

DOWNTOWN BISMARCK NORTH DAKOTA





Bismarck

DOWNTOWN

Bismarck, North Dakota

A preliminary study prepared by interested residents, officials of the City and Trafton Bean & Associates, planning consultants.

August, 1968

The preparation of this report was financed in part through an urban planning grant from the Housing and Home Finance Agency, under the provisions of Section 701 of the Housing Act of 1954, as amended, administered by the North Dakota State Planning Agency.

ACKNOWLEDGMENTS

The following named individuals have been most helpful in establishing this study, originating ideas, and reviewing preliminary conclusions, so that all findings and recommendations may properly reflect local interests and goals:

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purpose

This plan, developed by property owners and city officials, describes proposed future land uses and related guiding principles for the improvement of the central business district of Bismarck.

Once adopted by the Board of City Commissioners, this plan, including subsequent amendments, will become a part of the Bismarck Master Plan.

In conjunction with other elements of the city's Master Plan, the Downtown Plan may then be used by private developers who, through their individual programs, will be building and rebuilding the central area of the city.

Further, being a part of the city's official Master Plan, this study can provide a framework for the development or amendment of various city ordinances, separate public improvement projects, and comprehensive urban renewal programs which may follow.

As with other portions of the Bismarck Master Plan, this plan will need to be periodically reviewed by the Planning Commission and other interested agencies and individuals so that necessary changes and corrections may be incorporated in order for the plan at all times to represent an accurate and useful program for the renovation of this portion of the community.

INTRODUCTION

INTRODUCTION

"It (downtown) consists solely of a conglomerate of buildings, streets, sidewalks, traffic lights and signs."

"Most of the stores are downright crudey. It is disgraceful for out of town people to come and see this in the Capitol City."

"There is not enough space, either on the street or in the stores. I always feel crowded and rushed. Many stores look old and ugly."

"It is so dreary and unplanned."

"I think your downtown area, as far as shopping, is for the birds."

"Your downtown parking for out of towners is lousey."

"Get rid of the eyesores and old buildings fronting on Main Street. They are so old and shabby you kind of expect to see Custer or T. Roosevelt around town."

Strong opinions! Made by persons who either shop or work in the central area of Bismarck.

The fact that changes should occur in the core area of Bismarck is indicated in the results of questionnaires mailed to residents of the city and surrounding communities. From questionnaires sent to homes in the city, 729 respondents, representing 72 percent of the total, replied that "some form of downtown redevelopment" is needed. Residents of surrounding communities in answering the same question about downtown Bismarck indicate by a 60 percent majority that changes should take place. Employees of the central area are also strongly in favor (72%) of some form of downtown improvement.

Bismarck thus finds itself confronted with the same problems which face practically every medium size city in the United States: old buildings, inadequate parking, poor traffic circulation, lack of aesthetic appeal, limited choice of merchandise, multiple ownership, and absence of a basic plan for redevelopment. While certain residents might say "what do we care what happens downtown," the problem is not that simple. Dispersal of major stores throughout the city will create an inconvenience for all shoppers. Public funds already spent for expensive utility services, off-street parking areas and traffic control in the core area will be wasted. Vacant, dilapidated stores will detract from other business outlets and from public and semi-public buildings located nearby. Since many visitors judge the city primarily by the appearance, convenience and economic well-being of the central area, encouraging desirable redevelopment downtown is of interest to all taxpayers and shoppers.

This report represents a basic guide which provides factual information about the Bismarck downtown area and offers general suggestions for improvement. Hopefully, the data will "speak for itself" in showing the crisis which now faces the core area. The recommendations for improvement, which are believed to be both desirable and realistic, should serve as a foundation for subsequent more detailed studies and definite action programs.

Quoting again from the questionnaire about downtown, we find a number of positive statements as noted below :

"Establish a plan for the future that takes the needs of people into account."

"Because of the hostile weather extremes, a semi-protected mall with covered walkways and bridges to parking lots might really improve the area."

"Hospitals should stay downtown so personal services and shopping are available to visitors."

"Don't postpone these plans too long."

"Think big."

"The city should use the best long-range planning available."

"We can definitely use more hotels if we are ever to become that boasted 'Convention City of North Dakota.'"

"Make shopping downtown pleasant and relaxed."

"It would be nice if our largest department stores were a little closer together, which would eliminate our parking problems and congested streets."

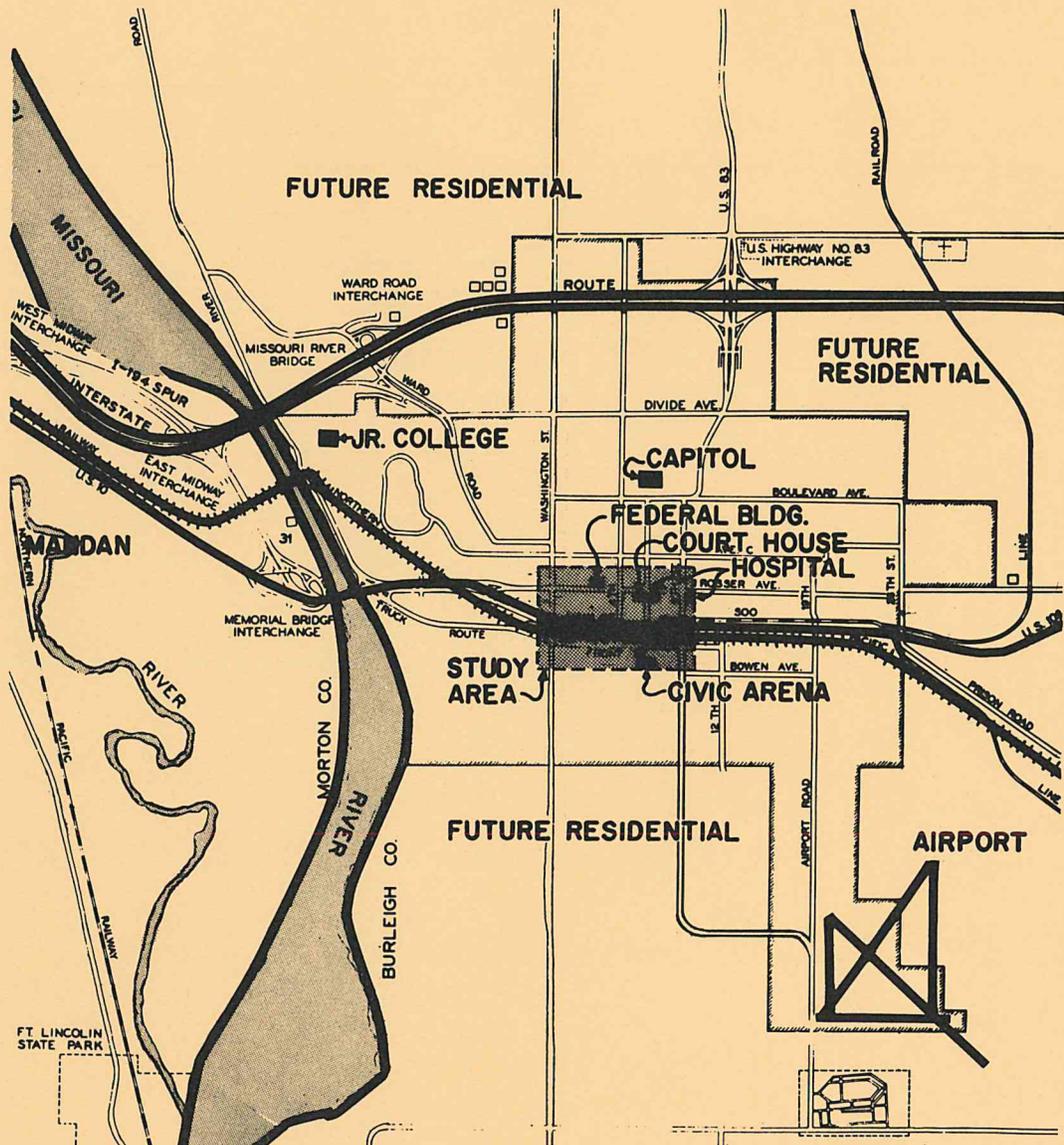
"We need more people in the city government who are not afraid to stand up for the needs of the city."

"Every man who owns a business, large or small, better become interested in the problems that exist in downtown Bismarck or they will all stand to lose a lot more than they have."

"Considerable foresight and planning will be necessary to help the downtown fulfill its role as the business center of Bismarck in the years to come."

"Don't let it be too late for Bismarck!"

vicinity map



CONCLUSIONS

CONCLUSIONS

A number of studies and investigations were completed as a part of this program and additional data were taken from other sources about the Bismarck downtown area. Some of the more significant ones are briefly described as follows:

1. Attitude Surveys:

During the fall of 1967, questionnaires concerning the central business district were mailed to 2,000 homes in the City of Bismarck. Of this number, 1,008 replies were received representing more than one-half of all questionnaires mailed.

At the same time, 2,175 questionnaires were sent to residents of the surrounding area. From this number, 207 questionnaires were returned from Mandan and 397 questionnaires were received from households in other outlying communities.

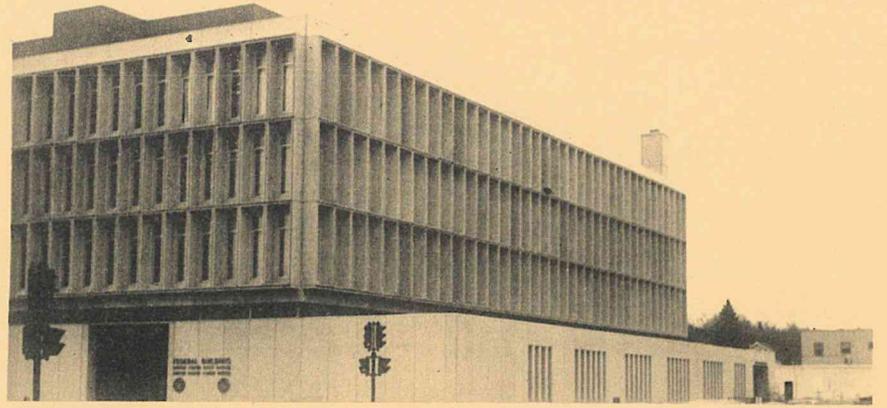
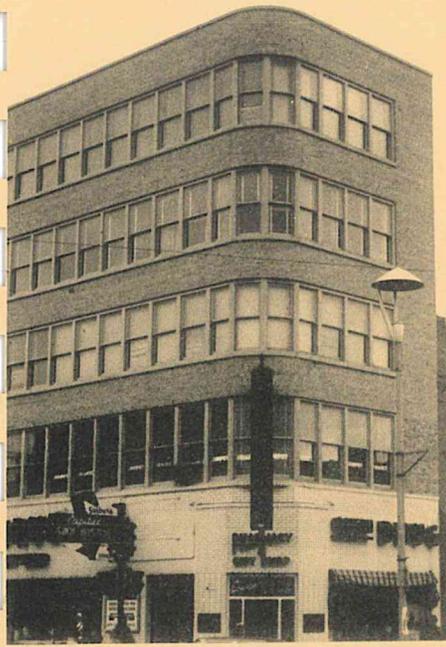
During the same period, all employees of the downtown area of Bismarck were asked to fill in similar questionnaires. Of approximately 6,500 questionnaires thus distributed, 3,442 or 53 percent were completed.

