



Community Development Department

HISTORIC PRESERVATION COMMISSION MEETING AGENDA

March 17, 2021

Tom Baker Meeting Room

3:30 p.m.

City-County Office Building

SPECIAL NOTICE ON PUBLIC PARTICIPATION

Watch live meeting coverage on Government Access Channels 2 & 602HD, listen to Radio Access 102.5 FM Radio, or stream FreeTV.org and RadioAccess.org. Agenda items can be found at www.bismarcknd.gov/agendacenter.

Due to ongoing public health concerns related to COVID-19, the City of Bismarck is encouraging citizens to provide their comments via email to whutchings@bismarcknd.gov. The comments will be sent to the Historic Preservation Commission prior to the meeting and included in the minutes of the meeting. To ensure your comments are received and distributed prior to the meeting, please submit them by 12 noon on the day of the meeting and reference the agenda item your comment addresses.

If you would like to appear via video or audio link for the public input / comment section of

the agenda, please provide your e-mail address and contact information to whutchings@bismarcknd.gov at least one business day before the meeting.

The physical meeting room will be open to the public, but we certainly understand the public wishing to limit their exposure at this time, while still participating in government. Before entering the City-County Office Building, all individuals should self-screen for COVID-19 symptoms or potential exposure and, if unable to pass the screening protocol, will be expected to participate remotely in the meeting for the public's safety.

It is anticipated that some of the Historic Preservation Commissioners will be attending this meeting in person and others will be participating remotely.

Full agenda starts on next page.



MINUTES

1. Consider approval of the minutes of the February 17, 2021 meeting of the Historic Preservation Commission.

PUBLIC COMMENT

2. Public Comment (The public comment period is available for residents and other interested parties to address items on the agenda or any general public input for consideration by the Historic Preservation Commission).

AGENDA

3. Section 106 Review – North Dakota Department of Transportation Projects.....3
4. Presentation: Northern Plains National Heritage Area – Aaron Barth

OTHER BUSINESS

5. Other Business
 - a. Notice of 2021 HPF Grant Award.....24
 - b. Update on prior recommendations to City Commission regarding BNSF Bridge

ADJOURNMENT

6. **Adjourn.** The next regular meeting date is scheduled for **April 21, 2021.**

Enclosures: Meeting Minutes of February 17, 2021



Community Development Department

MEMORANDUM

Section 106 Review Participation | North Dakota Department of Transportation Projects

TO: Chair Sakariassen and Historic Preservation Commission

FROM: Will Hutchings, Planner

DATE: March 12, 2021

The City of Bismarck has been notified by North Dakota Department of Transportation (NDDOT) of four separate proposed projects along State Street/US Highway 83 programmed for 2022 and 2023. These projects consist of intersection improvements that include turn lane modifications, traffic signal upgrades and concrete pavement repairs. These projects are all expected to occur within existing right-of-way, but if additional right-of way is needed, the area would be covered by a Class I survey.

NDDOT has consulted with Juniper Environmental Consulting who completed a Class I Literature Review and Letter Report for the project area. A copy of the letter report is attached to this memorandum.

The Historic Preservation Commission's role is to review the proposed project and the opinion provided by the cultural resource firm and provide a recommendation to the State Historic Preservation Office.

Participation can also involve providing comments on the identification of historic properties, effects to historic properties, and ways to mitigate or avoid adverse effects to historic properties and districts.

Results and Proposed Finding:

NDDOT is requesting the State Historic Preservation Office's concurrence with a finding of a No Historic Properties Affected.

Staff Recommended Action:

Review the submitted documentation for Section 106 review of the proposed NDDOT to be located along portions of State Street and complete the attached declaration of your findings for the State Historic Preservation Office.

Attachments:

- North Dakota Department of Transportation Letter – February 24, 2021
- Juniper Environmental Consulting – Class I Literature Review
- Declaration



February 24, 2021

Mr. Bill Peterson
ND State Historic Preservation Officer
ND Heritage Center
612 East Boulevard Avenue
Bismarck, ND 58505-0830

Attn: Lisa Steckler, Project Review Coordinator

CONSULTATION ON NDDOT PROJECTS, STATE HIGHWAY SYSTEM

We are initiating consultation on the following project. This letter is intended to give you information on the proposed project and how we intend to proceed to meet our responsibilities under Section 106 of the National Historic Preservation Act of 1966 (as revised 1992). Further, it is intended to solicit your views pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969. We would appreciate your comment on the project and our planned cultural resource work, and discussion of any concerns you may have regarding historic properties which may be affected by the project.

Lead Federal Agency: Federal Highway Administration

NDDOT Project #s & PCN:

SHE-1-083(118)901, PCN 20097; SHE-1-083(119)088, PCN 20098; NHU-1-083(133)901, PCN 22769; NHU-1-083(134)088, PCN 22770

Legal Location: Burleigh County T139N R80W Sections: 21, 22, 27, 28, and 33

Project Type: Concrete Pavement Repairs, Turn Lane Modifications and Traffic Signals

Purpose and Need: The purposes are to preserve existing transportation assets, ensure the safety of the public, enhance economic vitality of the area, and support economically sustainable growth in this urban corridor.

Project Description: The project consists of four smaller projects that are grouped together and are referred to as a single Project for this consultation. The proposed improvements and roadwork for State Street/US Highway 83 in Bismarck, from Calgary Ave to south of Divide Ave, and adjacent to the Capitol grounds. The proposed work consists of intersection improvements that include turn lane modifications and traffic signal upgrades, as well as concrete pavement repair.

APE: The area of potential effects is the footprint of the project (see attached maps).

Justification: All Project effects will be within the existing ROW and there is no need for additional permanent ROW. If a small amount of temporary contiguous ROW is needed, the area would be covered by the Class I survey. Minor temporary effects such as visual, auditory, and olfactory impacts may be encountered. The extensive disturbance associated with past construction makes it highly unlikely that intact archeological remains would be encountered.

Proposed Cultural Resource Work: No further cultural work is needed.

Justification: Juniper Environmental Consulting (Juniper) completed a Class I Literature Review and Letter Report for the Project area (Radermacher and Morrison 2021; ROI# 643). NDDOT has accepted this report. As per new NDSHPO guidelines, the Class I hardcopy report will not be sent to your office.

The Literature Review identified one site and one site lead adjacent to the Project APE. Site 32BL794 was recorded in 2015 as a five-building complex with 1970s construction dates. The buildings did not meet the 50-year age requirement for NRHP inclusion and were recommended *Not Eligible* for the NRHP. Based on recent aerial imagery, the building complex appears to have been demolished for the First International Bank and Trust development.

Site Lead 32BLx67 was expanded in 2012 to include both the North Dakota State Capitol Building and Capitol grounds. It remains *unevaluated* for inclusion in the NRHP. However, the proposed Project will be confined to the existing ROW and will not impact the Capitol grounds.

Other Consulting Parties: The TCC is consulted on all NDDOT projects. The Bismarck Historic Preservation Commission has been included in this correspondence.

Plan for Public Involvement: Solicitation of views packages were sent out in late 2020. A public meeting is planned for this project in Spring 2021.

Since the Project will not directly affect the North Dakota State Capitol Building and Capitol grounds (32BLx67), we are requesting your concurrence with a finding of a *No Historic Properties Affected* for the proposed Project. If you need further information regarding the proposed Project, please contact me or the other NDDOT cultural resource staff.

