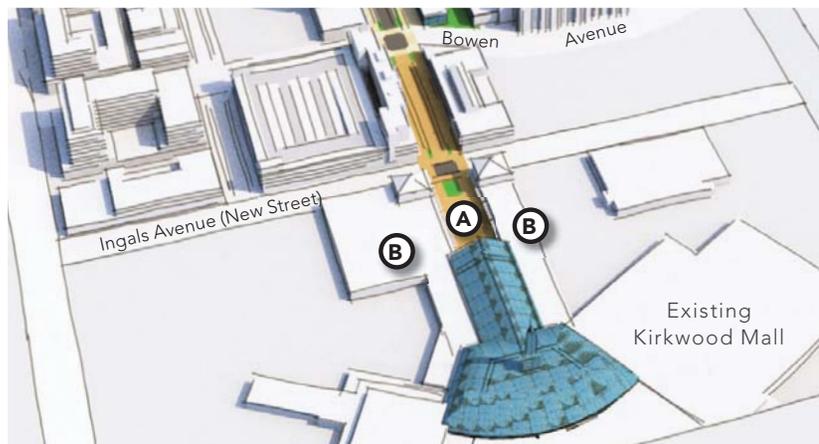
- A Auditorium Green
- B Burleigh Mall
- C Thayer Festival Street
- D New Development

MALL

The Mall open space provides a Fifth Street 'front-door'. The mall would serve as a privately owned and maintained gathering space for daily and special event activities.

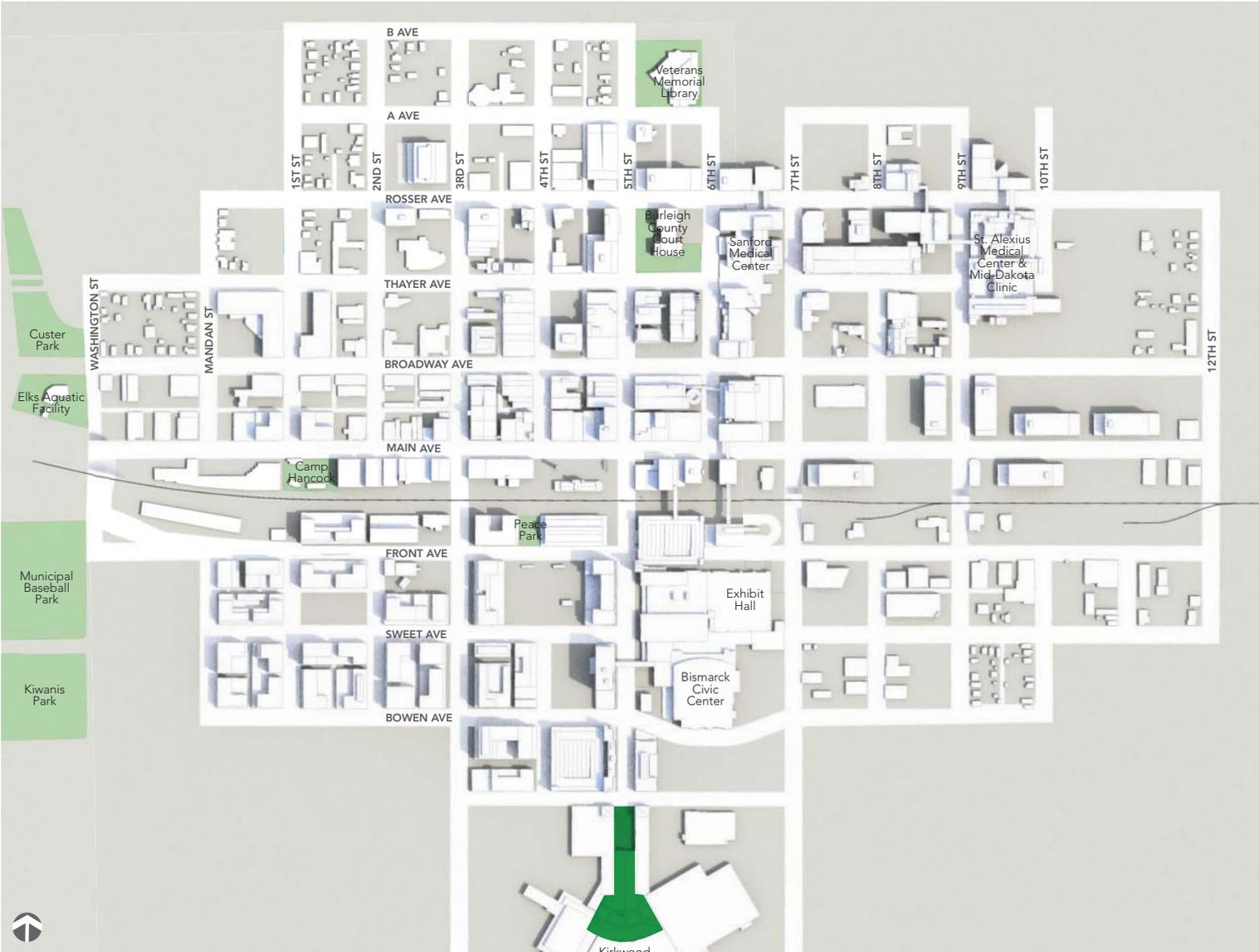
Mall elements include:

- A festive environment created by use of ornamental lighting
- Fountains or other child-friendly amenities
- Locations for public art
- Landscaped planting beds



- A Pedestrian-Only Street
- B Storefronts

MALL



- Gathering Space
- Existing Park/Open space

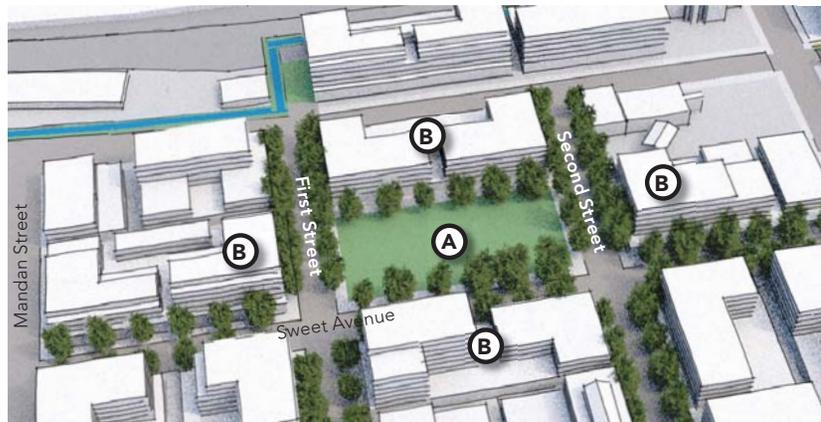
NEIGHBORHOOD PARKS

New parks located in the northwest, southwest, and southeast quadrants, provide an amenity for existing housing and future high-density housing. Parks should be no smaller than one-half acre.

Neighborhood Parks elements would include:

- Lawn, canopy trees and planting beds
- Children’s play areas and structures
- Benches, trash receptacles and drinking fountains
- Restrooms and covered structures (optional)

SOUTHWEST QUADRANT PARK



- A Neighborhood Park
- B New Condos & Apartments

NEIGHBORHOOD PARKS



- Neighborhood Parks
- Existing Park/Open space

CIVIC/CULTURAL

Downtown must be strengthened as the region’s primary visitor destination. The civic/cultural uses will in turn stimulate retail sales and lodging business.

The Civic/Cultural framework:

- Envisions the full expansion of the Civic Center
- Recommends re-use and adaptation of the World War Memorial Building as a hub for community recreational activities, arts education, galleries, and performance spaces

CIVIC CENTER



MEMORIAL BUILDING



BELLE MEHUS



CIVIC/CULTURAL



EMPLOYMENT

Downtown Bismarck would be strengthened as the region's center for financial, medical, and energy related employment.

The Employment framework:

- Identifies space for government uses
- Includes parcels that accommodate office buildings that are competitive with suburban office sites
- Would accommodate expansion of medical facilities

GOVERNMENT



MEDICAL



FINANCIAL



ENERGY



NEW EMPLOYMENT



HOUSING

Downtown housing is located in close proximity to jobs and shopping.

The Housing framework:

- Identifies the opportunity for a high-density neighborhood in the southwest quadrant
- Would provide opportunities for a variety of housing types for all incomes and ages
- Envisions housing on upper floors along Main Avenue and Fifth Street

CONDOMINIUMS



APARTMENTS



TOWNHOMES



NEW HOUSING



TRANSIT HUB

The hub is centrally located for easy access to downtown retail, services and the Civic Center.

The Front Avenue location is strategically located for a Multi-Modal Transportation Hub that can incorporate parking and transit, making the Hub an ideal candidate for federal funding through the MAP-21 program. Tied to a substantial federal funding source, the ramp and transit center would be considered a priority project. Further design refinement of a ramp and transit facility should be developed in the near term and a formal grant application prepared.

The Transit Hub could be constructed as a single project on the site northeast of Front Avenue and Sixth Street or in conjunction with the Front Avenue Ramp. A concept for a stand alone transit center hub is illustrated below and would include:

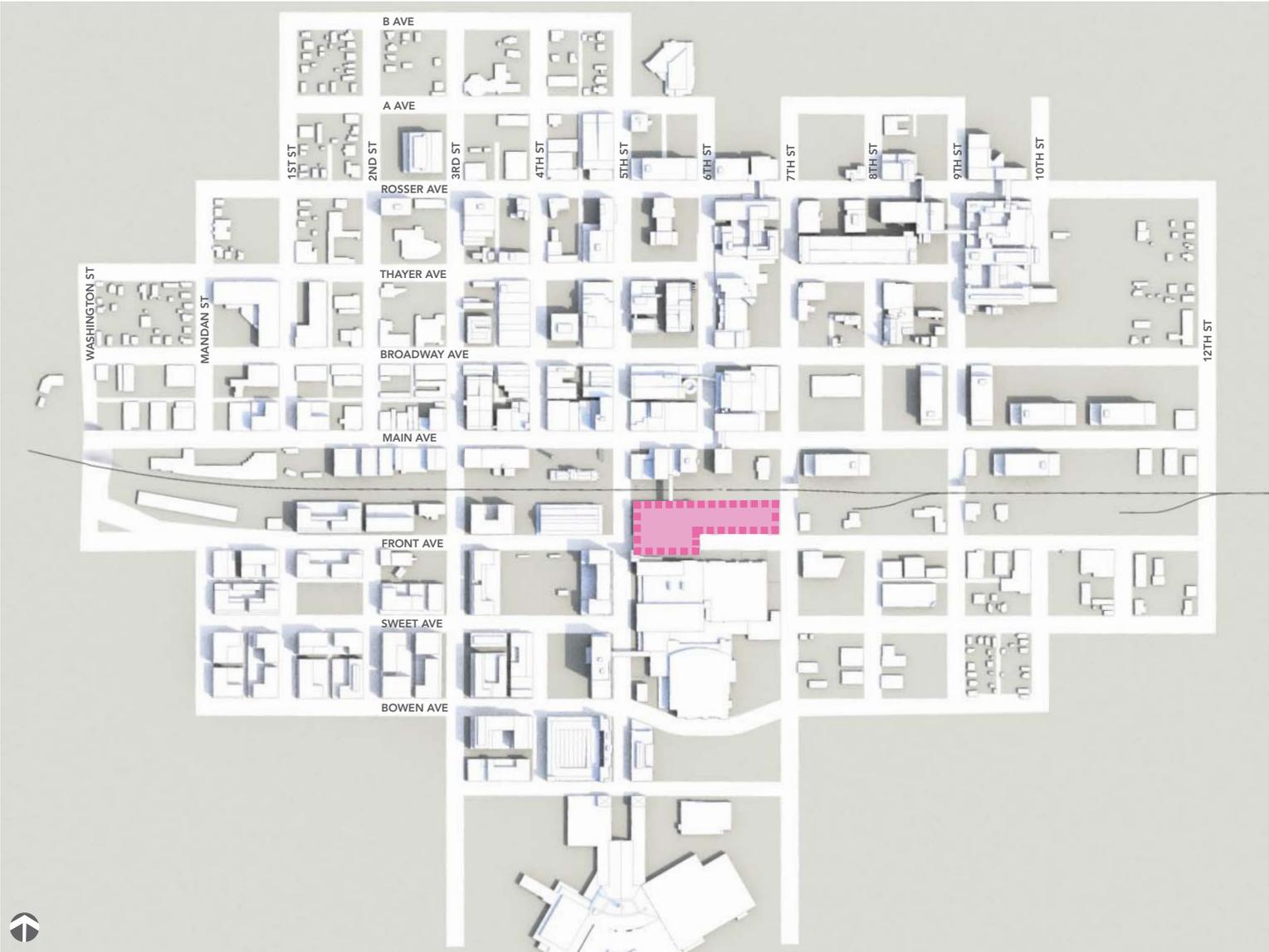
- A center platform island serving twelve full-size (40') buses to be shared by Capital Area Transit (CAT) and other regional providers
- A building that includes a waiting area, information desk/work space, driver restroom, small break room and public restrooms
- Two to three auto parking spaces for CAT/Bis-Man Transit
- Taxi queing spaces

TRANSIT HUB CONCEPT



- A 12 Bus Bays (40')
- B Center Platform & Building
- C CAT/Bis-Man Parking
- D Taxi
- E Rail Trail
- F Rail Trail Ramp
- G Stair to Underpass

TRANSIT HUB



PARKING

Retail expansion will require additional retail parking in close proximity to existing and new shops.