For all phases of the survey, the response of residents and employees was most surprising and certainly must reflect a strong local feeling of community responsibility. Whereas attitude surveys in other cities might show a 10 percent reply, and 20 percent would be considered exceptional, in the City of Bismarck, 50 percent of the questionnaires were filled in by residents. Even in Mandan and other nearby communities in the general region, replies to the questionnaires totaled more than 27 percent.

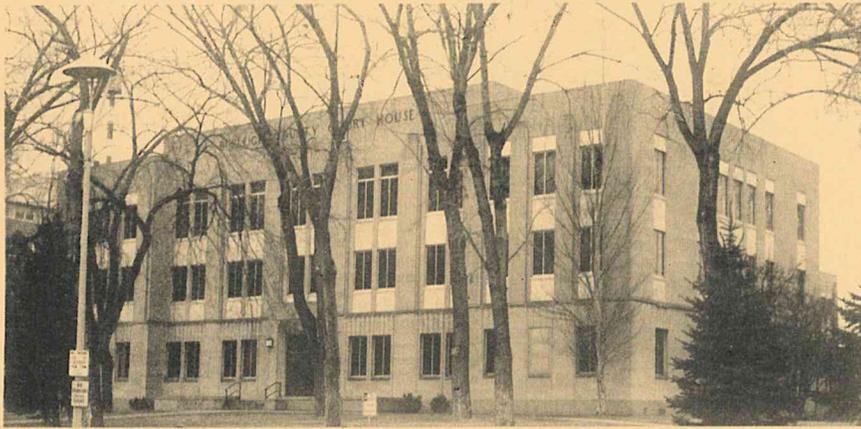
Added to these figures, the response by downtown employees of 53 percent shows a significant interest in downtown improvement.

2. Building and Use Analysis:

Every property located between Avenue B and Bowen Avenue from Raymond Street to 10th Street was analyzed to show property dimensions, the number of floors in each building, the number of square feet per floor, the year of construction for each building, current zoning classification, land valuations for 1961 and 1966, building valuations for 1961 and 1966, total valuations for 1961 and 1966, and total tax paid by each property in 1961 and 1966. This basic inventory thus provided an accurate record of existing development and from the 1961 and 1966 valuation figures indicated where new developments have taken place and where property losses have resulted.



downtown



buildings



Each lot in the area bounded by Avenue B, Bowen Avenue, Raymond Street and 10th Street was also surveyed with respect to the type of construction (fire resistive, non-combustible, protected, wood frame) and the condition of each structure as "sound," "deteriorating" or "dilapidated." Also, this same field work showed the type of use on each property and the number of employees or residents contained on each parcel. Results of this suggest where properties in the core area should be replaced. The number of employees or residents on each property tells where major traffic generators exist.

3. Parking and Circulation Study :

A separate parking and circulation survey was made to show where public and private parking areas exist, the type of parking, where major traffic controls are located; and for all off-street parking areas special information about the location, ownership, improvements, number of spaces, hours of operation, rates, use, and individual lot area. This work also included all properties bounded by Avenue B, Bowen Avenue, Raymond Street and 10th Street.

4. Comprehensive Land Use Plan :

Reference has been made to the report "Bismarck Plans" as prepared by the City of Bismarck, Burleigh County, The Bismarck Board of Education, The Montana-Dakota Utilities Company, and the Northwestern Bell Telephone Company, aided by Trafton Bean & Associates, planning consultants, in 1964 and 1965. This report provides information about future population distribution, the probable location of new residential, business and industrial areas, and recommendations for the future development of streets and highways, schools, parks and other public facilities. Based on this general outline, long-range needs of the Bismarck central area are much easier to forecast.

5. Upper Midwest Studies :

Various reports prepared by the Upper Midwest Economic Study and particularly report No. 3, dated September, 1963, titled "Trade Centers and Trade Areas of the Upper Midwest" have been useful.

The report "Economic Growth and Adjustment in the Upper Midwest: 1960-1975" as prepared by the Upper Midwest Research and Development Council, January, 1967, contains helpful background facts concerning Bismarck's relation to its surrounding economy.

6. Chamber of Commerce Survey:

The "Market Survey of Bismarck, North Dakota" as prepared by D.G. Anderson for the Bismarck Chamber of Commerce, June, 1965 includes useful reference material. This study resulted from a mail survey which had 1,874 responses from within the Bismarck trade territory.

7. State Reports:

The "North Dakota Sales and Use Tax Statistical Report" as prepared by the North Dakota Tax Department, 1966, contains comparative records which are useful in showing the relative strength of the Bismarck retail economy to that of other trading centers in North Dakota.

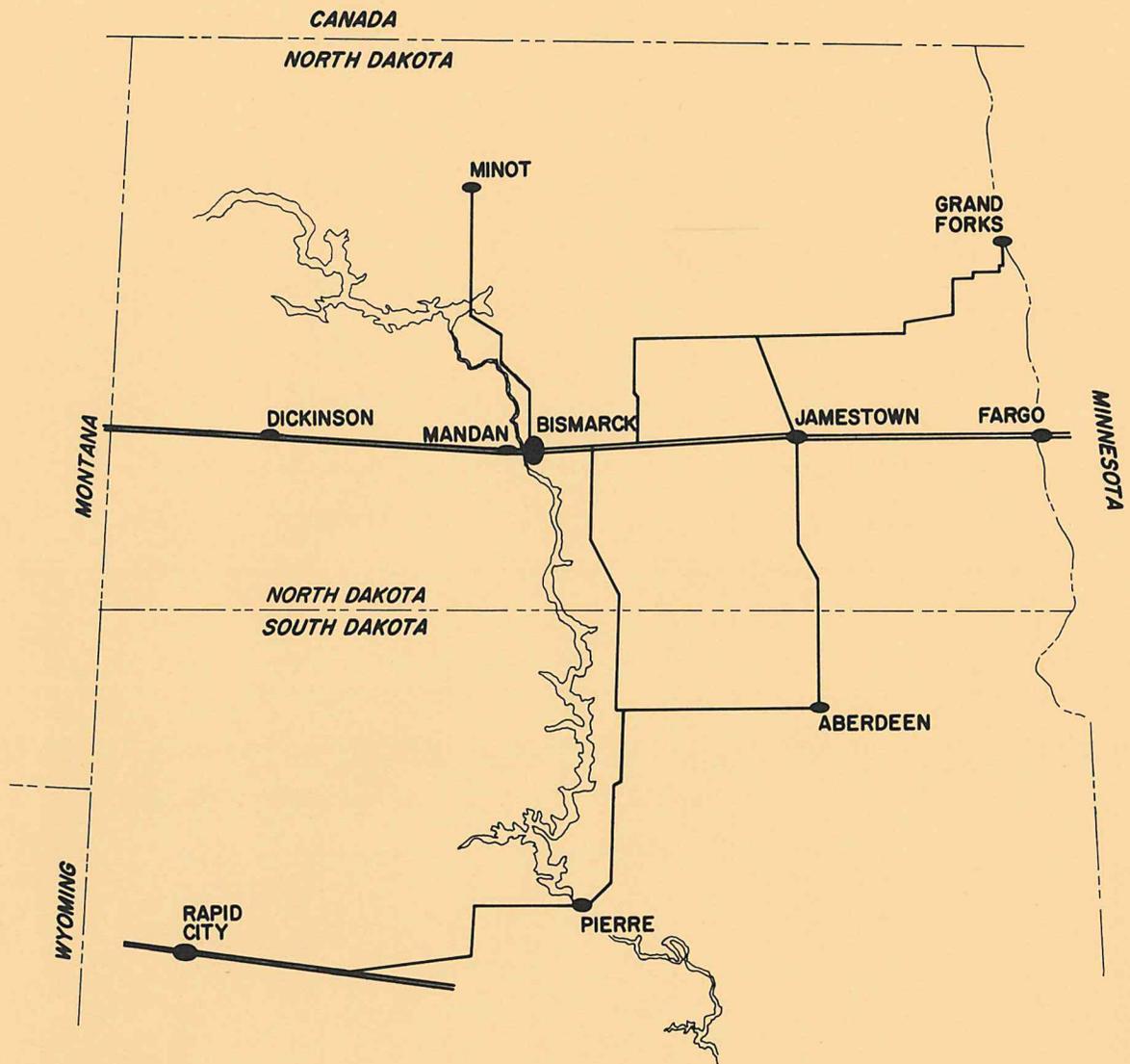
8. Department of Commerce:

The 1965 study by Dr. E.G. Booth of the U.S. Department of Commerce Field Services office in Minneapolis, "Competing Neighbors to Bismarck--Mandan, North Dakota Area" contains useful records of relative purchasing power based on U.S. Census records.

From the preceding sources and other records, observations and interviews, the following general conclusions relating to the downtown area of Bismarck seem to be most significant:

Economy

1. Bismarck and Mandan combined are considered a "secondary whole-sale-retail trade center" primarily serving the south-central and southwestern portions of North Dakota. Other trading centers with comparable or stronger attractions include Billings to the west, Minot to the north, Fargo-Moorehead to the east, Aberdeen to the southeast, and Rapid City to the southwest. Smaller shopping centers which influence the Bismarck trade area include Dickinson, to the west and Jamestown to the east. (see map on following page)
2. Compared with surrounding major trade centers, the potential buying power of the Bismarck-Mandan center is approximately one-half that of Billings and of Fargo-Moorehead, and approximately the same as that of Minot, Aberdeen and Rapid City.
3. The primary trading center for the combined Bismarck-Mandan center includes a population of approximately 62,000. The secondary trade area would add a population of approximately 60,000 making a combined potential shopping population of about 120,000.

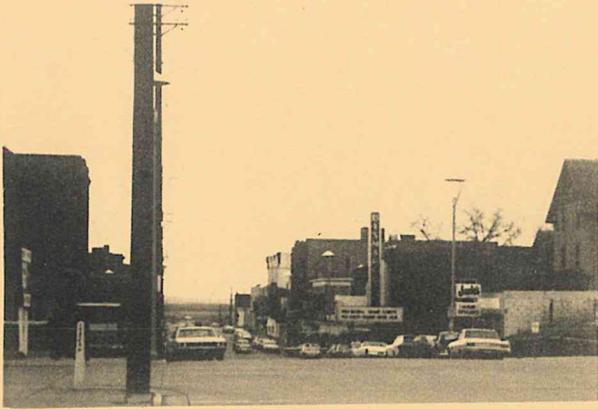


regional map

4. Actual retail sales in Bismarck in 1966 totaled about \$60,000,000 which figure includes sales to tourists and other visitors from outside the "primary-secondary" trading area.
5. Based on population gains in Bismarck and added revenue from conventions and tourists, retail volumes in Bismarck alone should exceed \$75,000,000 by 1975 and \$95,000,000 by 1990.
6. Bismarck's "primary-secondary" trading area of approximately 120,000 persons makes the established business center particularly vulnerable to a new "regional" sized competitive shopping center.