Sincerely,



Paul A. Demers, Ph.D., RPA
Archaeologist II, NDDOT-ETS(CR)

4 map attachments

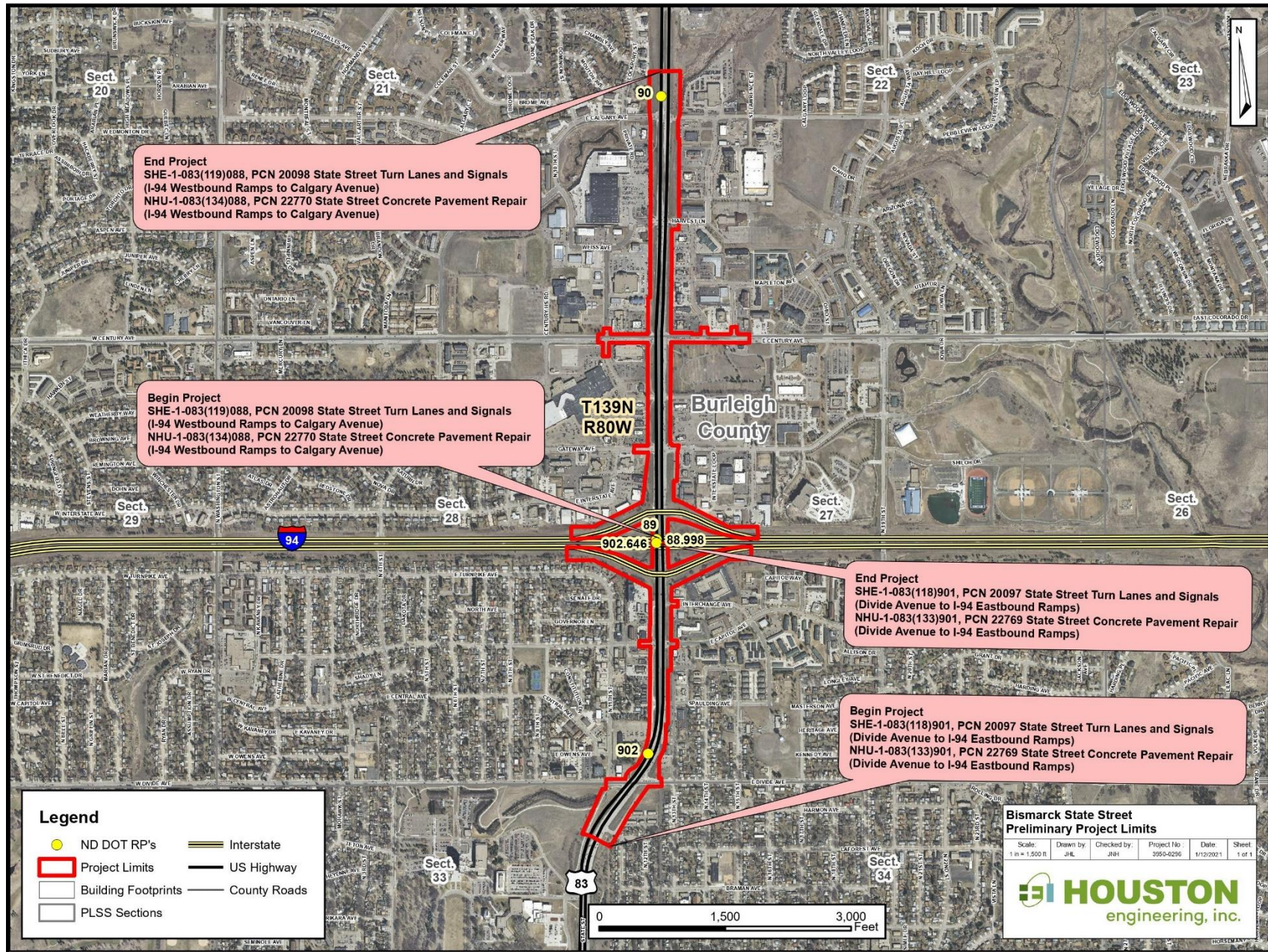


Figure 2: Location of the proposed projects and limits as depicted upon recent aerial photography.

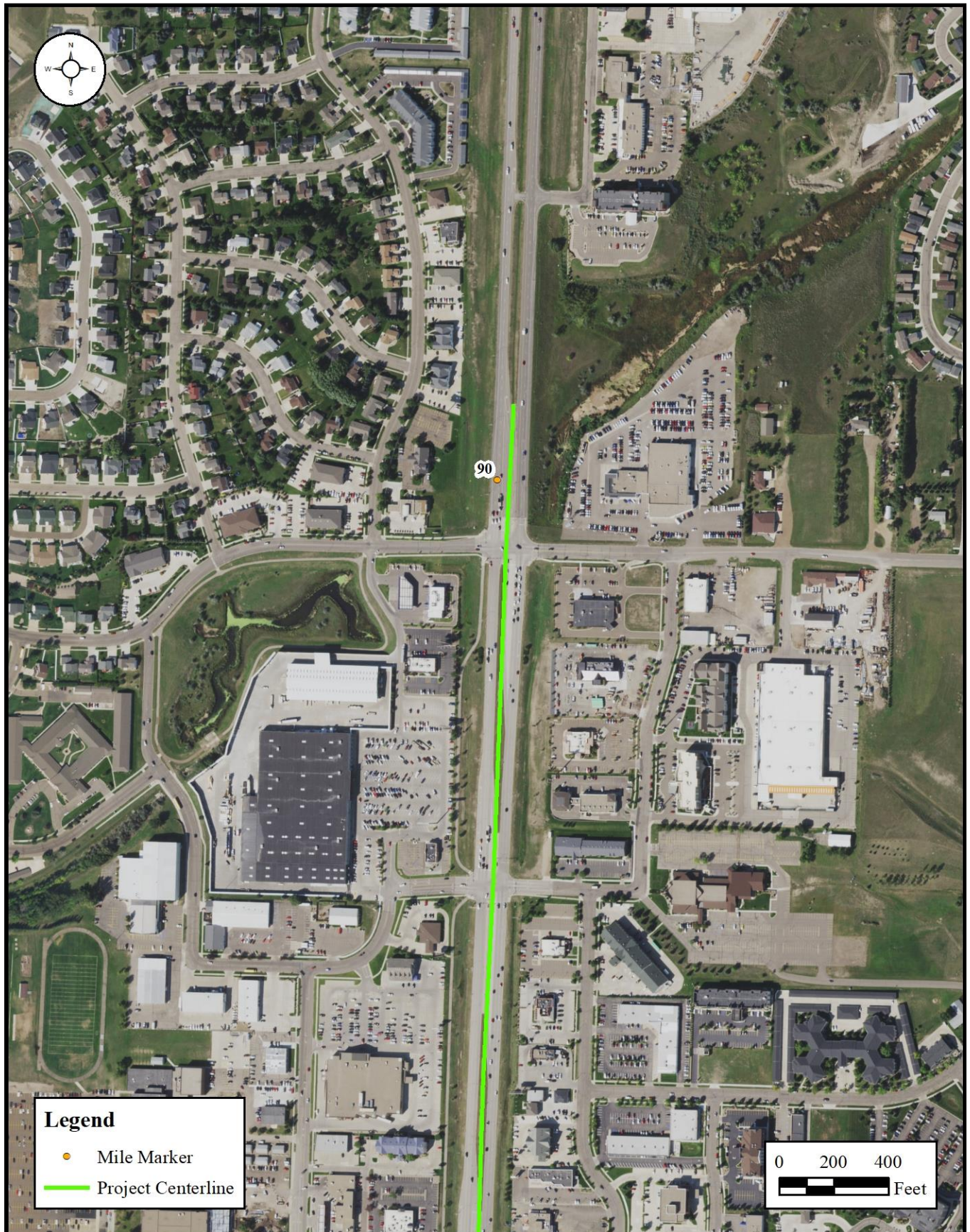


Figure 4: Location of the proposed undertaking as depicted on the NAIP 2018 Burleigh County aerial photograph.