Retail parking framework:

- Envisions two retail ramps that serve the Main Avenue and Fifth Street retail and entertainment corridors including the Civic Center
- Would include ground-floor retail on retail framework streets
- Would be visible and accessible from retail streets
- Would be designed for easy internal circulation, especially for those unfamiliar with maneuvering within parking ramps

Employee parking framework:

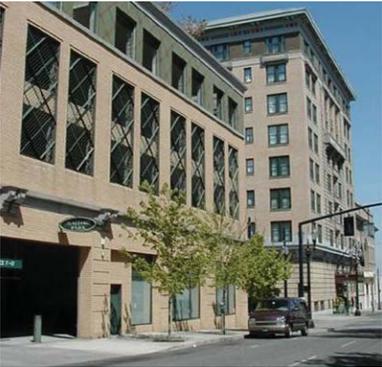
- Would envision three employment ramps to serve existing and future employment growth

All ramps would not look like a parking-ramp, rather the ramp design vocabulary would use fenestration similar to nearby office, housing or retail buildings. Furthermore, it is recommended that all future ramps include active uses at the groundfloor.

GROUND-FLOOR RETAIL



COMPATIBLE DESIGN



PARKING



FRONT AVENUE RAMP

The parking ramp replaces an existing parking lot and Bismarck/Burleigh Public Health Building and is located near the Civic Center and close to Main Avenue and Fifth Street retail shops. Parking includes:

- A minimum 240' x 300' dimension with one-way auto circulation
- Glass-enclosed elevators located on the Fifth Street facade that provide a direct view to retail businesses and an all-weather connection to the Civic Center
- Ground-floor retail tenant space along Fifth Street
- Vehicular access from Front Avenue

BOWEN AVENUE RAMP

The parking ramp provides parking for the Civic Center, retail shops, entertainment uses, Kirkwood Mall expansion and supplemental parking for the Convention Hotel.

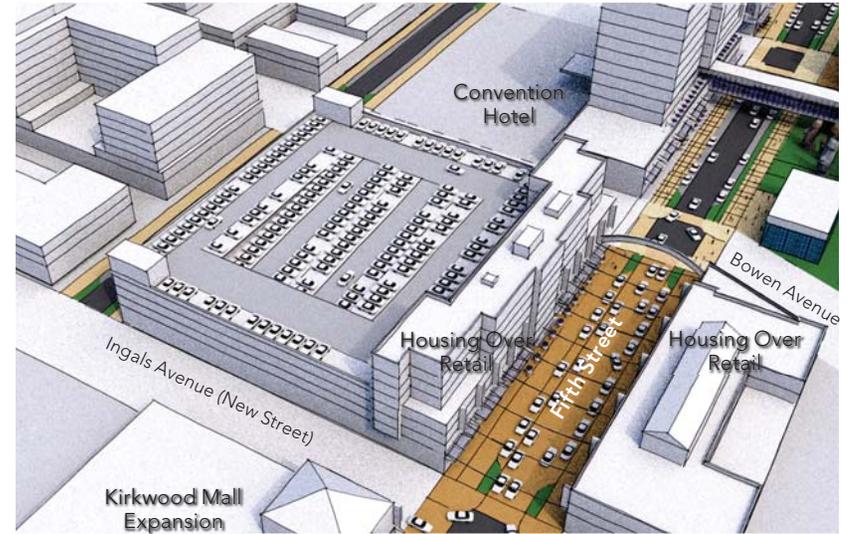
The ramp could incorporate a separate liner building that conceals the parking structure with an active retail ground floor along Fifth Street and upper floor housing above. The design of the ramp would incorporate:

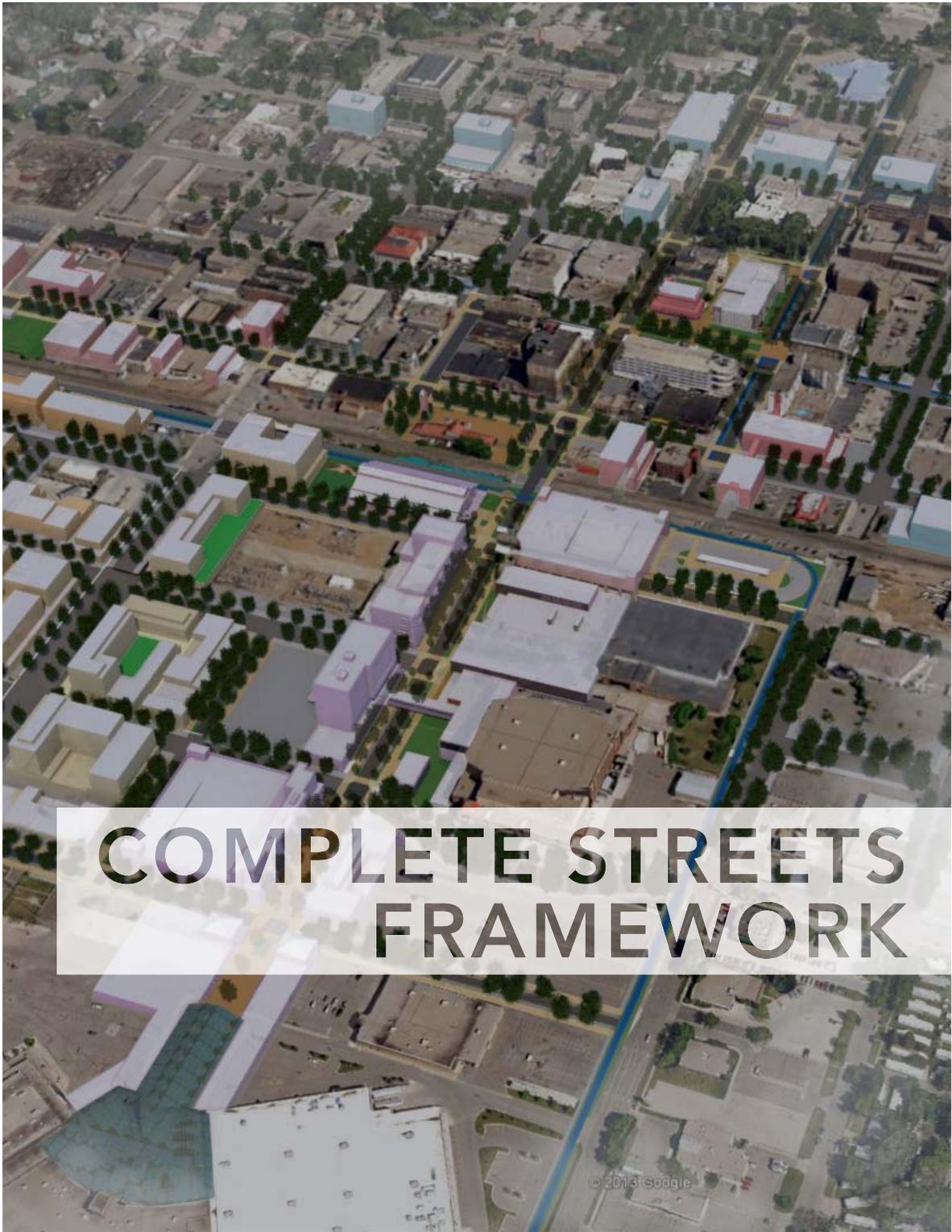
- A minimum 240' x 300' ramp dimension with one-way auto circulation
- Glass-enclosed elevators located on the Bowen Avenue facade that provide a direct view to retail businesses and possible sky-bridge connection to the Convention Hotel

FRONT RAMP LOOKING SOUTHEAST



BOWEN RAMP LOOKING NORTHWEST





**COMPLETE STREETS
FRAMEWORK**

OVERVIEW

The Complete Street framework incorporates recommendations for creating a pedestrian-friendly downtown and provides pedestrian, bicycle and transit enhancements coupled with auto traffic-calming measures. Not all downtown streets are required to include all modes.

PEDESTRIAN



BICYCLE



TRANSIT



AUTO



PEDESTRIAN

A network of pedestrian-friendly streets link downtown to the outlying neighborhoods.

The Pedestrian framework includes the following components:

Signature Street

Main Avenue and Fifth Street establish the 'cruciform' structure for retail development and Fifth Street provides a linkage between the Kirkwood Mall to the public library. The envisioned pedestrian improvements incorporate landscaping and widened sidewalks to foster walking, outdoor seating, and public art display.

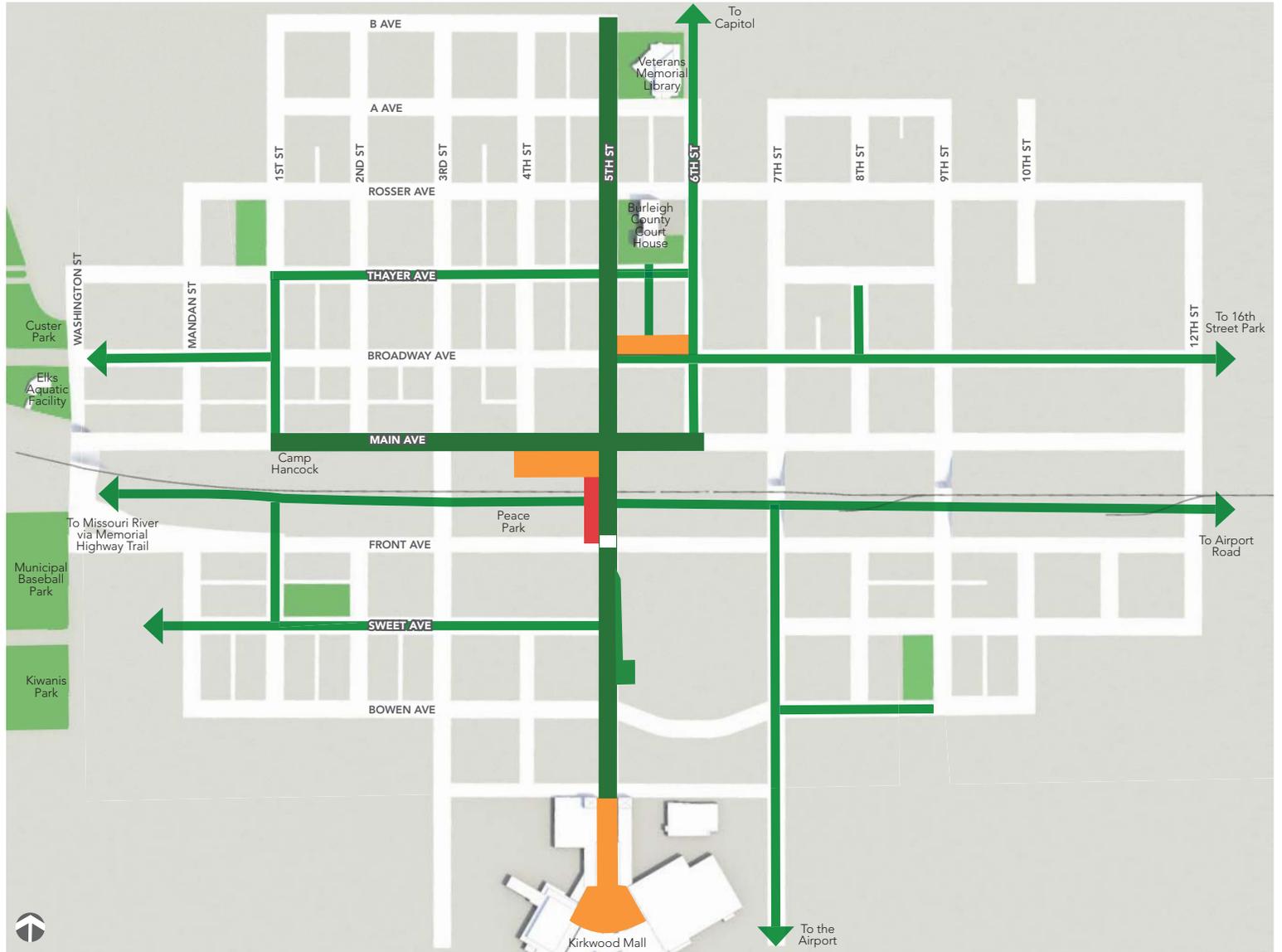
Neighborhood Connector

Streets linking downtown to outlying neighborhoods between destinations such as parks, new housing, employment and shopping areas are identified. These routes may include off-street shared multi-use trails and at elevated crossings, such as at Seventh Street and Ninth Street, the design should incorporate a cantilever to the existing rail crossing or separate pedestrian/bicycle bridge structure.

Pedestrian Underpass

The Fifth Street Pedestrian Underpass is envisioned as a light and airy connection under the BNSF rail line thereby linking Main Avenue to the Civic Center and Kirkwood Mall.

