

STARTING

EXISTING CONDITIONS SUMMARY MEMO

Date: March 05, 2012

To: Steve Saunders, Transportation Planner
Bismarck-Mandan MPO

From: Jason Graf, Associate Principal
Crandall Arambula

Project: Downtown Bismarck Subarea Study—Task 1.4, Existing Conditions Summary Memorandum

This memo documents existing physical conditions, plans, policies and regulatory documents relevant to the project study area. The memorandum addresses the following:

- **Complete Streets-** evaluate existing conditions of area streets, and identify planned and proposed motor vehicle/active transportation projects
- **Traffic-** based on existing and historical traffic data within the study area establish the base line level of operation from a planning-level roadway capacity perspective
- **Parking-** determine existing parking demand with an emphasis on the needs of retail uses; identify surface parking lots where conversion to structured parking is feasible
- **Transit Center-** review transit center recommendations of the Mobility 2017 Plan
- **Urban Design-** review and analyze existing study area land uses and identify ‘soft parcels’ where redevelopment, intensification or improvements may be viable
- **Plans, Policies and Regulatory Documents-** review and analyze existing regulatory codes, relevant plans, standards, guidelines and development approval processes
- **Financing-** review current infrastructure and development financing tools
- **Demographics-** review existing area demographics and future growth trends

COMPLETE STREETS

Documents Reviewed include:

- Downtown Bismarck Parking Study (2008)
- Long Range Transportation Plan-LRTP 2010-2035 (2010)
- Mobility 2017 Plan (2011)
- NDDOT 2012 Average Daily Traffic Counts

Relevance to the Subarea Study:

The following background data is being reviewed within the lens of a complete street. A complete street approach to circulation design is in contrast with a typical engineered approach that maximizes roadway capacity and speed for auto and trucks while often providing inadequate pedestrian and bicycle facilities. At a minimum, a complete street provides:

- Sidewalks for pedestrians
- Bike lanes for cyclists
- Travel lanes for drivers
- Travel lanes and stops for bus transit

Auto

Relevance to the Subarea Study:

Downtown's role as a destination for the community necessitates that the pedestrian remain a high priority in street design. Three elements of downtown streets design impact the ability to comfortably walk or bike and include:

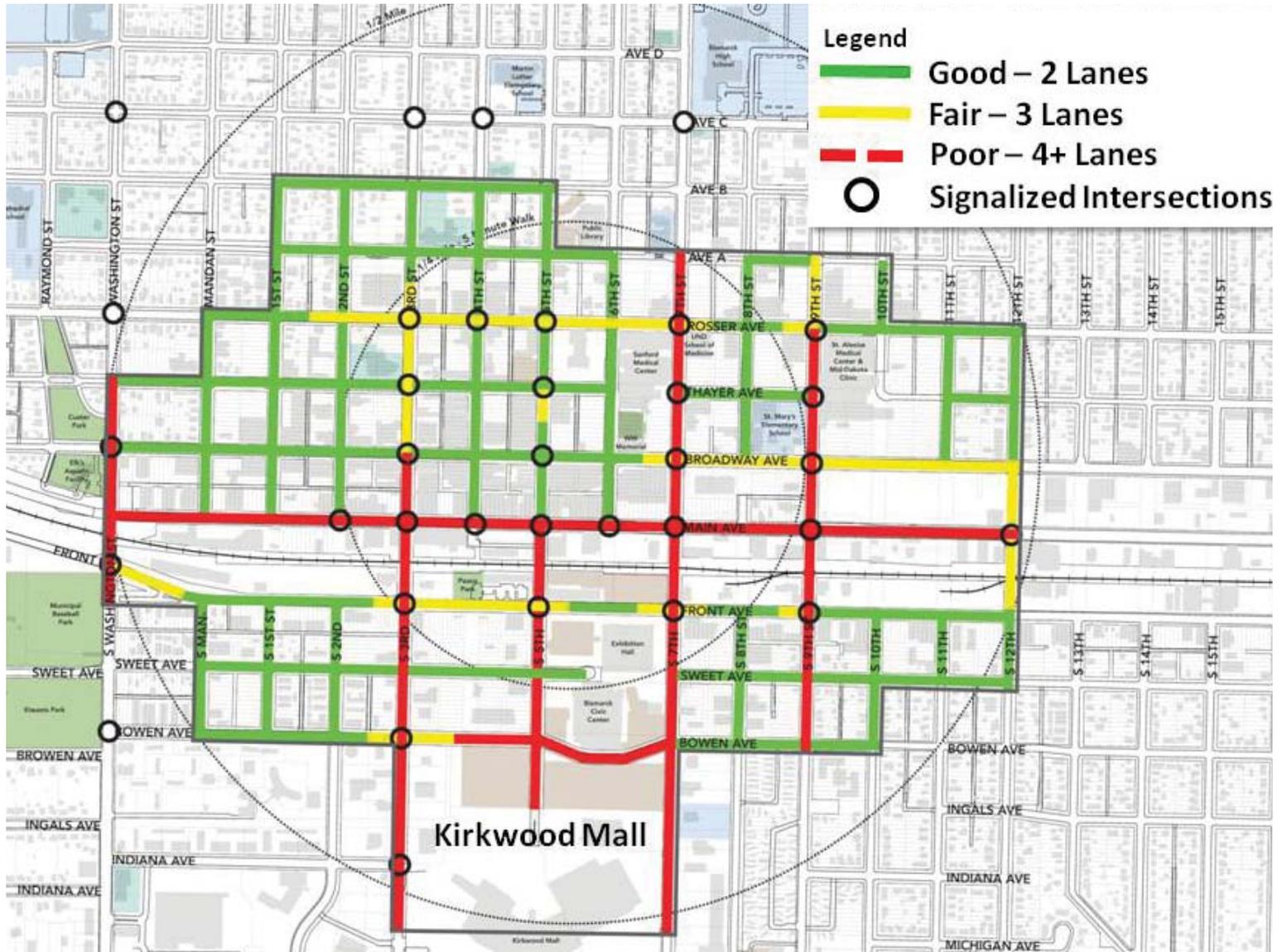
- *Number of travel lanes and roadway width*- the number of travel lanes and their width impacts pedestrian crossings, traffic speeds (tend to be higher) and the intimacy of the street.
- *Location of traffic signals*- signals regulate traffic flow and allow for safe crossings for pedestrians.
- *Traffic speed*- speeds above 25 mph are more dangerous for pedestrians and cyclists.

Analysis

An analysis of the number of lanes on downtown streets and location of signals were identified and rated based on their impact on the pedestrian environment. In general those streets with fewer lanes provide a shorter crossing distance for pedestrians and signalized intersections ensure safe crossing.

- No downtown planned road widening is identified in the Transportation Improvement Plan for 2013-2016
- Adequate signals are located to ensure safe pedestrian crossings
- Several roadways are 4 lanes wide and increase pedestrian crossing distances beyond a comfortable distance, and detract from the intimacy of the street to enhance and support the adjacent built environment
- For all streets there is very little use of curb extensions which is necessary to reduce pedestrian crossing distance (especially on wider streets with on-street parking), provide greater pedestrian visibility to oncoming traffic and improve pedestrian safety at intersections

Auto- Travel Lanes



Pedestrian

Relevance to the Subarea Study:

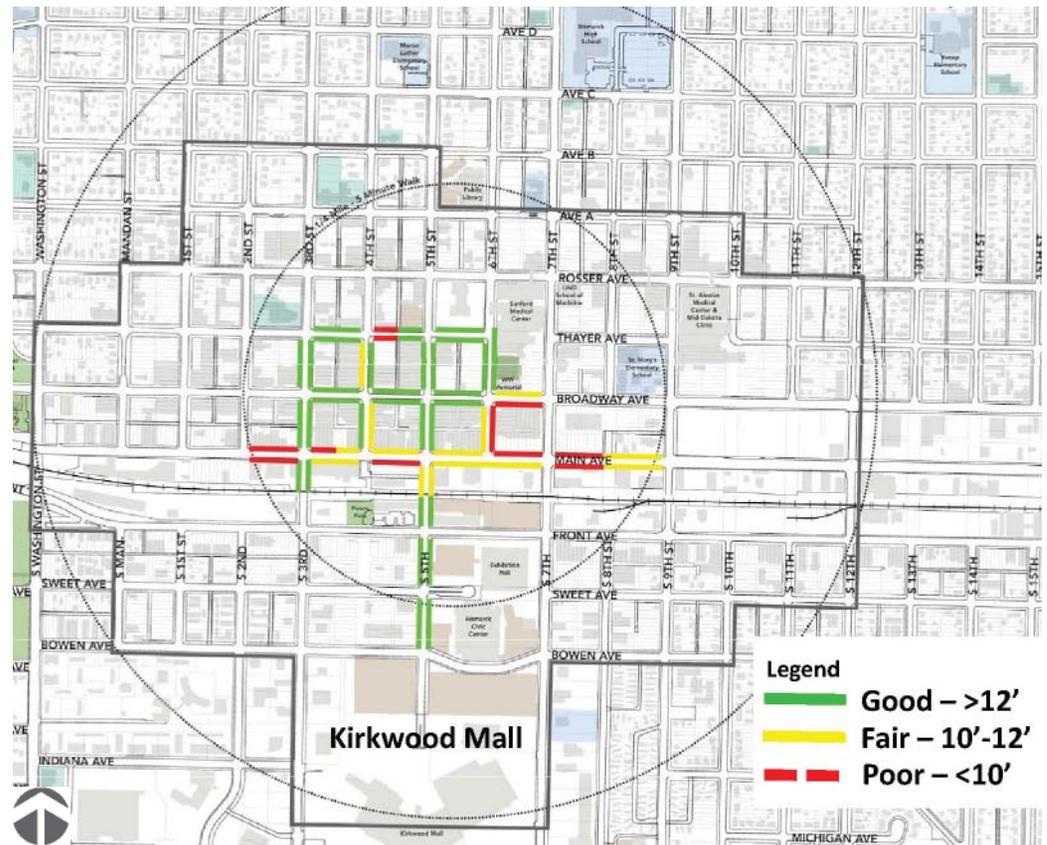
A walkable pedestrian friendly environment is what distinguishes downtown from other areas in the community. The widths of sidewalks play a critical role in the comfort level for pedestrians.

Streets with the highest number of people walking, typically those in relation to downtown shopping and entertainment areas, require adequate sidewalk width. A healthy retail environment requires a minimum of 12' sidewalks with 15' preferred.

Analysis

Sidewalks around existing concentrations of employment, retail and entertainment uses were evaluated.

- The area of Chancellor Square (4th to 6th—between Broadway and Thayer) provides a good example of adequate sidewalks along with 3rd Street, 5th Street, Thayer Avenue and Broadway Avenue
- Main Avenue which serves as the major entry into downtown is in need of sidewalk improvements and has substandard widths less than 12'



Sidewalks

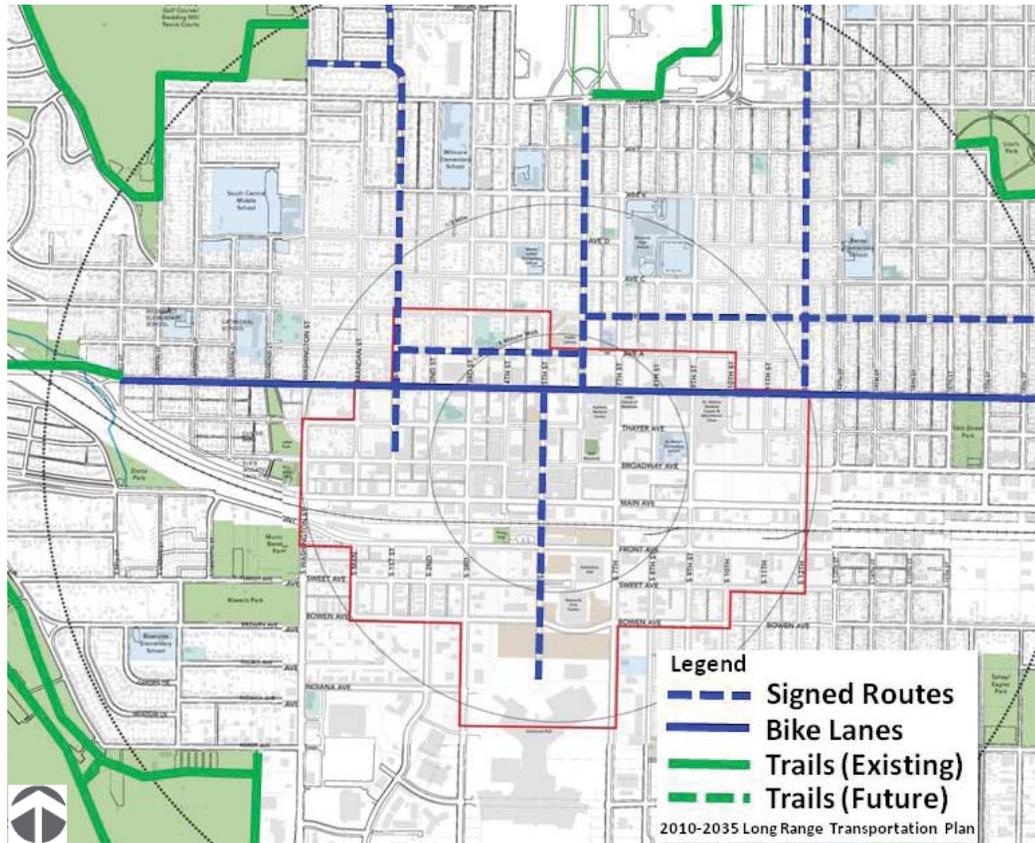
Bicycle

Relevance to the Subarea Study:

The Bismarck bicycle network consists of an extensive network of off-street trail loops associated with parks/open spaces and the Missouri Riverfront and limited on-street bicycle facilities that include bike lanes and signed routes as indicated.

Analysis

- No facilities exist to support bicycling for those other than experienced cyclists who choose to ride with traffic
- Planned facilities are inadequate to promote any significant shift in mode split to cycling
- A continuous east/west and north/south trail or protected bikeway through the study area should be a high priority to encourage ridership and link downtown with outlying destinations and existing trail networks



Bicycle Facilities

Transit

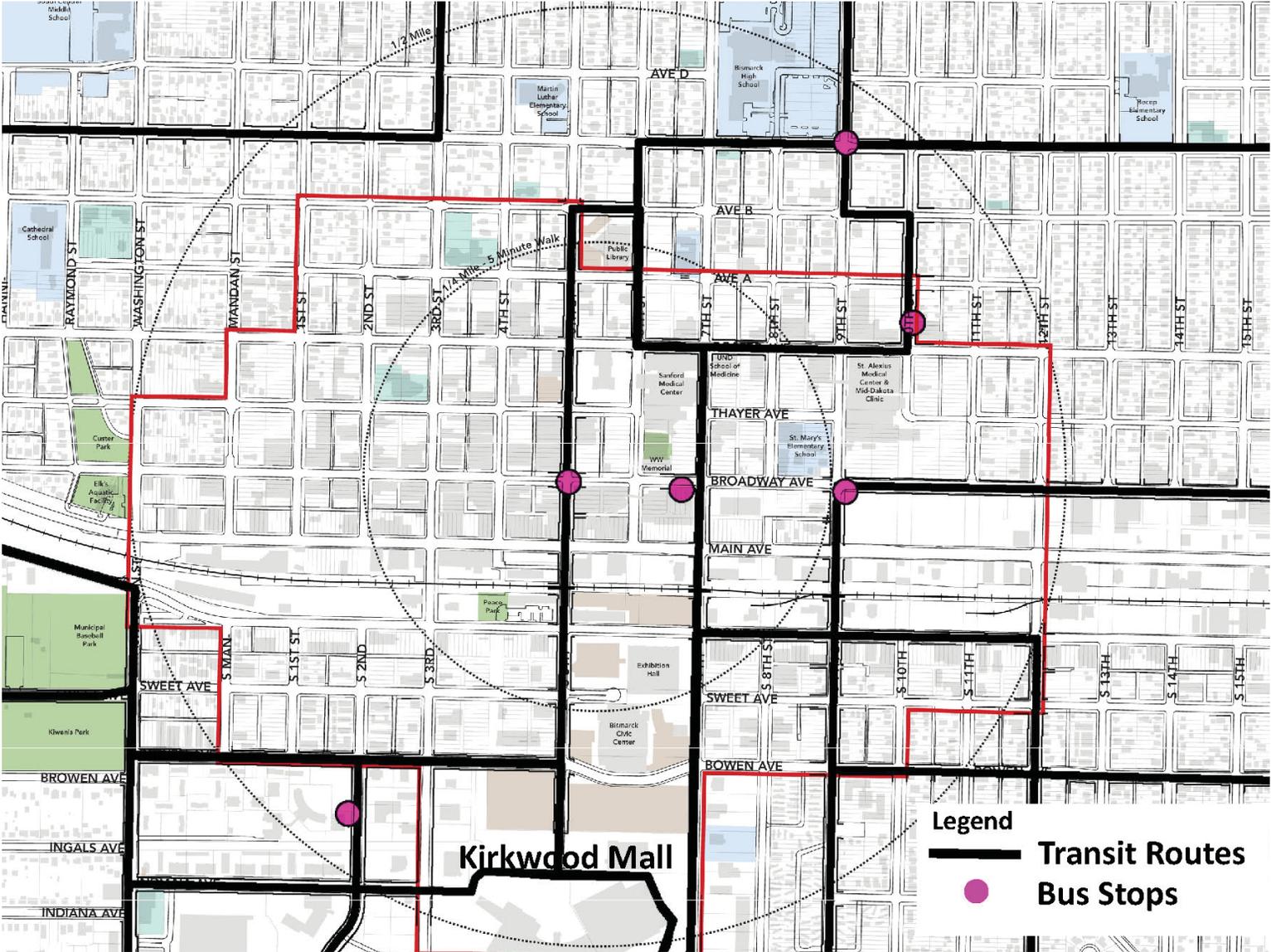
Relevance to the Subarea Study:

Capital Area Transit (CAT) is a fixed route bus service that operates on a total of 12 routes across Bismarck and Mandan. Depending on the route, CAT operates from approximately 6:00 AM to 7:00 PM, Monday through Friday, with limited Saturday service. Most service headways are either 30 minutes or one hour frequencies, with Bismarck to Mandan/Mandan to Bismarck service running every two hours.