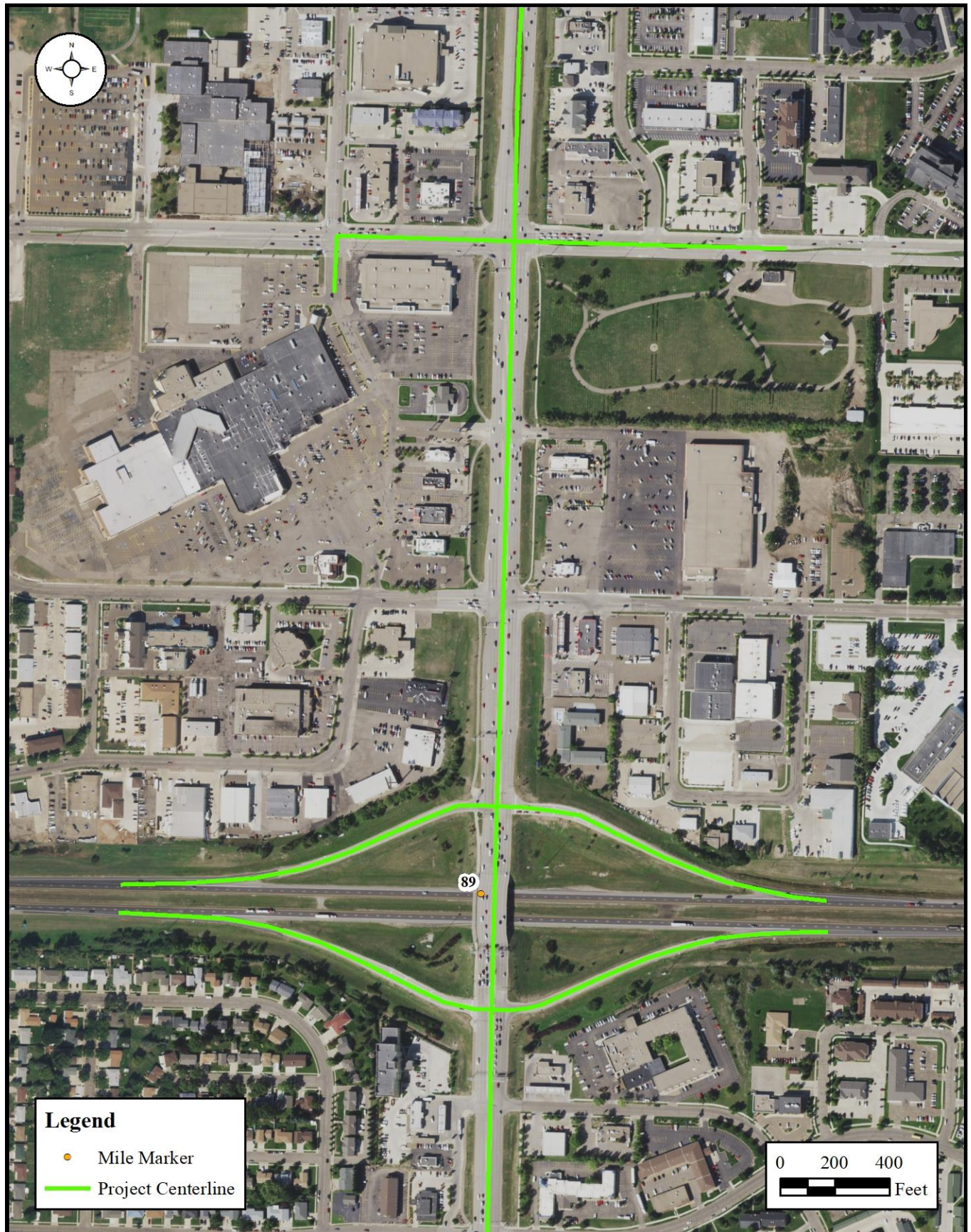


Figure 6: Location of the proposed undertaking and previously recorded cultural resources as depicted on the NAIP 2018 Burleigh County aerial photograph.

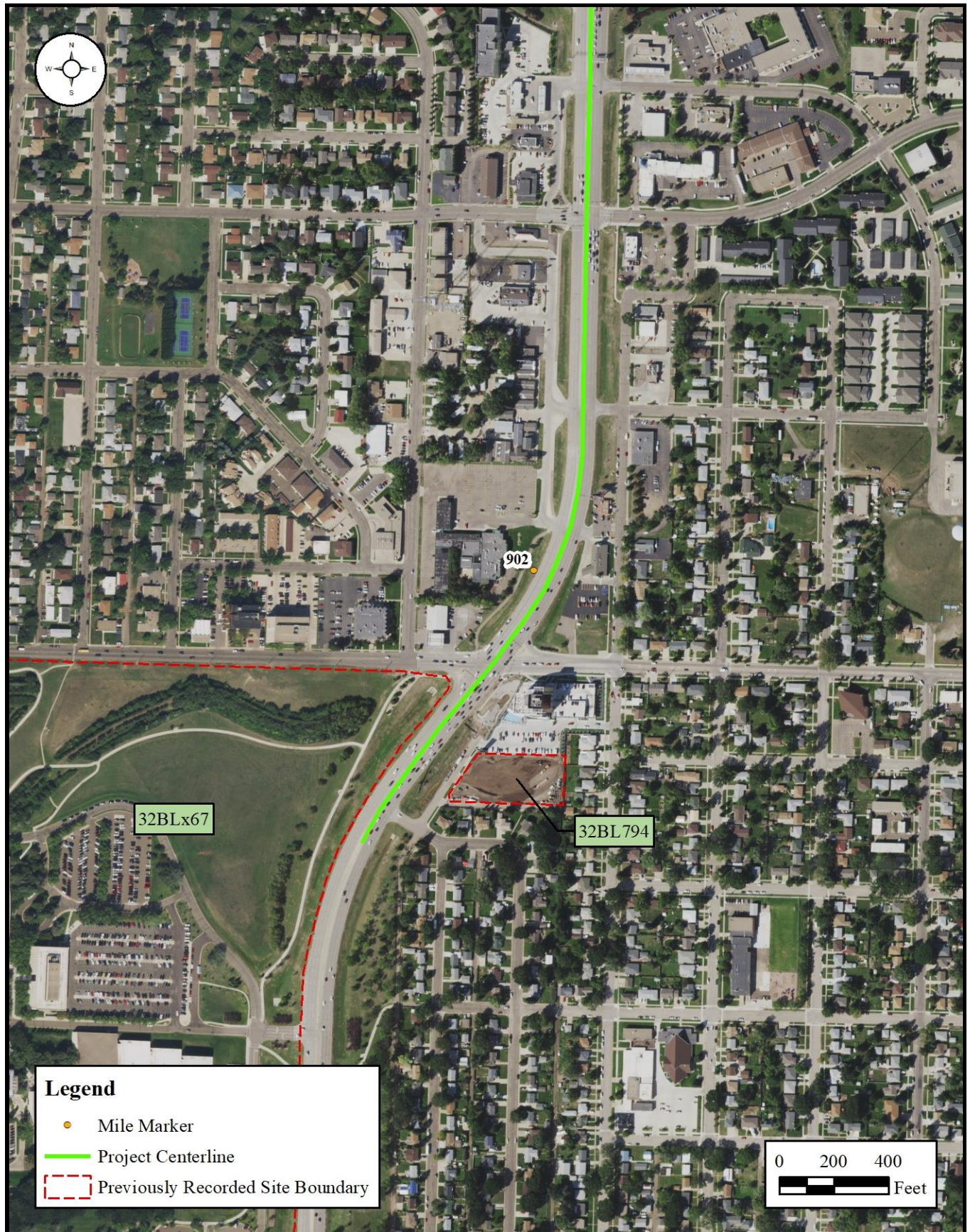


Figure 8: Location of the proposed undertaking and previously recorded cultural resources as depicted on the NAIP 2018 Burleigh County aerial photograph.