PEDESTRIAN



- Signature Street
- Pedestrian Underpass
- Neighborhood Connector
- Public Gathering Area
- Parks

BICYCLE

A safe off-street bicycle framework increases bicycle ridership.

The off-street system consists of:

- Protected bikeways located between the sidewalk and parking lanes
- Shared pedestrian and bicycle multi-use trails

PROTECTED BIKEWAY



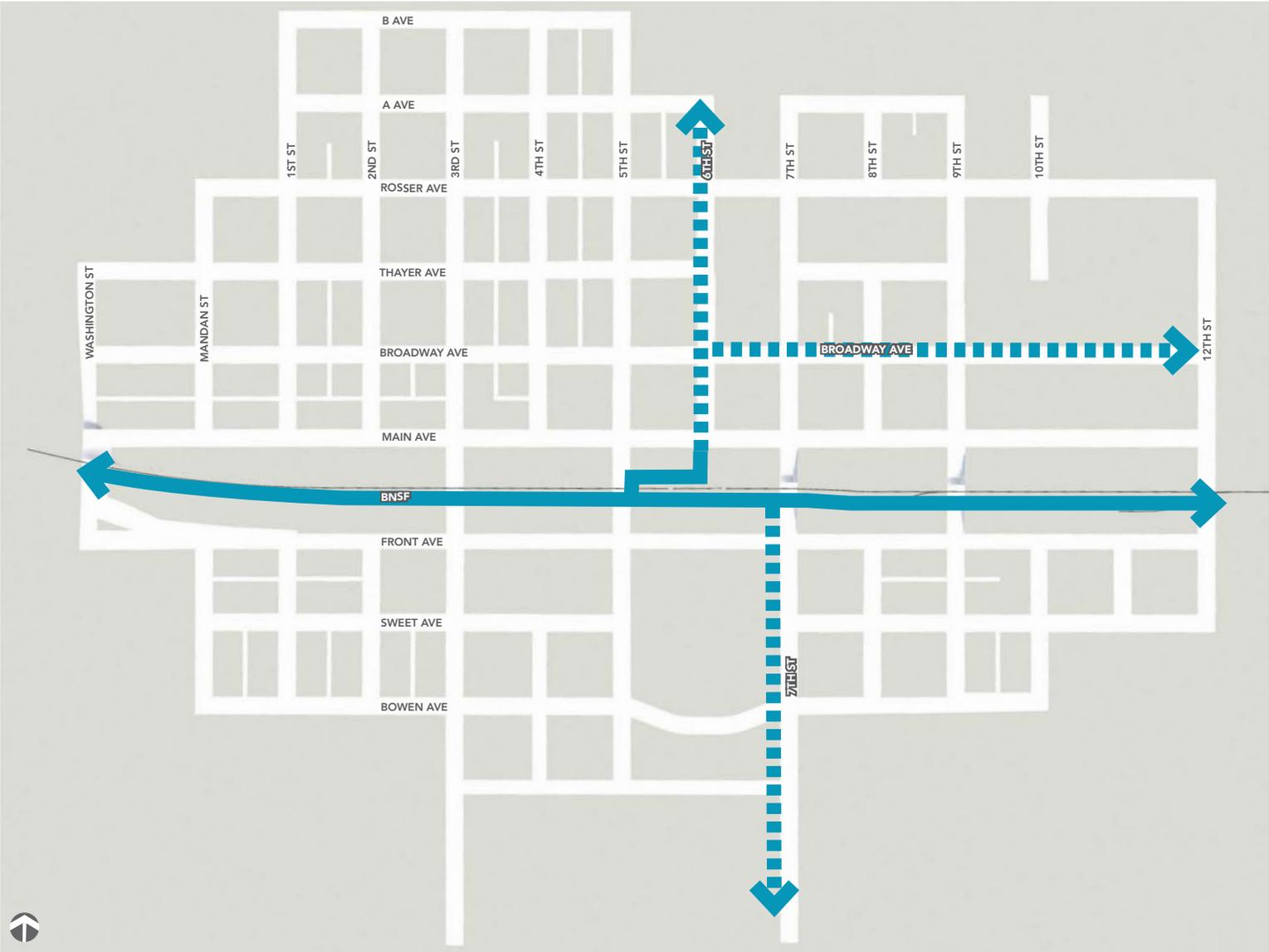
MULTI-USE TRAIL



Common design elements of the protected bikeways and multi-use trails include:

- Bicycle lanes separated from traffic by a curb, landscaped buffer and parked cars
- Special intersection design treatments that minimize auto, bicycle and pedestrian conflicts and provide safe crossings
- Protected bikeway signal phases

OFF-STREET BICYCLE



- Protected Bikeway
- Multi-Use Trail

TRANSIT

Downtown bus transit offers riders the opportunity for improving access to jobs and services.

In 2011, Capital Area Transit adopted the *Mobility 2017 Transit Plan: Transit Roadmap for Bismarck and Mandan*.

The plan recommended the following preferred modifications that expand service with the following objectives:

- Increase funding and improve service headways with a fixed-route service and better frequencies (minimum of 60 minutes midday, 30 minutes peak)
- Match service levels with demand to enhance ridership
- Eliminate one-way loops and provide direct bi-directional service
- Minimize double transfers so routes pulse into and out of a single transfer location
- De-emphasize service to elementary and middle schools

Based on the preferred modifications, possible ways to serve the Front Avenue transit hub are identified on the potential service routes map.

POTENTIAL SERVICE ROUTES



Front Avenue Transit Hub

AUTO

Within the downtown core, auto access will be improved, and 'calmed' to enhance livability.

The auto framework includes:

Traffic Calmed Streets

Main Avenue from First to Sixth and Fifth Street from Bowen to Rosser are envisioned to be converted from a four to a two-travel lane street with a dedicated left turn lane. The converted roadways provide adequate capacity for existing and future traffic and the dedicated turn lanes improve traffic safety and reduce through vehicle conflicts with left turning vehicles.

Two-way Traffic Conversion

Chancellor Square is envisioned to be converted to two-way traffic, thereby providing a Main Avenue parallel alternative route (along Broadway Avenue). A benefit of two-way conversion is improved vehicular access to and increased drive-by exposure for adjacent businesses.

New Streets

New streets provide access to new housing development and the proposed Bowen Avenue parking ramp. New streets are envisioned to include two travel lanes, curbside parking, wide sidewalks, canopy street trees, and landscaped curb-extensions at intersections.

Mobility Streets

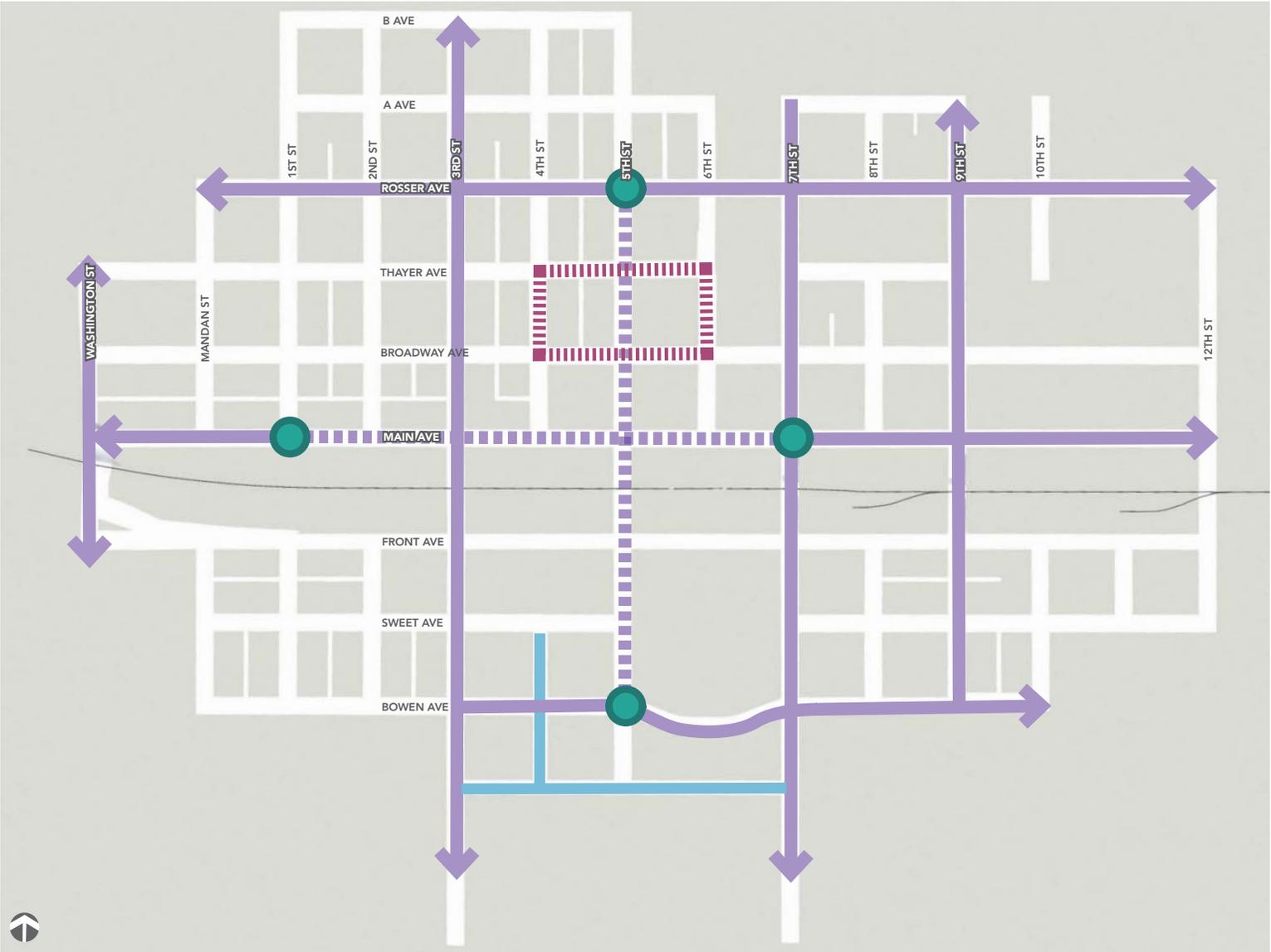
Downtown access is maintained on existing arterials. The envisioned roadway improvements include:

- Two through lanes on Third Street , and an eastbound right-turn lane at Main Avenue and Third Street
- Dual westbound left-turn lanes at Main Avenue & Seventh Street
- Removal of the overhead beacon at Bowen Avenue & Seventh Street
- Adding protected left-turn phasing at Main & Third/Main & Front

Gateways

Gateways are located to define the transition from mobility streets to traffic-calmed streets. The gateways should incorporate directional and informational signage, and streetscape elements such as signature lighting and banners.

AUTO



- Traffic Calmed Streets
- Two-Way Traffic Conversion
- Mobility Street
- New Streets
- Gateway

COMPLETE STREETS IMPROVEMENTS

Elements of the Complete Streets improvements for the downtown core are identified on the following pages and include:

- Main Avenue Improvements (First Street to Sixth Street)
- Fifth Street Improvements (Front Avenue to Kirkwood Mall)
- Fifth Street Improvements- Variations (South of Bowen Avenue and north of Front Avenue)
- Fifth Street Pedestrian Underpass
- Sixth Street Cultural Trail (Main Avenue to Avenue A)
- Rail Trail
- Chancellor Square- Two-Way Conversion

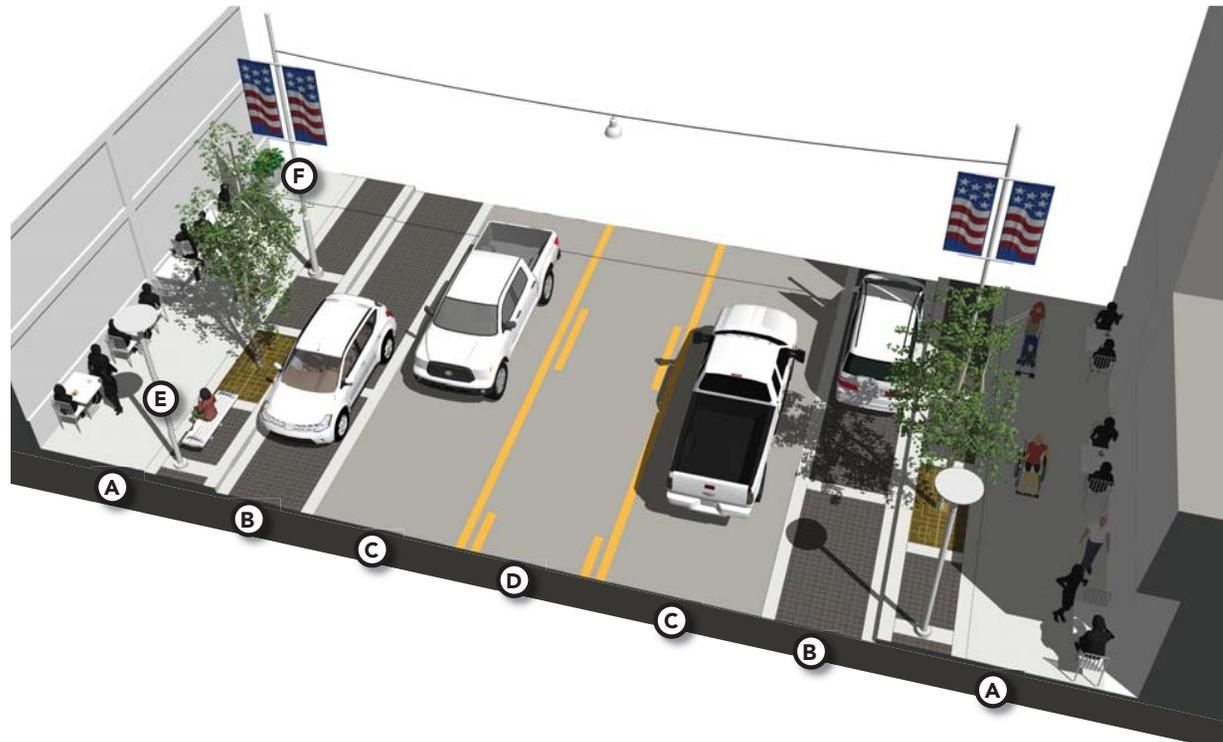
COMPLETE STREETS IMPROVEMENTS



MAIN AVENUE IMPROVEMENTS

Right-of-way improvements to Main Avenue (First Street to Sixth Street) will calm traffic. Widened sidewalks will improve the pedestrian environment that will, in turn, increase retail sales.