Analysis

- Current routes have limited headways and as such do not encourage high transit use as an alternative to driving
- Current routes run in a loop system maximizing geographic area but providing longer travel times and indirect routes to traffic generating uses
- Downtown bus transfers occur at the Kirkwood Mall away from major employment and government uses located north of the rail line
- Mobility 2017 has determined the need for a downtown transit center

Transit Routes



TRAFFIC

Documents Reviewed include:

- Long Range Transportation Plan-LRTP 2010-2035 (2010)
- NDDOT 2012 Average Daily Traffic
- City of Bismarck Updated Truck Routes (2012)

Relevance to the Subarea Study:

Based on existing and historical traffic data within the study area the following analysis provides a base line level of operation from a planning-level roadway capacity perspective.

Functional Classifications

- Traffic is distributed throughout downtown along:
- East/west principal arterials at Main Avenue (4 lanes) and Bismarck Expressway (5 lanes)
- North/south principal arterials at 7th Street (4 lanes/one-way southbound) and 9th Street (4 lanes/one-way northbound)
- Minor arterials along Washington Street (5 lane-south of Rosser Avenue), Rosser Avenue (3 lane), 3rd Street (4 lane south of Main Avenue, (3 lane north of Main Avenue), and 5th Street (4 lane south of Main Avenue, 2 lane north of Main Avenue), Front Avenue (2 lane), and Bowen Avenue (2 lane)
- Designated truck routes exist along Bismarck Expressway, Washington Street south of Main Avenue, Boulevard Avenue, Main Avenue, 7th and 9th Streets, and 12th Street south of Main Avenue

Freight Rail and Crossings

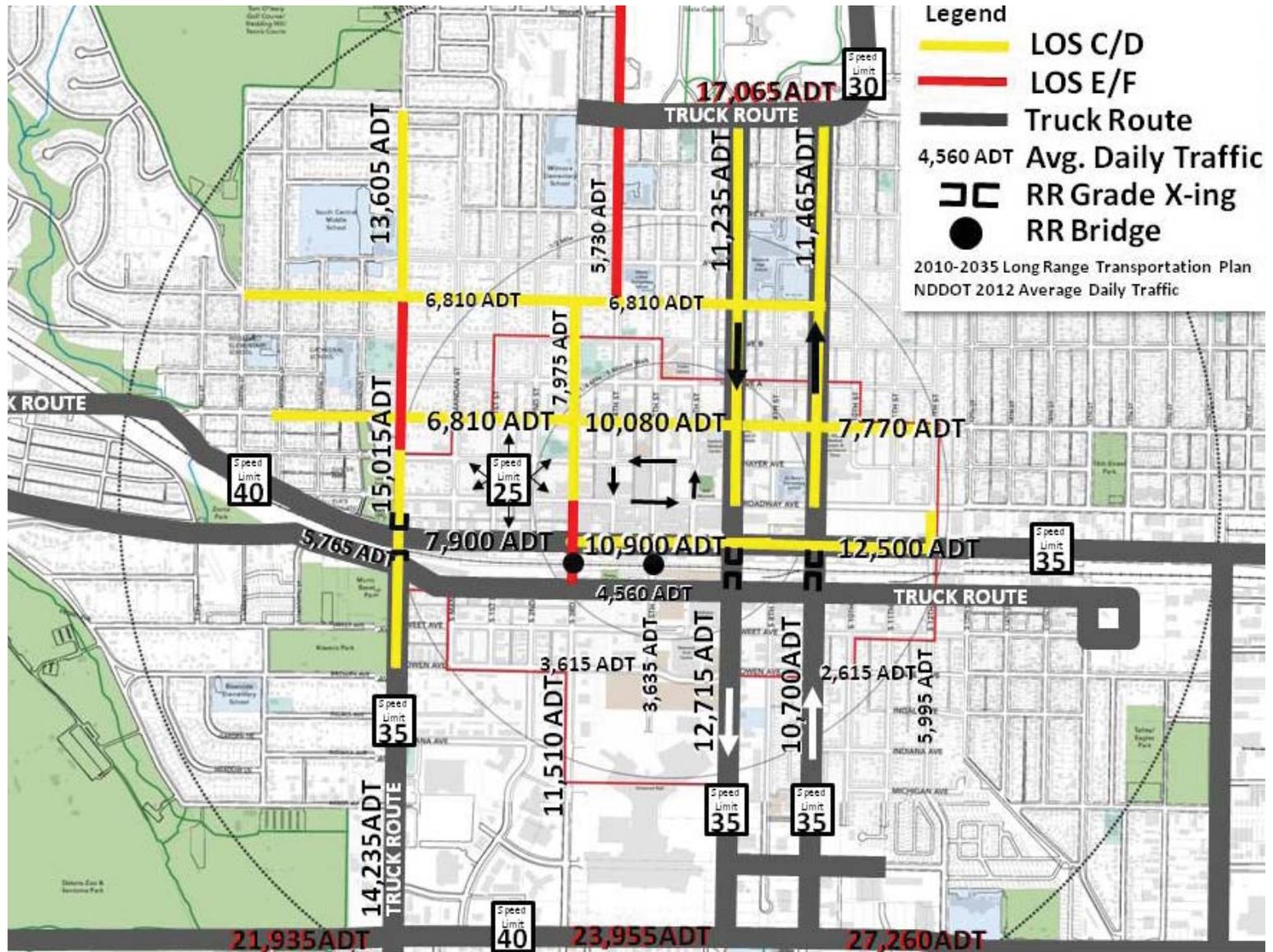
Bismarck is served by the Burlington Northern Santa Fe Railroad and the Dakota, Missouri Valley & Western Railroad with a single track mainline running through downtown between Main Avenue and Front Avenue. The rail line consists of:

- **22 trains per day**
- **At grade crossings at 3rd Street, 5th Street and 12th Street**
- **Grade separated bridge/underpass at Washington Street, 7th Street and 9th Street**
- **The City is currently implementing a Quiet Rail Zone through downtown with improvements to the at-grade crossings**

Traffic Operations and Recommended Transportation Plan

Generally, downtown streets provide more than adequate capacity for automobile travel. The quality of traffic flow is determined by the concept level of service. The level of service for downtown streets that are nearly meeting or exceeding deficiencies include portions of Washington Street, Main Avenue, 3rd Street, Rosser Avenue, Avenue B, 7th Street and 9th Street. No planned traffic improvement projects have been identified within the study area.

Traffic



PARKING

Documents Reviewed include:

- Downtown Bismarck Parking Study (2008)

Relevance to the Subarea Study:

Downtown parking consists of on-street spaces and off-street facilities within private surface lots, and three City-owned ramps managed by the Parking Authority. Downtown parking includes:

- A total of 11,453 parking spaces excluding the Civic Center and Kirkwood Mall
- An additional 1,200 Civic Center Spaces, and 4,000 Kirkwood Mall spaces
- 9,665 off-street parking spaces (1,230 general public spaces and 8,435 private spaces)
- 1,788 spaces on street public parking (16 % of total spaces)
- Construction of a parking ramp for Private monthly users at the southwest corner of 6th Street & Thayer Avenue (500 spaces)

Downtown Parking Supply and Utilization

The Bismarck Downtown Parking Study determined that there is:

- A parking surplus of 3,543 spaces or approximately 34.4% of the effective supply
- Overall, during peak periods parking occupancy utilization was 49.6% of on-street parking and 57.5 % of off-street parking
- During peak periods parking levels reached 80% to 90% capacity for specific blocks (See image above- in yellow).

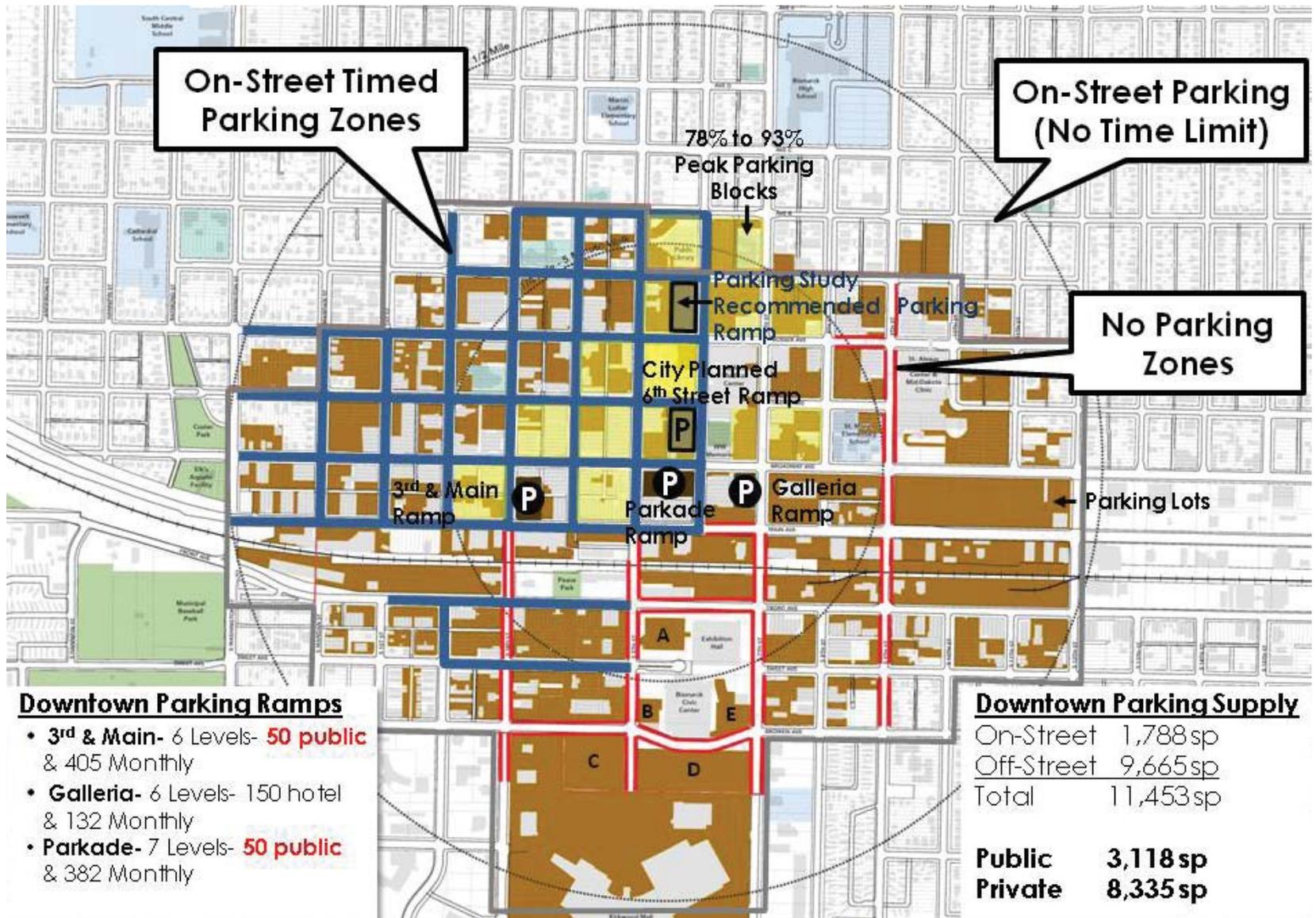
Potential Parking Structure Sites

The Downtown Bismarck Parking Study identified two sites for the location of downtown parking structures (see image above). These structures are intended for use primarily as monthly spaces to support downtown offices and medical uses. The location of these structures is not ideal for the downtown retail customer due to their lack of visibility and proximity to retail.

Downtown Parking Issues

- Downtown retail customers and visitors are underserved by existing parking supply and compete primarily for on-street parking
- There is a need for additional public parking to support downtown businesses and preserve land for development
- The Sanford Medical Center parking is near capacity at peak periods
- There is currently no leased parking available through the Parking Authority
- Only 8% (100 sp) of the 1,230 Parking Authority spaces are for public parking
- The Downtown Parking Study determined that employee and downtown worker parking is negatively impacting the available visitor and customer parking
- Downtown redevelopment is limited by valuable downtown property used for surface parking

Parking



TRANSIT CENTER

Documents Reviewed include:

- Mobility 2017 Plan (2011)

Relevance to the Subarea Study:

The Mobility 2017 Plan provides recommendations for a downtown transit center and upgrade of system routes that support a minimum 30 minute headway

Potential Transit Center Locations

Several potential locations for a transit center in Bismarck have been identified and include the following:

On-street options:

6th Street between Main and Broadway. This location has the advantage of good proximity to many downtown destinations and relatively low traffic, but is somewhat constrained in that there are multiple curb cuts on both sides of the block. It is estimated that 6-8 buses could layover here in an on-line configuration but buses would not be able to arrive and depart independently (the bus in front would have to leave first). About eight to 10 on-street parking spaces would need to be removed to accommodate a transit facility here.

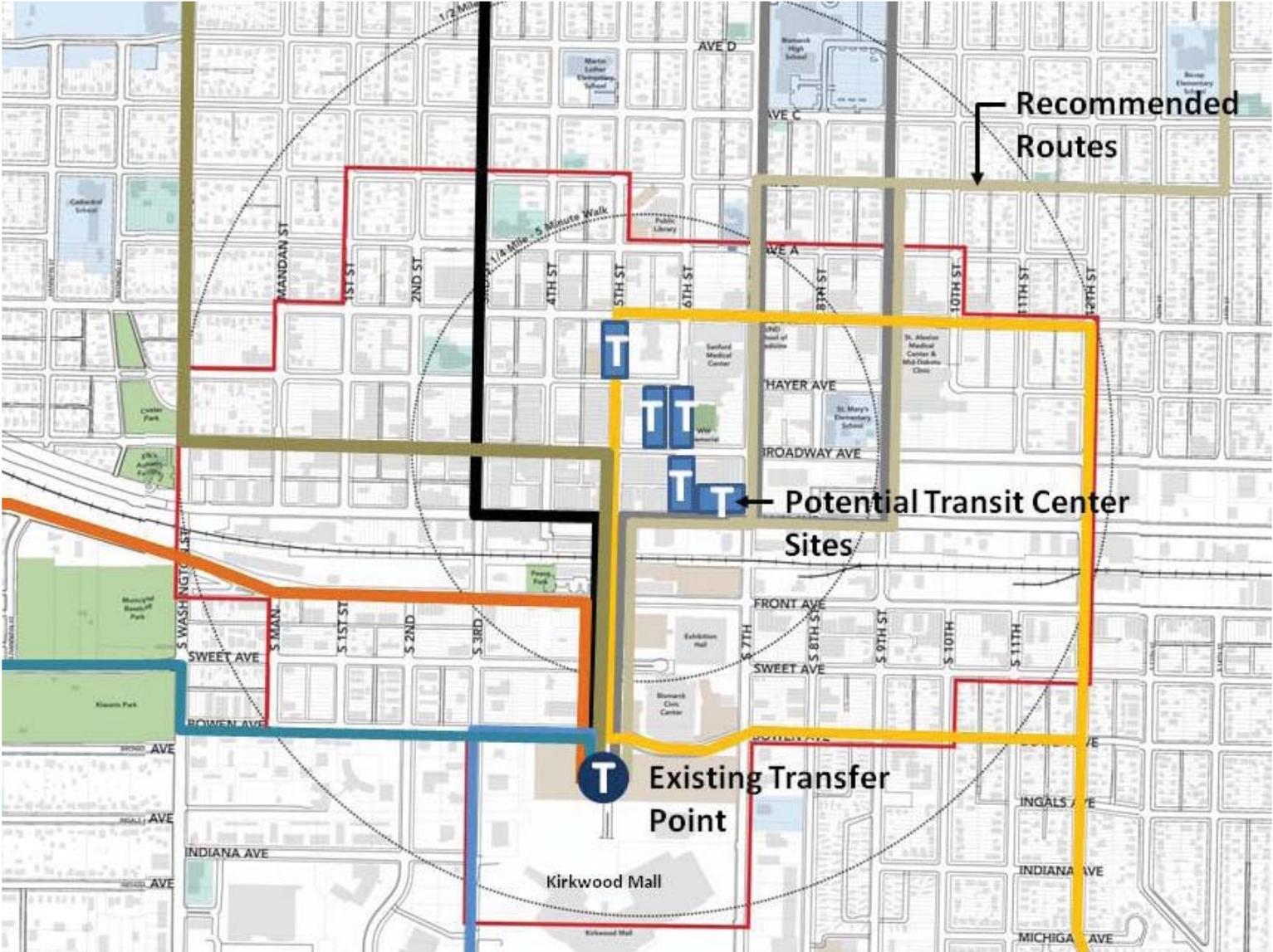
6th Street between Broadway and Thayer. This location is on a one-way street in the northbound direction, which limits the flow of transit to only one direction and one side of the street (likely the west side). Disadvantages of this location are the ability to accommodate the estimated 9 buses and the potential removal of about 20 on-street parking spaces.