Travel Downtown

7. From within the city, the greatest number of persons (41%) travel to the downtown area from the north. The next largest number are from the combined east and northeast areas which make up approximately 32 percent of the potential customers. The west and northwest contain about 18 percent of the potential customers with the southwest, south and southeast combining for approximately 9 percent of the total.
8. Counting all potential customers in the secondary trade area, including Mandan, suggests the following percentages of approach to the downtown area: west 36%, north 33%, east 25% and south 6%.
9. The method of travel to the downtown area is predominately by automobile (88%) with only 11 percent walking and 1 percent using the bus in the city.
10. Residents of Bismarck average between one and three trips per week to the downtown area with these trips being almost always for more than one purpose.
11. Most residents of the city say they do not travel downtown on a particular day, but for those who do go downtown the same day each week, Monday, Friday and Saturday are most popular.
12. Once downtown, the largest number of Bismarck shoppers attempt to park in the area bounded by Main, Thayer, 3rd Street and 5th Street.
13. More than 80 percent of the employees working in the central section of Bismarck travel to their places of employment by car. Of this number, only a very small fraction (3%) travel to work in car pools.



circulation



parking

14. Employees going to work by car are about equally divided between those who park on a street and those who leave their cars during the day in an off-street parking lot. Almost one-third of the employees say they park their cars within one block of their place of employment.
15. Inhabitants of surrounding communities also generally reach downtown Bismarck by automobile and prefer the area bounded by Main, Thayer, 3rd Street and 5th Street for parking. They also combine their reasons for travel to downtown Bismarck.
16. Residents of Mandan apparently travel to the Bismarck central area on the average of once a week, while shoppers from other outlying communities are about equally divided between those who go to Bismarck once a week and those who only travel to Bismarck once per month.

Reasons for Going Downtown

17. A total of 6,612 persons are employed in the downtown area so that employment represents a major purpose for reaching the central area of Bismarck.
18. Shoppers of the city choose the downtown area for all business purposes except for purchasing food which is more often obtained in other business centers throughout the city. These same residents of the city show very little inclination to shop in Mandan, Fargo, Minneapolis or other non-local business centers.
19. Residents of Mandan and other surrounding communities select Bismarck for the purchase of furniture, clothing and shoes and for obtaining professional services. They generally seem to favor their own communities for buying food, automobile supplies and major appliances, and for banking services.

Opinions About Downtown

20. According to shoppers and employees alike, the two most pressing needs of downtown Bismarck are added parking areas and the development of "more large department stores." Next in importance seem to be more restaurants and new recreational facilities.
21. Almost three-fourths of the persons replying to the questionnaires (shoppers and employees) favor some form of downtown redevelopment. Should this occur, they would like to have more large department stores, more restaurants, new recreational facilities, pedestrian walkways separated from cars, and new landscaped areas. They did not favor adding more small retail stores, more offices, additional housing or more drive-in facilities.

Land Use

22. Within the downtown area of Bismarck, office area including the city, county and federal offices, occupy the largest percentage of floor area. Even eliminating the public offices, private offices account for almost one-third of the total floor area in the downtown area.
23. The next largest occupancy in the central section is for retail purposes which constitutes slightly less than one-third of all floor area in the downtown section of the city.
24. Hotel and motel space in the central section totals approximately 18 percent of all floor area.
25. Major retail generators are still within or on the fringe of the downtown area.
26. Although a majority of the hotel and motel spaces are still within the central area, many of these are ageing and therefore are subject to being replaced by attractive, modern structures.

Employees

27. Almost one-fourth of all employees (1,631) in the 96 blocks of the downtown area work within the four block area bounded by 3rd Street, 5th Street, Thayer Avenue and Main Avenue.
28. The largest number of employees (2,311) work in private offices or "service" type occupations. This constitutes approximately 35 percent of the total.
29. The next largest number of employees in the central area are employed in public service or work in public offices. These number 1,939 or approximately 29 percent of the total.
30. Retail employees in the central area total 1,000 or only approximately 15 percent of all employees in the downtown section of the city. Of this number, almost one-half of all the retail employees in the downtown area work in the four blocks bounded by 3rd Street, 5th Street, Thayer Avenue and Main Avenue.

Property Valuations

31. Major increases in valuations during recent years have resulted from new office facilities, not from new retail establishments.
32. Compared with the total study area of 96 blocks, the four blocks bounded by 3rd Street, 5th Street, Broadway Avenue and Main Avenue constitute almost 25 percent of the total valuation.
33. Within the area bounded by Raymond Street, Avenue B, 10th Street and Bowen Avenue, the total valuations of all properties (including residential) for 1961 and 1966 were as follows:

1961 - \$ 32,910,597 1966 - \$ 35,526,199

These figures are estimated true value, being four times the assessed value, and include buildings on leased sites, but do not include utilities and other properties assessed by the State of North Dakota. In other words, the totals represent presumed sale value of all locally assessed properties in the described area.

Comparable estimated true value figures for the entire city for the same years are as follows:

1961 - \$118,847,888 1966 - \$152,240,368

Comparisons thereafter show that while the total value of property in the city increased by 28 percent between 1961 and 1966, valuations of the central area only increased 8 percent. Saying this another way, the central area, which represented 28 percent of the total value of the community in 1961, dropped to only 23 percent of the total value in 1966. In other words, the figures show that between 1961 and 1966 improvements in the central district did not keep pace with the new growth and valuations in outlying areas.

Parking

34. Within the central 16 blocks of the downtown area, there are 580 on-street parking spaces, 476 private off-street parking spaces and 739 public off-street parking spaces. These total 1,795 or an average of approximately 112 parking spaces per block, including both on-street and off-street areas. Thus, even counting the on-street parking spaces, the average land area per block is roughly three times larger than the combined on-street and off-street area available for parking.

35. In the four central blocks, only 81,000 sq. ft. is available on-street and off-street to serve more than 500,000 sq. ft. of floor area. Thus, the parking area for these four blocks is less than one-sixth the total floor area.
36. In the principal 36 blocks of the downtown study area, the number of public off-street parking spaces (1,393) slightly exceeds the combined on-street parking spaces (1,321). Private off-street parking spaces in the same 36 block section total 1,044.
37. Although the city has been active in providing additional off-street parking areas, serious deficiencies still exist around major traffic generators.

**THE CITY OF
BISMARCK,
NORTH DAKOTA**
(CENTRAL BUSINESS AREA)

SCALE: 1" = 300'

LEGEND

- RETAIL
- PERSONAL SERVICES
- OFFICES
- HOTELS-MOTELS
- COMMERCIAL
- PARKING
- SEMI-PUBLIC
- PUBLIC
- HIGH DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL

LAND USE



**THE CITY OF
BISMARCK,
NORTH DAKOTA**
(CENTRAL BUSINESS AREA)

SCALE: 1" = 300'

LEGEND

- \$500,000 - UP
- \$250,000 - 500,000
- \$100,000 - 250,000
- \$50,000 - 100,000
- \$0 - 50,000
- ASSESSED BY THE STATE
- NON-TAXABLE



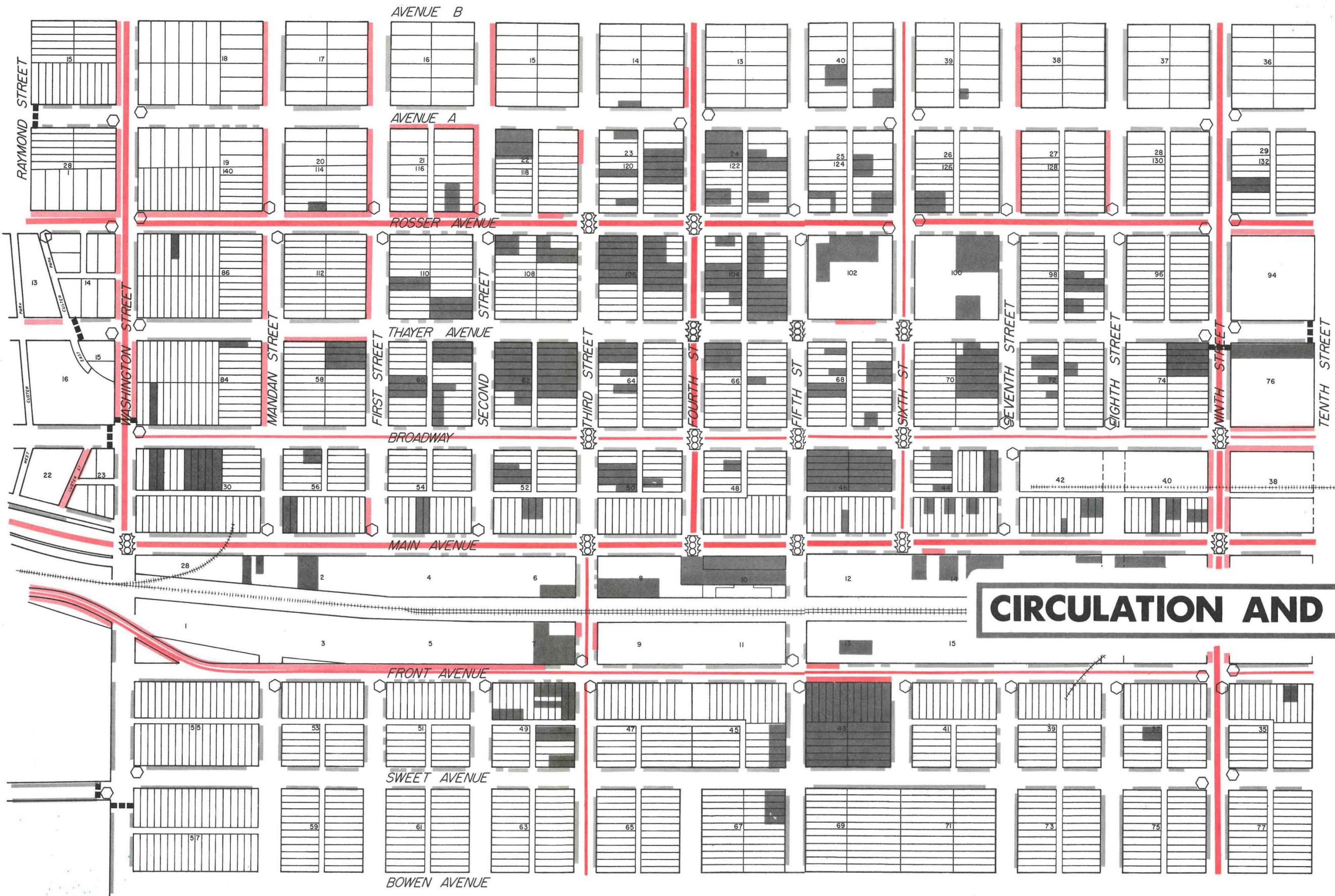
VALUATION

**THE CITY OF
BISMARCK,
NORTH DAKOTA**
(CENTRAL BUSINESS AREA)

SCALE: 1" = 300'

LEGEND

-  OFF-STREET PARKING
-  ON-STREET PARKING
-  NO PARKING
-  MAJOR STREET
-  MINOR STREET
-  SCHOOL CROSSING
-  STOP LIGHT
-  STOP SIGN



CIRCULATION AND PARKING

CONCEPT

CONCEPT

What role will downtown Bismarck play in the future development of the city? Will it continue as a principal shopping center of the region, plus being the location for many private and public offices and medical facilities? Will it maintain its function as the civic and cultural center of the city, as the primary area for entertainment, and as the location for many hotel and motel spaces? These are all basic questions which must be considered in attempting to outline a desirable plan for future improvement. Though a certain number of miscalculations might be overcome in renovating the downtown area, general agreement as to its function must be reached before sound rebuilding results can be achieved.