TYPICAL MAIN AVENUE SECTION



- A Widened Sidewalk (15')
- B Parking Lane (8')
- C Travel Lane (12')
- D Turn Lane (10')
- E Sidewalk Lighting
- F Overhead Suspended Light Fixtures

Main Avenue elements:

- Reduced Roadway Width—Removal of two travel lanes and the addition of a continuous left turn lane
- Enhanced key intersections—Landscaped curb extensions, special crosswalk treatments, and depressed corner curbs
- Signalization timing adjustments to reduce vehicle speed
- Prohibition of new driveways
- Additional suspended overhead lighting to enhance the shopping experience and provide a signature element to the street

TYPICAL MAIN AVENUE PLAN

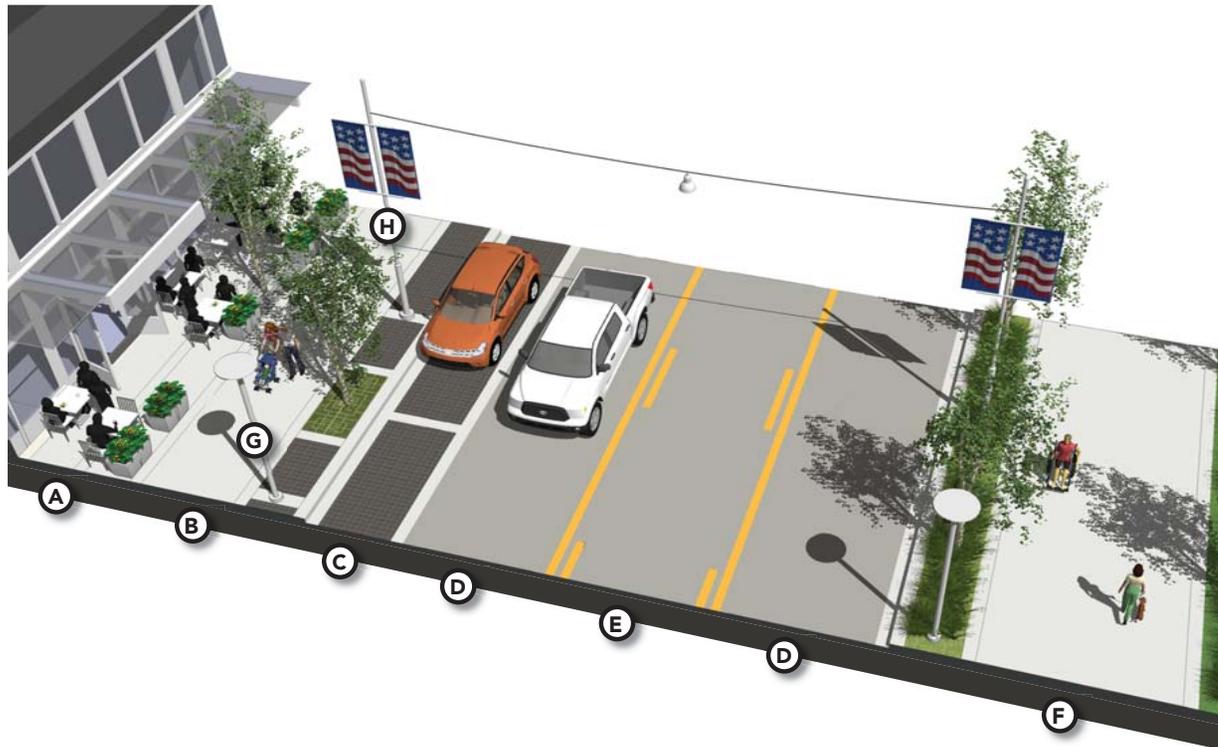


- A Convert 4-Lanes to 2-Lanes; Add a Continuous Left Turn Lane
- B Curb Extensions
- C Depressed Curbs at Corners with Tight Corner Radii to Reduce Crossing Distances
- D Special Crosswalk Treatment

FIFTH STREET IMPROVEMENTS

Right-of-way improvements to Fifth Street are envisioned to foster nightlife activities such as restaurants and provide opportunities for additional shopping. Widened sidewalks will accommodate Civic Center event pedestrian surges. Opportunities for public art along a 'promenade' sidewalk between the Kirkwood Mall and Main Avenue will be provided.

TYPICAL FIFTH STREET SECTION



- A Sidewalk Seating/Dining Building Easement or Setback (10')
- B Wide sidewalk (15')
- C Parking Lane (8')
- D Travel Lane (12')
- E Turn Lane (13')
- F 'Promenade' sidewalk, public art, and curbside landscaping (20')
- G Pedestrian-Scaled Sidewalk Lighting
- H Overhead Suspended Light Fixtures

Fifth Street elements:

- Traffic calming design—Reduced number of travel lanes from four to two with continuous left turn lane
- Enhanced key intersections—Landscaped curb extensions, special crosswalk treatments and tabled intersections or depressed corner curbs
- Adjusted signalization to reduce roadway speed
- Prohibition of new driveway access—Existing driveways will be maintained if desired by current property owners or businesses
- Pedestrian Underpass—Located on the west side of Fifth Street at the BNSF rail crossing; the underpass provides unimpeded pedestrian access to and from the Civic Center, Kirkwood Mall and Main Avenue

FIFTH STREET—VIEW LOOKING NORTH TO FRONT AVENUE



FIFTH STREET IMPROVEMENTS— VARIATIONS

Variations from the typical Fifth Street section include:

- 'Festival Street'- South of Bowen Avenue to Ingals Avenue
- North of Front Avenue to the Library

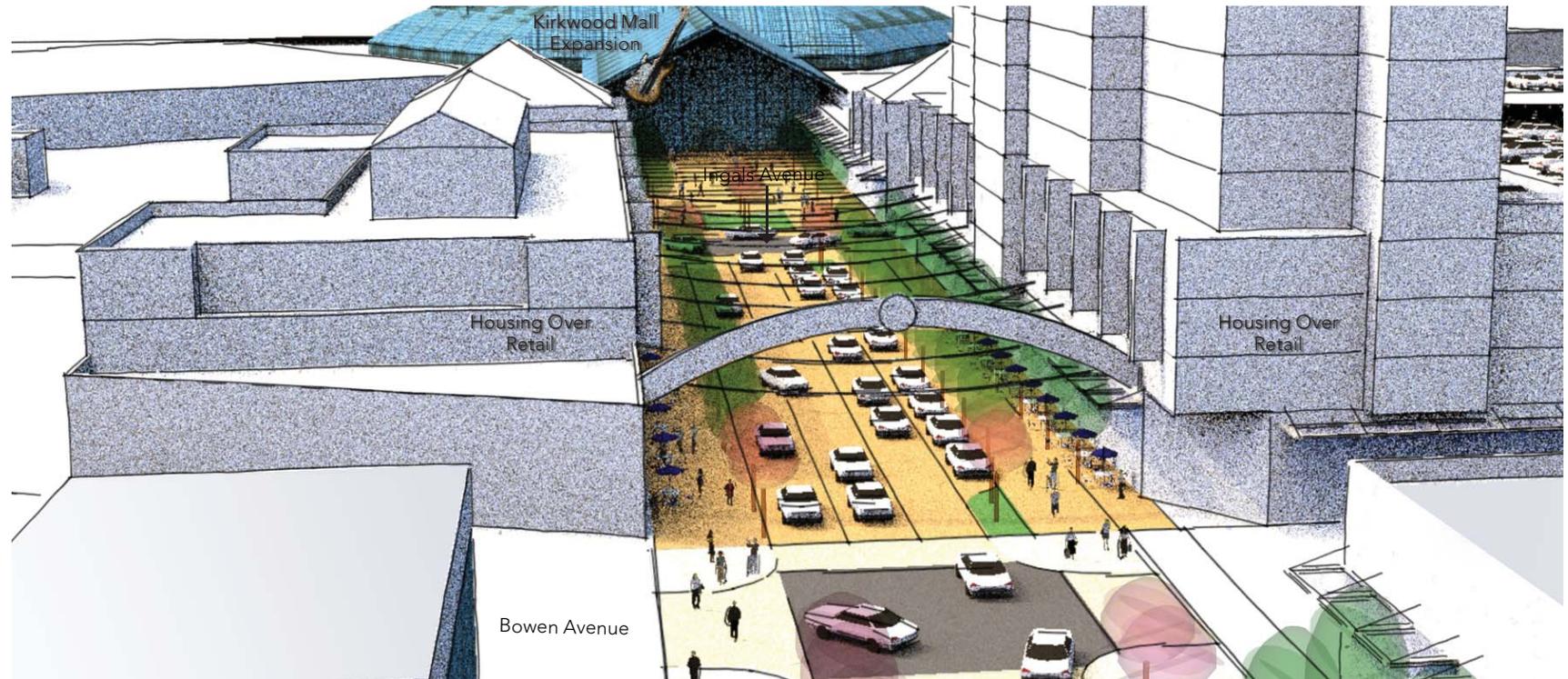
Festival Street—Bowen Avenue to Ingals Avenue

The Festival Street would be temporarily closed for street fair events or activities associated with the Civic Center.

Fifth Street elements:

- A curbless, brick paved surface from building edge to building edge
- Wide sidewalks (Minimum 18' each side)
- A two-lane roadway (12' lanes)
- Curbside parking both sides of street (8' parking lane)
- Curbside landscaping and pedestrian scaled lighting
- Curb extensions and enhanced crossings at intersections
- Overhead suspended street light fixtures

FESTIVAL STREET—VIEW LOOKING SOUTH OF BOWEN AVENUE TO KIRKWOOD MALL



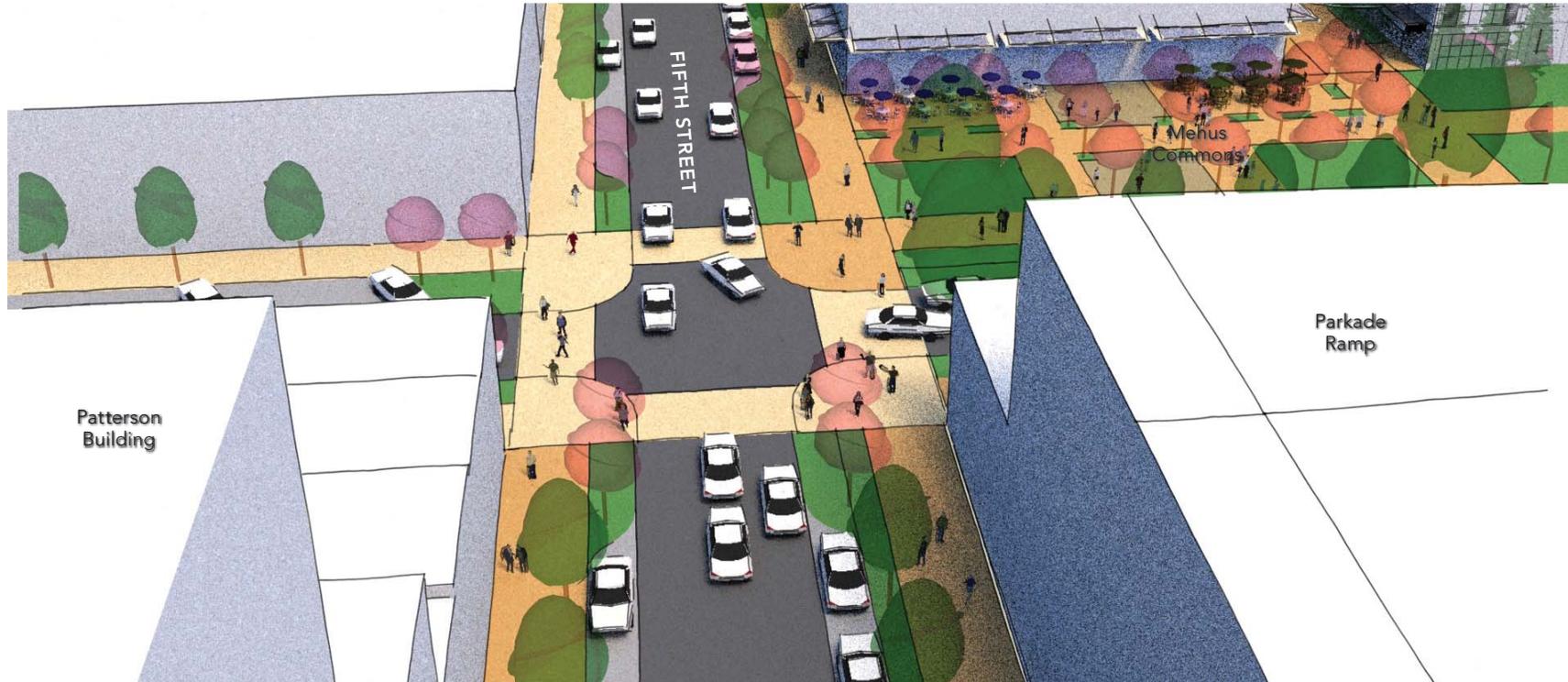
Fifth Street—Front Avenue to Library

Fifth Street north of Front Avenue is envisioned to incorporate a wide sidewalk with additional landscaping along the east side of the roadway. Curbside parking on the west side of the roadway should be maintained. In areas where curbside parking serves retail uses on the east side of the roadway, curbside parking would be provided and the landscaping and/or sidewalk width would be reduced.