5th Street between Thayer and Rosser. This location has the advantage of a continuous curb on both sides of the street, which can accommodate an estimated 10 transit vehicles (or more). The major disadvantage with this site is that it is somewhat removed from the center of downtown. It is estimated that 24-26 on-street parking spaces would need to be removed, assuming transit utilizes the entire block on both sides (although it is anticipated that transit would not need the entire length of the block, and perhaps only one side).

Off-street options:

Main, Broadway, 6th and 7th. This location includes the parking lot on the southern half of the block. While the site is also constrained in terms of space, it could be designed to accommodate 6-8 transit vehicles, which would include several on-street bays on Main Street. Another potential disadvantage with the location is access to the site. It is also estimated that an estimated 50 parking spaces would be lost.

Transit Center Sites



Benefits of a Downtown Location

There are a number of important benefits to locating the transit center in downtown.

- Allows for timed connections. Because Bismarck is largely developed in a radial pattern around downtown, a new transit center in this area would allow most routes to be designed so that the round trip travel times are about the same. This ensures that all (or most) routes in Bismarck can be timed from a central point, facilitating connections between routes and minimizing wait times.
- Provides a comfortable passenger facility. In addition to the main transfer location between routes, the downtown transit center as envisioned would serve as the most prominent transit facility in the region. As such, it should also include a comfortable, enclosed area for passengers to wait. Typical elements of a downtown transit center are discussed in more detail below.
- Promotes development and activity in downtown Bismarck. Transit can and should play a central role in revitalizing downtown Bismarck – both by bringing people downtown and by focusing new development in this area. Transit facilities can also be developed in conjunction with other uses, such as retail, office or housing.
- Allows the fixed route system to grow. As envisioned in the recommended service alternative (Option B), a secure and dedicated passenger transfer facility will also ensure that the CAT system is able to grow. The current transfer centers at Kirkwood and Gateway Malls are not permanent facilities and are limited in terms of available space.

Essential Elements of a Downtown Transit Center

Transit centers can vary widely depending on the size of the transit system and intended function of the facility. The following is a list of elements typically found at medium-sized transit centers and some general guidelines for how those elements could be designed:

- **On-or off-street.** Transit centers can be designed as either on- or off-street, depending on availability of land and right-of-way. While no preference is given to an on-street versus off-street transit facility, any on-street configuration should ensure that passengers have good access to crosswalks. In some cases, physical barriers in the middle of the street can discourage passengers from crossing mid-block at an on-street transit facility. Off-street transit centers are often designed to allow transfers between routes without having to cross the street, but also require the acquisition of property, which is often more valuable in downtown areas.
- **Bus bays.** To ensure adequate space for all vehicles to “pulse” at the transit center, which allows timed connections between all routes, the Bismarck transit center should be designed to accommodate up to nine CAT transit vehicles at one time, in addition to other vehicles (e.g., West River Transit buses, other rural or intercity providers). This assumes all routes operate every 30 minutes (either during peak periods or all day). Bus bays can be designed in a number of different configurations but are typically designed as in-line, sawtooth or diagonal bays.
- **Transit vehicle driveway.** Off-street transit facilities must also include enough right-of-way to allow transit vehicles to circulate within the site, which increases the footprint of the facility.

- **Passenger waiting area.** The transit center should have adequate space for passengers to wait for their bus or get information about CAT. In Bismarck, it is estimated that an enclosed area that can accommodate as many as 50 people (seated and standing) would be appropriate. The windows and doors to the boarding/alighting area should be designed to allow passengers to easily see approaching vehicles, and to ensure “eyes on the street.” This could also be accomplished through real-time passenger information displays.
- **Staffed fare vending and information booth.** As the main transit facility for the CAT system, the transit center would ideally include a staffed ticket and information booth. On-site staff would be able to sell all fare media, provide general information about CAT, and/or help people navigate the system. This could be a relatively small office with a window.
- **Signage and passenger information.** This includes maps, schedules and any other information that helps passengers better navigate and understand the system. Take-away items such as maps and brochures would ideally be located in an enclosed area, but maps and schedules should also be posted outside in the passenger boarding areas for easy reference.
- **Optional elements.** There are a number of other elements that could be incorporated into the design of the transit center. None of the elements listed below are critical to the success of the facility, but do help improve the experience of using transit for all passengers.

— Bathrooms

— Security cameras

— Retail and/or joint development (such as office or residential)

— Bis-Man Transit operations offices

— Bis-Man Transit administrative offices

URBAN DESIGN

Documents Reviewed include:

- Existing Land Use- City GIS
- Renaissance Zone Development Plan Update 2012- (Appendix B, RZ-Block Spreadsheet)
- Central District Plan (1993)

A review and analysis of existing downtown uses (with an emphasis on retail), a survey of ground floor buildings, and identification of soft parcels that may provide opportunities for redevelopment was conducted.

Existing Land Use

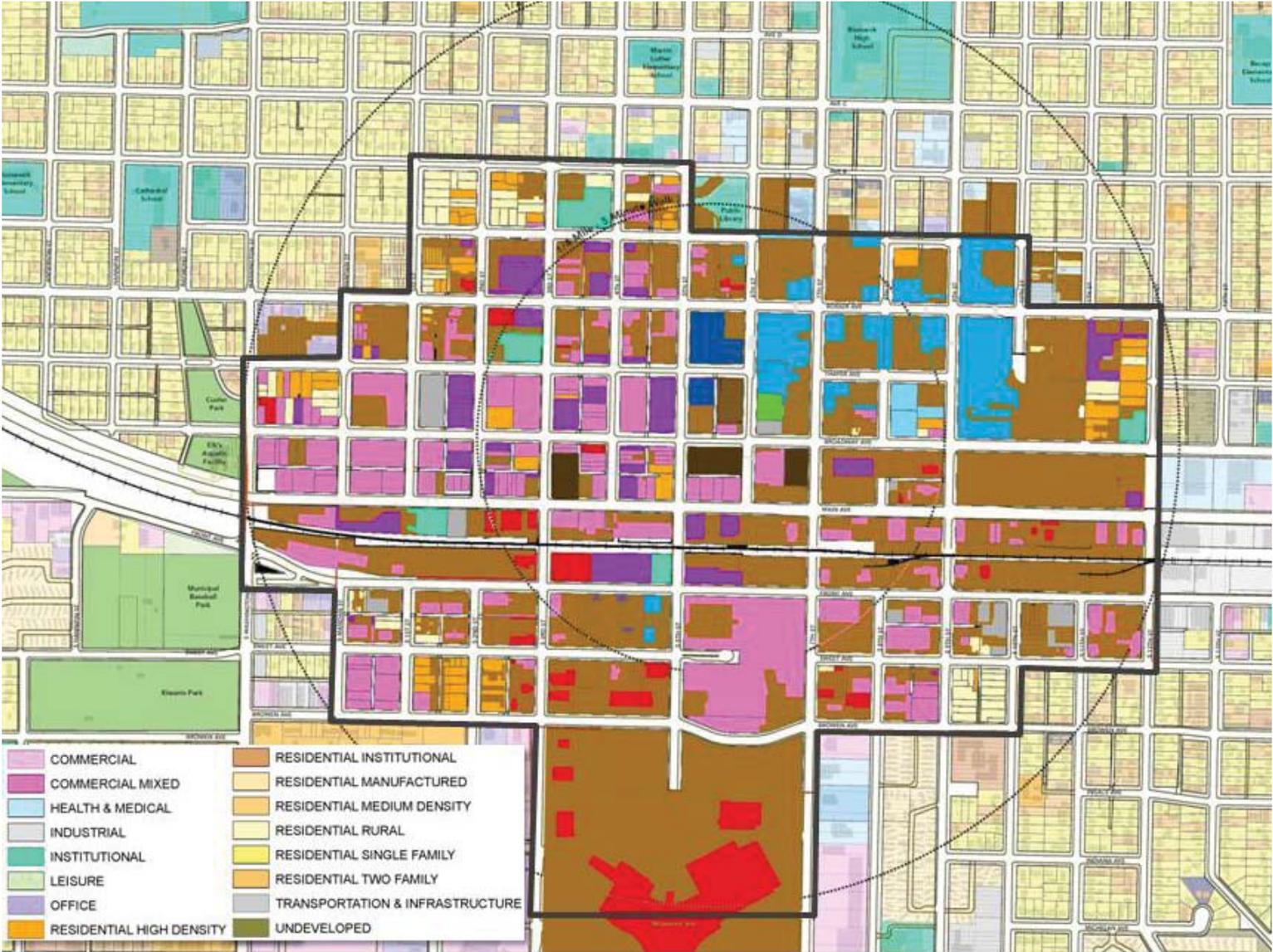
Relevance to the Subarea Study:

Existing land uses provide a snapshot of the type and location of development and investment in downtown.

Analysis

- There is a high concentration of employment in the downtown associated with government, banking, healthcare and education
- There is a severe lack of public space in downtown
- There is a concentration of auto oriented and low intensity development along Main Avenue, Washington Street, 7th Street, 9th Street and south of the railway
- The downtown retail offering is limited and dispersed and competes with the largest concentration of retail located ½ mile south at Kirkwood Mall
- The outer edges of the study area are well defined by mixed-density neighborhoods
- A limited amount of housing exists with an estimated 500 households within the study area
- Significant land area is surface parking and its continued expansion will further deteriorate the downtown investment environment
- Redevelopment opportunities should be directed to low intensity use areas and surface parking lots

Existing Land Uses



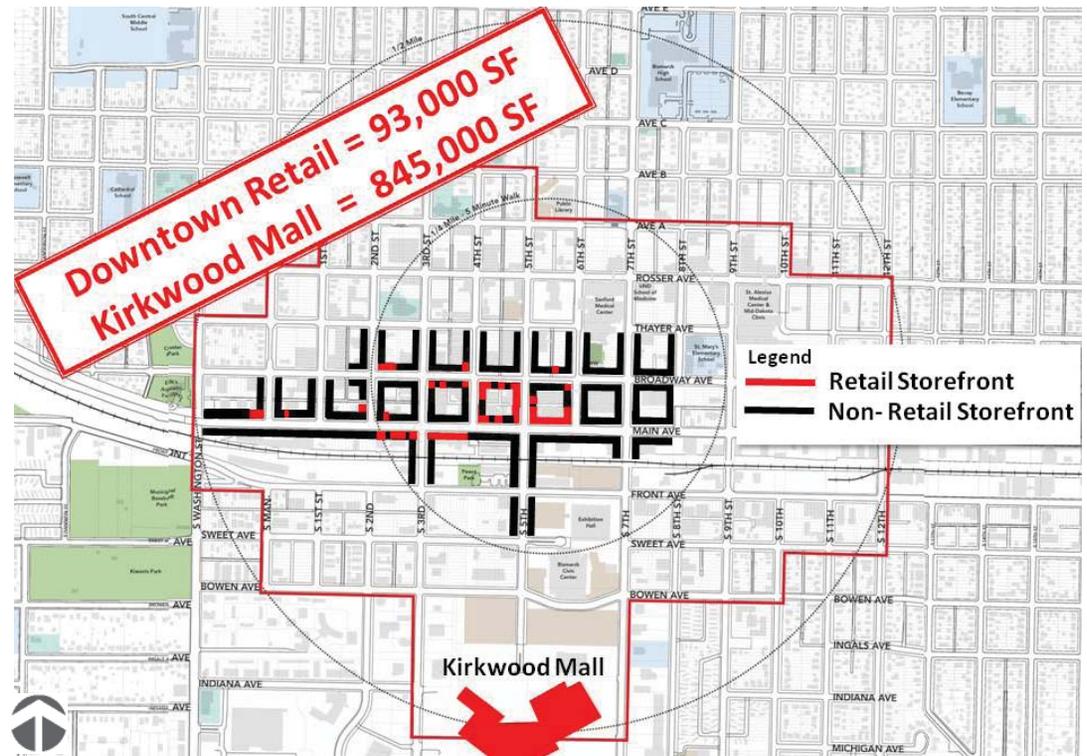
Retail

Relevance to the Subarea Study:

The success of downtown revitalization hinges on the ability to create a retail destination- which typically includes, at a minimum, 150, 000 square feet of street oriented retail concentrated over a four block length (5 minute walking distance). The location of ground floor retail was identified along Downtown’s historic retail streets- Broadway Avenue, and Main Avenue and cross streets.

Analysis

- There is limited street oriented retail (estimated at 93,000 sf)
- Retail is dispersed and not concentrated
- Competing retail destination at Kirkwood Mall (845,000 SF)



Existing Retail Storefronts

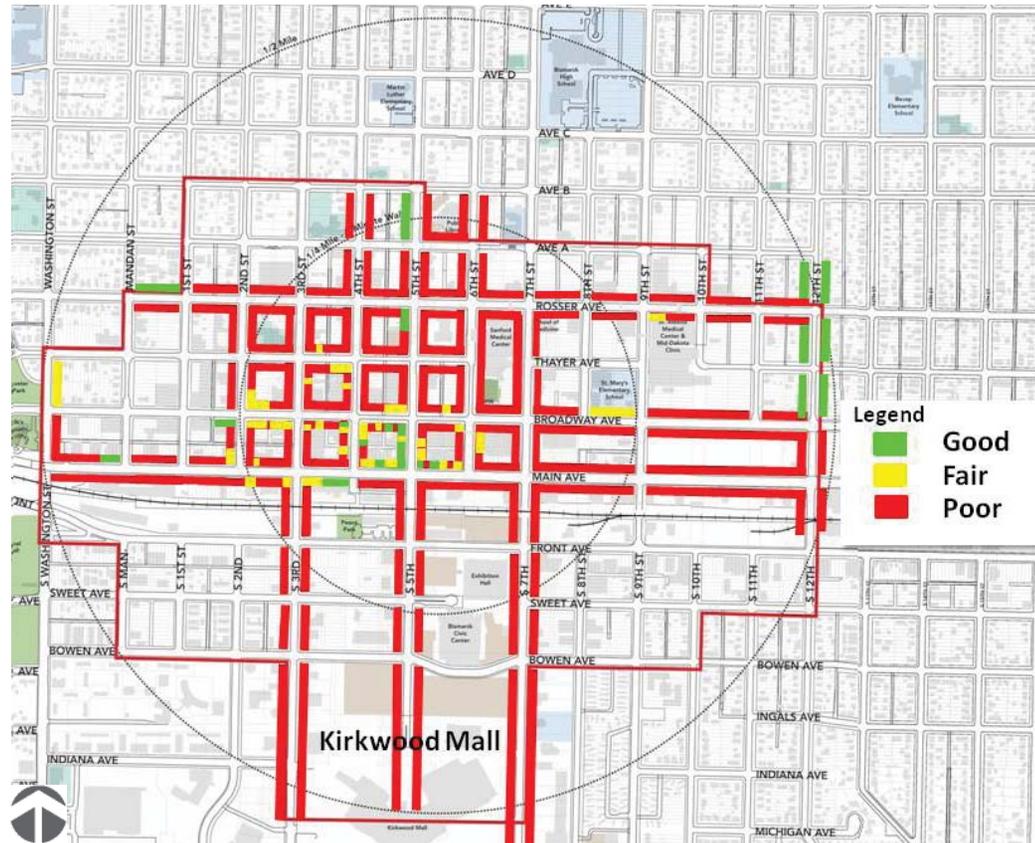
Ground Floor Transparency

Relevance to the Subarea Study:

Ground floors of buildings that incorporate a high level of transparency (50% to 70% of building wall) with windows and doors facing the street create an active edge, animate the public realm and offer a high level of comfort and safety.