February 11, 2021

Paul A. Demers, Ph.D., RPA
Archaeologist – ETS Division
Cultural Resource Division
NDDOT
608 E Boulevard Ave
Bismarck, ND 58505-0700

RE: Class I Literature Review for State Street, Bismarck, Burleigh County, ND
NDDOT Projects SHE-1-083(118)901, PCN 20097; SHE-1-083(119)088, PCN 20098;
NHU-1-083(133)901, PCN 22769; NHU-1-083(134)088, PCN 22770

Juniper ROI: 643

Dear Mr. Demers,

Juniper is pleased to submit the results of a Class I Literature Review for the proposed improvements and roadwork for State Street/US Highway 83 from Divide to Calgary Avenue, in Sections 21, 22, 27, 28, and 33, T. 139 N., R. 80 W. (Figure 1 - Figure 3), Bismarck, Burleigh County, ND. The literature review was conducted at the request of Houston Engineering, Inc. The North Dakota Department of Transportation (NDDOT) is the funding agency for the project. The project consists of four smaller projects that are grouped together and are referred to as a single project in the rest of this document (see Figure 1 and Figure 2, produced by Houston Engineering). The proposed work consists of two main activities, (1) intersection improvements that include turn lane modifications and traffic signal upgrades, and (2) concrete pavement repair various. No additional right-of-way acquisition is proposed for any of the four projects. The area of potential effect (APE) includes the State Street/US Highway 83 right-of-way, Interstate 94 on/off ramps, a portion of Century Avenue, and various side streets at the intersections (see Figure 1 and Figure 2).

The APE is significantly disturbed by modern infrastructure development including highway and municipal development, as well as disturbance related to placement of utilities paralleling these corridors (Figure 4, Figure 6, Figure 8). Residential dwellings, commercial buildings, and the North Dakota State Capitol grounds lie adjacent to the APE. The North Dakota Statewide 1957-62 aerial photographs show that many of these houses and commercial buildings did not exist at that time, and areas beyond the south end of the APE were largely undeveloped (Figure 5, Figure 7, Figure 9). Many of the historic properties near the APE were likely destroyed during expansion of State Street/US Highway 83 and subsequent development during the expansion of northeastern Bismarck.

William Christensen of Juniper conducted a Class I Literature Review of the State Historical Society of North Dakota's (SHSND) site and manuscript files for the legal sections within a one mile radius study area around the APE on January 12th, 2021 (Figure 10). Juniper compiled and reviewed the data and noted that there are 321 cultural resources, (mostly architectural sites, other historic and prehistoric sites, site leads, and isolated finds,) that have been recorded within the study area. Bismarck's historical districts and 319 of previously recorded resources lie outside the APE to the south and west. In addition, 71 previous cultural resource inventories have been conducted within the study area. The northern end of the APE was inventoried in 2007 (Stine 2007, MS# 10293) and the Interstate 94 corridor was inventoried in 2015 (Brooks 2015 MS# 16299). Because of the large number of previously recorded cultural resources present in the study area, they are not presented in tabular format. The complete results of the files search are available as the shapefiles for the cultural resources upon request.

Of the 321 cultural resources only Site 32BL794 and Site Lead 32BLx67 lies adjacent to and within the APE. The remaining resources lie outside the APE and will not be impacted by the propose development.

Site 32BL794 is a building complex recorded by Sakariassen in 2015 within Section 33, T. 139 N., R. 80 W. (Figure 3, Figure 4, Figure 8, and Figure 9). Five multipurpose buildings with 1970s construction dates are described as mixture of commercial structures and residential dwellings. The buildings did not meet the 50-year age requirement for NRHP consideration and were recommend *not eligible* for the NRHP. Based on aerial imagery it appears the building complex has been completely demolished as part of the construction of the First International Bank and Trust development (Sakariassen 2015, MS# 15887). Site 32BL794 is no longer extant and will not be impacted by the proposed development.

Site Lead 32BLx67 was first recorded as the North Dakota State Capitol Building by Benson in 1980 within the SE¼ of Section 33, T. 139 N., R. 80 W. (Figure 3, Figure 4, Figure 8, and Figure 9). An architecture and history report was produced by the State Historical Society of North Dakota in 1989 and Meidinger expanded the site lead boundary in 2012 to include the grounds surrounding the Capitol buildings. The Site Lead now includes the State Capitol Grounds to the edge of the road right-of-way in one map and to the edge of the pavement in the other. Site Lead 32BLx67 lies adjacent to/and within the southwestern end of the APE. Site Lead 32RBLx67 remains *unevaluated* for inclusion in the NRHP.

The proposed project will be confined to the existing right-of-way and will not impact any of the capital grounds beyond the existing road right-of-way. The proposed undertaking *will not have an adverse effect on the NRHP eligibility* of the site lead as the disturbances will be confined to areas that have been previously impacted by modern development.

Site 32BL794 and Site Lead 32BLx67 lie adjacent to and within the southern end of the project's APE. Site 32BL794 is no longer extant and, while the eastern edge of Site Lead 32BLx67, a portion of the ND Capital Grounds, lies within the APE, it consists of the existing disturbed road right-of-way. Because the proposed undertaking will be confined to the existing right-of-way, it *will not have an adverse effect* on Site Lead 32BLx67. The proposed undertaking will not directly affect any of the other previously recorded cultural resources as the project is currently designed.

Table 1: Cultural Resources Within the Area of Potential Effect			
Site	Name/Description	NRHP Status	Recorder/Date
32BL794	Architectural - Multipurpose Buildings	UN	Sakariassen 2015
32BLx67	Site Lead - State Capitol Buildings and Grounds	UN	Benson 1980; Remele 1989; Meidinger 2012

Juniper does not recommend any additional inventory to identify previously unrecorded resources within the APE. Because of the extensive modern development along the roadway, it is highly unlikely that any intact prehistoric or historic archaeological remains are present. Based on aerial imagery, architectural inventories within the APE are equally unlikely to encounter properties that would meet the 50-year guidelines to be assessed for inclusion on the National Register, that have not been previously recorded.

Juniper recommends that the results of this Class I Literature Review constitute a reasonable and good faith effort to identify cultural resources within the proposed project corridor. Because 32BL794 is no longer extant, because Site Lead 32BLx67 *will not be adversely affected* by the proposed development, and because the proposed undertaking as currently designed will not impact any of the remaining 319 previously recorded cultural resources, Juniper recommends a finding of *No Adverse Effect* for the proposed undertaking.

If you have any questions, need further information, or would like additional documentation, please contact us at (701) 400-3575 or (701) 223-6306.