Fifth Street elements:

- Wide sidewalks
- Curbside landscaping
- A two-lane roadway, one lane in each direction
- A left turn lane where necessary
- Curb extensions and enhanced crosswalks at all intersections

FIFTH STREET—VIEW LOOKING NORTH AT BROADWAY AVENUE



FIFTH STREET PEDESTRIAN UNDERPASS

The Fifth Street pedestrian underpass is located adjacent to and outside of the existing street right-of-way. A 10' easement will be required which will necessitate modification of the Bismarck Art & Galleries Association and Bismarck Parks and Recreation Building.

The twenty foot wide underpass would be designed to be graffiti resistant and well lit even during daylight hours.

LOOKING NORTH



UNDERPASS VIEW LOOKING NORTH



FIFTH STREET UNDERPASS



- A Stairs
- B 20' Wide Underpass
- C ADA Compliant Ramp
- D Sloping Sidewalk
- E 8' Wide Landscaped Buffer
- F Landscaped Terracing and Stairs

SIXTH STREET CULTURAL TRAIL

Right-of-way improvements on Sixth Street would include a protected bikeway along the west side of the street, coupled with enhanced sidewalks and crosswalks, linking Downtown to the Capitol campus.

Cultural trail improvements outside of the Subarea boundary will require additional study, and design refinement and is beyond the scope of this plan.

Sixth Street elements:

- Two-Way traffic
- Enhanced key intersections—landscaped curb extensions on the east side of the street, special crosswalk treatments and tabled intersections or depressed corner curbs
- Special intersection design treatments that minimize auto, bicycle and pedestrian conflicts and provide safe pedestrian and bicycle crossings and left-turning auto movements
- Adjusted signalization to reduce vehicle speed and new bicycle signals
- Modified Driveway Treatments—special bike pavement markings and driveways level with the sidewalk

TYPICAL SIXTH STREET SECTION



- A Wide Sidewalk (14' east side)
- B Bi-Directional Protected Bikeway (12')
- C Raised Curb Planting Bed (6')
- D Two Travel Lanes (12' Each)
- E Parking Lane (8')
- F Wide sidewalk (16' west side)

SIXTH STREET CULTURAL TRAIL

Sixth Street Ramp

In an effort to not preclude the future protected bikeway, the following recommendations for the construction of Sixth Street in conjunction with the new ramp are as follows:

- Construct only sidewalk and curb improvements along Sixth Street and Thayer Avenue
- Omit construction of planned planters or curb extensions
- Do not depress sidewalks at driveway locations to the ramp
- Lay down curb at the Thayer Avenue intersection with a maximum 15' radius



RAIL TRAIL

The rail trail provides a pedestrian and bicycle link from the downtown to the Missouri River.

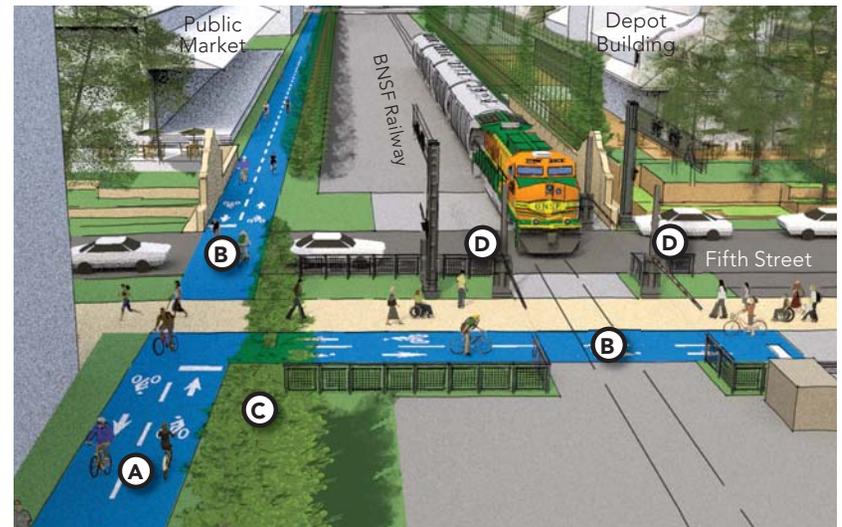
The rail trail is located adjacent to the southerly edge of the BNSF right-of-way. The trail is envisioned to extend from Seventh Street to the existing paved trail west of Washington Street. Trail elements include special crosswalk treatments at cross streets and rail crossings to minimize conflicts with autos and trains.

RAIL TRAIL EXAMPLE



RAIL TRAIL- VIEW LOOKING WEST

- A Shared pedestrian and bicycle multi-use trail (12')
- B Special pavement markings at street and rail crossings
- C Landscaping/Fencing Barriers
- D Pedestrian and bicycle signal arms at rail crossing



TWO-WAY TRAFFIC CONVERSION (CHANCELLOR SQUARE)

Two-way conversion of Chancellor Square requires improvements that can be limited to restriping and signal adjustments.

Two-Way elements:

- Restriping of the travel lanes from one-way to two-way direction
- Reverse restriping of angled parking along Thayer, Fourth, and Broadway to accommodate change in vehicle travel direction. As an alternative to restriping, current striping could remain for back-in angled parking.
- Relocating traffic control signs, signals and other devices (as necessary)

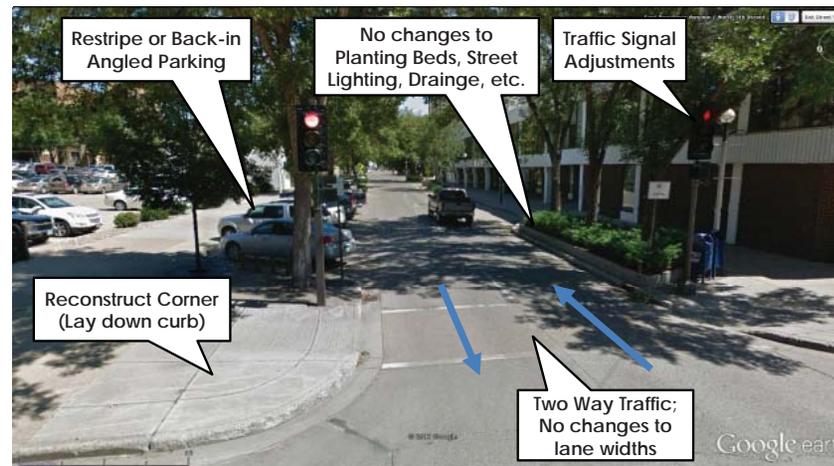
Additional long term changes should include:

- Reconstructing curbs, gutters, and storm drains (as needed)
- Adjusting, adding or removing street lights
- Reconstructing and replanting landscape beds

EXISTING CHANCELLOR SQUARE



TWO-WAY ELEMENTS





**IMPLEMENTATION
STRATEGY**

OVERVIEW

Subarea Plan implementation requires the identification of public actions that will produce a sustained and widespread private market reaction. Revitalization of Downtown Bismarck will require the expenditure of City financial and staff resources to ‘prime the pump’ for private development.

A ‘menu’ of numerous projects is identified in the Subarea Plan. Not all projects are equal. Some are time sensitive and need to commence immediately while others will require additional study and coordination. The Implementation Strategy identifies a concise list of game-changing and essential projects that best address the project objectives.

The implementation measures, primarily investments in physical infrastructure improvements (including associated planning, programming, design, engineering and construction) should be initiated primarily by the City of Bismarck and in some instances through coordination with the private development sector as public-private partnerships. Additionally, to ensure consistency with the Downtown Bismarck Subarea Plan proposals, regulating policies, plans, ordinances, guidelines and financing strategies will need to be either updated or created by the City and consultants and adopted by the Bismarck City Commission, MPO or other regulating bodies.

Where redevelopment is identified for existing, privately-held commercial or residential properties, it will primarily occur through private transactions between willing buyers and sellers. The adoption of the Subarea Plan does not force existing uses to change. Existing uses not consistent with the implementation strategy should be ‘grandfathered’- permitted to remain and operate their businesses ‘as-is’ in perpetuity until owners deem it is their best interests to re-purpose, redevelop or sell their buildings or sites.

It is recommended that the Bismarck City Commission not use eminent domain powers for the purpose of redevelopment of identified implementation projects.

GAME-CHANGERS

Establishing plan implementation momentum early is essential for the long term success of the Subarea Plan. Symbolically, initiation of these projects provides evidence to the general public, downtown stakeholders, and investors that the City is financially committed to the revitalization of downtown land use and transportation concepts of the Subarea Plan. Some of the projects are 'game-changing' in that they fundamentally change the investment environment of the downtown. Strategically, all four projects identified are essential to 'set the table' for later projects identified in the five year timeframe to proceed. Without the implementation of these projects, other essential projects will either fail to be implemented or fall short of their revitalization potential.

The game-changing projects are identified and brief descriptions of key actions are described on the following pages:

MAIN AVENUE



EXISTING CONDITIONS

DEPOT PLAZA



FIFTH STREET



CONVENTION HOTEL



GAME-CHANGERS



- 1 Main Avenue
- 2 Depot Plaza
- 3 Fifth Street
- 4 Convention Hotel Site

MAIN AVENUE TRAFFIC CALMING

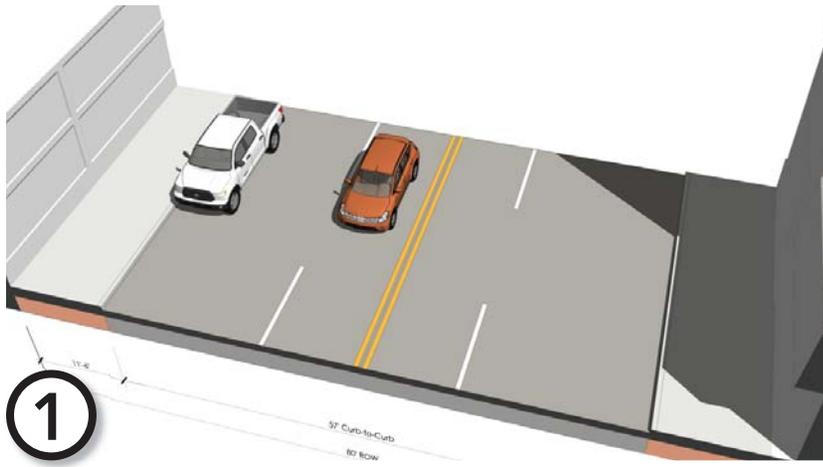
Main Avenue traffic calming from First (west) to Sixth (east) Streets is a 'game-changing' project that will re-establish a pedestrian-friendly environment and stimulate considerable in-fill development and redevelopment of existing ground floor storefronts.

For project implementation to occur, additional traffic analysis and design refinement will be needed immediately following plan adoption and completed within three years.