Analysis

- The majority of downtown offices, banks, hospitals, the library and government buildings include tinted or reflective glass, blank walls, and limited windows and doors facing the streets
- Residential areas to the north and east of downtown offer a comfortable and safe environment with landscaping and house entries facing the street
- Several blocks along Main Avenue as well as 4th, and 5th Streets provide examples of good active edges and typically include retail, and restaurant establishments with high quality historic building facades



Sidewalks

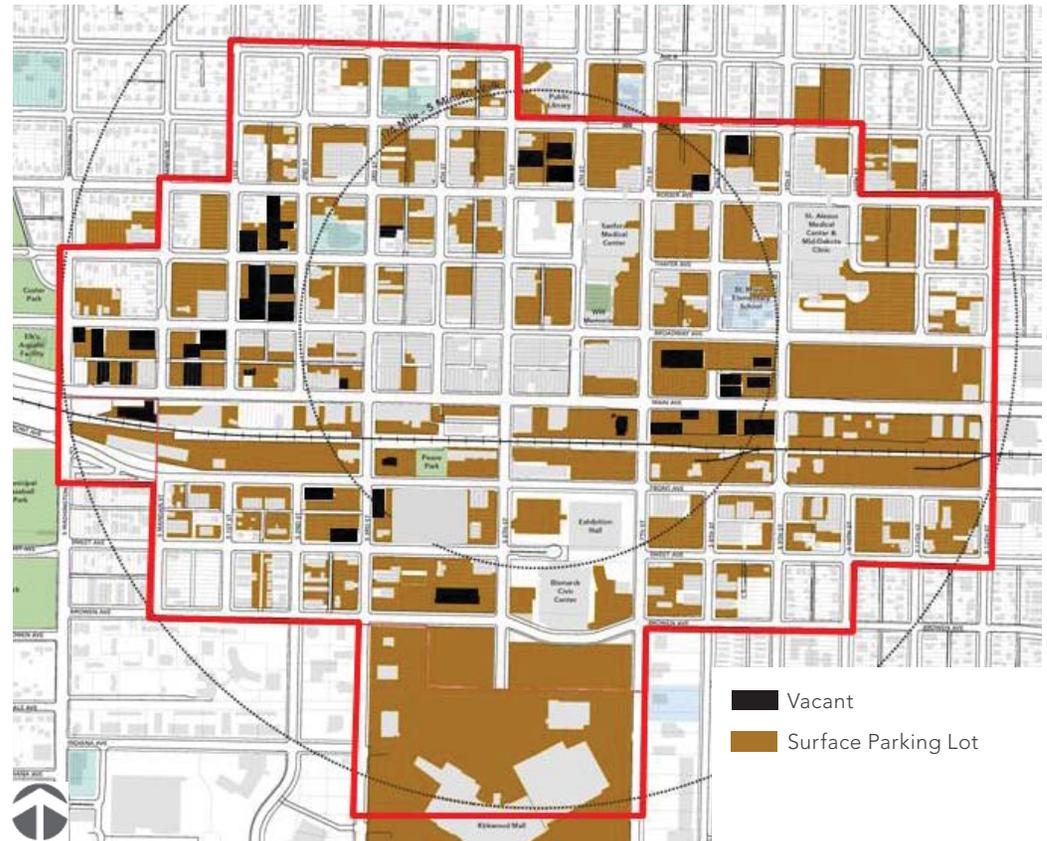
Soft Parcels

Relevance to the Subarea Study:

Potential soft sites include vacant lots, underutilized buildings and parking lots. Soft parcels represent potential opportunities for downtown redevelopment.

Analysis

- Significant land within the study area is parking lots
- Some underutilized buildings exist at the edges of the study area and along Main Avenue, Rosser Avenue, and Broadway Avenue



Soft Parcels

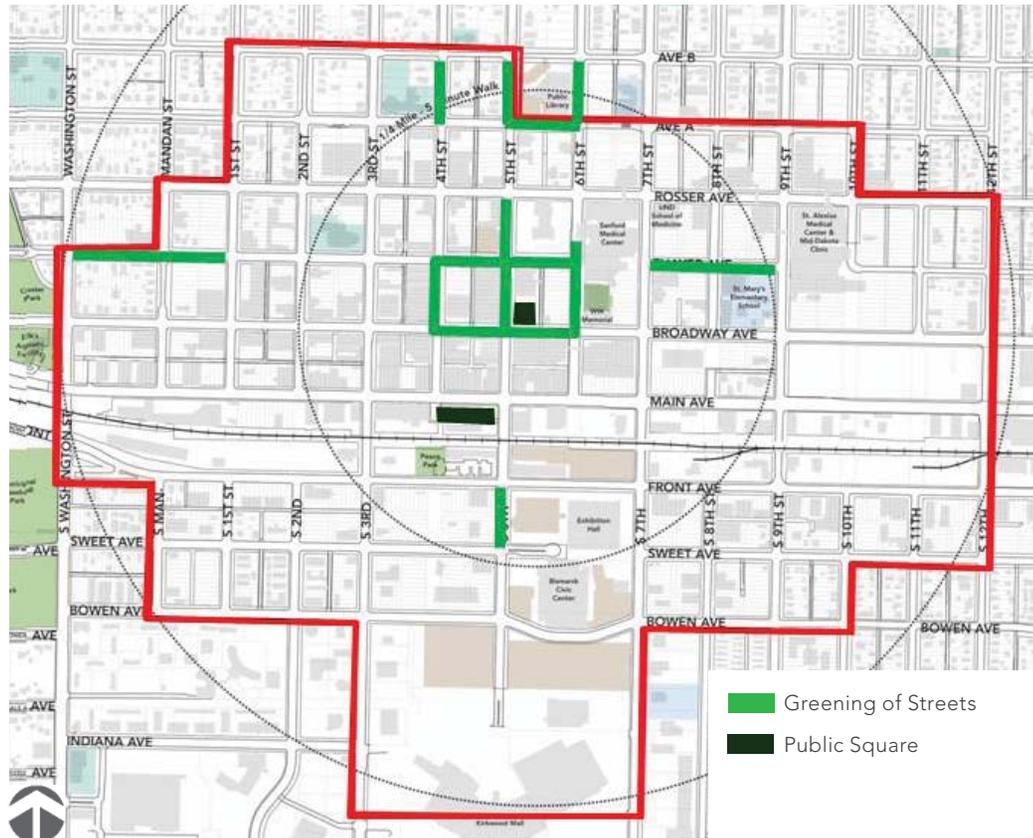
Public Spaces

Relevance to the Subarea Study:

Public spaces such as a public square or park, and additional greening of downtown streets have been identified in the Central Business District Plan as well as other plans and documents as identified on the right.

Analysis

- Chancellor Square has matured with a sizable amount of tree cover
- Existing raised planters in Chancellor Square provide some green relief but also limit the use of downtown sidewalks
- The majority of downtown streets lack street trees
- The Peace Park suffers from an isolated location, limited visibility and is not easily accessible
- The depot public square site identified in the Central Business District Plan provides a limited area not suitable for downtown events
- The Broadway public square site identified in the Central Business District Plan is surrounded by inactive ground floor uses, is less visible, and is not sized well to accommodate larger downtown events



Public Spaces

PLANS, POLICIES, AND REGULATORY DOCUMENTS

Documents Reviewed include:

- Title 14 Zoning
- Land Use/Development Process
- Growth Management Plan (2003)
- Long Range Transportation Plan (LRTP) (2010-2035)
- Transportation Improvement Plan (TIP) (2012-2015)
- Bismarck Strategic Plan (2012)
- MEDAG (2009)
- Bismarck Renaissance Zone Development Plan (2012)
- Central Business District Plan (1993)
- Streetscape Guidelines for Downtown Bismarck (1995)
- Quiet Rail Zone (2008)
- Mobility 2017 (2012)

The following is a review and analysis of existing regulatory codes, relevant plans, standards, guidelines and the development approval process:

Zoning- Title 14

Relevance to the Subarea Study:

Title 14 is the regulating document for zoning uses and establishing development standards in the downtown. Zones include:

Commercial General (CG)- Established as a heavy commercial area located outside the central business district (Downtown Core) to provide commerce and service to the City of Bismarck and surrounding regional market of minimum 7,000 square feet lots, 130' permitted height, and 42 dwellings per acre.

Commercial Regional (CR)- Established as a district in which the principal use of the land is for regional shopping centers and related services of minimum 40 acres- 300,000 square feet gross floor area, 50' permitted height, and minimum parking at 5 spaces/1000 square feet

Downtown Core (DC)- Preserves and enhances the mixed-use, pedestrian-oriented nature of the City's downtown area. The district allows a wide range of uses to enhance downtown Bismarck's role as a commercial, cultural, governmental, health/ medical, entertainment and residential center. Design standards maintain the historical integrity, enhance the quality of design, and preserve human-scale downtown development. Minimum 5,000 to 7,000 square feet lots, and 130' permitted height. Design standards apply within this zone.

Downtown Fringe (DF)- The Downtown Fringe serves to provide a transitional area between the Downtown Core District and adjacent commercial and residential zoning districts. The uses allowed in this district usually require larger parcels and a greater emphasis on automobile access and parking. Minimum 5,000 to 7,000 square feet lots, and 130' permitted height. Design standards apply within this zone.

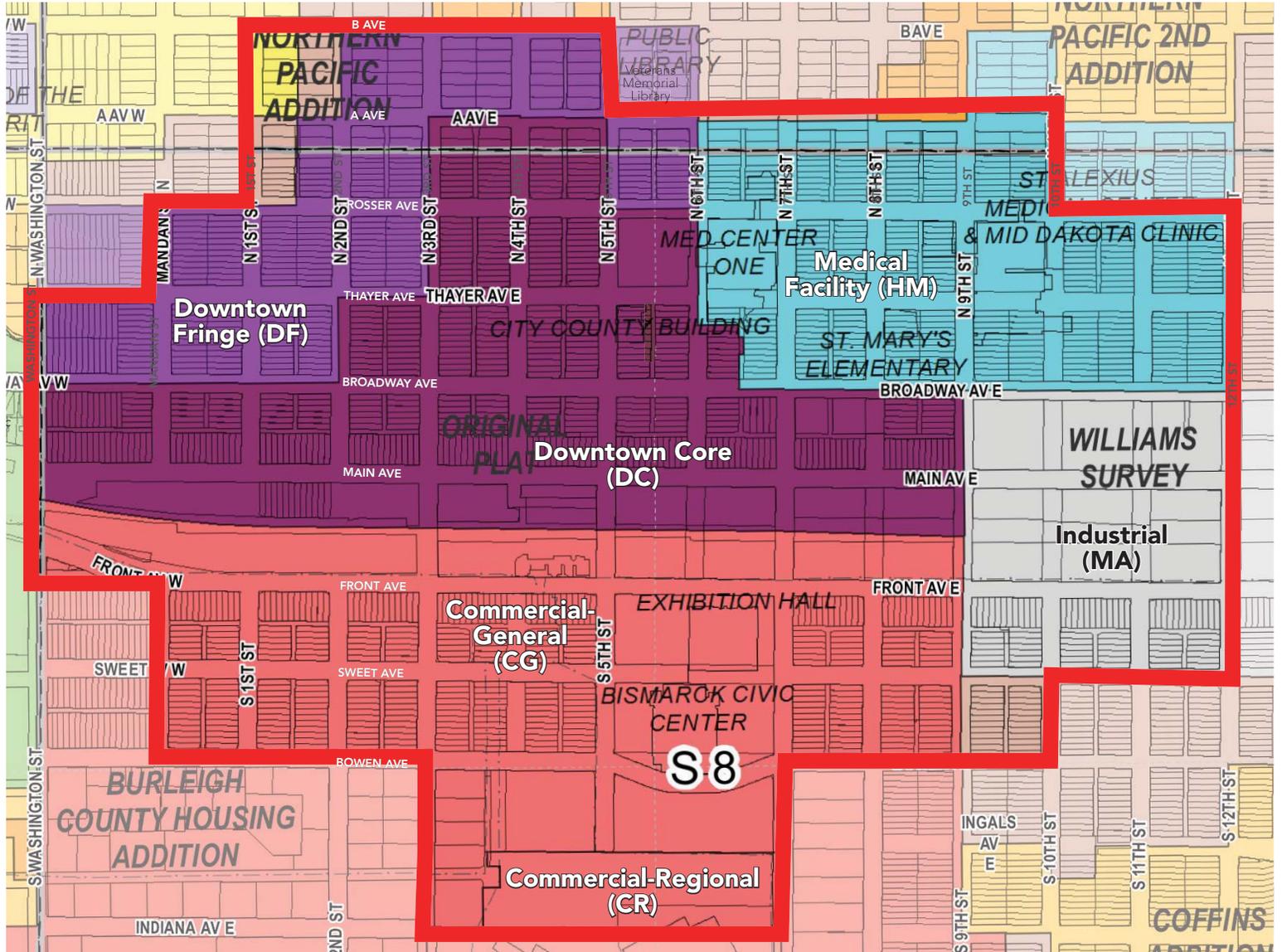
Medical Facility (HM)- Established as a district in which the principal use of the land is for health and medical uses with maximum lot and dwellings the same as the RM residential zone and 50' permitted height with exceptions.

Industrial (MA)- Established as a district in which the principal use of the land is for heavy commercial establishments and non-nuisance industries of minimum 10,000 square feet and 75' permitted height.

Residential-Multi Family (RM)- Established as a district in which the principal use of land is multifamily dwellings and similar high density residential development of 2,300 square feet to 3,795 square feet lots at 30 units per acre and 60' permitted height.

Residential-Single Family (R5)- Established as a district in which the principal use of the land is for single-family dwellings of 7,000 square feet lots at 5 dwellings per acre and 40' permitted height.

Title 14- Zoning Districts



Land Use/Development Process

Relevance to the Subarea Study:

The Planning Division administers land use regulations and coordinates the development application process and includes a City Planning and Zoning Commission that hears requests for major and minor subdivision plats, zoning changes, zoning ordinance text amendments, annexations, special use permits and rural lot splits. The Land Use Development Procedures are indicated below.

	Zoning Change	PUD Amendment	Major Plat/ Vacation	Minor Plat	Annexation/ Detachment	Special Use Permit	Zon Ord Text Amendment	Street Name Change
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APPLICATION:

Appl. Deadline	33 days prior	33 days prior	33 days prior	33 days prior	33 days prior	33 days prior		
Fee	\$500 \$650 - PUD	\$450	\$850-plat (6) \$475-vac	\$600 (6)	\$325	\$275		
Est. Approval Time	120 days	45 days	120 days	45 days	45 days	33 days	120 days	30 days

PLANNING COMM:

Consideration	Yes	Yes	Yes		Yes		Yes	
Public Notice	once/wk 2 wks prior		once/wk 2 wks prior	once/wk 2 wks prior				
APO Notification	10 days prior	10 days prior	10 days prior	10 days prior		10 days prior		
Public Hearing	Yes	Yes	Yes	Yes		Yes	Yes	

CITY COMM:

Consideration	Yes		Yes	Yes	Yes		Yes	Yes
Petition								
Public Notice	once/wk 2 wks prior				once/wk 2 wks prior (1)		once/wk 2 wks prior	
APO Notification								10 days prior to cons.
Public Hearing	Yes				Yes		Yes	

MISC:

Legal Notice	once after approval	once after approval					once after approval	
Appr. Instrument	Ordinance	Ordinance	Motion	Motion	Ordinance or Res.	Motion	Ordinance	Resolution
Record			Yes	Yes	Yes			Yes

LEGAL:

References	ZO Sec. 14-07 NDCC 40-47	ZO Sec. 14-04-18	ZO Sec. 14-09 NDCC 40-48/40-50	ZO Sec 14-09 NDCC 40-48/40-50	NDCC 40-51.2	ZO Sec. 14-03-08	ZO Sec. 14-07 NDCC 40-47	ZO Sec. 14-09-12
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Land Use/Development Process

	Street/Alley Vacation (3)	Setback Line Vacation	Non-Access Line Vacation	Release of Easement	Lot Modification (4)	Rural Lot Splits (5)	Fringe Area Road Master Plan Amendment	Land Use Plan Amendment
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APPLICATION:

Appl. Deadline						33 days prior	33 days prior	33 days prior
Fee	\$250		\$200	\$150	\$25	\$275	\$250	\$250
Est. Approval Time	45 days	30 days	21 days	14 days	7 days	33 days	120 days	120 days

PLANNING COMM:

Consideration							Yes	Yes
Public Notice						once/wk 2 wks prior	once/wk 2 wks prior	once/wk 2 wks prior
APO Notification						10 days prior	10 days prior	10 days prior
Public Hearing						Yes	Yes	Yes

CITY COMM:

Consideration	Yes	Yes	Yes	Yes			Yes	Yes
Petition	Yes		Yes	Yes				
Public Notice	once/wk 4 wks prior (7)	once/wk 2 wks prior	once/wk 2 wks prior				once/wk 2 wks prior	once/wk 2 wks prior
APO Notification		10 days prior (2)						
Public Hearing	Yes	Yes	Yes				Yes	Yes

MISC:

Legal Notice	once after approval							
Appr. Instrument	Resolution	Resolution	Resolution	Resolution	Letter	Motion	Resolution	Resolution
Record	Yes	Yes	Yes	Yes		Yes		

LEGAL:

References	NDCC 40-39				ZO Sec 14-09 NDCC 40-48/40-50	ZO Sec 14-09-04	Department Policy	Department Policy
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Land Use/Development Process

Renaissance Zone Development Plan (Revised 2012)

Relevance to the Subarea Study:

The Renaissance Zone was established to encourage reinvestment in downtown and encompasses a 39-block area in downtown. The Renaissance Zone provides:

- Tax exemptions and credits to both residents and businesses for revitalization and redevelopment activities within the Zone.
- Property tax and income tax incentives to property and business owners who invest in qualified projects.

The Renaissance Zone and development plan is administered by the Community Development Department.