Currently, the diversity of activities in the downtown area of Bismarck is unique for a city of this size. As mentioned in the previous chapter of this report, the central business district of Bismarck serves as the retail and wholesale focus for a large trading territory. Actually, though, the greatest amount of floor area and the largest number of employees within the central area are assigned to service and office type uses. The financial and professional services, particularly medical facilities, dominate. Added to these are numerous state, federal, county and city offices. The city's use as a secondary convention center is also noteworthy. Thus, in thinking of the present core area of Bismarck and its future potential for change, the wide range of current activities in this section of the city must be weighed.

The first draft of this report, prepared six months ago, included a statement of warning concerning the possible loss of retail trade from the established business center to one or more outlying sites. A comment was made in this previous report as follows:

"If new major department stores should locate in other portions of the city, the division of retail activity would be harmful to the downtown area, to the new center, and to all shoppers." According to a public announcement made on September 4 of this year, this division of retail outlets apparently will take place. The new Kirkwood Plaza Shopping Center proposed on a 48 acre tract of ground located south of the new Civic Center, will include Montgomery Ward, Woolworth Company and a Herbst Department store. In addition, approximately forty other tenants may become a part of this new, large shopping center. Total floor space in the proposed Kirkwood Plaza area would approximately equal the total retail, service, office and accommodation floor area now located within the four blocks bounded by Main Avenue, Thayer Avenue, 3rd Street and 5th Street. Though development of this proposed new large shopping center will, undoubtedly, reduce retail activity in the established business core, the location of

the proposed new center south of and close to the Bismarck downtown area, will be less harmful than would a similar development located much farther away from the established business focus. In fact, with much of the purchasing power of the community located north of the existing downtown area, the proposed new shopping center will draw many customers either through or close to the existing core area en-route to the Kirkwood Plaza area. Because of the potential strength of this proposed new shopping center, plans for renovating the existing downtown area now should include strong vehicular and pedestrian ties to the south so that customers may have convenient access between the "old" and "new business centers.

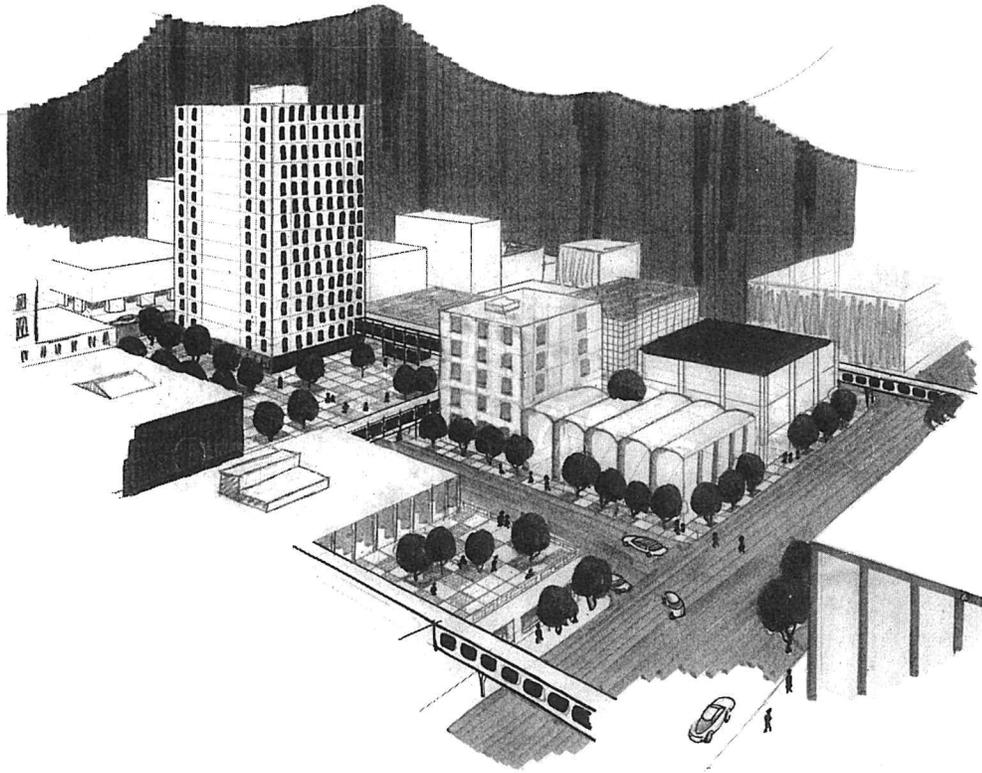
Another imminent problem for downtown is that of loss of much of its function as a medical center. If officials of the Bismarck Community Hospital carry out their current plans, this facility may be moved to an outlying section of the city. Should this occur, a number of medical offices might also relocate as would housing for nurses and other medical personnel. Although the present hospital building would appear to be too valuable to remain vacant and therefore might be used for other types of medical care, the impact of such a move on the downtown section of the city could still be very significant.

Construction of the new civic arena should enhance the city's attraction as a convention center, but to be really effective, one or more new, large hotels or motels will need to be constructed in the downtown area. Otherwise, small conventions will choose locations in large motels in outlying areas with persons visiting these conventions thereby isolated from the other business and entertainment uses in the core area.

In spite of the preceding challenges to downtown Bismarck, we would urge that plans for redevelopment be based on the assumption that this part of the city will retain most of its diversified functions. In other words, the possible decrease in retail activity, moving of the community hospital, and the lack of large, new accommodation units do not seem to justify a modification of plans. The downtown community still has an excellent opportunity to enlarge its dominant position in this region. Although "old age" and apathy are creating problems, they are not insurmountable. Through aggressive, unified planning and development, the central area of Bismarck can still avoid the problems which have plagued other cities in being "too little and too late."

In the following paragraphs, principal recommendations for redevelopment are outlined by subject matter with the downtown plan graphically showing how such improvements might relate to each other.

downtown sketch



Department Stores

As indicated in answers to questionnaires distributed to shoppers and employees, "more large department stores" in downtown Bismarck are essential. Penneys appears to be the only existing department store which has such a large investment that relocation would prove difficult. Possibilities for future expansion of this store indicate that space for enlargement exists to the north.

Other department stores now existing in downtown Bismarck could relocate in new structures. Should this prove feasible, construction of a major department store on the south side of Main Avenue between 4th Street and 5th Street (on property owned by the Northern Pacific Railway Company) would provide an excellent location in terms of other existing and future retail outlets. Since this location would only be one block from the Penneys location, shoppers could park in one location and walk between the two major retail outlets. Whether this suggested second site for a major department store might be occupied by a new or enlarged Sears-Roebuck store can only be problematical at this time.

If Sears should choose to remain in its present location, and if the A.W. Lucas store on the west side of 4th Street south of Broadway does not relocate, the three principal department stores in downtown Bismarck would remain within one block of each other. Such locations would not only continue to benefit the department stores themselves, but from the standpoint of the total downtown area, this situation will help to maintain pedestrian travel for shopping in the entire area between 4th Street, 5th Street, Thayer Avenue and Main Avenue. Keeping major department stores close to each other in the central area is of prime importance if this part of the city is to maintain its dominant position as the retail hub for a large trading territory.

Parking

As with their desire for more large department stores, shoppers and employees of the Bismarck central area almost unanimously agree on the need for more and improved downtown parking. For such parking areas to be useful, they naturally must be situated close to the primary retail and office centers of the city. The downtown improvement plan suggests three principal locations for the development of further off-street parking: south of Thayer Avenue between 2nd Street and the alley between 3rd Street and 4th Street, north of Main Avenue between 2nd Street and the alley line between 3rd Street and 4th Street, and on the

west side of 6th Street between Thayer Avenue and the alley between Broadway and Main Avenue. Each of these proposed locations might be purchased and developed in stages, probably beginning as open, off-street parking areas, and eventually being developed into multi-level parking garages. In each instance, eventual development as parking garages might include a second level crossing of a public right of way. Should this occur, the space used above the right of ways would permit additional parking and might also allow the parking garages to serve as structural "entrances" to the principal business center. Access from these principal parking areas to adjoining properties should be direct with new building entrances constructed facing the parking areas. In addition, second floor level pedestrian travelways should be constructed between these parking areas and principal retail and office centers, which are not adjacent.

Supplemental parking areas, especially for employees, should be improved south of the Northern Pacific railroad wherever possible. The parking areas located north of the Civic Center will have a dual purpose in also providing parking space for use by individuals employed in the downtown area. At least one parking area located south of the Northern Pacific railroad might have a second level crossing of the railroad tracks so that pedestrians could have direct access to retail stores located on the south side of Main Avenue.

Additional off-street parking areas might continue and be expanded in locations north of Thayer Avenue and also east of 6th Street. Though the preceding listed areas should provide the major off-street parking area for the downtown area, each new business building should provide its own adjacent off-street parking space as possible so that the present imbalance of business floor area to available parking will not become more critical.

Enclosed Walkways

Plans for renovating the Bismarck downtown area must give special attention to the development of safe, attractive, convenient pedestrian travelways. Shoppers ordinarily wish to park within one block of their destination, but are usually willing to walk much greater distances within stores, between offices, and along attractively landscaped routes where the walk itself offers variety and interest. Therefore, it is fundamental in the development of an effective downtown plan to have a means for people to walk freely from place to place without

congestion and unpleasantness. To some degree, this can be accomplished by the use of pedestrian malls, but in an established business center such as Bismarck, existing traffic patterns and the location of available off-street parking areas limit the initial development of outside malls. Also, periods of cold weather and high winds must be recognized as being serious deterrents to the extensive use of exterior malls. Because of these problems, we would strongly urge the use of a system of elevated pedestrian walkways above existing sidewalks and through blocks as needed.

The improvement plan suggests a series of second floor level enclosed walkways throughout the downtown section. Though a complete system, as indicated, would be highly advantageous, short lengths of the enclosed pedestrian walkways could be constructed for limited distances as funds may become possible for this purpose. Should this stage development occur, care would need to be taken in the design of the first structures to establish a standard which could be followed as additional sections are built. Though this idea of enclosed pedestrian walkways may seem somewhat "imaginative" at this time, similar structures developed in many larger communities have proven their usefulness. Not only would these walkways be most practical, but where they can be combined with street level pedestrian malls, the aesthetic appeal which they would offer visitors and shoppers would be most important.

In several of the alleys suggested for future use as second level pedestrianways, relocation of electrical lines would be necessitated.

The suggested second level enclosed pedestrian walkways would be essential in tying major parking facilities to principal retail outlets in the downtown center. The enclosed feature would be very practical during winter months. In addition, where the suggested pedestrian routes would cross streets, they could serve as decorative gateways giving distinction and identity to the downtown area.