Sincerely,



Matthew Radermacher
Principal Investigator
Juniper, LLC



John G. Morrison
Principal Investigator
Juniper, LLC

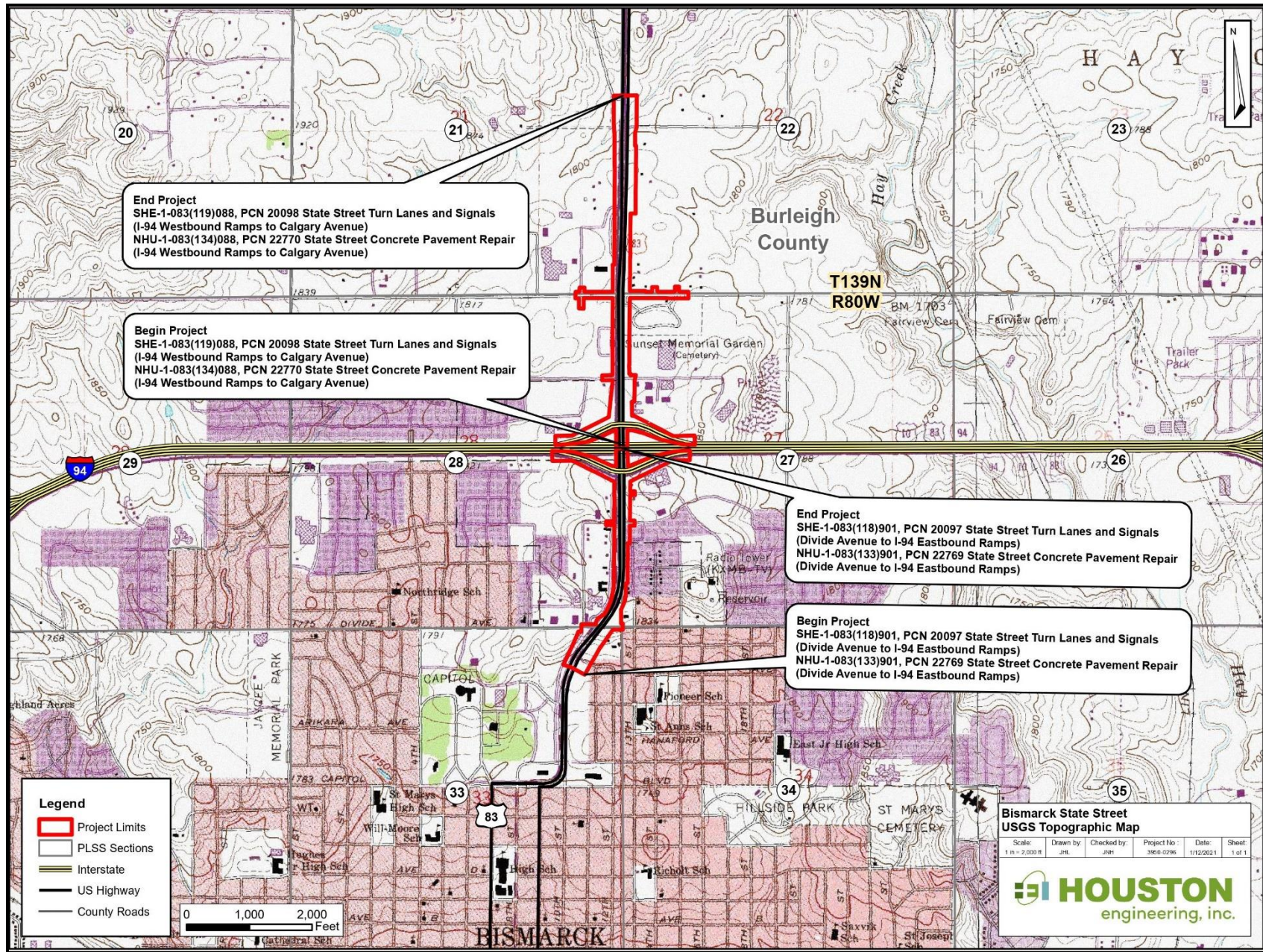


Figure 1: Location of the proposed projects and project limits as depicted on the USGS 7.5' Bismarck (1976) and Menoken SW (1976) quadrangle maps.

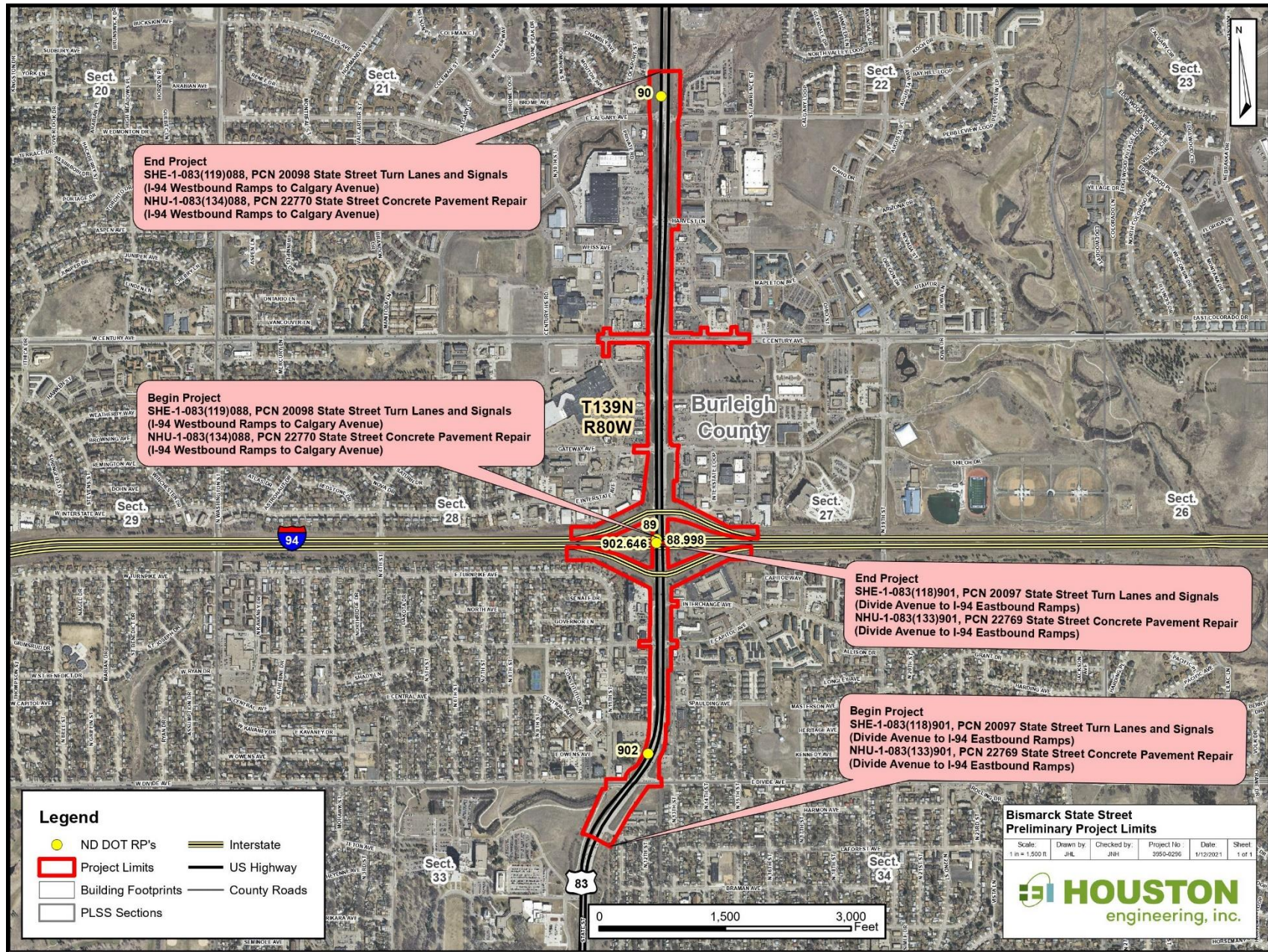


Figure 2: Location of the proposed projects and limits as depicted upon recent aerial photography.