Growth Management Plan

Relevance to the Subarea Study:

The Growth Management Plan consists of a policy plan for development and services, a generalized future land use plan and a parks, open space and public land plan within a set boundary that approximates the four-mile extraterritorial jurisdiction. The boundary includes the City of Bismarck, and numerous townships within Burleigh County.

Long Range Transportation Plan (LRTP) (2010-2035)

Relevance to the Subarea Study:

The LRTP recommends the following multimodal improvement program elements to address future impacts on the region’s mobility.



Renaissance Zone Boundary Map

- Roadway system improvements that address safety, congestion/serviceability, and connectivity/accessibility goals.
- Non-motorized system investments that plan for an expanded trail network and establish an on-street bicycle route system.
- Transit system expansions that provide opportunities for the fixed route bus system to provide enhanced service through 2035.
- Travel demand management programs that will help address the longterm travel needs of the metropolitan area, leveraging the project/program investments recommended by managing the growth in travel demand on the multimodal system.
- Detailed corridor/subarea studies of areas and issues that require more work than is associated with the LRTP

Transportation Improvement Program (TIP) (2013-2016)

Relevance to the Subarea Study:

The 2010-2035 Long Range Transportation Plan details the “long range” and “short range” transportation improvement projects for the next 25 years. The TIP is part of the planning process that encompasses projects that are consistent with the “short range” project portion of the 2010-2035 Long Range Transportation Plan.

- There are no TIP projects planned within the study area for the 2013-2016 time period

Bismarck Strategic Plan (2012)

Relevance to the Subarea Study:

The Strategic Plan serves as a collectively supported, integrated road map of how Bismarck moves toward its desired future. Keith Hunke, Assistant City Administrator, in consultation with Bill Wocken, City Administrator, Mayor Warford and City Commissioners, and members of the Project Team, has assumed the responsibility for ensuring the Strategic Plan is implemented. The following are strategic plan goals and objectives directly relevant to downtown.

- **Enhance revitalization efforts for the downtown area.**

Objectives:

1. Update downtown master plan.
2. Explore funding opportunities and work with developers and partners to explore open space.
3. Lead and explore marketing of the Renaissance Zone and CORE program.

- **Become a destination place.**

Objectives:

1. Establish a public civic square in the downtown area.
2. Create a first class full service convention center.
3. Work with community partners to develop and implement a plan for jointly promoting special events and attractions regionally and nationally.

- **Downtown: To have a vibrant, lively and attractive destination as the heart of the community.**

Objectives:

1. Increase market-rate housing quantities and availability
2. Implement a Quiet Rail Zone
3. Relieve parking problems along the Rosser Avenue corridor between 3rd Street and 7th Street with the development of a ramp
4. Implement a public plaza or public open space along the north side of Broadway Avenue between 5th Street and 6th Street.
5. Update the Downtown Master Plan.
6. Help facilitate and support collaborative efforts to develop an arts and cultural center
7. Multimodal transportation opportunities and facilities

Mayor’s Economic Development Advisory Group (MEDAG) 2009

Relevance to the Subarea Study:

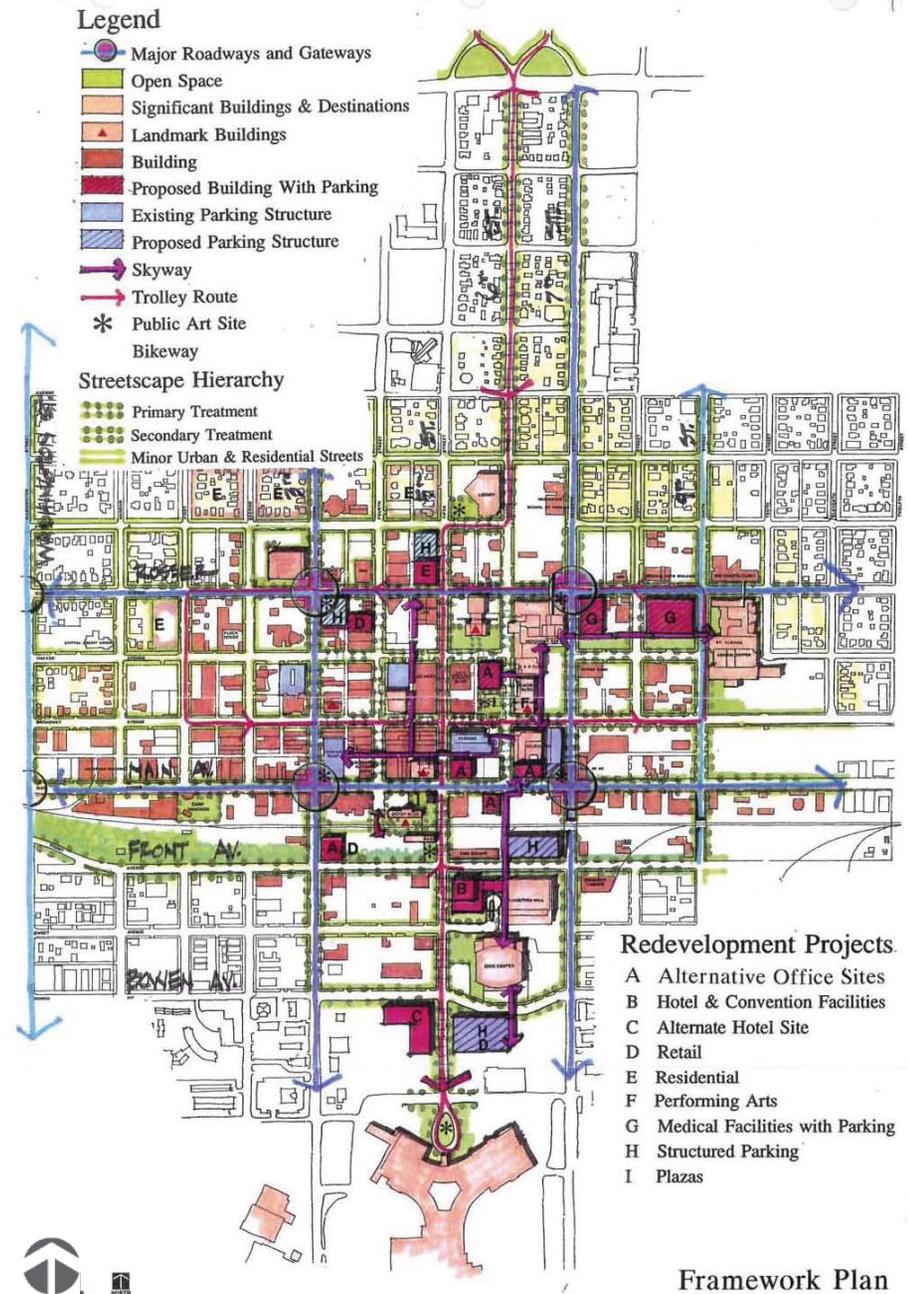
The Mayor’s Economic Development Advisory Group was established by Bismarck Mayor John Warford and Mandan Mayor Tim Helbling and supported by the City Commissions of Bismarck and Mandan. The group met bi-weekly over a four-month period between October 2008 and January 2009. The group’s purpose was to produce a set of initiatives/recommendations that could enable more efficient and effective local economic development efforts. Key elements include Civic Center improvements, the creation of an Applied Energy Technology Center and Great Plains Energy Corridor headquartered in Bismarck.

Central Business District Plan (1993)

Relevance to the Subarea Study:

The Central Business District Plan represents a guide for urban design efforts that support downtown revitalization within the study area. Elements of the plan include:

- The Vision for Downtown and Guiding Design Principles
- A Framework Plan for Redevelopment
- Transportation and Parking Elements that support mobility and parking
- Implementing actions for Downtown Redevelopment, the Design and Appearance of Downtown Buildings and Streets and Transportation and Parking



Central Business District Plan

Framework Plan

Streetscape Guidelines for Downtown Bismarck (1995)

Relevance to the Subarea Study:

The design guidelines apply to redevelopment of Bismarck's downtown streets. The guidelines include street hierarchies and guidelines for site planning, building massing, and landscaping. The street hierarchies include:

- Primary Downtown Street-within the core retail, business, and cultural areas to receive the most intense streetscape treatment
- Secondary Downtown Street- outside the downtown core and provide linkages between residents and downtown to receive a moderate use of streetscape elements
- Special Streets- Located along, Main Avenue, 5th Street, and Front Avenue that serve special functions as the major approaches into downtown and will require special design treatments

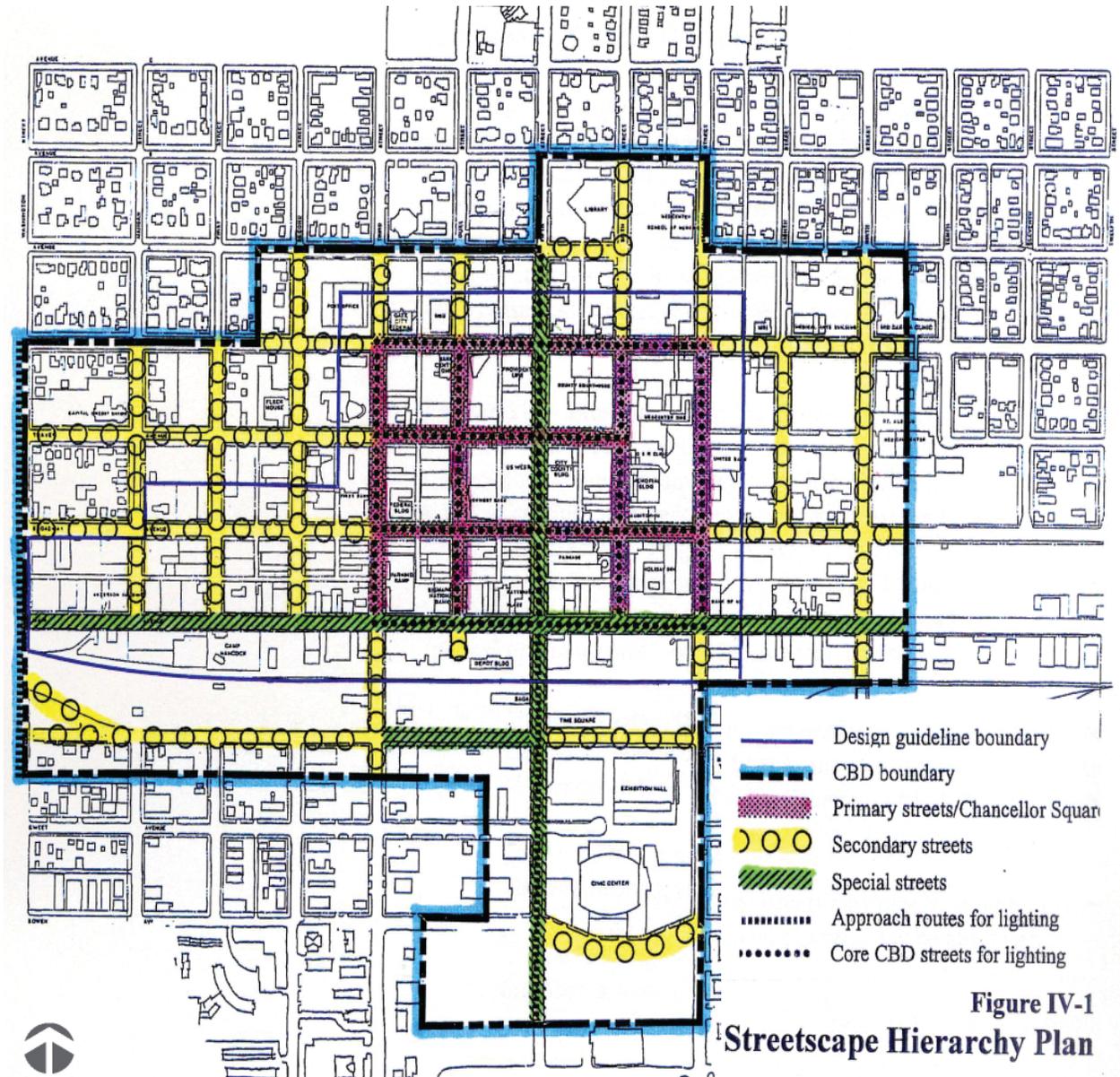


Figure IV-1
Streetscape Hierarchy Plan

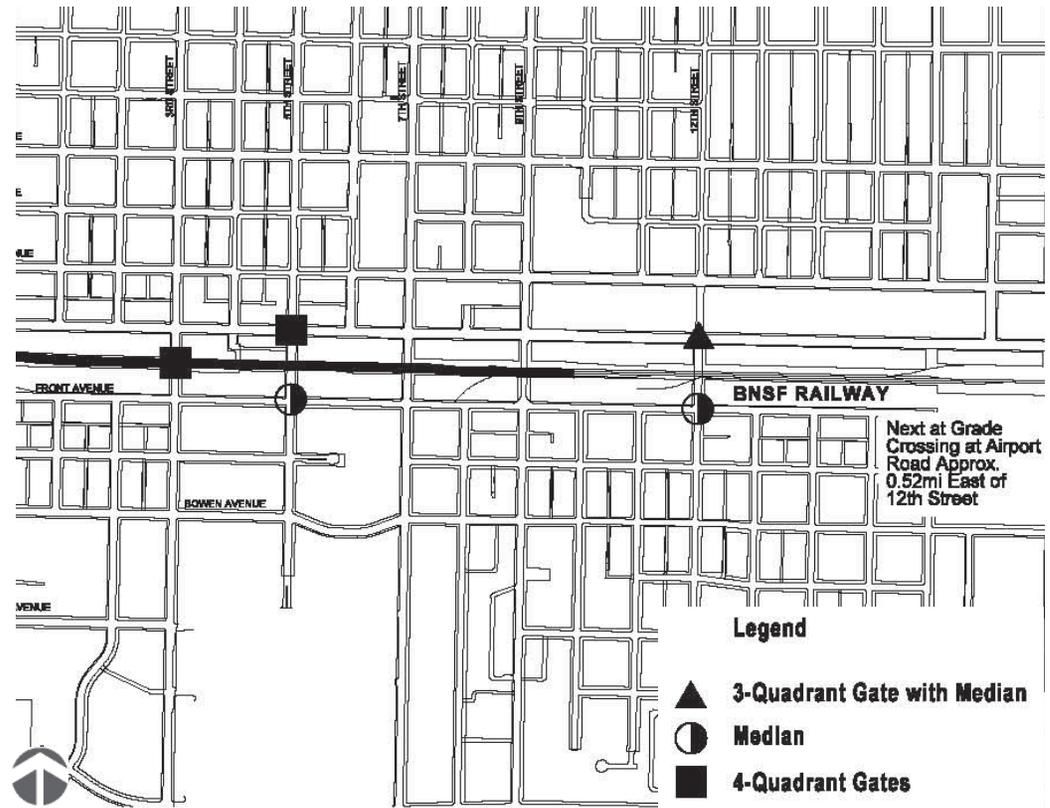


Central Business District Streetscape Design Plan

Quiet Rail Zone Assessment (2008)

Relevance to the Subarea Study:

Quiet Rail is anticipated to reduce the negative impact of noise associated with rail freight service and is a key action determined by the City to improve conditions for adding housing in the downtown. The City of Bismarck completed an assessment of a Quiet Rail Zone between 3rd and 12th Streets that included a range of alternatives. The City is currently funding pre-engineering and design services to implement the quiet rail zone. The cost of implementing at-grade crossings at 3rd, 5th and 12th Streets is estimated at \$3,700,727. Funding will likely come from TIF funds of the downtown Urban Renewal District.