Landscaped Areas

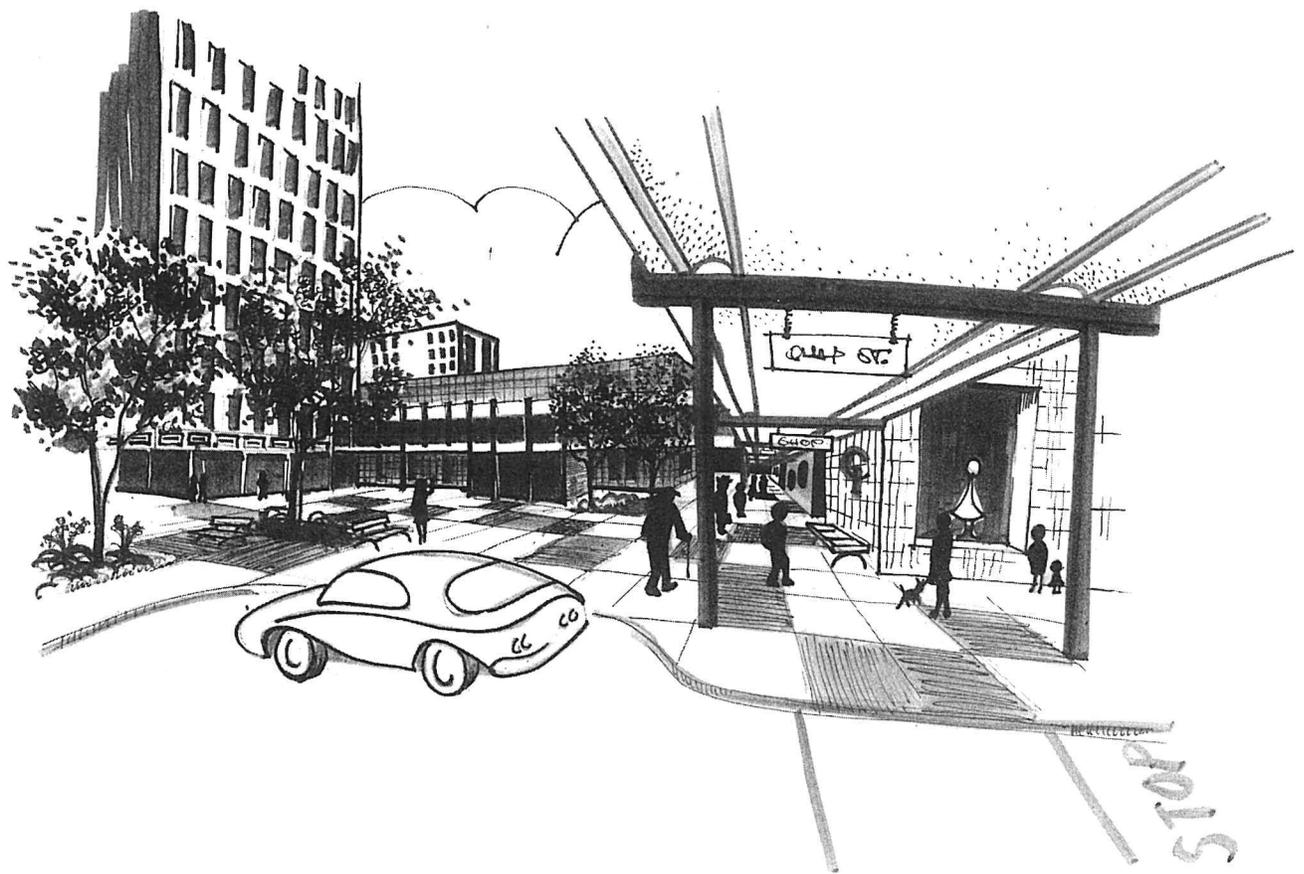
Related to the previously described need for safe, convenient pedestrian travelways, improving the aesthetic appeal of the downtown center is most important if shoppers are to continue to travel to this area. Distances from parking areas to stores and between stores and offices will not seem excessive if shoppers are in attractive surroundings. Further, visitors to the downtown area may be encouraged to remain longer and to visit additional stores if they find the environment appealing.

As the first step in making the downtown area more pleasant, the block on Broadway between 4th Street and 5th Street could be developed as a small public court or plaza with walks, benches, pools, special landscaping and an open area for public affairs or presentations. Pedestrian travel within the court should include some diagonal or curving connections so that variety in planting and appearance would be possible.

The improvement plan suggests similar treatment of 4th Street between Thayer Avenue and Broadway and on 5th Street between Broadway and Main Avenue. Combined with the initial court development in the one block on Broadway between 4th Street and 5th Street, these additional two blocks would provide a protected, three-block, street-level, open area. Pedestrian travel would be emphasized within the enclosed second level pedestrian travelways, but the three-block mall would provide an attractive setting for the entire downtown area and could be used for additional pedestrian travel. Later, the mall concept could be extended on 5th Street south from Main Avenue to Sweet Avenue in order to tie the civic arena area more closely to the downtown center.

At the earliest possible time, attention should be given to making the existing sidewalk area in the downtown area more appealing by the use of small trees, shrubbery, and, in certain areas, flowers planted in concrete foundations located along sidewalks or perhaps combined with pedestrian travelways at a second level. Whatever detail is selected, these landscaped areas along the existing sidewalks should be unique and should offer variety, rather than being too stereotyped.

Special attention should be given to the development of a parkway on 6th Street between the civic arena and the Capitol. If this right of way south could be opened across the Northern Pacific Railway tracks, an attractive travelway would be possible between these two principal public buildings. The beautification would also enhance the approach to the library, court house, community hospital, city hall, memorial building and city auditorium. Special landscaping along the 6th Street right of way would be particularly useful as a part of the downtown redevelopment program in that both pedestrians and vehicles might be more encouraged to use the 6th Street connection.



landscaped court

Vehicular Travel

In order to move unnecessary traffic congestion from the central retail area, 4th Street as a major street south of Rosser Avenue should be replaced by 3rd Street. Sixth Street, because of its direct tie to the new civic arena, should be reclassified from a secondary street to a major street. Broadway should be discontinued as a collector street between 4th Street and 5th Street. Each of the preceding changes in the city's street plan, which are relatively minor, would be important in order to provide direct, convenient access to the central area without unnecessary conflict with pedestrian travel.

Another possible long-range change in the city's street and highway plan involves the use of Front Avenue as a major street. Although the adopted street and highway plan suggests the Sweet Avenue right of way as being the best possibility for a major street south of the railroad tracks, recent action by the city to use Front Avenue as a truck bypass may have replaced the Sweet Avenue plan. Also, since the Bowen Avenue right of way exists between 16th Street and the Airport Road, its use as the principal east-west major street south of the railroad has been recommended. The possibility of using Bowen Avenue must be tempered though with the conflict of having heavier traffic volumes pass by both the Wachter School and the Riverside School. Of the three possibilities, the use of Front Avenue as a major street and of Bowen Avenue as a secondary street would seem to be most practical in terms of recent developments and the long-range needs of the city. If the city street and highway plan is amended accordingly, much of the through traffic on Main Avenue could be rerouted to the Front Avenue major street connection.

Improvement of all major street and secondary street travelways in the central Bismarck area is essential in order to permit fast, safe vehicular travel from outlying sections of the region into the downtown area. Of particular importance in this regard is the need for widening Rosser Avenue so that four lanes of moving traffic will be possible throughout its length. In some blocks where part of the parkway and existing trees can be saved along Rosser, the pavement might be limited to 48 feet with no parking allowed on either side of the street. Where trees would not need to be preserved along Rosser, four lanes of traffic plus two parking lanes should be provided.

Other major street developments which would particularly benefit the downtown area include the following: construction of a grade separation on Washington Street at Main Avenue and the railroad tracks; further improvement and widening of 9th Street; construction of the Rosser Avenue connection east of 26th Street; and opening of additional railroad crossings wherever possible between Washington Street and the Airport Road.

Other Retail Uses and Services

Initial concentration concerning retail outlets should be encouraged primarily in the block bounded by 4th Street, 5th Street, Broadway and Main Avenue. Reasons for this emphasis are the location of this block adjoining the three principal existing department stores and the fact that some properties in this block are badly deteriorated and therefore should be replaced. Further improvement of retail outlets in this block in the middle of the downtown core would have a very valuable secondary effect on adjoining properties.

Strong emphasis should also be placed on remodeling and, in some cases, rebuilding of existing and proposed retail outlets along the west side of 4th Street between Thayer Avenue and Main Avenue. Additional retail expansion is indicated on the east side of 5th Street, south of Main Avenue and also on both sides of Broadway between 7th Street and 8th Street. While these retail areas are not intended to be the only sites available for such uses, they do suggest logical locations properly related to parking, access, pedestrian travelways and aesthetic features of the long-range downtown plan.

Private Offices

Numerous private offices would be expected throughout the downtown core area, especially on the upper floors of retail buildings. In addition, the large telephone company building on the southwest corner of Thayer Avenue and 5th Street and the Quain and Ramstad Clinic located on the southeast corner of the same intersection are noted. Expansion of this medical clinic south to Broadway is also suggested. Major office uses are also suggested on both sides of Broadway between Second Street and Third Street adjoining proposed large off-street parking areas. Other new office facilities would be expected north of Thayer Avenue as exemplified by recent construction north of the business center.

Hotels and Motels

The expansion or rebuilding of the Grand Pacific Hotel, as suggested by recent publicity, would be a real boon to the downtown area. The construction of a much larger, modern hotel unit east of 4th Street south of Thayer Avenue would encourage more conventions and therefore more visitors to the Bismarck downtown area. If the new building could have a large setback from Broadway, the resulting court or plaza on Broadway would be enhanced as would the new hotel structure.

Either major renovation or relocation of the Patterson Hotel is essential if the downtown area of Bismarck is to effectively plan for its future. In a major redevelopment program involving overhead pedestrian travelways, parking garages, improved street appearance, malls and other new structures, the existence of this large, old hotel in a central location would detract from the "new look." While the same thoughts could be applied to other deteriorating structures in the central area, the height of the Patterson Hotel makes it very conspicuous. The downtown plan suggests the possible relocation of this hotel on the east side of 6th Street north of Main Avenue.

Land between the downtown area and the new civic arena would seem to be desirably located for a large, new motel. Since lots in this area should be somewhat less expensive than sites north of the railroad tracks, a large enough tract for a sizeable building and for necessary landscaping and parking would be possible. The location would be convenient to the civic arena while still being within close proximity to the downtown retail, office center. Though not shown on the plan, numerous other sites for new hotels and motels could be suggested along the perimeter of the high-valuation core area. Many of the blocks now used for commercial purposes are well-located for future hotel or motel projects.

Travel Center

While certainly not an immediate need, the long-range study suggests the possible development of a travel center at a location between the primary retail core area and the civic arena. Extending the pedestrian travelway at a second level across the railroad tracks to this structure would be particularly useful. The exact nature of such a travel center would need to be schematic at this time, but as modes of transportation rapidly improve, some type of high-speed, mass transit system might be possible between the proposed travel center and the

airport, the State Capitol, the junior college, Mandan, and other principal land use areas in the Bismarck region. Even short of such long-range possibilities, the travel center could serve as a replacement for the existing railroad station, as a bus terminal, and as a principal location for automobile rental agencies. In the not-too-distant future, such a location might also serve as a helicopter landing area. In other words, the suggested travel center is not of immediate concern in downtown redevelopment, but the planning of such a facility as a part of the long-range program seems very important.

High-Density Residential Uses

Within the fifteen blocks bounded by 2nd Street, 7th Street, Thayer Avenue and the railroad tracks, apartments for permanent residents of the city would appear to be of secondary importance to the increasing needs for improved retail space, more offices, new hotels, and accompanying parking areas, pedestrianways and street access. Immediately adjoining this fifteen block core though, and particularly to the west, excellent locations exist for future apartment development. Many of the properties between Washington Street and 2nd Street south of Rosser Avenue might eventually be occupied by new multiple-family buildings. Other properties east of the downtown core near the hospitals should also become more popular as a location for new, high-density residential units.