Traffic analysis should address and clarify potential improvements including:

- Requirements for two-way traffic on Broadway from Fourth to Sixth
- Access modifications at key intersections, in particular at 4th and 6th Streets (left turn prohibition)
- Right turn lane requirements on Main Avenue (Third and Seventh)
- Modifications to or additional travel lanes on Third to improve northbound and southbound traffic

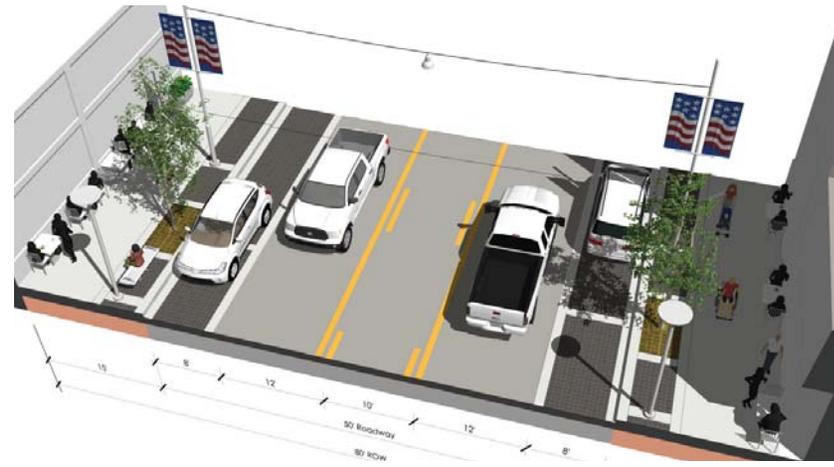
A detailed design concept and preliminary cost estimates for the street need to be developed soon after traffic analysis completion. Following these tasks, preparation of construction documents, refinement of cost estimating, bidding, selection of contractor and completion of construction should be finished within three years of plan adoption.



1

EXISTING CONDITIONS

- Four Lanes
- Parking Lanes Each Side
- 11' Sidewalks



PROPOSED PROJECT

- 'Road Diet' Three Lanes
- Widen Sidewalks
- Maintain Parking Lanes Each Side
- Enhanced Landscaping
- Corner 'Bulb-Out' Curb Extensions and Landscaping
- Improved Crosswalks

DEPOT PLAZA

Re-establishing a public assembly space at the historic depot is the most significant ‘game-changing’ action to revitalize the Downtown. The most notable benefits include:

- Creating a multi-purpose, dedicated space for civic activities
- Providing a focus for retail, housing, and employment development along Main Avenue

Establishing a new Depot Plaza, however, offers many challenges. Implementation will need to commence with both short-term and longer-term actions.

The proposed site currently serves as a Depot building parking lot (100 spaces) for tenants, customers and surrounding businesses. As part of the Subarea Plan’s parking strategy, a retail-serving parking ramp is proposed at Front Avenue and Fifth Street. It will provide adequate nearby replacement parking for the Depot Building. In the short-term, a two-phased strategy for replacement parking would include:

- Increasing the utilization of the Third Street Ramp for public parking use
- Restriping the current Bismarck-Burleigh Public Health Building parking lot to gain 26 additional spaces and a second phase that removes the building and brings in an additional 100 spaces

The proposed Depot Plaza implementation strategy suggests that the City acquire both the Depot parking lot and building and provide a reasonable timeframe for current tenants to have the opportunity to lease new tenant space. Once the plaza is constructed, the current tenants should be offered first-right-of-refusal to occupy their current tenant space.

Key immediate first-year actions for the Depot Plaza development by the City of Bismarck include:

- Securing an option for the future purchase of the Depot Plaza site
- Assisting, if necessary, with the relocation of current business to alternative tenant spaces
- Preparing concept design and preliminary cost estimates for the Depot Plaza and Depot Building

Within two to three years:

- Purchasing the Depot site
- Preparing plaza/building construction documents and finalize cost estimates
- Bidding, selecting a contractor, and constructing the plaza
- Offering existing tenants the opportunity to relocate to Depot



EXISTING CONDITIONS

Lot Size: 51,621 SF (1.19 AC)

Use: Commercial-Restaurant (Historic Depot)

On-site parking lot

Access driveway

Outdoor dining area



PROPOSED PROJECT

- Hardscape and landscape civic gathering space
- Historic Depot renovation
- Maintain access drives (close during events)
- Pedestrian Underpass stairways, ramps (Fifth Street Underpass essential project)

FIFTH STREET IMPROVEMENTS

Combined with improvements to Main Avenue, Fifth Street improvements are the ‘game-changing’, public right-of-way improvements within the study area. An enhanced streetscape armature will provide a safe and beautiful linkage between downtown destinations: the Kirkwood Mall, the Civic Center, and the Main Avenue retail establishments. It will also spur significant development not only along the street corridor but also nearby parcels within the new Entertainment District. In particular, Kirkwood Mall owners have identified Fifth Street improvements as a necessary project for future Mall expansion.

Key immediate first-year actions for the Fifth Street by the City of Bismarck include:

- Establishing a 10’ sidewalk easement and building setback along the westside of Fifth from the BNSF railway to the Kirkwood Mall
- Completing any necessary traffic analysis and planning required for reduction of roadway capacity from four to three lanes
- Preparing concept design and preliminary cost estimates for the entire street from the Public Library to Kirkwood Mall

By the second year:

- Preparing construction documents and finalizing cost estimates
- Bidding, selecting a contractor, and constructing the initial phase between Main Avenue and the Kirkwood Mall (minimum)

Within three years:

- Bidding, selecting a contractor, and constructing the remaining streetscape improvements north of Front Avenue



EXISTING CONDITIONS—TYPICAL BLOCK



PROPOSED PROJECT—TYPICAL BLOCK



EXISTING CONDITIONS—LOOKING SOUTH



PROPOSED PROJECT—LOOKING SOUTH

- 'Road Diet': Rosser to Ingals Avenue
- Streetscape improvements within current right-of-way plus 10' dedicated setback (west side of street) from BNSF railway to Kirkwood Mall
- Underground the overhead utility wires

CIVIC CENTER CONVENTION HOTEL

The site for a future Civic Center Convention Hotel is strategically located. Construction of a Civic Center Hotel is not only essential for maximizing the return on investment of the future expansion of the Civic Center facility, but also identified by Kirkwood Mall owners as a necessary trigger for their commitment to a Fifth Street-oriented Mall expansion identified in the Subarea Plan.

The Hotel has been sited to link the Civic Center to the Kirkwood Mall while not impacting the current parking supply of either of these uses. **To meet necessary urban design siting and building programmatic requirements for the hotel, a privately-owned parcel located north of the City's parcel will need to be acquired.**

Currently, hotel development interest exists for this site if it can be assembled. To expedite the development of this site, the City should enter into an exclusive public-private joint development agreement with a single developer rather than an open request-for-proposals (RFP) process for this 'game-changing' project.

Key immediate actions for the implementation of the Civic Center Hotel by the City of Bismarck include:

- Securing an option for the future purchase of the identified commercial parcel
- Assisting, if necessary, with the relocation of the current businesses to alternative downtown tenant spaces
- Purchasing of the commercial parcel
- Entering into an exclusive joint venture public-private development agreement with a hotel developer
- Establishing development requirements and schedule for development

Within two to three years:

- Designing, bidding, selecting a contractor, and initiating construction of the hotel



EXISTING CONDITIONS

- Privately-Owned Parcel:** 36,375 SF (0.83 AC)
- Use:** Commercial (Sports Bar)
On-site parking
- City-Owned Parcel:** 51,081 SF (1.17 AC)
- Use:** Commercial



PROPOSED PROJECT

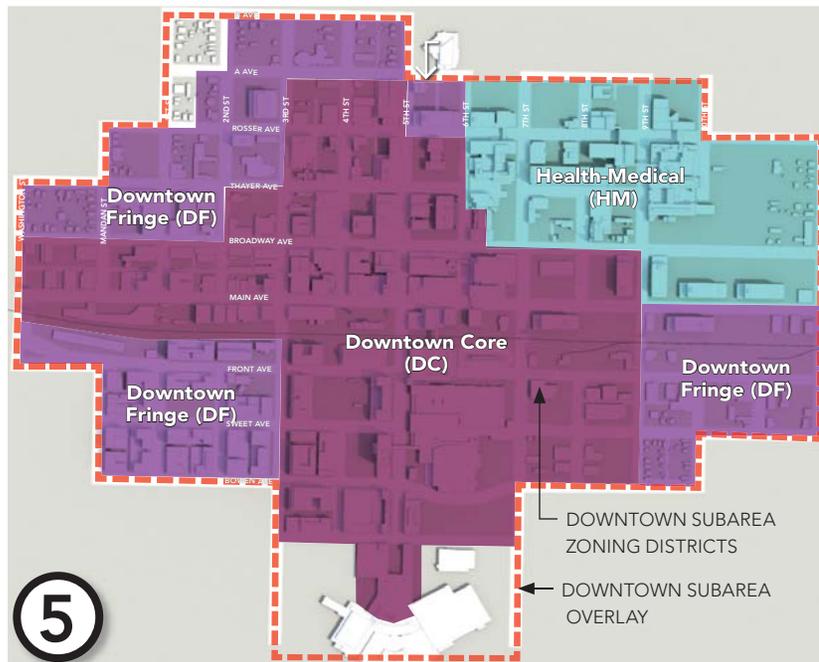
- Total Lot Size:** 87,456 SF (2 AC)
- Proposed Use:** Convention Hotel with parking lot (est. 100 spaces)
Ground-floor retail fronting Fifth Street

ESSENTIAL PROJECTS

The remaining 'menu' of implementation projects should be initiated and substantially completed within five years of plan adoption. The following list of projects does not imply priority or importance.

At the passage of the five-year timeframe, the implementation strategy should be assessed and updated. This will allow for all proposals or emerging projects since the completion of the Downtown Bismarck Subarea Plan to be accounted for. Additionally, consideration should be given to updating the Plan.

DOWNTOWN SUBAREA OVERLAY

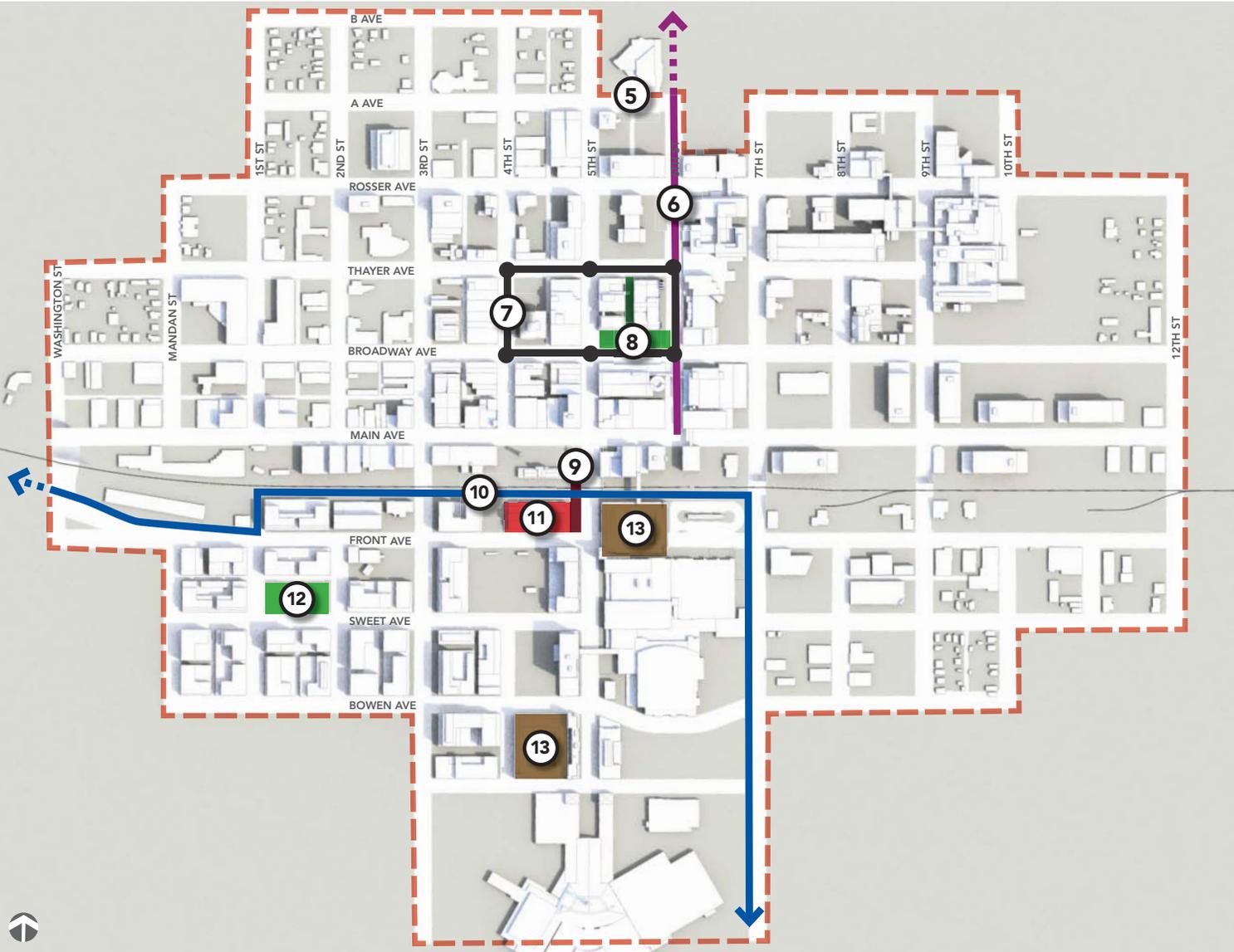


Establishing the regulatory framework in the form of codes, standards and discretionary guidelines for design review are time sensitive measures to be instituted to ensure future development meets the intent of the Subarea Plan, encourages quality development and provides certainty to private developers and the community. The necessary regulatory and design review process updates include:

- Creating a Downtown Subarea Overlay District and mapping of overlay standards to include retail opportunity areas, build-to-lines, actives edges, building heights and areas of no minimum residential lot size requirement
- Consolidating the Subarea into three zoning districts by expanding the Downtown Core, Downtown Fringe and Health Medical Zone Districts
- Amending the permitted uses for each zoning district to allow for the predominate mix of uses identified in the Urban Design Framework of the Subarea Plan with an emphasis on accommodating and encouraging mixed-use and residential development
- Creating Design Guidelines, a Design Review Committee, and a Design Review Process as an essential tool for review of Subarea buildings and public areas.
- Codifying Street Standards and details for the Subarea to ensure unified and consistent development of streets, sidewalks, intersections and public spaces.