Quiet Rail Zone Assessment

Mobility 2017 Transit Plan (2011)

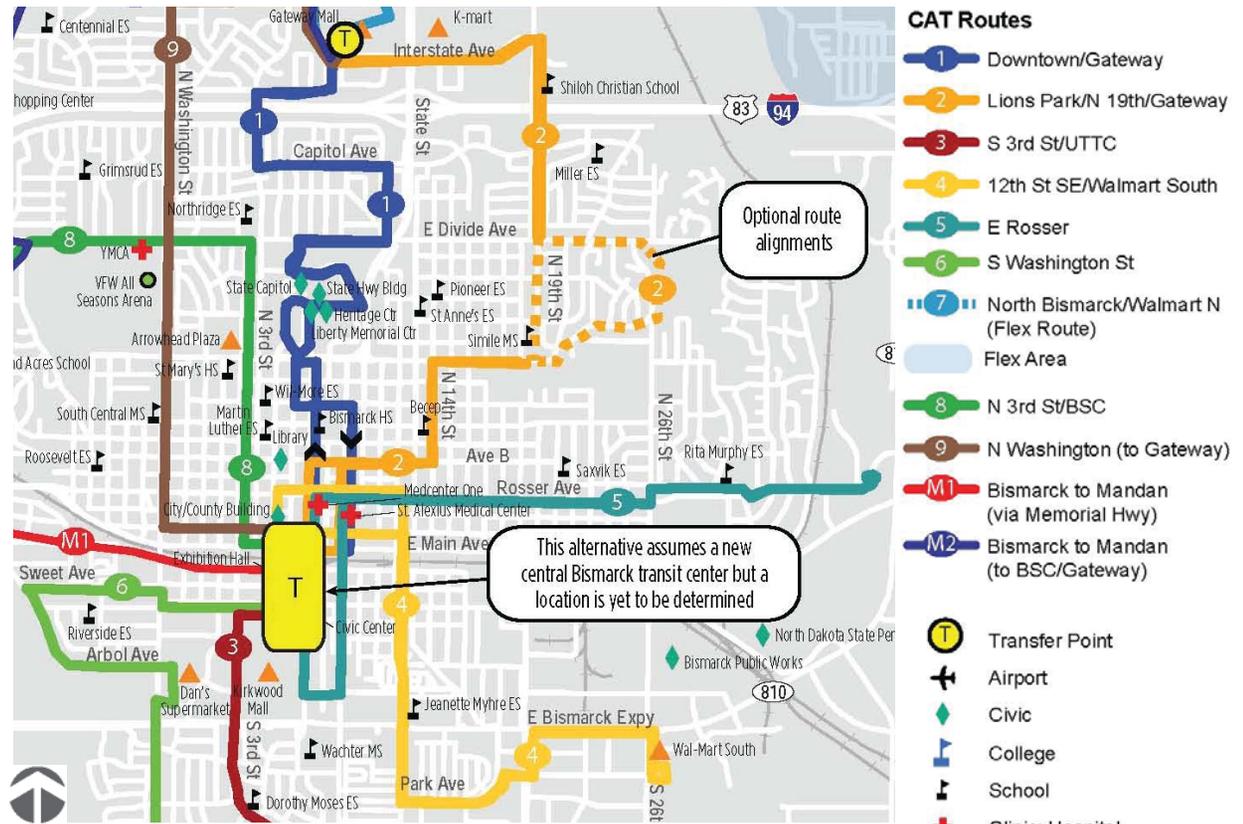
Relevance to the Subarea Study:

The purpose of Mobility 2017: Transit Roadmap for Bismarck and Mandan, is to undertake a comprehensive review of transit services to ensure the bus network keeps up with demand, addresses the diversity of needs, and is sustainable.

Fixed-Route Service Recommendations

Alternatives were developed (1) that assume no significant change in funding (status quo) but assume different levels of service restructuring and (2) an expansion in funding for fixed-route service in Bismarck and Mandan in line with a significant service restructure. The recommended alternative calls for a service expansion with the following objectives:

- Increase funding; improve service headways. Although the proposed route structure could be implemented with no change in funding, the recommendation is to shift a greater level of resources into the operation of fixed-route service to allow for better frequencies (minimum of 60 minutes midday, 30 minutes peak)
- Match service levels with demand. The focus is on enhancing ridership rather than providing coverage throughout the region
- Eliminate one-way loops. Bi-directional service provides the most direct routing and eliminates confusion associated with service that is provided in only one direction
- Minimize or eliminate double transfers. With the exception of one route in north Bismarck, all routes would pulse into and out of a single transfer location



Recommended Transit Routes

- De-emphasize service to elementary and middle schools, allowing for school tripper service if necessary
- Locate a transit center downtown

Future service expansions could include later service hours, Sunday service, or new routes to the University of Mary and Lincoln, with dedicated funding for those services.

FINANCING

Documents Reviewed include:

- Renaissance Development Zone Plan- 2012
- Core Phase II- Implementation Plan, 2006
- Growth Management Plan

Relevance to the Subarea Study:

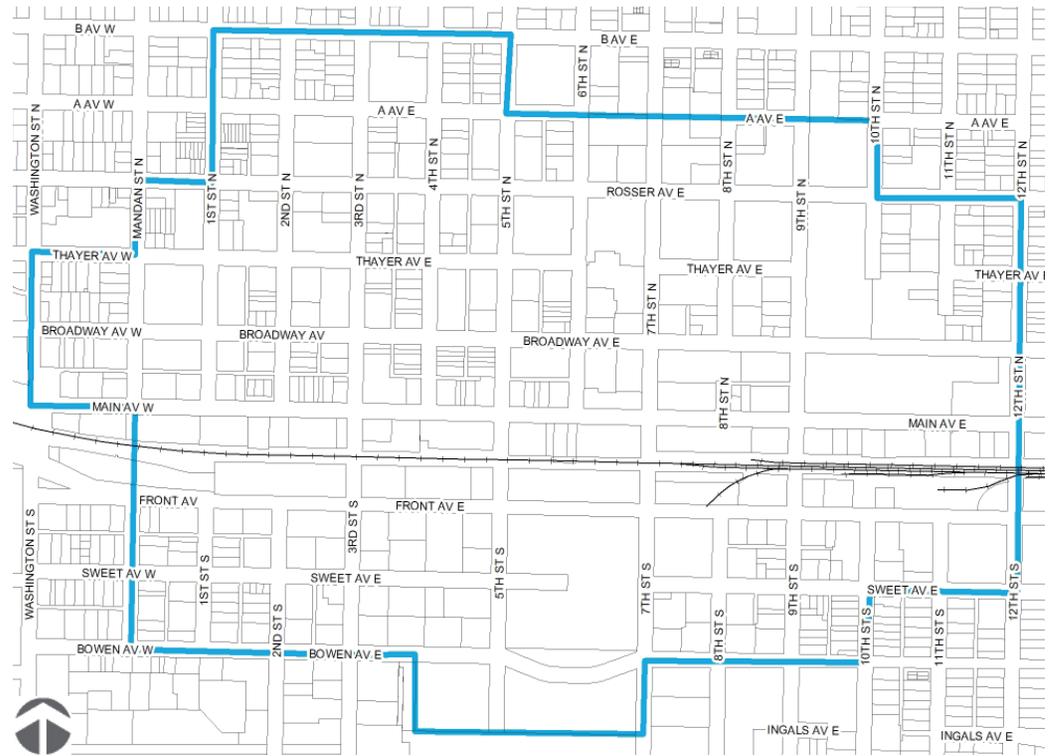
A primary source of funding for downtown projects is tax increment financing available throughout the study area. The current reserve of TIF funds are estimated at approximately \$9 million. Two committed downtown projects- the planned 6th Street Ramp and Quiet Rail improvements have the potential to consume all or a portion of the available TIF funds.

Analysis:

The City of Bismarck has a variety of fiscal resources to assist in the implementation of downtown projects. The methods used to finance infrastructure and other public improvements can influence how development and growth occur within the City. Property taxes, special assessments, sales tax, enterprise funds, community development block grants, and state and federal aid programs are some revenue resources available. These resources can be applied on a case-by-case basis to help achieve the goals and objectives of the Subarea Study.

CORE Incentive Program

The CORE Program was created to stimulate new development in the downtown area and fund projects that will serve as the foundation for future downtown development. These incentive programs are funded by the Downtown Tax Increment District and are available to property owners, developers and tenants for projects within that District. All CORE Incentive Program grants and awards are discretionary and will be considered on a case-by-case basis.



Tax Increment Finance District and CORE Boundary

The funds include:

1. Façade Grant program provides 50% matching funds made to building facades
2. Housing Incentive Grant program provides 20% matching grants for the creation or rehabilitation of housing units within the downtown area
3. Technical Assistance Bank offers financial assistance for professional design services from licensed architects and engineers
4. Sidewalk Subsurface Infill program offers grants for work within the public right-of-way needed to fill subsurface vaults under sidewalks

Property Taxes

Property taxes are a primary revenue source for local government. Tax rates apply uniformly to all property within the City regardless of what the property creates in terms of costs or benefits within the community. For this reason, property taxes are usually used to fund City operations.

Special Assessments

Special assessments are used to levy the costs of specific improvements against the properties that directly benefit from the improvements. Special assessments are traditionally used for infrastructure improvements, including roadways, sanitary sewer, storm sewer, and water mains.

In new subdivisions, the developer is responsible for paying trunk line charges, right-of-way grading, basic water and sanitary sewer main costs up front, with the remainder of the improvements generally being assessed to the individual lots within the subdivision. The North Dakota Century Code also allows the use of special assessments to develop public parks.

Sales Tax

As a home rule municipality, Bismarck has the authority to utilize sales tax to fund specific projects and reduce property taxes. This 1% sales tax is currently used to fund roadway construction and maintenance of City facilities, economic development activities, and to offset property taxes by an equivalent of 25 mills. Sales tax is also used to fund community betterment projects, which are voted on by the residents of Bismarck. The most recent vote in 2002 authorized funding for several project that would not otherwise have funding, such as the construction of a new fire station, construction of the new 911 emergency center, development of new recreational trails, and improvements to the Community Bowl.

Enterprise Funds

The City also has several enterprise funds, which are self-supporting and function much like a business in that fees are charged for services in order to cover the cost of operation and equipment replacement. Enterprise

funds within the City include the airport and flightline operations, the solid waste utility (collection and landfill), the water and sewer utility (water treatment & distribution, wastewater collection & treatment, and stormwater management facilities), and the Parking Authority operation.

Special Revenue Funds

Several operations of the City also operate as special funds, including the arena and exhibit functions of the Civic Center, the public library, specific function of the roads and streets department (snow gates and street lighting/traffic signals), and specific law enforcement activities. The lodging and restaurant tax used for capital construction and government grants are also budgeted as special revenue funds. The City of Bismarck is an entitlement community for Community Development Block Grants. These funds must be used for projects that benefit low and moderate income households, eliminate slums and blight, or mitigate a life-threatening situation. In Bismarck, CDBG funds may be utilized for infrastructure improvements in low and moderate income neighborhoods. The City is also eligible to apply for a variety of state and federal aid programs including funding for transportation plans, airport improvements, stormwater management studies, and qualified capital improvements.

Development Impact Fees

Although development impact fees are not utilized extensively in Bismarck, they should be considered. Developers would set aside funds to be used as a portion of required future infrastructure (such as roadways, traffic signals, stormwater management facilities, etc) benefiting the property being developed. This would help eliminate the need for general taxpayer subsidy of improvements that primarily benefit specific properties.

DEMOGRAPHICS

Documents Reviewed include:

- Mobility 2017- Community Profile and Demographics
- Long Range Transportation (LRTP-2010-2035)

The following is a review of existing demographics and future growth trends.

Relevance to the Subarea Study:

Market and demographics information provides a snapshot of the community demographics and historical development trends within Bismarck.

Analysis: According to the 2010 U.S. Census, the population of Bismarck is 61,300. Bismarck is a regional center of government, health care, education, and retail. Recently, Bismarck experienced considerable population and employment growth in its northern neighborhoods, mostly due to new and expanding retail centers along or north of I-94. Between 1990 and 2010 population growth remained relatively stable, at or around 10% per decade.

Major Employers and Projected Growth

The employment breakdown of major employers includes:

- The State of North Dakota employs 4,400 people
- Sanford, the St. Alexius Medical Center, the City of Bismarck, and the United States Federal Government
- Kirkwood Mall, City/County government and Bismarck Public School
- By the year 2035 employment growth, for the most part, will be concentrated in locations outside of downtown; in areas north of I-94 and along U.S. Highway 83 in Bismarck
- Growth is also anticipated to be high in eastern parts of Bismarck, along the East Bismarck Expressway and points further east

Existing Population and Projected Growth

Population density is highest in and around downtown Bismarck. The neighborhoods surrounding the State Capitol Building and Hillside Park average 5,000 people per square mile and greater. Densities are also high both north and south of I-94 along North Washington Street, as well as in the areas to the north and south of the Bismarck Expressway, along South Washington Street. By the year 2035, the Bismarck-Mandan MPO anticipates that household growth will be:

- Highest in locations outside of already urbanized Bismarck and Mandan, to the north, east, and south of the downtowns of both cities
- The areas north of I-94 will see the highest rates of growth, along U.S. Highway 83 in Bismarck, and along Highway 1806 in Mandan
- West of Bismarck Municipal Airport along East Burleigh Avenue and South Washington Street, the areas immediately east and west of the Bismarck Expressway
- In areas in the southeast corner of Bismarck- land along both sides of the Missouri River south of I-94

**Bismarck-Mandan Area
Major Employers**

Sector	Company	Number of Employees
Government	State of North Dakota	4,400
Healthcare	Sanford Medical Center- Bismarck	3,038
Healthcare	St. Alexius Medical Center - Bismarck	2,176
Education	Bismarck Public Schools	1,714
Government	The U.S. Federal Government	1,200
Government	City of Bismarck	864
Energy	Dakota/Great Plains Gasification Plant	700
Telecommunications	Aetna	618
Education	Mandan Public Schools	572
Energy	MDU Resources Group - Bismarck	537
Healthcare	Missouri Slope Lutheran Care Center	530
Education	Housing Industry Training (HIT)	501
Energy	North American Coal - Coteau Mine	500
Telecommunications	Coventry Healthcare	475
Retail	Dan's Super Markets	470
Healthcare	Mid-Dakota Clinic	465
Energy	Basin Electric Power Cooperative	459
Education	University of Mary	435

MEETINGS/PUBLIC WORKSHOP #1 SUMMARY

Meeting Summary

Downtown Bismarck Subarea Study
Meetings & Public Workshop #1
March 13 & 14, 2013

1

Summary

The first of the Downtown Bismarck Subarea Study committee and stakeholders meetings and public workshop were held on March 13th and 14th, 2013. During that period, the consultants presided over a total of 10 one-on-one hour-long meetings with a Technical Advisory Committee, a Steering Committee, and stakeholder groups at the City/County Building located at 215 5th Street.

The Public Workshop #1 was held on March 13th from 5:30-7:00pm at the Civic Center Room 205 and was attended by approximately 30 community members.

Meetings and Workshop Purpose

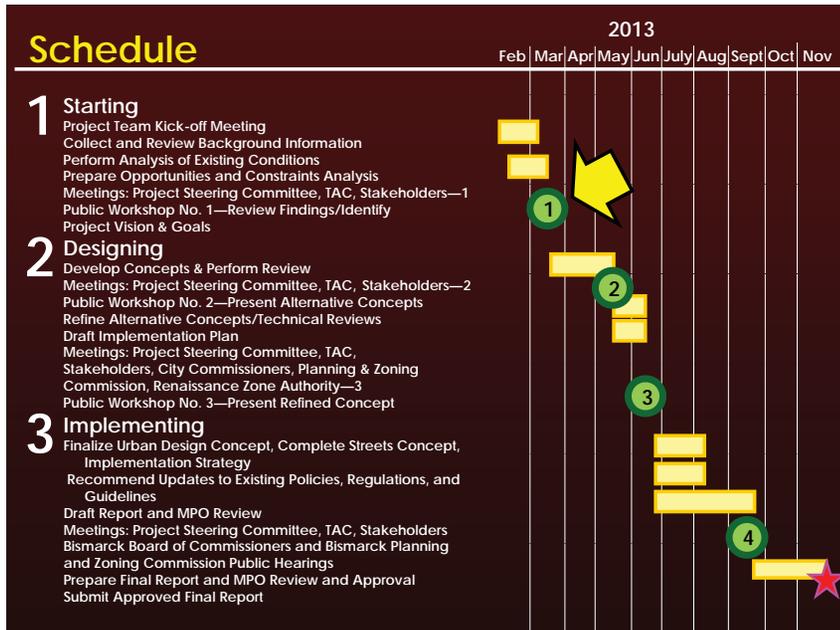
The purpose of the meetings and workshop was to:

- Inform the committees, stakeholders, and citizens about the planning process
- Obtain thoughts on key issues that need to be addressed
- Answer questions

Each meeting began with the consultants presentation of the project process and schedule (shown above right) and analysis of the opportunities and challenges of the study area. Following the presentation, attendees discussed the issues and concerns over table maps. The workshop portion concluded with table reports from each group summarizing the discussion. Written response sheets (shown below right) were provided to all with the purpose of documenting the top issues and concerns as well as the areas presenting special design opportunities.

The following pages include:

- Project Goals
- Response Sheet Tally- Issues, Concerns, & Opportunities
- Areas for Special Design Opportunities and Concern
- Consultant Identified Constraints & Opportunities



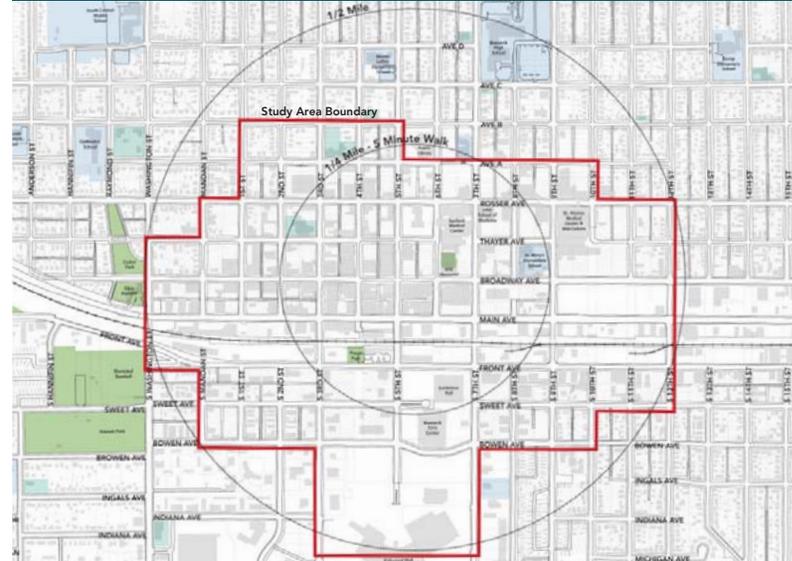
Project Process & Schedule

Response Sheet

Downtown Bismarck SubArea Study Meetings & Public Workshop #1 March 2013

1

Study Area



Opportunities and Constraints

On the map above, please note areas you believe:

- Present special design opportunities
- Present design constraints

Issues and Concerns

List your top three issues and concerns:

1. _____
2. _____
3. _____

Additional Comments

Please note additional comments on the back of this sheet.