Though a mixture of commercial, industrial and residential uses south of the railroad tracks has not encouraged new multiple-family units in this part of the city, this area also could provide good sites for future apartment buildings. Nearness to downtown employment centers and good access to major streets might encourage the construction of new multiple-family units south of the railroad.

New trends in apartment living should be carefully related to the areas proposed for high-density development. The new complexes catering to young adults or couples without children should consider sites near entertainment, restaurants and employment generators. Whereas a structure for the elderly might be located in a quiet area but within walking distance to shopping, park, library and other community facilities. These variations in use may require adjustments in existing ordinances to encourage a broad choice in living units adjacent to the core area.

Financing

One of the most obvious questions regarding the development of the Bismarck downtown area is that of how various proposals for improvement might be financed. Probably the best answer to this is that no one method of financing can be used, but rather a variety of private and public methods will be necessitated. Since specific cost estimates for particular improvements will require more detailed information than would be possible within the scope of this study, only general possibilities for meeting these future costs can be given at this time. Some of the more likely methods of financing are listed as follows:

1. Special Assessments

Use of the special assessment process charges a particular property for part or all of the cost of making an improvement which is considered to provide special benefit to such property. If at all possible, a special assessment district or "benefit area" should be established for certain improvements, particularly those which might involve utility, pavement and sidewalk changes. Questions would arise though as to how far this method of financing might be used to include enclosed pedestrian walkways, special lighting features, landscaped areas, etc. which have not been typically considered to be subjects for special assessment.

2. Municipal Bonds

Should a major step be taken in the renovation of the downtown area, the city undoubtedly would need to rely on its borrowing power through the issuance of either general obligation bonds or revenue bonds. Whether or not such bonds could be used would depend first on the public interest in specific downtown improvement projects and, from a practical standpoint, the city's borrowing limitations as established by state statutes.

3. Current Revenues

Revenues from the downtown area received annually by the city would include property taxes, licenses, fines, building permits and utility service charges. Since most of these revenues become a part of the total city operating budget, the use of any existing funds of this type for specific downtown improvement projects would be doubtful. The only possibility would be that current revenues of this type might be increased to support generally accepted renovation programs for the downtown area.

4. Federal Aid

Though unpopular with many persons, supplemental financing for downtown area improvements through federal sources undoubtedly will prove the most practical possibility for implementing major downtown changes. The use of federally supported urban renewal funds is a definite method which has been followed in numerous cities. Difficulties involve the rather detailed and time consuming procedures which are involved and the uncertainty as to whether or not such supplemental financing may be forthcoming when all the necessary application procedures have been completed. On the other hand, because of the sizeable grants which are possible through urban renewal programs, this method of financing should be fully explored.

5. Tax Concessions

Though this stimulus for downtown improvement would probably require new state legislation, such action might be possible. Under the present taxing policy, many property owners may be discouraged from improving their buildings and lands because such steps for modernization would only lead to higher annual taxes. Inasmuch as major property improvements in the core area of the city would have benefits to the entire community, some procedure for tax relief for those who make these improvements would seem logical as opposed to direct tax increases. While this method of encouraging desirable downtown changes is relatively new, further information leading toward possible statutory changes would be available from other states.

The principal consideration in financing the downtown plan is to start with less expensive improvements in small areas to show the advantages which these minor changes can make and thereby serve as further incentives for more comprehensive projects. In this regard, all possible public and private methods of financing these essential changes should be investigated and then positive steps taken by following the most feasible methods.

Zoning

A new zoning classification should be established for the downtown core area. In particular, the area for this new zoning district would include the six blocks bounded by Thayer Avenue, Main Avenue, 3rd Street and 6th Street. Other adjoining blocks could be added to this new zoning district as further major plans for renewal might take place. Reasons for the proposed new zoning district would include the following:

1. The type of uses permitted within this proposed new zoning category should not include heavy commercial, wholesale, trucking and similar types which involve excessive amounts of truck traffic and automobile hazards.
2. Zoning limitations should be removed to provide as much incentive as possible for renovation of the downtown center. As mentioned many times in this report, improvement of this area would have community-wide benefits so that leniency in typical zoning terms would be justified.
3. The proposed new zoning classification might involve some type of review procedure to encourage compatible design of remodeled or new structures. In keeping with the previous recommendation to encourage development within this area, this review process should not stifle new development. On the other hand, since the future of this downtown core depends to a large measure on its overall attractiveness and appeal to shoppers, conflicting developments should be avoided. Harmonious design therefore should be encouraged on the basis of general agreement concerning design objectives and then use of a review process.

Uses permitted in the proposed new zoning category should primarily involve multi-family dwellings, hotels and motels, retail group A, office-bank group, health medical group, and commercial parking lots. Within the service group A category, all uses except cold storage lockers, furniture repair and dry cleaning plants might logically be a part of the new downtown zone. Within the service group B listing, commercial schools and commercial parking lot garages only should be allowed in the new zoning description. From the commercial recreation group, dance halls (particularly above the first floor level) bars, and theaters might be expected within the new zone. Further study by interested property owners and city officials might also lead to the inclusion of some other uses within this proposed new zoning district.

Single-family dwellings and two-family dwellings should not be included in the new downtown zone, although multi-family dwellings should be encouraged, especially where they might locate on floors above retail outlets or major office uses. Multi-family dwellings in the core area might be primarily occupied by young persons employed within the downtown center and by some older, retired individuals who would like to live within the principal shopping and cultural center of the city.

The bulk regulations which exist in the present CB, Commercial District that might be eliminated in the proposed new downtown zone would include the following: lot area, lot width, floor area ratio, front yards and side yard. The rear yard standards could also be removed provided adequate unloading area is assured for each development. The height limitation of 85 ft. now existing in the CB District might remain as a fire protection measure unless buildings installed special protective devices on floors above this maximum height.

It is not the purpose of this report to define the exact terms of this proposed new downtown zoning district, but the preceding suggestions might offer a basis for more detailed further studies and subsequent official zoning action.

Special Legal Considerations

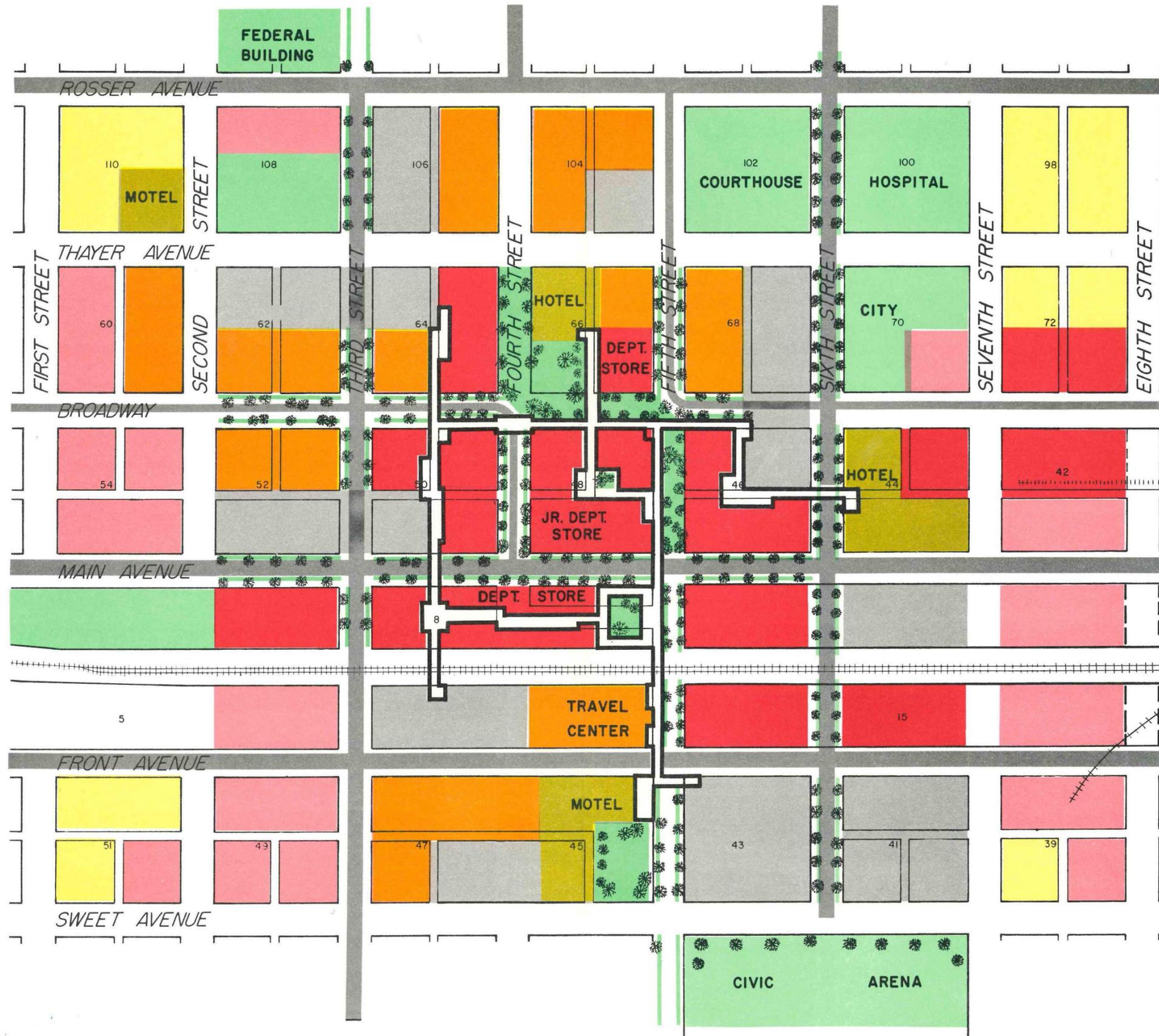
As various changes suggested in the downtown plan may be implemented, numerous legal questions might arise concerning the closing of public streets for vehicular traffic, the use of enclosed pedestrian walkways, fire protection, etc. It is not the purpose of this study to attempt to anticipate each of these individual problems, or in any way to attempt to guide subsequent decisions which may be made by local attorneys and particularly the city attorney. Typical legal problems which may be encountered though are outlined in order to suggest various legal areas which may require further study and definite legal advice. These are as follows:

1. The municipal control and use of streets: Courts throughout the United States have repeatedly upheld the rather extensive powers of municipalities in the control of its streets and alleys; however, this local authority is not without certain limitations. For example, under the general welfare clause, or the police power for the safety of the public, the city undoubtedly could close a dangerous street, but whether this power to vacate a total right of way includes the right to vacate only a portion of the street or only a strip from one side of the street may be questioned. Further, whether the city can limit the right of vehicular use of certain streets in lieu of exclusive pedestrian usage may be in doubt.
2. The use of eminent domain proceedings: To what extent may the city condemn private property within the downtown area in order to complete certain improvements? Though the basic right of eminent domain is established, application of this power seems to vary considerably throughout the country. Because of this fact, care would need to be taken that use of this public device is for a well described and more or less self-evident public purpose.