ESSENTIAL PROJECTS

- 5 Downtown Subarea Overlay
- 6 Sixth Street Cultural Trail
- 7 Mehus Commons
- 8 Chancellor Square
- 9 Fifth Street Underpass
- 10 Rail Trail
- 11 Public Market
- 12 Neighborhood Park
- 13 Bowen Avenue Ramp



SIXTH STREET CULTURAL TRAIL



The enhanced bikeway and pedestrian trail project implementation will require additional study and design between the northern study area boundary (A Ave) and the North Dakota State Capitol grounds.

- The design concept will require further traffic engineering.
- Integration of the trail into the Chancellor Square two-way project is required. As part of the two-way conversion, any temporary angled parking should be striped for eventual conversion into a protected bikeway, sidewalks and landscaped areas. Permanent structures such as planting beds, street lighting, traffic signalization and storm drain catchment basins should be designed to not preclude future Sixth Street Cultural Trail improvements.
- Implementation steps include preparation of construction documents, refinements of cost estimates, bid, selection of contractor and construction.

MEHUS COMMONS



The public open space and redevelopment site project implementation will require additional design refinement and site acquisition.

- Negotiations for an option to purchase the Kokkeler Jewelry site or to acquire first right-of-refusal to purchase the Kokkeler Jewelry site should commence no later than three years after plan adoption with the property owners or their representatives. Consideration of relocation of the Kokkeler Jewelry into new ground floor storefront of a new mixed use building along the Commons edge should be offered along with other relocation options.
- Negotiations for an option to purchase the southerly portion or the entirety of the Sanford parking lot site should commence no later than three years after plan adoption with the property owners or their representatives.
- Construction documents and cost estimates will need to be created, bid and a contractor will need to be selected within five years.

CHANCELLOR SQUARE



Re-establishing the historic two-way traffic pattern on Broadway, Sixth, Thayer and Fourth will have multiple benefits, including:

- Improved emergency vehicle access to downtown hospitals
- Improved access to existing parking lots, the future Sixth Street Ramp and other existing parking ramps
- Increased drive-by traffic and improved storefront visibility of retail establishments, especially those on Broadway Avenue

However, the greatest mobility benefit will be that it will provide a parallel alternative Main Avenue route for through traffic along Broadway Avenue. In turn, a two-way Broadway Avenue will benefit businesses with increased auto drive-by visibility, and improved access. Providing a Broadway Avenue alternative route will enable Main Avenue to operate acceptably over the next twenty year horizon.

The implementation of Chancellor Square can be phased: Broadway Avenue can be converted to two-way traffic while Thayer, Fourth and Sixth remain as one-way streets.

FIFTH STREET PEDESTRIAN UNDERPASS



Pedestrian access improvements between Depot Plaza and destinations along Fifth Street are necessary to ‘knit the rail seam’ and link Main Avenue to Fifth Street. The improvements will need to be approved and coordinated with the BNSF railway. The railway through downtown is of national importance and BNSF is likely to be deliberate in their consideration of an underpass that may impact trackways or rail rights-of-ways. As a result, the implementation timeline of an underpass may, as a parallel effort with the Depot Plaza design, be protracted. To implement the underpass, the following should occur:

- Development of a refined design concept, construction strategy and conceptual cost estimates
- Preparation of any necessary traffic analysis
- Coordination and discussion of concepts and construction with BNSF representatives
- Assembling of key parcels adjacent to the railway for plan elements such as stairs or ramps along with any parcels that might be required for a temporary trackway shoefly, staging area, etc. to construct the project within three years
- Preparation of construction documents, refinement of cost estimates, bid, selection of contractor and construction within five years

RAIL TRAIL



Bikeway and pedestrian access improvements along City-owned and privately-owned parcels will need further design refinement and coordination with other plan projects. Within three years of plan adoption the following should occur:

- Preparation of a refined design concept that is coordinated with/phased so as not to impact parallel design of the Fifth Street Underpass, the Front and Fifth parking ramp, Civic Center, Kirkwood Mall or other improvements
- Identification of easements for trail rights-of-way need to be acquired
- Preparation of construction documents, refinement of cost estimates, bid, selection of contractor and initiation of construction within five years of plan adoption

PUBLIC MARKET



The site is strategically located at the hub of the Main-Fifth retail framework. The subarea land use framework suggests demolition or adaptive re-use of existing structures for a year-round indoor public market retail use at this site. However, if a public market is not feasible, the site should be reserved for a single use retail 'anchor' tenant, a mixed-use residential, or commercial multi-story building with ground floor retail uses. The City should prepare requests for proposals (RFP) for the development of the site within five years. Implementation of the Fifth Street pedestrian underpass will require right-of-way within an area that is currently occupied by the existing commercial structure. Redevelopment of the site should reserve a portion of the site for this use. Currently the parcel includes a parking lot and commercial building occupied by the Parks and Recreation Department and Bismarck Art & Galleries Association. Within three years of plan adoption, the City should:

- Prepare a public market feasibility study to determine the requirements, actions and financing required for its development
- Prepare a strategy for relocating existing tenants to other commercial office space within the downtown.
- Prepare public market construction documents, refine cost estimates, bid, select a contractor and initiate construction within five years

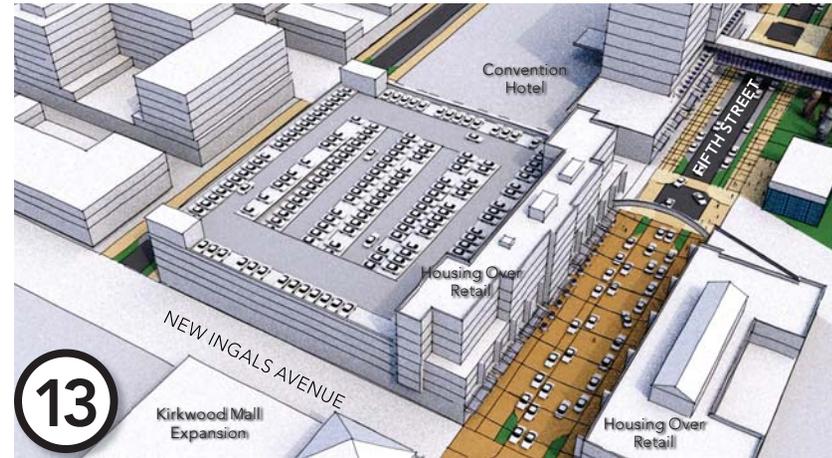
NEIGHBORHOOD PARK



Providing a public park as a focus for high-density residential development is an essential amenity to spur private sector redevelopment of current low-density, multi-family parcels. Within four years of plan adoption the City should:

- Enter into negotiations to assemble and acquire the half block bounded by First Street , Sweet Avenue, and Second Street
- Develop a relocation strategy for the current tenants of the site
- Develop a conceptual park concept and cost estimates
- Finalize park design and prepare construction documents, refine cost estimates, bid, select contractor and initiate construction within five years of plan adoption

BOWEN AVENUE RAMP



The ramp is strategically located to serve the Convention Hotel, Civic Center and is essential to meet Kirkwood Mall expansion parking needs. The ramp site will occupy the current City parking lot at the southwest corner of Fifth and Bowen. Consideration should be given for inclusion of a portion of the site for residential apartments over ground-floor retail constructed either adjacent to the ramp or integrated as a 'liner' building to screen the parking ramp along Fifth Street. Following plan adoption, the city should:

- Prepare a conceptual ramp design and development study that establishes potential parking requirements, impacts (utilities, etc.), costs, and potential financing strategies within two years
- Explore joint development of the ramp and residential mixed-use retail buildings fronting Fifth Street with private interests, including the Kirkwood Mall owners
- Finalize ramp design and prepare construction documents, refine cost estimates, bid, select a contractor and construct within five years to accommodate Mall expansion

RESPONSIBILITIES

All of the projects identified will require coordination and leadership by the City of Bismarck. In some instances public-private partnerships will need to be established. It is recommended that a single point-of-contact staff position be created to coordinate and manage these projects through implementation. As an oversight body, it is recommended that willing members of the Downtown Subarea Steering Committee, Technical Advisory Committee and representative downtown interests be transformed into an 'Implementation Oversight Committee'. This committee would review proposals and provide recommendations to the Bismarck City Commission for any expenditure of public resources throughout the life of the implementation plan.

The Implementation Oversight Committee should:

- Be formally appointed by the City Board of Commissioners
- Receive support from City staff regarding necessary data and information needs, scheduling of regular meetings and preparation of an annual report and briefing materials
- Meet at regular intervals throughout the life of the Subarea Plan implementation to review and provide recommendations to the City Commission on implementation progress
- Prepare an annual report and briefing to City Commissioners

The following is an outline of the three fundamental elements of an Implementation Oversight Committee.

Committee Members

The Implementation Oversight Committee should include a diverse and representative group of downtown members including property and business owners, representatives of downtown business associations and advocacy groups, and City departments, agencies, and commissions. Oversight Committee members might be representatives of:

- Downtown Business Improvement District
- Renaissance Zone Authority
- Downtown Business Association
- City Transportation, Planning and Public Works

- Housing Authority and Parking Authority
- Transit Agency
- City Commission and Planning and Zoning Commission
- Downtown Owner
- Property Owner

Committee Purpose

The Implementation Oversight Committee should meet regularly to review implementation progress, and identify opportunities for advancing implementation efforts. Tasks of the Oversight Committee should include:

- Meeting Monthly
- Keeping the Master Plan 'Alive and Breathing'
- Tackling topics and components of the Master Plan, setting goals, finding community members to engage in goals, advocating for goals, and creating committees to achieve goals
- Seeing this plan through
- Recognizing that City support is essential for plan success
- Recognizing that accomplishments of the Master Plan are the result of a community-wide effort

Committee Annual Report

The Implementation Oversight Committee should prepare an annual report. An annual report and briefing to City Commission identifies implementation progress and provides a basis for establishing partnerships and prioritization of City funds for implementation projects. The annual report should include:

- An update on accomplishments for the last year
- An updated list of Master Plan accomplishments since the start of the plan
- The committee's immediate goals for the near future

SCHEDULE

The schedule calls for action on all projects within the first five years to ensure that Plan momentum is established.

PROJECTS	TIMELINE				
	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
① Main Avenue Traffic Calming	Start	Construction Documents	Construct		
② Depot Plaza	Start	Construction Documents	Construct		
③ Fifth Street Improvements	Start	Construction Documents	Construct		
④ Civic Center Convention Hotel	Assemble Site	Construction Documents	Construct		
⑤ Codes and Standards Design Guidelines Street Standards	Amend Code				
	Prepare Guidelines				
	Prepare Street Standards				
⑥ Sixth Street Cultural Trail			Start	Construction Documents	Construct
⑦ Mehus Commons			Start	Construction Documents	Construct
⑧ Two-Way Traffic Conversion			Start	Construction Documents	Construct
⑨ Fifth Street Pedestrian Underpass	Start			Construction Documents	Construct
⑩ Rail Trail				Start	Construction Documents
⑪ Public Market				Start	Construction Documents
⑫ Neighborhood Park				Start	Construction Documents
⑬ Bowen Avenue Ramp		Start	Mall Expansion		

INVESTMENT — GAME-CHANGERS

The implementation strategy identifies only four game-changing projects. These are the essential public actions required to stimulate significant private investment within the Downtown.

Cumulatively, the return on investment ratio directly related to these projects is likely to be significant. The Investments–Benefits tables and diagram below illustrates the amount of public investment (\$22,500,000) that if spent, is anticipated to stimulate substantial private investment (\$317,900,000).