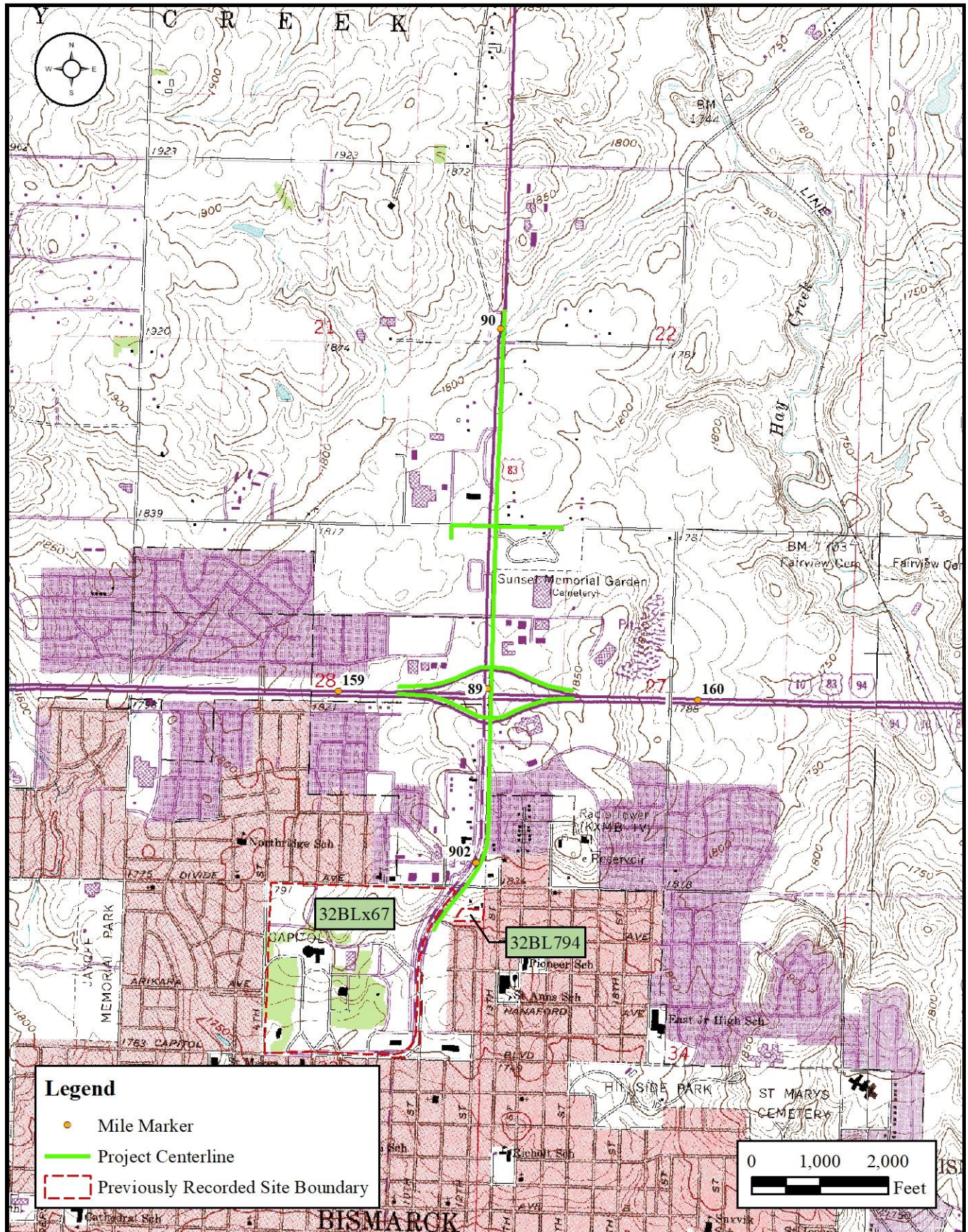


Figure 3: Location of the proposed undertaking and previously recorded cultural resources as depicted on the USGS 7.5' Bismarck (1976) and Menoken SW (1976) quadrangle maps.

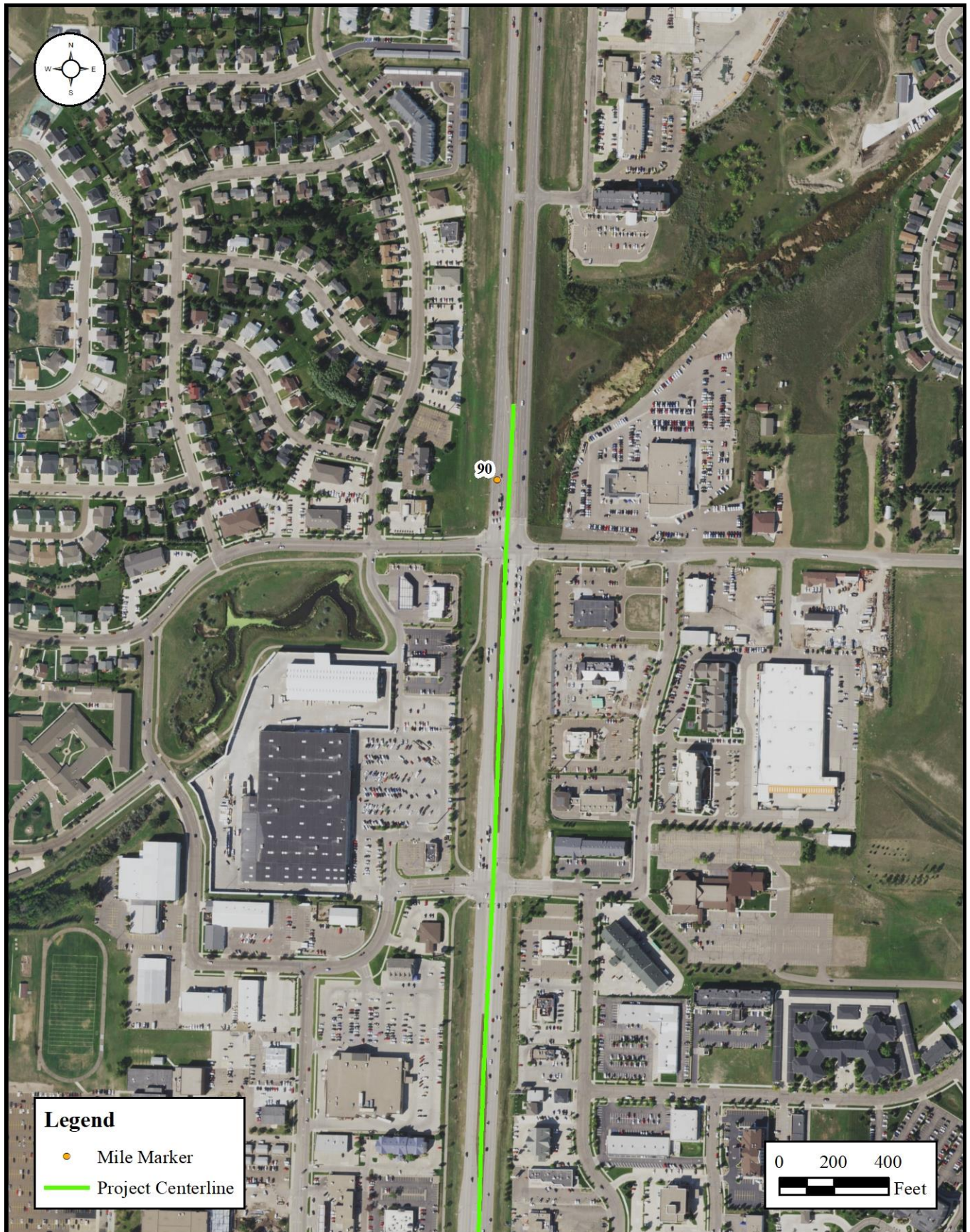


Figure 4: Location of the proposed undertaking as depicted on the NAIP 2018 Burleigh County aerial photograph.