3. Access rights of private property owners: Generally speaking, the owner of land abutting a public right of way enjoys a right beyond that which is available to the general public for special access purposes. Legal questions may therefore become involved if owners believe that various street improvements would impair or reduce their particular property rights of access.
4. Relocating public utilities: Carrying out various downtown improvements may necessitate the moving of various utility lines to new locations, either underground or on adjacent streets. Legal questions might then arise concerning whether the city would be expected to compensate the utility companies for the total expense of relocation or whether the utility company only had a "temporary" right to use various public right of ways.
5. Fire protection in the downtown area: In addition to being a very serious legal consideration, maintaining adequate fire protection is, of course, a most practical factor. The development of a pedestrian mall or other improvement programs which might limit vehicular access would therefore need to be accomplished with legal assurance that such changes would not impair the city's fire protection responsibilities. The use of non-combustible materials, access for fire trucks, use of fire hydrants and conformance with the city's building code would be involved.
6. Tort liability: Who is legally responsible for accidents which might occur within downtown right of ways which may have been converted into malls or used for enclosed pedestrian walkways? Questions here would involve the distinction between governmental and proprietary functions. Just where this responsibility lies should be determined prior to construction of various downtown improvements which might otherwise create unforeseen accidents.

Action

From "concept" to action will now require the concentrated efforts of many individuals and groups. As is frequently quoted "action without planning may be fatal;" but of equal importance now that advance planning has been completed for the Bismarck downtown area, step by step programs for improvement must take place. Without such action, property owners in the central business district, shoppers, and employees will all lose. With such action much can be done to make the downtown area economically sound, exciting as a place to visit, and truly representative of the progressive "Capitol City" of North Dakota.



**THE CITY OF
BISMARCK,
NORTH DAKOTA**
(CENTRAL BUSINESS AREA)

SCALE: 0 100' 200' 300'

LEGEND

Pink - Retail or Commercial
Yellow - High Density Residential

- RETAIL AND SERVICES
- OFFICE
- HOTEL AND MOTEL
- PUBLIC AND SEMI-PUBLIC
- PARKING AREA
- LANDSCAPED AREA
- ENCLOSED WALKWAY
- MAJOR ARTERIAL
- COLLECTOR

**DOWNTOWN
PLAN**

DESIGN CRITERIA

LAND USE SUMMARY

DOWNTOWN BISMARCK

Distance from 4th & Broadway	(%) Retail	(%) Services	(%) Offices	(%) Accom.	(%) Comm.	(%) Public	(%) Parking and/or vacant	(%) Res.	
Within 1 Block									
Block 66	25	8	27	21	-	-	19	-	
Block 64	33	-	12	-	8	26	18	3	
Block 50	49	16	12	-	4	-	13	6	
Block 48	55	12	4	27	-	-	2	-	
Average (of above 4 blocks)	41	9	14	12	3	6	13	2	
Between 1 & 2 Blocks									
Block 102						Public (Government)	83	17	-
Block 104	6	-	22	-	6	8	58	-	
Block 106	12	12	15	-	5	-	56	-	
Block 108	-	-	-	-	13	60	15	12	
Block 62	17	8	-	-	-	-	67	8	
Block 52	43	4	9	13	4	13	14	-	
Block 6-7	16	-	-	-	40	-	44	-	
Block 8-9	28	-	5	-	50	-	17	-	
Block 10-11	-	17	-	-	33	-	50	-	
Block 12-13	-	-	-	-	83	-	17	-	
Block 46	34	7	3	-	-	-	56	-	
Block 68	26	13	21	-	-	19	21	-	
Average (of above 12 blocks)	15	5	6	1	20	15	36	2	

LAND USE SUMMARY

DOWNTOWN BISMARCK

Distance from 4th & Broadway	(%) Retail	(%) Services	(%) Offices	(%) Accom.	(%) Comm.	(%) Public	(%) Parking and/or vacant	(%) Res.	
Between 2 & 3 Blocks									
Block 26-126	-	-	-	-	18	-	7	75	
Block 25-124	-	-	23	-	17	-	18	42	
Block 24-122	21	8	17	-	-	-	26	28	
Block 23-120	5	7	31	-	-	-	32	25	
Block 22-118	-	Public (Government)				-	86	14	-
Block 21-116	-	5	-	-	-	12	8	75	
Block 110	-	2	-	13	13	-	24	48	
Block 60	-	2	8	-	17	13	33	27	
Block 54	8	12	-	-	60	3	17	-	
Block 4-5	-	Public (Government)				-	50	50	-
Block 51	-	4	-	-	34	-	-	62	
Block 49	-	-	-	-	51	-	36	13	
Block 47	-	-	-	-	57	-	43	-	
Block 45	-	-	-	-	56	-	44	-	
Block 43	-	Public (Parking)				-	-	100	-
Block 41	-	-	-	-	-	-	37	63	
Block 14-15	-	8	-	-	22	-	70	-	
Block 44	17	9	15	-	36	-	23	-	
Block 70	-	17	-	-	-	50	33	-	
Block 100	-	Semi-Public (Hospital)				-	75	25	-
Average (of above 20 blocks)	2	4	5	1	19	14	32	23	

<u>Distance From 4th & Broadway</u>	USE BY FLOOR AREA (in sq. ft.)					<u>Total Parking By Area*</u>
	<u>Retail</u>	<u>Services</u>	<u>Offices</u>	<u>Accommodations</u>	<u>Total</u>	
Within 1 Block						
Block 66	13,930	31,145	35,000	36,426	116,501	26,750
Block 64	34,940	3,500	35,912	-	74,352	26,000
Block 50	48,190	13,573	29,517	-	91,280	18,500
Block 48	52,299	25,144	40,825	109,616	227,884	9,750
Total (of above 4 blocks)	149,359	73,362	141,254	146,042	510,017	81,000
Between 1 & 2 Blocks						
Block 102			Public (Government)			10,000**
Block 104	4,000	-	66,784	-	70,784	58,500
Block 106	23,500	3,568	21,674	-	48,742	55,790
Block 108	-	5,250	-	-	5,250	19,000
Block 62	12,093	10,168	5,843	-	28,104	70,535
Block 52	26,360	13,385	23,483	25,566	88,794	22,500
Block 6-7	14,147	-	-	-	14,147	24,000
Block 8-9	38,428	-	20,410	-	58,838	19,250
Block 10-11			Train Depot			33,500
Block 12-13	-	-	-	-	-	5,500**
Block 46	15,850	4,246	1,400	-	21,496	56,250
Block 68	12,692	62,757	-	13,020	88,469	25,750
Total (of above 12 blocks)	147,070	99,374	139,594	38,586	424,624	400,575

*includes off-street parking based on parking lot areas plus on-street parking based on an area of 250 sq. ft. per space.

**shows only on-street parking area.

FLOOR AREA SUMMARY

DOWNTOWN BISMARCK

Distance From 4th & Broadway	USE BY FLOOR AREA (in sq. ft.)					Total Parking By Area*
	Retail	Services	Offices	Accommodations	Total	
Between 2 & 3 Blocks						
Block 26-126	-	-	-	-	-	16,250
Block 25-124	-	-	3,210	-	3,210	20,500
Block 24-122	18,000	7,000	20,372	-	45,372	32,500
Block 23-120	1,148	720	23,730	-	25,598	36,500
Block 22-118	Public (Government)					13,250**
Block 21-116	2,012	2,306	-	-	4,318	19,750
Block 110	-	1,027	-	13,764	14,791	23,000
Block 60	-	-	3,055	-	3,055	28,000
Block 54	7,100	6,500	-	-	13,600	14,250
Block 4-5	Public (Government)					6,000**
Block 51	-	1,220	-	-	1,220	10,500**
Block 49	-	-	-	-	-	12,750**
Block 47	-	-	-	-	-	10,750**
Block 45	-	-	-	-	-	7,500**
Block 43	Public (parking)					98,500
Block 41	-	-	-	-	-	11,750**
Block 14-15	-	3,005	-	-	3,005	3,500**
Block 44	11,700	18,700	12,530	-	42,930	18,750
Block 70	-	13,132	-	-	13,132	41,500
Block 100	Semi-Public (Hospital)					14,000
Total (of above 20 blocks)	39,960	53,610	62,897	13,764	170,231	439,500
Total of 36 Blocks	336,389	226,346	343,745	198,392	1,104,872	921,075

*includes off-street parking based on parking lot areas plus on-street parking based on an area of 250 sq. ft. per space.

**shows only on-street parking area.

<u>Distance From 4th & Broadway</u>	<u>EMPLOYEES</u>					<u>TOTAL</u>	
	<u>Retail</u>	<u>Service & Office Public</u>	<u>Private</u>	<u>Comm.</u>	<u>Other*</u>	<u>Emp.</u>	<u>Res.</u>
Within 1 Block							
Block 66	133	-	343	-	-	476	-
Block 64	83	130	199	114	-	526	3
Block 50	112	-	164	-	3	279	14
Block 48	144	-	206	-	(566)	350	48
Total (of above 4 blocks)	472	130	912	114	3	1631	65
Between 1 & 2 Blocks							
Block 102	-	84	-	-	-	84	-
Block 104	9	-	255	4	2	270	-
Block 106	42	-	71	4	-	117	2
Block 108	-	13	-	5	-	18	34
Block 62	26	-	39	-	(800)	65	38
Block 52	40	115	104	8	35	302	27
Block 6-7	44	-	-	43	-	87	-
Block 8-9	115	25	19	21	-	180	-
Block 10-11	-	-	-	11	-	11	-
Block 12-13	-	-	-	82	-	82	-
Block 46	52	-	12	-	-	64	7
Block 68	24	86	219	-	40	369	4
Total (of above 12 blocks)	352	323	719	178	77	1649	112

*refers to persons who are not employees but would be in the downtown area during the day on a regular basis.

() refers to accommodation, hospital and entertainment generators and are not included in the totals.

EMPLOYEE-RESIDENT SUMMARY

DOWNTOWN BISMARCK

Distance From 4th & Broadway	EMPLOYEES					TOTAL	
	<u>Retail</u>	<u>Service & Office Public</u>	<u>Private</u>	<u>Comm.</u>	<u>Other*</u>	<u>Emp.</u>	<u>Res.</u>
Between 2 & 3 Blocks							
Block 26-126	-	-	-	3	-	3	90
Block 25-124	-	-	7	3	-	10	56
Block 24-122	35	16	96	-	-	147	21
Block 23-120	2	-	110	-	-	112	21
Block 22-118	-	345	-	-	-	345	-
Block 21-116	-	-	5	-	-	5	56
Block 110	-	-	3	6	(38)	9	45
Block 60	-	-	86	27	-	113	26
Block 54	6	1	7	90	-	104	17
Block 4-5	-	6	-	-	-	6	-
Block 51	-	-	2	-	3	5	30
Block 49	-	-	8	56	-	64	-
Block 47	-	-	-	54	-	54	-
Block 45	-	-	-	22	-	22	-
Block 43			Public (parking)			-	-
Block 41	-	-	-	-	-	-	36
Block 14-15	-	-	19	3	-	22	-
Block 44	30	4	37	29	-	100	49
Block 70	-	18	15	-	-	33	4
Block 100	-	450	-	-	77 (192)	527	-
Total (of above 20 blocks)	73	840	395	293	80	1681	451
Total of 36 Blocks Balance of Study Area	897	1293	2026	585	160	4961	628
Total Study Area (96 blocks)	1000	1939	2311	971	391	6612	2808

*refers to persons who are not employees but would be in the downtown area during the day on a regular basis.

() refers to accommodation, hospital and entertainment generators and are not included in the totals.