Name (optional): _____

If you need additional time to respond, please return your comments through:

MAIL: 520 SW Yamhill, Roof Suite 4, Portland, OR 97204 **WEB:** www.DowntownBismarckStudy.com/public-meetings

Project Goals

A summary of the response sheets' issues and concerns form the basis for creating the project goals.

In all, sixty-four response sheets were collected and fifteen project goals were identified as indicated below.

These goals will guide the planning and development of the Subarea Study concepts throughout the planning process.

Goal	Times Mentioned
Create a Public Square or Gathering Space	36
Ensure A Pedestrian-Friendly & Walkable Downtown	28
Develop a Downtown Parking Strategy that Maximizes Existing & Future Ramps	28
Strengthen the Downtown Shopping & Entertainment Experience	25
Increase Downtown Housing	17
Introduce More Greenery into Downtown Streets	14
Encourage Biking Downtown	14
Improve Traffic Access In & Out of Downtown	12
Preserve and Enhance Historic Buildings	9
Develop a Downtown Multi-Modal Transit Hub	9
Improve the Linkage Between Downtown, the Civic Center & Kirkwood Mall	8
Identify Opportunities for New Downtown Development	7
Incorporate Public Art into Streets & Public Spaces	6
Convert Chancellor Square to Two-Way	6
Locate a Downtown Trolley Route	5

Response Sheet Tally - Issues, Concerns, and Opportunities

concerns, and downtown opportunities mentioned in the response sheets collected from the committees and stakeholder meetings, Public Workshop #1, and online submissions via the project website. Comments are grouped under the over arching project goal.

Create a Public Square or Gathering Space

1. Steering, Technical and Stakeholder Meetings

- Green space- Centralized location is key (lot south of City/City building)
- Open space- if I live downtown I need a place for dog
- No space downtown- how it was designed
- Establishing a public gathering space-focal point
- Green space: places to gather, relax, enjoy time- Beautiful space!
- Downtown Plaza with performing arts space
- The need for a new gathering green space in downtown- downtown 'plaza'
- Lack of Green space, trees
- Need a destination park in downtown
- No green space/outdoor activity space

2. Public Meeting

- Green space/town square
- Civic square
- Civic Plaza on 5th street – Mall on side and Heritage center on other
- City plaza/square- green space that may be highly programmed
- Civic Plaza
- Plaza
- Civic square= do a kid play fountain
- Plaza at Broadway- 5th and 6th street
- The community space;/living room// benches
- Turning the depot lot in to a plaza would be beautiful but strain on parking which is already distressed (would impact older customers
- The plaza– absolutely needed, everything will build around this! (5th and Broadway)

- Need city plaza that attracts all demographics
- Green space/gathering/fountain
- Public green spaces/pedestrian ways/gathering spaces
- Park at 5th to 6th on Broadway
- Park/plaza at Fiesta Villa

3. Online Submissions

- Green space-2
- Green space in the downtown; there is no pet place; Enjoy the outdoor while enjoying the downtown; obviously space is an issue so I think closing 1 street to get that green space
- No green space for people to gather
- No place to gather for outdoor events
- Central gathering place
- The parking area across from the Belle Mehus and World War Memorial buildings would make a PERFECT green space/Plaza/city center.
- While I hear we need "green space" we just don't have the space for it anywhere. Feels like downtown is coming alive again, love it.
- A central gathering space to visit neighbors, "hang out," listen to music, connect community
- A fountain! Specifically, a cool one that you can sit around the edge on a bench (the fountains wall), like one in Europe!

Ensure A Pedestrian-Friendly & Walkable Downtown

1. Steering, Technical and Stakeholder Meetings

- Improved walking routes- features to encourage walking and meeting downtown
- People don't walk 'as the crow flies' or in a radius. Need to consider a walk signal and no waiting at intersections- this is a BIG deal in winter!
- How to widen the streets to accommodate more activity
- Focus on pedestrian transportation- BOTH walking and biking (expand to river)
- Lack of complete streets- need safe routes for walkers & bikers
- As a retail owner who's many customers are younger people, I have concerns about safe walking and biking routes into the downtown area.

Response Sheet Tally - Top Three Issues and Concerns (Cont.)

- Lack of ambience/look & feel throughout CBD; only in Chancellor square does a pedestrian feel like they are 'downtown'
- Coordinated snow removal from sidewalks and streets; need a Business Improvement District

2. Public Meeting

- Make Main and Rosser pedestrian friendly
- Improve streetscape/infrastructure
- Our streets and sidewalks are awful: cracks and broken sidewalks
- ADA/children accessibility
- Pedestrian comfortable areas, sidewalks, crossings
- We need beauty on the streets- fixed sidewalks will help
- Walkability
- Eliminate the parallel parking on 4th street (east side): Widen sidewalks to include benches, include place for families
- Added pedestrian transportation, especially walking the entire ½ mile radius
- People places and one character-pedestrian friendly

3. Online Submissions

- Like the idea of a corridor along the railroad tracks; I can see that it could diverge from the tracks near the Bank of ND and to the river there. Not only is this ideal for walkers and bikers, but perhaps there could be a QUIET motorized transit to and from the zoo and downtown. I think an artist's drawing of how the corridor can be protected from the train is needed, for when I mention this to people they have this idea of the train taking someone's arm off!!
- Can a tunnel of sorts be built into the CC renovation? I can imagine this tunnel going under Front Avenue not only to avoid pedestrian vs. vehicle traffic, but for protection from the elements. Perhaps an escalator could bring the people up on the north side of Front but south of the tracks, into a building with retail and coffee, or into a new parking ramp between the tracks the building on Fifth and Front (BSC Nursing?). In addition to the previous reasons, this walk from the CC to downtown is uphill and this tunnel/escalator idea would really help with that concern.

- Have special road signage, light poles and stoplight infrastructure for the downtown area, making a classy and warm feel. Similar to downtown Albuquerque.

Develop a Downtown Parking Strategy that Maximizes Existing & Future Ramps

1. Steering, Technical and Stakeholder Meetings

- Parking-3
- City owned lots aren't open to public parking after 5pm
- Parking enforcement: huge concern in the downtown area
- Parking other than surface parking
- Trend of surface parking
- Lack of parking

2. Public Meeting

- Free up space by building parking ramps
- Parking ramp usage
- Street parking time limitations of 90 minutes does not allow time to use/get services therefore patrons do not visit retail stores for services/ food etc. longer than 90 minutes
- City parking lot not paved behind the Radisson
- We have less of a parking issue than a willingness to walk issue
- Diagonal parking on 5th street
- Need more diagonal parking
- Concrete jungle surface parking (current situation)
- Parking safe and simple
- New parking ramp on 6th and Thayer- STOP
- Parking is NOT an issue that will ever be solved...maybe add public transportation if people can't walk!
- Parking- street and ramps
- Parking ramp use should be encouraged
- Snow/cold discourages use of ramps to the degree found elsewhere
- Parking ramp at 5th and Ave A

Response Sheet Tally - Top Three Issues and Concerns (Cont.)

3. Online Submissions

- PARKING!!!-2
- The gravel parking lot/garbage collection area between the Radisson and Main Ave has a ton of potential. Right now that is the worst!
- Parking is an issue
- Ramp parking is an issue
- Diagonal parking

Develop a Downtown Parking Strategy that Maximizes Existing & Future Ramps cont.,

- Wish they would do a ramp between the 2 hospitals too, walkways to both. Space is there. Nice that the new building on Main is connected to the ramp, every time we go in that ramp it is almost full now, what will it be when the building opens.
- Like Pine's building with underground parking, we need more of that.
- Parking remains a problem
- PARKING! What about \$5 valet service? The parking garage.. although I haven't used it much I remember the walk down in heels was treacherous, it ends up in the alley... which had mounds of snow that I had to climb over to get to the sidewalk. Hopefully the new walkway will take care of that.
- Parking ramp on 5th and Broadway Ave known as the Parkade Ramp. I sit on the Parking Authority and we feel the need to upgrade this ramp to make it a 24/7 usage ramp. We are in the process of updating the lobby, stair tower etc for just under 1M. I believe and we have a concept of building an outside stair tower on the fifth street side or NW part of the building. Estimated cost as I remember is 2.5 to 3 Million to do this. This would allow 24/7 access to the ramp and high visibility to the service of parking. The issue is encroachment on the sidewalk, funding the project and timeline with all that is going on in downtown right now. This is an FYI
- A parking ramp should also be constructed west of the Civic Center. The ramp could service a dual function of event parking for the civic center.

- New Parking ramp design: Make it to help with these goals- a unique, friendly design that has other functionality to it i.e. a Transit Station or a main level shopping

Strengthen the Downtown Shopping & Entertainment Experience

1. Steering, Technical and Stakeholder Meetings

- Need more retail- entertainment to attract all generations to want to come downtown
- Parking ramps: retail on ground level
- Strengthen shopping experience
- Rehab of existing buildings
- Make downtown an experience

2. Public Meeting

- Downtown retail growth
- We need more street activation! Dining!
- Our city leadership needs to be more open to change. They don't want sidewalk dining and are resistant to change. Bismarck is on a threshold and it needs to move forward now or it will forever be left behind!
- Outside eating is illegal
- Sidewalk/Outdoor dining-2
- Retail/zoning- no more banks and furniture stores; need book stores, coffee shops, restaurants, markets
- 6th Street Parking ramp with retail level- it's not too late to update plans!
- Have 6th street new ramp include retail spaces below
- Trans corridor at 5th and Broadway has opportunity for moving people across town and be desirable retail zone; various stops would shorten the walk
- Family-friendly retail- bookstore (old/new)
- Retail/grocery store
- Empty storefronts not appealing- more attractive charm

Response Sheet Tally - Top Three Issues and Concerns (Cont.)

- Storefront improvement example project to demonstrate what we can have
- Parking ramps that don't look like parking ramps- 1st level business 3. Online Submissions Issues and Concerns
- It would be nice to get the office businesses off of the bottom floor of the downtown buildings turn into retail space

Increase Downtown Housing

1. Steering, Technical and Stakeholder Meetings

- If I live downtown where do I get groceries- shop?
- Housing-2
- Housing opportunities- not 'program' residents

2. Public Meeting

- Housing-7
- Living quarters
- Patterson building as more than 60 affordable housing
- Development of lot north of post office "Row houses"

3. Online Submissions

- Increase of residential units in the downtown but parking is an issue for sure
- Love the idea of more downtown living Introduce More Greenery into Downtown Streets

Increase Downtown Housing cont.,

- A CORNER STORE!!! with basic needs such as groceries and cleaning supplies

Introduce More Greenery Into Downtown Streets

1. Steering, Technical and Stakeholder Meetings

- Green spaces and planting areas for trees and landscape areas
- Common thread for downtown, streetscape, trees, benches, garbage receptacles

2. Public Meeting

- Green spaces

3. Online Submissions

- Green spaces and natural features
- Putting planting containers into the alleyways, a great way to make them more friendly
- Too much concrete, not enough green! It would be great to have more trees and natural elements
- Downtown could use areas with small flower gardens or trees along the street to add some atmosphere
- Beautifying the downtown
- The city needs a way to make sure our west downtown area (2nd and west) is a greener area where people can relax, specifically on the south sides of roads, avoiding sun and requiring less work.
- Pocket Parks!

Encourage Biking Downtown

1. Steering, Technical and Stakeholder Meetings

- BOTH walking and biking (expand to river)
- Lack of complete streets- need safe routes for bikers
- As a retail owner who's many customers are younger people, I have concerns about safe walking and biking routes into the downtown area
- Bike lanes and more bike racks

2. Public Meeting

- Bike lanes
- Bike parking
- Bikeway- protected/designated
- Bike traffic not too important- not a college town

3. Online Submissions Issues and Concerns

- Safe bike routes

Response Sheet Tally - Top Three Issues and Concerns (Cont.)

- Want to be able to walk and bike safely
- Walking, biking inclusion in plans
- Bike Racks that have a unique tie in to the block, or building they are in front of!
- Posters promoting biking downtown, with bike lanes on EVERY STREET!

Improve Traffic Access In & Out of Downtown

1. Steering, Technical and Stakeholder Meetings

- Traffic flow- getting people in and out of the downtown area
- Access and traffic patterns
- Access to the City center by people from rural communities
- Traffic flows north/south not east/west

2. Public Meeting

- Continued arterial roadway connections
- Traffic speeds unfriendly to pedestrians
- Traffic flow
- Connections to downtown from outside downtown- transportation, etc
- Main Avenue competing as both east/west traffic hub and pedestrian retail

3. Online Submissions

- Improve traffic flow
- I think the parking area to the south of the Civic Center and the parking area to the north side of Kirkwood Mall, along with the cross street in between is really a congestion. It doesn't flow well. The one way travel on 7th limits your options to exit to the north. And you have cars passing through the mall parking lot to go from 3rd street to 7th street sometimes. It just seems like there is room for improvement to this area
- Making a nice entrance to downtown coming from the Memorial bridge on main. (Trees, Signs. Adding an LED Hue system on that pedestrian overpass would be a nice touch, because it gets dark there

Preserve and Enhance Historic Buildings

1. Steering, Technical and Stakeholder Meetings

- Maintain our historic surroundings

2. Public Meeting

- Need better historic preservation
- Protection of historic building
- Preserving/highlighting historic buildings/areas
- Repurpose Patterson

3. Online Submissions

- Keep it pretty & cool looking. Preserve the historic buildings. Encourage any buildings to maintain the atmosphere and style of current downtown.

Develop a Downtown Multi-Modal Transit Hub

1. Steering, Technical and Stakeholder Meetings

- Developing a transit hub
- Ability for transit Bus's having access through downtown

2. Public Meeting

- Maybe 2 buses that do loops
- Transit
- Multi-modal transit/walking/parking

3. Online Submissions

- Transit is an issue: two way streets
- A transit hub should be constructed west of the civic center. A parking ramp should also be constructed at this location. From this hub workers in the downtown could park during the day and take shuttles to the places of employment such as the medical centers.

Response Sheet Tally - Top Three Issues and Concerns (Cont.)

Improve the Linkage between Downtown, the Civic Center & Kirkwood Mall

1. Steering, Technical and Stakeholder Meetings

- 5th street corridor
- 5th Street- Not a thru street- slow traffic down
- 5th and Broadway- main connector to Government, shopping, medical
- Traffic flow up 5th street
- Railroad safety- flow north to south to connect to Civic Center, Mall, New development
- Concrete street pavement deterioration; need a street rehab project (5th south and north)

2. Public Meeting Issues and Concerns

- Incorporate Civic Center and shopping mall with downtown
- Connectivity between shopping center, civic center, downtown and Hotel/arts/medical
- 5th street corridor from Kirkwood to downtown

Incorporate Public Art into Streets & Public Spaces

1. Steering, Technical and Stakeholder Meetings

- Downtown arts center for 12 month use
- Public art
- Display of public art

2. Public Meeting

- Art murals- eliminate the horrible scary alleys

3. Online Submissions

- An "art wall" where a side or back of a building is open to the art of graffiti, or a brick show where kids or artists can paint a brick for fun, with a storyline/plot
- Re-Painting of murals on the Anderson Building
- Street Lamp Knitting

- A park that can be brought in! like a deck on wheels that can move around (they have them in Portland, and maybe San Francisco)
- Installing LED lights on the 7th, 9th, and Washington underpasses that change colors, and make it friendlier for pedestrians Google the Albuquerque NM Underpass, it'll stick out! its the first choice, and it cost the city barely nothing since they'll never burn out!

Convert Chancellor Square to Two-Way

1. Steering, Technical and Stakeholder Meetings

- Correct chancellor square
- Changes to the one-way street system in Chancellor square

2. Public Meeting

- How friendly are one-way traffic streets in downtown especially partial blocks?

3. Online Submissions

- Opening Broadway to 2-Way traffic, indicated on Leaf Design Studios Website

Identify Opportunities for New Downtown Development

1. Steering, Technical and Stakeholder Meetings

- Essential Services
- Opportunities for growth in business development
- Mix uses- balance of retail, educational, health, greenery, economic development, arts (year around)
- We need more diversity mixing retail, and housing

2. Public Meeting

- New development west of civic center
- We need to reduce the open space between public functions. We as a region are so hung up on parking at the front door of everything we restrict usable space for businesses, residence and public gathering space.

Response Sheet Tally - Top Three Issues and Concerns (Cont.)