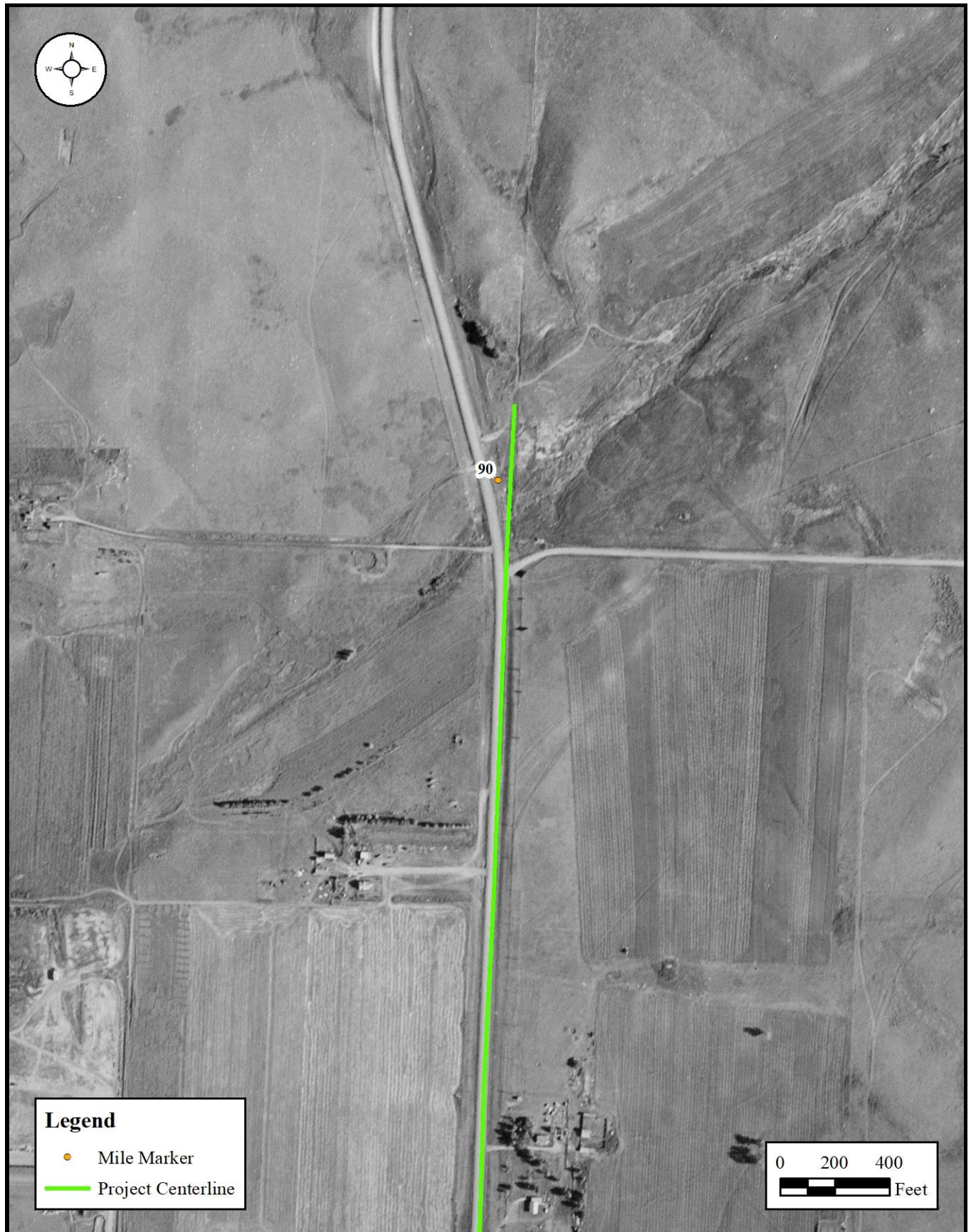


Figure 5: Location of the proposed undertaking and previously recorded cultural resources as depicted on the North Dakota Statewide 1957-62 aerial photograph.

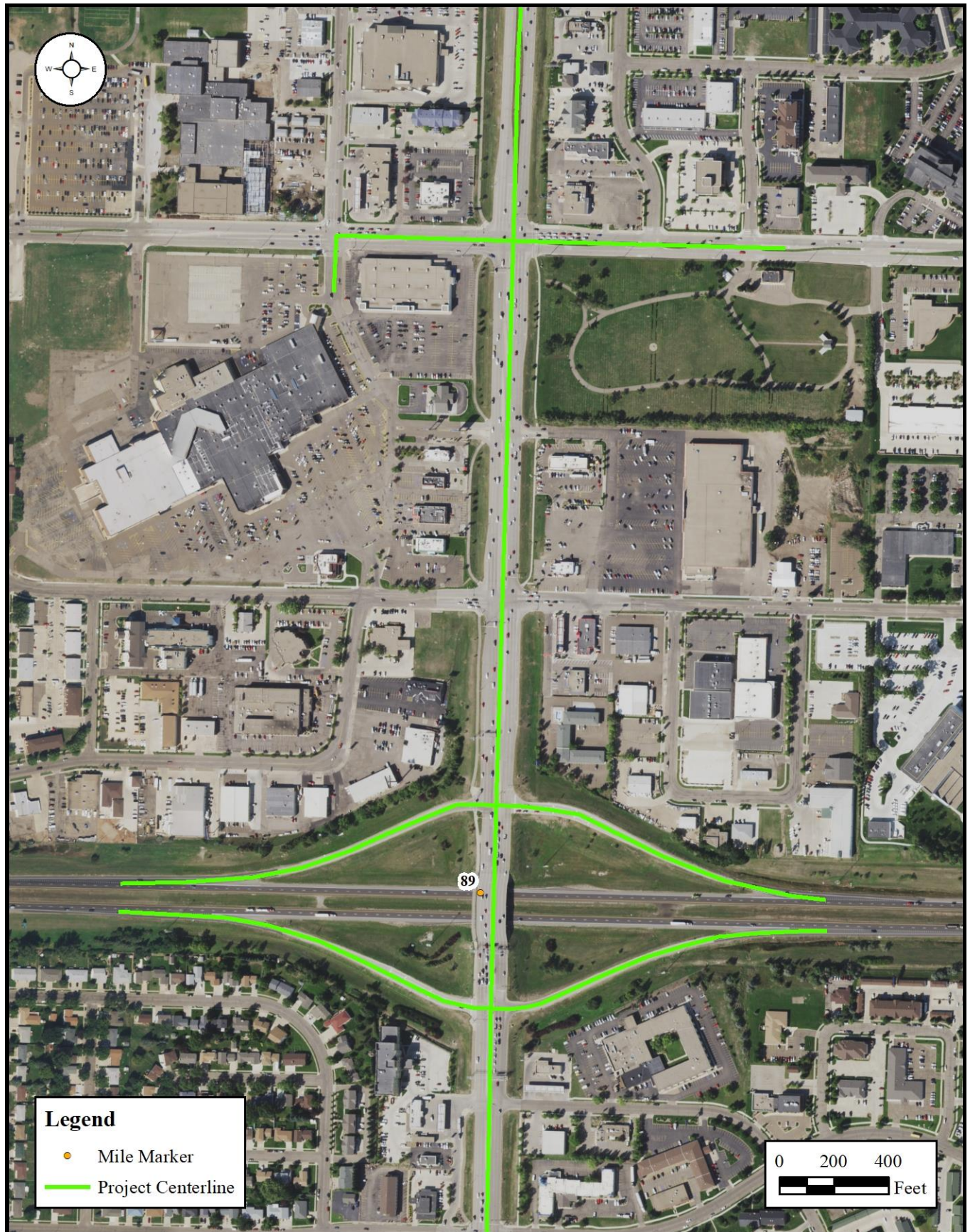


Figure 6: Location of the proposed undertaking and previously recorded cultural resources as depicted on the NAIP 2018 Burleigh County aerial photograph.