BUILDING CONDITION SUMMARY

DOWNTOWN BISMARCK

<u>Distance from 4th & Broadway</u>	<u>Building Condition*</u> (%)			<u>Parking and/or vacant</u>
	<u>Sound</u>	<u>Deteriorating</u>	<u>Dilapidated</u>	
Within 1 Block				
Block 66	60	21	-	19
Block 64	82	-	-	18
Block 50	25	37	25	13
Block 48	12	78	8	2
Average (of above 4 blocks)	45	34	8	13
Between 1 & 2 Blocks				
Block 102	83	Public (Government)		17
Block 104	34	8	-	58
Block 106	32	12	-	56
Block 108	48	-	37	15
Block 62	16	17	-	67
Block 52	29	57	-	14
Block 6-7	34	16	6	44
Block 8-9	28	45	10	17
Block 10-11	-	17	33	50
Block 12-13	60	-	23	17
Block 46	27	17	-	56
Block 68	58	19	2	21
Average (of above 12 blocks)	38	17	9	36

*Percentages are based on the lot area occupied by a structure and are classified according to the condition of that structure.

BUILDING CONDITION SUMMARY

DOWNTOWN BISMARCK

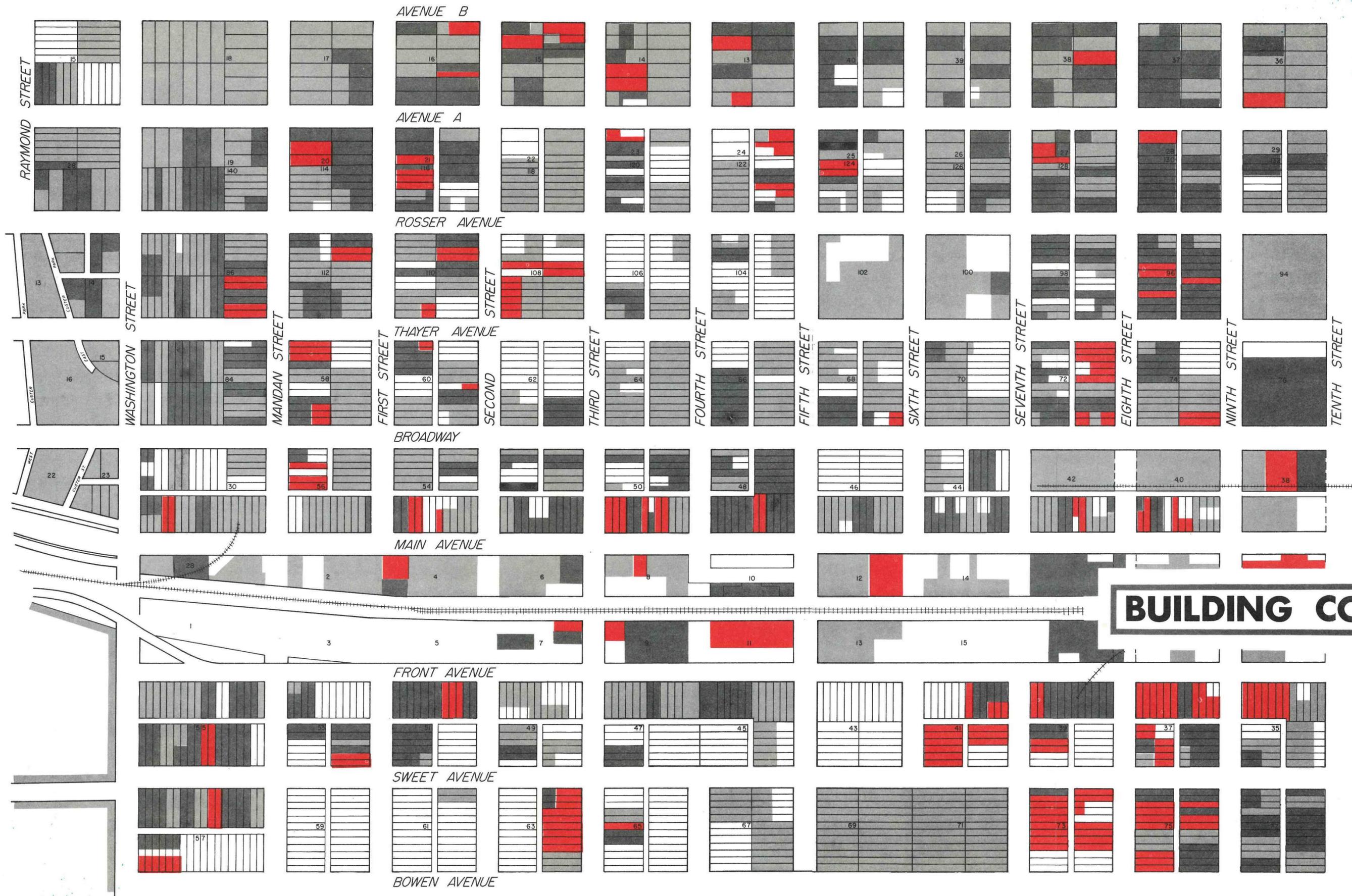
<u>Distance from 4th & Broadway</u>	<u>Building Condition*</u> (%)			<u>Parking and/or vacant</u>
	<u>Sound</u>	<u>Deteriorating</u>	<u>Dilapidated</u>	
Between 2 & 3 Blocks				
Block 26-126	64	29	-	7
Block 25-124	54	18	10	18
Block 24-122	49	10	15	26
Block 23-120	37	27	4	32
Block 22-118	86	Public (Government)		14
Block 21-116	13	53	22	12
Block 110	44	21	11	24
Block 60	40	24	3	33
Block 54	56	16	11	17
Block 4-5	38	6	6	50
Block 51	28	60	12	-
Block 49	56	8	-	36
Block 47	40	17	-	43
Block 45	29	27	-	44
Block 43		Public (Parking)		100
Block 41	48	15	-	37
Block 14-15	30	-	-	70
Block 44	30	47	-	23
Block 70	61	6	-	33
Block 100	75	Semi-Public (Hospital)		25
Average (of above 20 blocks)	44	19	5	32

*Percentages are based on the lot area occupied by a structure and are classified according to the condition of that structure.

**THE CITY OF
BISMARCK,
NORTH DAKOTA**
(CENTRAL BUSINESS AREA)

SCALE: 1" = 300'

- SOUND
- DETERIORATING
- DILAPIDATED
- PARKING OR VACANT



BUILDING CONDITION

PARKING SUMMARY

DOWNTOWN BISMARCK

<u>Distance From 4th & Broadway</u>	<u>On-Street</u>	<u>Off-Street</u>		<u>Total per Block</u>
		<u>Private</u>	<u>Public</u>	
Within 1 Block				
Block 66	43	8	42	93
Block 64	45	55	-	100
Block 50	38	12	22	72
Block 48	33	9	-	42
Total (of above 4 blocks)	159	84	64	307
Between 1 & 2 Blocks				
Block 102	40	51	-	91
Block 104	38	112	85	235
Block 106	35	8	113	156
Block 108	38	16	23	77
Block 62	41	56	84	181
Block 52	46	32	22	100
Block 6-7	30	18	48	96
Block 8-9	35	10	38	83
Block 10-11	19	33	85	137
Block 12-13	22	30	-	52
Block 46	38	2	128	168
Block 68	39	24	49	112
Total (of above 12 blocks)	421	392	675	1488

PARKING SUMMARY

DOWNTOWN BISMARCK

<u>Distance From 4th & Broadway</u>	<u>On-Street</u>	<u>Off-Street</u>		<u>Total per Block</u>
		<u>Private</u>	<u>Public</u>	
Between 2 & 3 Blocks				
Block 26-126	40	43	-	83
Block 25-124	40	19	27	86
Block 24-122	42	7	88	137
Block 23-120	38	12	112	162
Block 22-118	23	43	-	66
Block 21-116	11	30	-	41
Block 110	42	27	32	101
Block 60	40	91	-	131
Block 54	31	23	-	54
Block 4-5	24	30	-	54
Block 51	42	13	-	55
Block 49	51	63	33	147
Block 47	43	-	-	43
Block 45	45	9	-	54
Block 43	34	-	240	274
Block 41	47	5	-	52
Block 14-15	14	52	-	66
Block 44	32	53	26	111
Block 70	46	-	68	114
Block 100	56	48	28	132
Total (of above 20 blocks)	741	568	654	1963
Total of 36 Blocks	1321	1044	1393	3758
Balance of Study Area	1754	773	372	2899
Total Study Area (96 blocks)	3075	1817	1765	6657

VALUATION & TAX SUMMARY

DOWNTOWN BISMARCK

Distance From 4th & Broadway	VALUATION (Thousands) of Dollars		TAX (Thousands) of Dollars	
	1961	1966	1961	1966
Within 1 Block				
Block 66	1,621	2,207	32.6*	50.6*
Block 64	1,733	1,760	34.9	40.4
Block 50	1,696	1,830	34.3	32.3
Block 48	2,699	2,607	54.3	59.8
Total (of above 4 blocks)	7,749	8,404	156.1	183.1
Average per Block	1,937	2,101	39.0	45.8
Between 1 & 2 Blocks				
Block 102	Public (Government)		-	-
Block 104	1,914	1,859	38.5	42.7
Block 106	584	1,387	11.0**	31.8**
Block 108	198	210	4.0**	4.8**
Block 62	908	859	18.3	19.7
Block 52	1,175	1,181	23.7	27.1
Block 6-7	348	333	7.0	7.7
Block 8-9	546	637	11.0	14.6
Block 10-11	Depot*		-	-
Block 12-13	728	749	14.7	17.2
Block 46	529	659	10.7**	15.1**
Block 68	1,282	1,757	25.8**	40.4**
Total (of above 12 blocks)	8,212	9,631	164.7	221.1
Average per Block	821	963	16.5	22.1

*part of block is assessed directly by the State.

**part of block is non-taxable because of public or semi-public uses.

Distance From 4th & Broadway	VALUATION (Thousands) of Dollars		TAX (Thousands) of Dollars	
	1961	1966	1961	1966
Between 2 & 3 Blocks				
Block 26-126	421	422	8.5	9.7
Block 25-124	398	521	10.5	12.0
Block 24-122	976	976	19.6	22.4
Block 23-120	813	813	16.4	18.7
Block 22-118	Public (Government)			
Block 21-116	240	238	4.8	5.5
Block 110	587	623	11.8	14.3
Block 60	268	355	5.4**	8.1**
Block 54	535	519	10.5	11.9
Block 4-5	67	62	1.3**	1.4**
Block 51	62	71	1.2	1.6
Block 49	240	234	4.8	5.3
Block 47	101	101	2.0	2.3
Block 45	113	113	2.3	2.6
Block 43	26	Public (parking)		-
Block 41	112	107	2.2	2.4
Block 14-15	197	270	3.7	6.2
Block 44	966	1,098	19.4	25.2
Block 70	223	224	4.5	5.1
Block 100	Semi-Public (Hospital)		-	-
Total (of above 20 blocks)	6,345	6,747	129.4	154.7
Average per Block	352	397	7.2	9.1
Total of 36 Blocks	22,306	24,782	450.2	558.9
Balance of Study Area	10,605	10,744	214.2	246.1
Total Study Area (96 blocks)	32,911	35,526	664.4	805.0

*part of block is assessed directly by the State.

**part of block is non-taxable because of public or semi-public uses.