3. Online Submissions

- Do not let parking concerns/limitations be the main deterrent to progress and making the downtown area more appealing. Nothing wrong with walking a bit, especially if less parking lots mean there will be more shops/places to eat/nightlife/greenspace to offer people.
- Increase of multi-use buildings in lieu of surface parking lots

Locate a Downtown Trolley Route

1. Steering, Technical and Stakeholder Meetings

- Possibility of a historic trolley going through town
- Trolley connectivity

2. Public Meeting

- Trolley system

3. Online Submissions

- Trolley or shuttle from Kirkwood mall, downtown hub, BHS, and the capitol.
- I really want the streetcar.

Other

- The parking area across from the Belle Mehus and World War Memorial buildings would make a PERFECT green space/Plaza/city center. With the activities that go on in those two buildings to have that green space instead of a parking area would compliment that whole area. Plus Urban Harvest's open air Market could move off of the corner or 4th and Broadway and set up there. Farmer's Market people could have an area on their days to vend all summer and would be a local 'grocery' suppliers for the summer. I was in Denver and they had a city center right outside the Denver Art Museum and at lunch time all sorts of entertainment would set up and food trucks would pull up and tables set up and it was really nice to have that. There was some grass on the outside area of that where one could lay out a blanket and eat under the shade of the trees. This idea would go well in that spot. Parking for those events could be done in the Parking ramp that is by the Hotel there just across the street. Please look into this area and think about my idea.

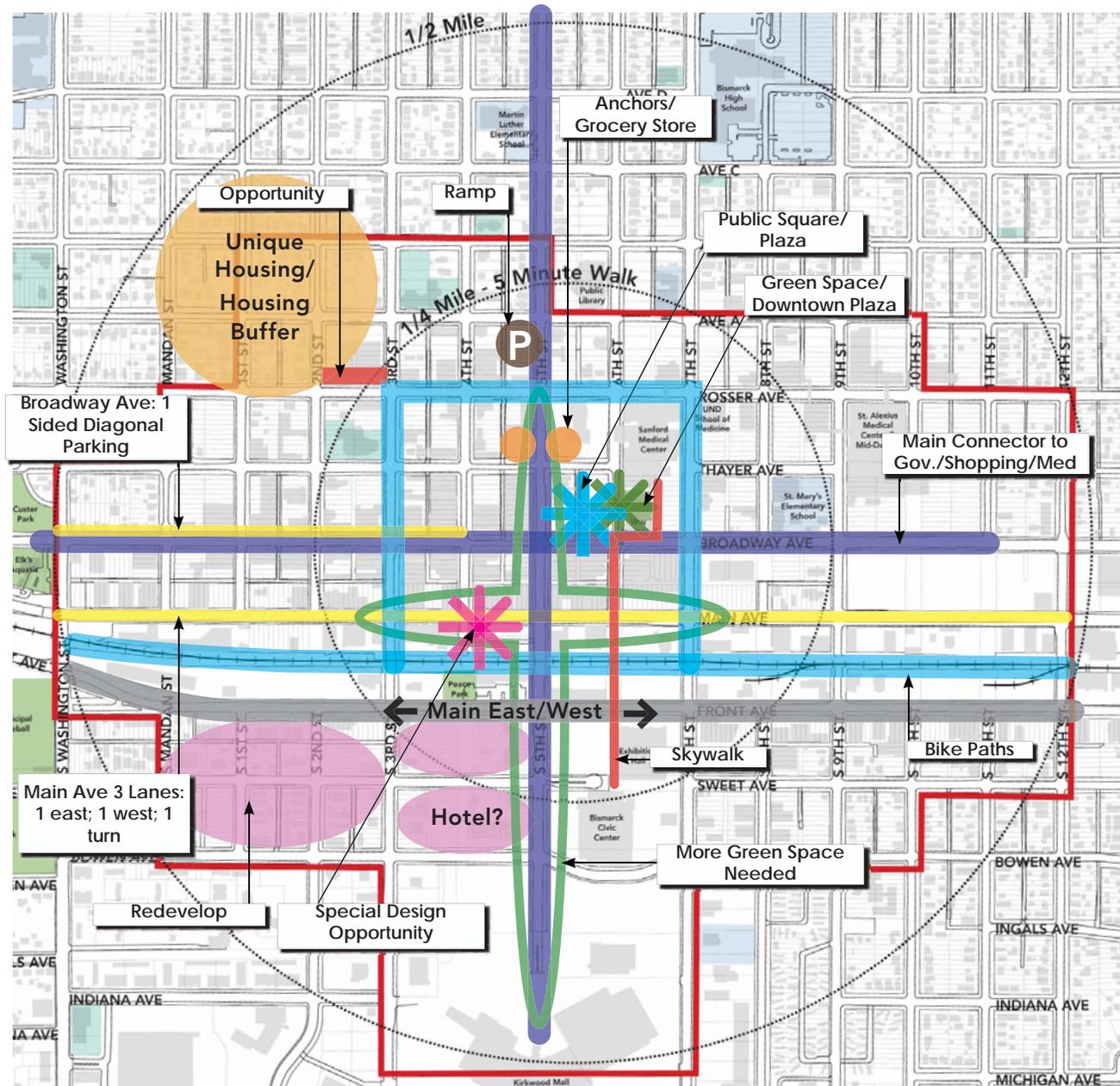
- See four anchors (golden cross) running N/S and E/W
- Skyway from civic center to ramp and medical will provide access to shopping
- The train horn noise- quiet rail is coming
- Quiet rail will be great
- Railroad quiet rail
- Bismarck needs to link downtown to the Kirkwood Mall with a pedestrian corridor. A transit hub should be constructed west of the civic center. A parking ramp should also be constructed at this location. From this hub workers in the downtown could park during the day and take shuttles to the places of employment such as the medical centers. The medical centers could then utilize their surface parking spaces for expansion of services in lieu of moving to the fringes and decentralizing the community. The ramp could also service a dual function of event parking for the civic center.
- Implementation- how to make sure the plan comes to life
- Meeting with the Downtowners and using our group as much as possible
- We as the Downtowners Association would love to meet with you as a group
- Recommendations for the re-use of the World War Memorial Building
- Adequacy of our infrastructure (water, sewer, storm sewer)
- Water supply infrastructure
- Balance need for parking, pedestrians, and through traffic
- Public Safety-2
- Security in the area- Bike patrol etc, public safety
- Utilization of the Civic Center and Exhibit Hall
- We need a coordinated downtown business owner by-in
- Remove/bury power lines/substation!
- A tie to the Missouri River
- Compatible design guidelines with existing character

Response Sheet Tally - Top Three Issues and Concerns (Cont.)

- City invests in downtown with infrastructure changes- snow removal etc.
- Meet with the Downtowners Association- we talk and encourage downtown to change perception of this community. Currently many believe downtown is highly subsidized. That is not the case. Rather we need community buy-in and education so the masses realize how crucial a healthy downtown is for the entire community: no downtown or unhealthy downtown= dying city
- Vibrancy constantly- this is our mission and enjoyment
- Strong communication of vision
- Kid friendly
- Events to attract people to downtown
- Concern halfway house on 7th between main and Broadway
- Attract younger demographic to live downtown
- I would like to take the time here to say that I'm so happy that the City Council Members are a group of hip visionaries although your silent sometimes, having heard what the consultants had to say was VERY encouraging and I hope that everyone sees what they see and what can be done in Bismarck to make Bismarck more awesome than it already is. I'm all for the Downtown, I live up 5th Street so I walk to Downtown. So happy you have decided to keep the Civic Center project going.
- Signage (LED Underpasses and special road signage for downtown)
- The close proximity of the downtown, civic center and Kirkwood Mall Shop Center provide the city with a central core that needs to be expanded and enhanced.
- Police patrolling on foot or by bike in good weather months
- Downtown is becoming trendy and cool (for the lack of a better word). Encourage this.
- Thank you for your efforts! Keep moving forward!
- Have Re-Parking not mandatory for food trucks and portable boutiques, or a No parking area from say 11:00 AM to 1:30 PM for food trucks
- Parking ramp with "Green Roof" and Transit Hub underneath the 2nd layer (one side have main floor parking, and when the ramp floors start moving upward, a bus (or Streetcar) station, with a raised curb for easier access unto the bus or STREETCAR) as you can tell I really want the streetcar.
- Re-Done Library parking situation, tying the library plaza into a small farmer market
- Wiring Custer Park so it is suitable for performances (The performer can talk as loud as possible and still not be heard)
- Using the train park (with the church and old train) as a farmers market area (I guess there could be a travelling one that goes on during urban harvest)
- Re-Purposing the World War Memorial Building into an event center, with skylights over the main gym, one main floor court with local-team colors all around, and adding people friendly bleachers. This would open that building to be used in its original light.
- Downtown Park and Ride. A downtown park and ride would allow workers to park in a large area, say, Kirkwood mall, and hop onto a transit bus. The bus would need to have A higher curb, lessing the need for the busses to kneel, a shelter with a heater that is only on when a button is pushed, and possibly adding a future permanent transit system, similar to a trolley or trolley bus. Fun fact-Trolley busses are built with onboard batteries, so electrical infrastructure would not be as much of an eyesore. For example, In Seattle, the electrical cables hang between stoplights. So front and 5th could have electrical from one stoplight, across the intersection and to the other. The busses sustain enough power to move with the batteries. The busses really would get power when they are at stops, say a kirkwood mall, downtown hub, BHS, and a capitol. A capitol stop would help by allowing busses only to go under the steps, controlled by a hydraulic pole that raises and lowers. The busses would be an appealing option because the traffic is growing and the capitol parking is getting worse, especially around legislative meetings.

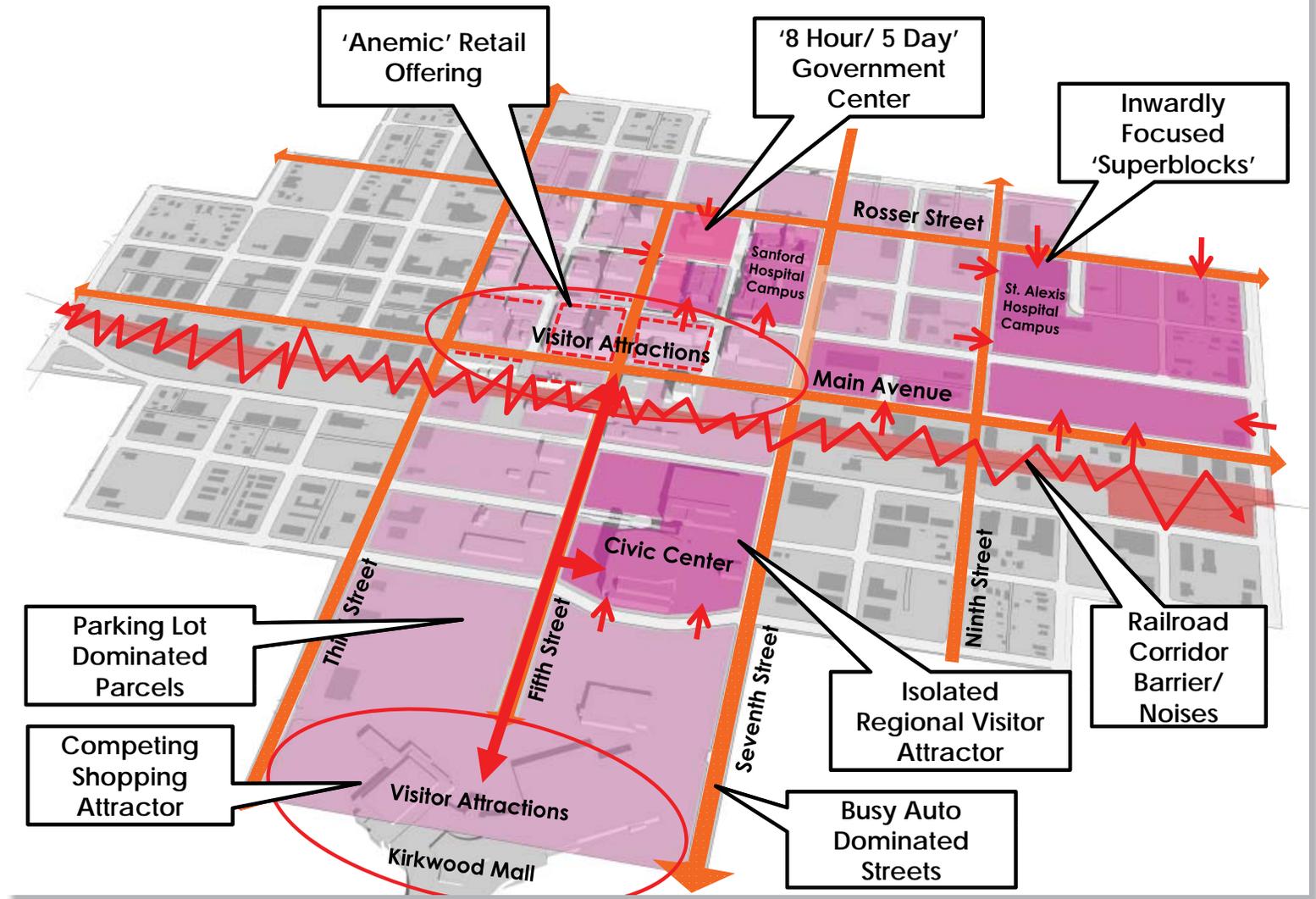
Special Design Opportunities and Areas of Concern

Comments regarding special design opportunities and areas of concern identified on the response sheets and table maps are graphically illustrated on the diagram below.

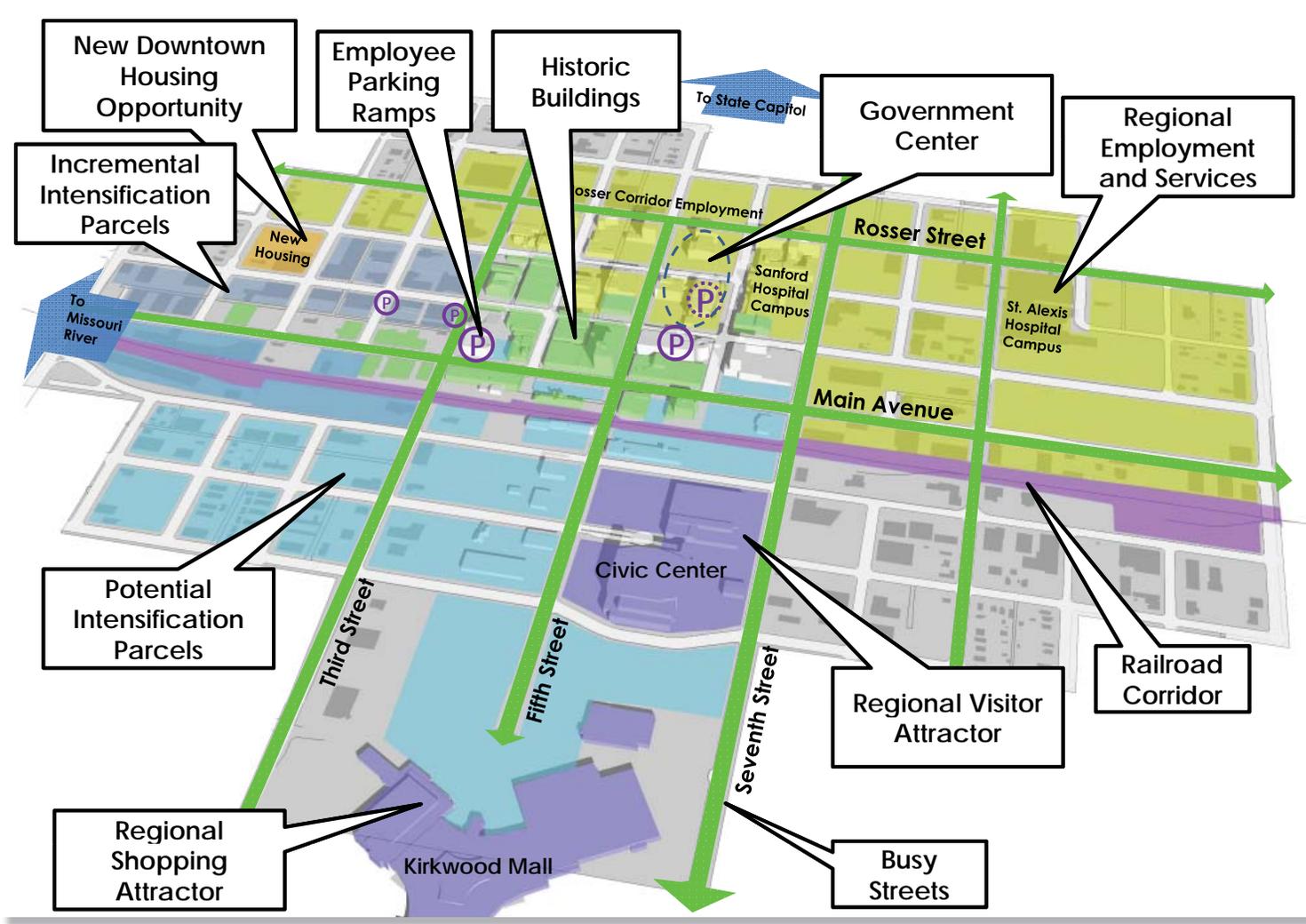


Constraints and Opportunities

Consultant identified Subarea Study constraints and opportunities are identified.



Key Study Constraints



Key Study Opportunities