INVESTMENTS–BENEFITS DIAGRAM

PUBLIC INVESTMENT SUMMARY	
Project Name	Projected Cost
Main Avenue Traffic Calming	\$3,500,000
Depot Plaza	\$8,500,000
Fifth Street Improvements	\$10,500,000
Civic Center Convention Hotel	\$0

PUBLIC INVESTMENT TOTAL: \$22,500,000

PRIVATE INVESTMENT SUMMARY		
Project Name		Projected Cost
Housing (Unit)*	430	\$108,450,000
Hotel (Rooms)*	250	\$42,500,000
Office (SF)*	363,000	\$94,650,000
Retail (SF)*	289,000	\$72,300,000

PRIVATE INVESTMENT TOTAL: \$317,900,000

* Includes on-site parking

GAME-CHANGER
INVESTMENT-
BENEFITS



■ New Development

- 1 Main Avenue
- 2 Depot Plaza
- 3 Fifth Street
- 4 Convention Hotel Site

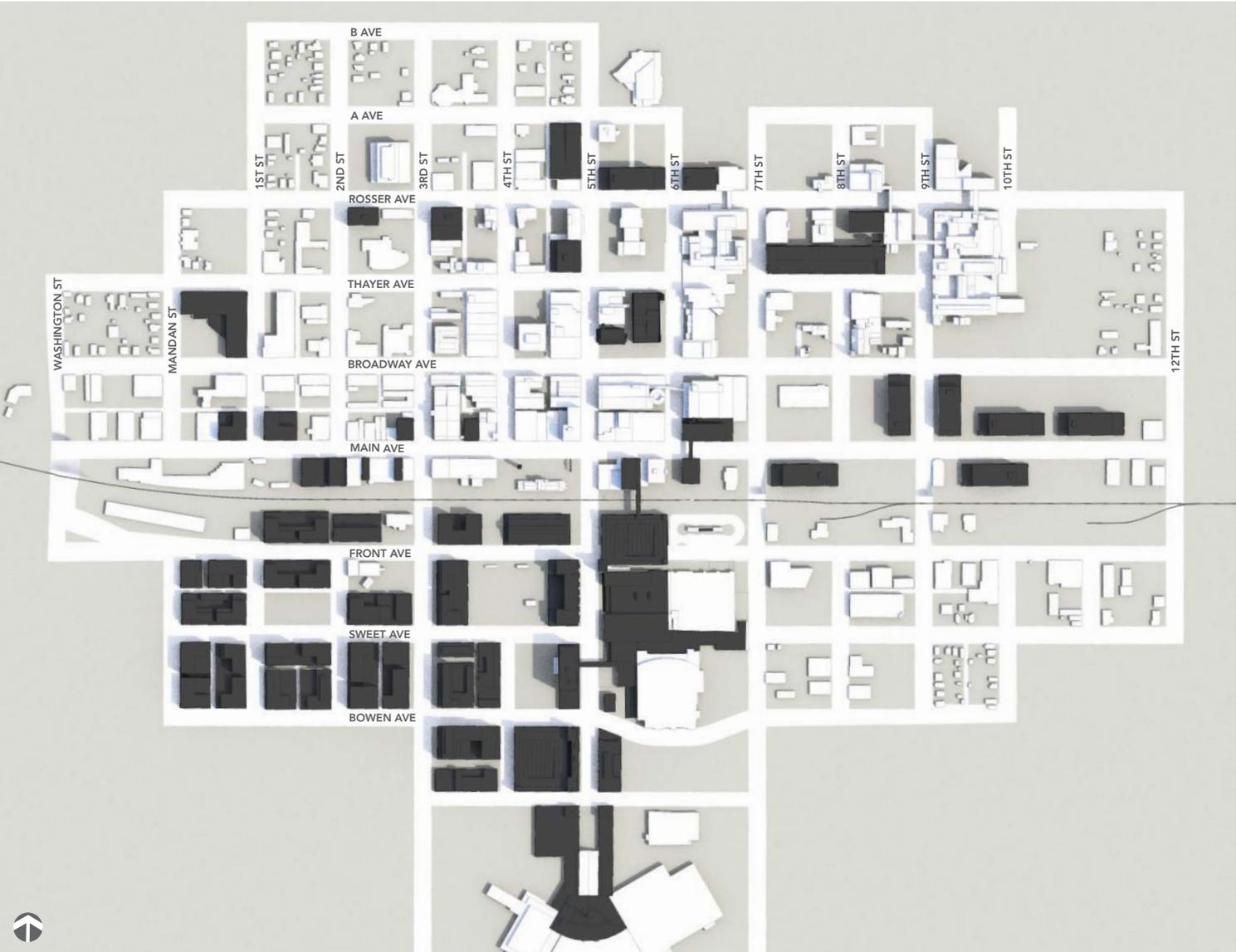
INVESTMENT — BUILD-OUT

At build-out, total private investment indicated is estimated to be over \$964 million dollars.

PRIVATE INVESTMENT SUMMARY		
Project Name		Projected Cost
Housing (Unit) *	1,830	\$445,950,000
Hotel (Rooms)	250	\$42,500,000
Office (SF)	1,350,000	\$392,050,000
Retail/Commercial (SF)*	364,000	\$84,300,000
PRIVATE INVESTMENT TOTAL:		\$964,800,000

* Includes on-site parking

POTENTIAL BUILD-OUT



■ New Development

REGULATORY UPDATES

The Downtown Subarea Plan’s urban design and complete streets frameworks should be utilized as a basis for updating policies, regulations and standards. The City of Bismarck and Bismarck-Mandan MPO will be responsible for carrying out relevant changes to policy plans, zoning regulations/standards and street standards for the downtown subarea.

POLICY PLAN UPDATES

This Downtown Bismarck Subarea Plan adopted by the City Commission and Metropolitan Planning Organization (MPO) is a supporting element to the Long Range Transportation Plan (LRTP), and the Growth Policy Plan. The adopted Plan replaces the Central Business District Plan (1993) as the guiding policy framework and implementation plan for Downtown Bismarck. The Downtown Subarea Plan’s urban design and complete streets frameworks will be utilized to inform the current in-process update to the Long Range Transportation and Growth Management Plans to ensure policies support downtown revitalization as envisioned in this document.

ZONING ORDINANCE UPDATES

The intent of the zoning ordinance updates is to identify essential permitted land use types, and site design/improvement standards within a Downtown Subarea Overlay boundary. Unnecessary permitted uses and inappropriate site design and development standards should be modified or eliminated. Throughout the Downtown Subarea Overlay, existing permitted conforming uses should be ‘grandfathered’ to remain, be improved upon, or sold and operated ‘as-is’ until renovated as property owners deem necessary.

To align current code requirements with the Subarea Plan, two approaches to address inconsistencies might be to:

- Maintain current District zoning and provide additional or revised permitted use tables. Additionally, provide new or revised site design and development standards to be applied within the boundary of the Downtown Subarea Overlay
- Consolidate the Downtown Subarea Overlay into three Zoning Districts by expanding the Downtown Core, Downtown Fringe and Health-Medical Zoning Districts. For each zone, rewrite the permitted use tables, and create new or revised dimensional and design standards consistent with the urban design framework of the Downtown Bismarck Subarea Plan.

Additionally, all development projects within the Downtown Subarea Overlay should be subject to the design review and approval set forth in a new Downtown Design Guidelines document.

Specific Permitted Use Updates

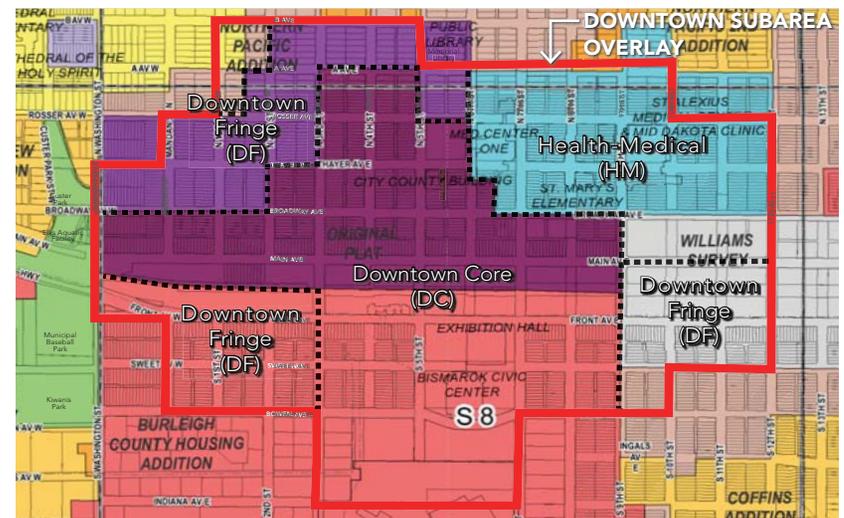
Permitted uses within the Downtown Subarea Overlay should be modified as needed to support the uses identified in the urban design framework of this Plan.

The following are essential zoning ordinance permitted-use updates that must be addressed to effectively support the fundamental concept of the Subarea Plan which is to make:

- Main Avenue and Broadway Avenue pedestrian and retail friendly
- Fifth Street a shopping, entertainment, and dining destination

Modify existing permitted-use tables— prohibit, provide restrictions, or set forth conditions-of-use upon auto-oriented uses (drive-through windows of banks, restaurants, and other similar businesses) and allow for and encourage retail development along Main Avenue, Broadway Avenue and Fifth Street and higher density residential development (no maximum dwelling unit density requirements) within existing and new development.

RECOMMENDED SUBAREA OVERLAY AND ZONING DISTRICTS



Retail Opportunity Areas—defined exclusively as the sale of goods, restaurants, and entertainment uses, encourage the street frontages along Main Avenue, Broadway Avenue and Fifth Street to include ground-floor retail and limit or exclude non-retail uses that are not complimentary to shopping, dining and entertainment. Exceptions for residential or office lobbies should be allowed/ reviewed as a conditional use. Prohibition of service bays, entrances to parking lots or service and loading bays should also be enacted.

Dimensional and Design Standards Updates

To ensure that the Main Avenue, Broadway Avenue and Fifth Street storefronts are animated, additional ‘form-based’ building site design and façade design standards should be enacted.

Require ‘active edges’—block frontages along Main Avenue and Fifth Street should also include a provision for active edges on the ground floor of buildings. Active edges are building frontages with direct sidewalk entries and a high degree of transparency. Active edges must provide a minimum of 70 percent transparent glass along ground-floor retail facades; frosted, tinted, reflective or other types of glass that diminish transparency should be prohibited and primary ground-floor uses must be oriented to the public right-of-way.

The following active-edge criteria should be met for all other ground-floor uses throughout the Downtown Subarea:

- Primary entrances must be oriented toward the street
- Windows should be provided along facades with a minimum percentage of 50 percent transparency required

Requirement of ‘Build-to-Lines’— block frontages within the retail opportunity area should also include a provision for Build-to-Lines. This requirement establishes continuous ‘street wall’ that frame retail streets and the plaza. Exceptions to these ‘zero-setback’ requirements might include— windows and walls recessed up to 18” from the property line to accommodate columns or other architectural elements. Conditional approval of deeper setbacks should be reviewed for:

- Dining and entertainment uses that intend to use the setback area for outdoor seating
- Interruptions for accommodation of passageways, building lobbies, or private courtyard entrances

DOWNTOWN SUBAREA DESIGN GUIDELINES

The role of Downtown Bismarck Design Guidelines is to aid designers and developers in understanding the City’s urban design expectations by providing a framework for an orderly discretionary review process that would supplement and strengthen downtown regulatory codes and design standards. The guidelines would ensure a degree of order, harmony and quality within the built environment; they would foster the development of buildings and projects that are attractive individually yet contribute to a downtown that is unified and distinctive as a whole.

The City should fund the creation of Downtown Design Guidelines, that apply to the Downtown Subarea Overlay, to ensure high quality projects and development certainty for private investors and developers. A Design Review Commission should be created to review projects and a design review process should be based on the extent of the work proposed. Typically, more extensive (major) projects should be reviewed by a design review committee, while less extensive (minor) projects might be reviewed by planning staff. The Design Review Commission should be appointed by the City Commission and comprised of architects, landscape architects, engineers, real estate developers and citizens at large. The Design Review Commission would provide recommendations to the Planning and Zoning Commission for projects, using the Design Guidelines as an exclusive evaluation tool.

DOWNTOWN SUBAREA STREET DESIGN STANDARDS

Updating the Downtown Street Design Standards will ensure that a complete-streets approach to circulation design is built as envisioned in the Downtown Bismarck Subarea Plan. Additionally, the Standards would ensure that a unified, consistently applied design of streetscape improvements are constructed throughout the Downtown Subarea. Downtown Street Standards will need to be developed by the City for streets within the Downtown Subarea. These would replace the Streetscape Design Guidelines for Downtown Bismarck (1995). Recommended street types and an outline of necessary standards are included in a separate Downtown Bismarck Subarea Plan Appendix.

FUNDING

Financing of all projects will likely come from a variety of sources. Once the Bismarck City Commission arrives at an agreement on the implementation projects, the responsibilities, schedules, and specific financing strategies should be finalized.

Current City sources, such as General Fund, Capital Improvement Plan, Tax-Incremental Financing (TIF), and Renaissance Zone funding should be explored. Downtown district boundaries for these sources of funding may need to be adjusted and specific TIF projects (if appropriate) identified.

The City might consider submitting applications for TIGER (MAP 21) grants or other federal funding sources for public infrastructure projects such as Fifth Street Improvements, Main Avenue traffic calming, and the Fifth Street pedestrian underpass.

CURRENT FUNDING BOUNDARIES



- Renaissance Zone
- Urban Renewal Plan Area
- New Development