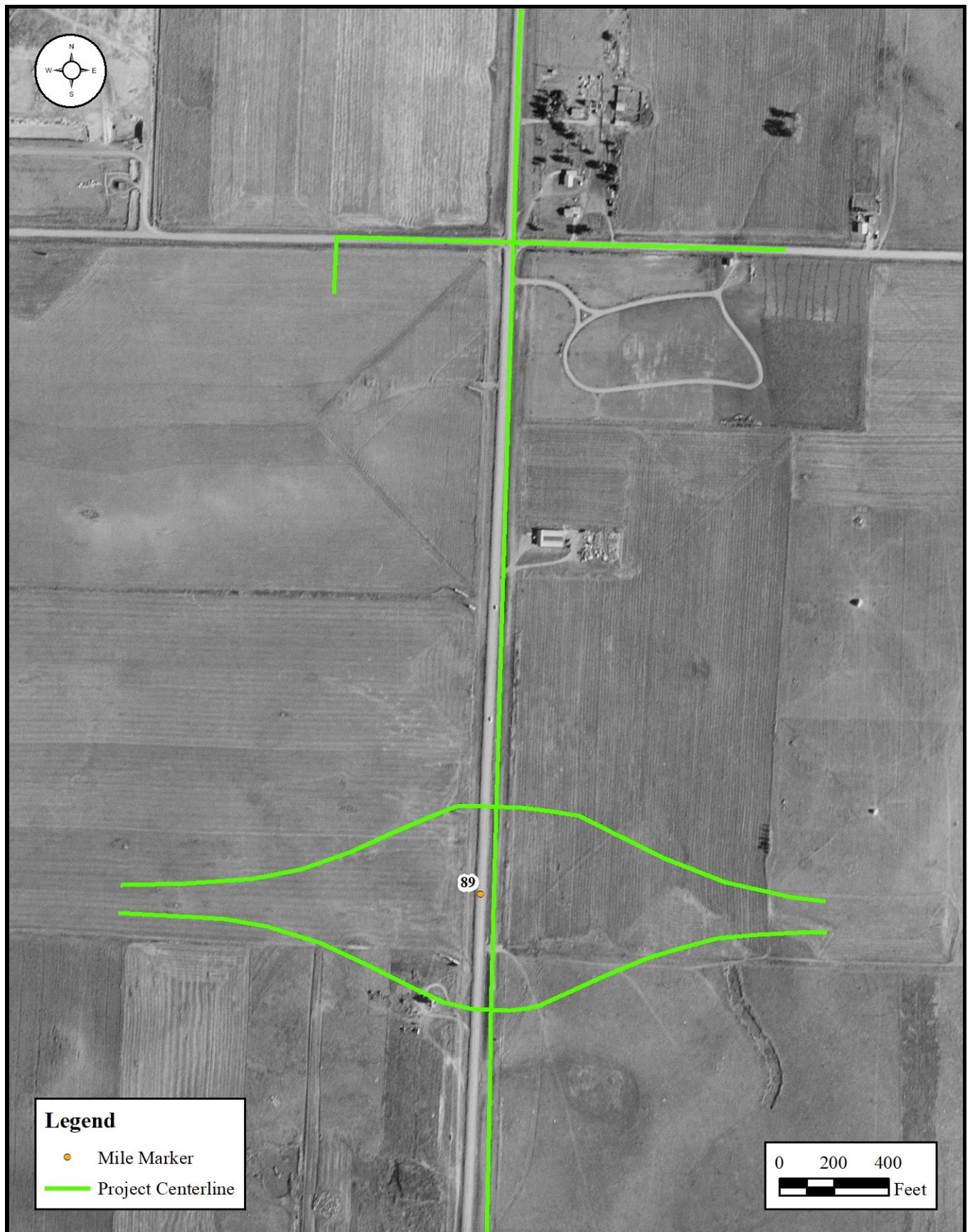


Figure 7: Location of the proposed undertaking and previously recorded cultural resources as depicted on the North Dakota Statewide 1957-62 aerial photograph.

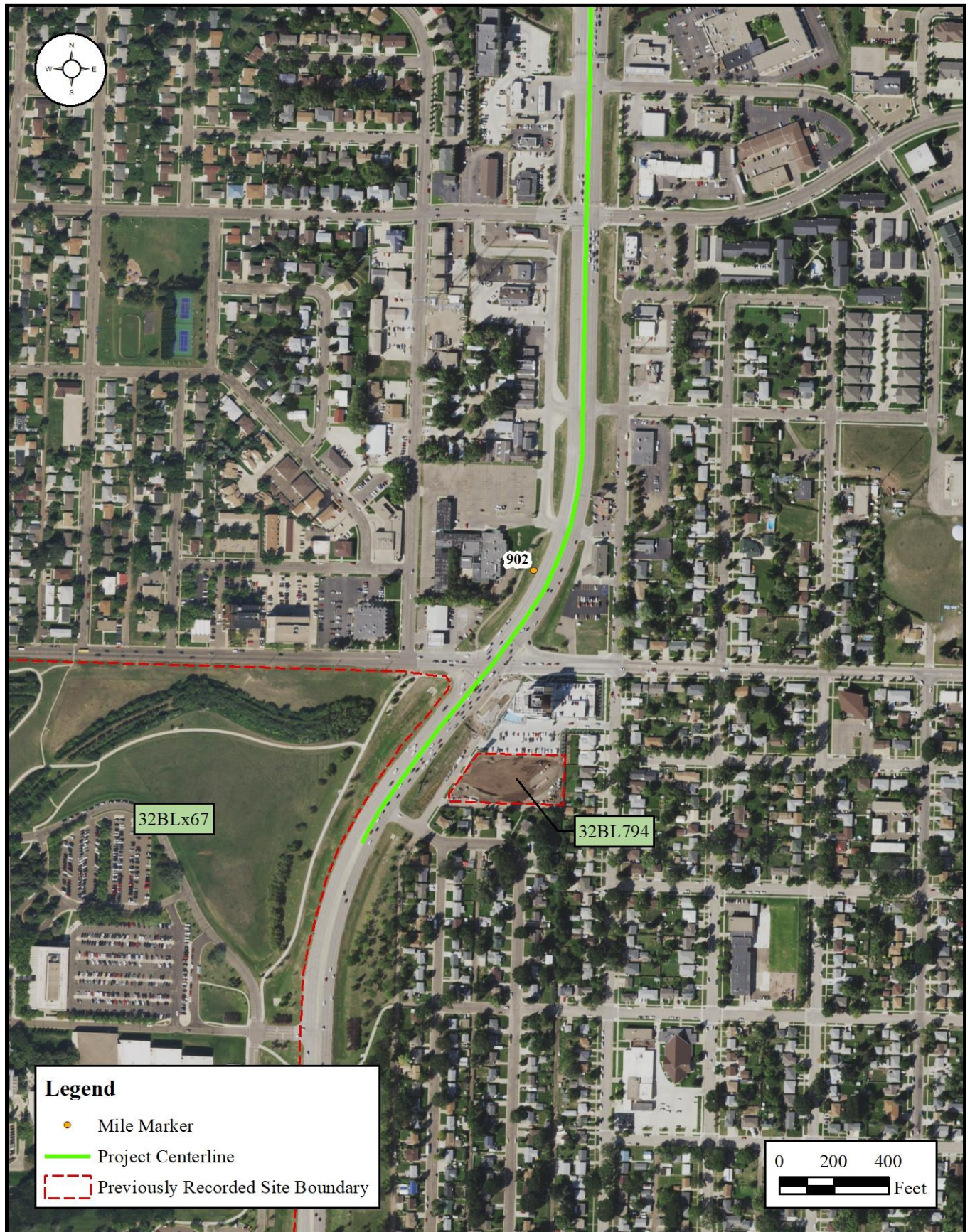


Figure 8: Location of the proposed undertaking and previously recorded cultural resources as depicted on the NAIP 2018 Burleigh County aerial photograph.



Figure 9: Location of the proposed undertaking and previously recorded cultural resources as depicted on the North Dakota Statewide 1957-62 aerial photograph.

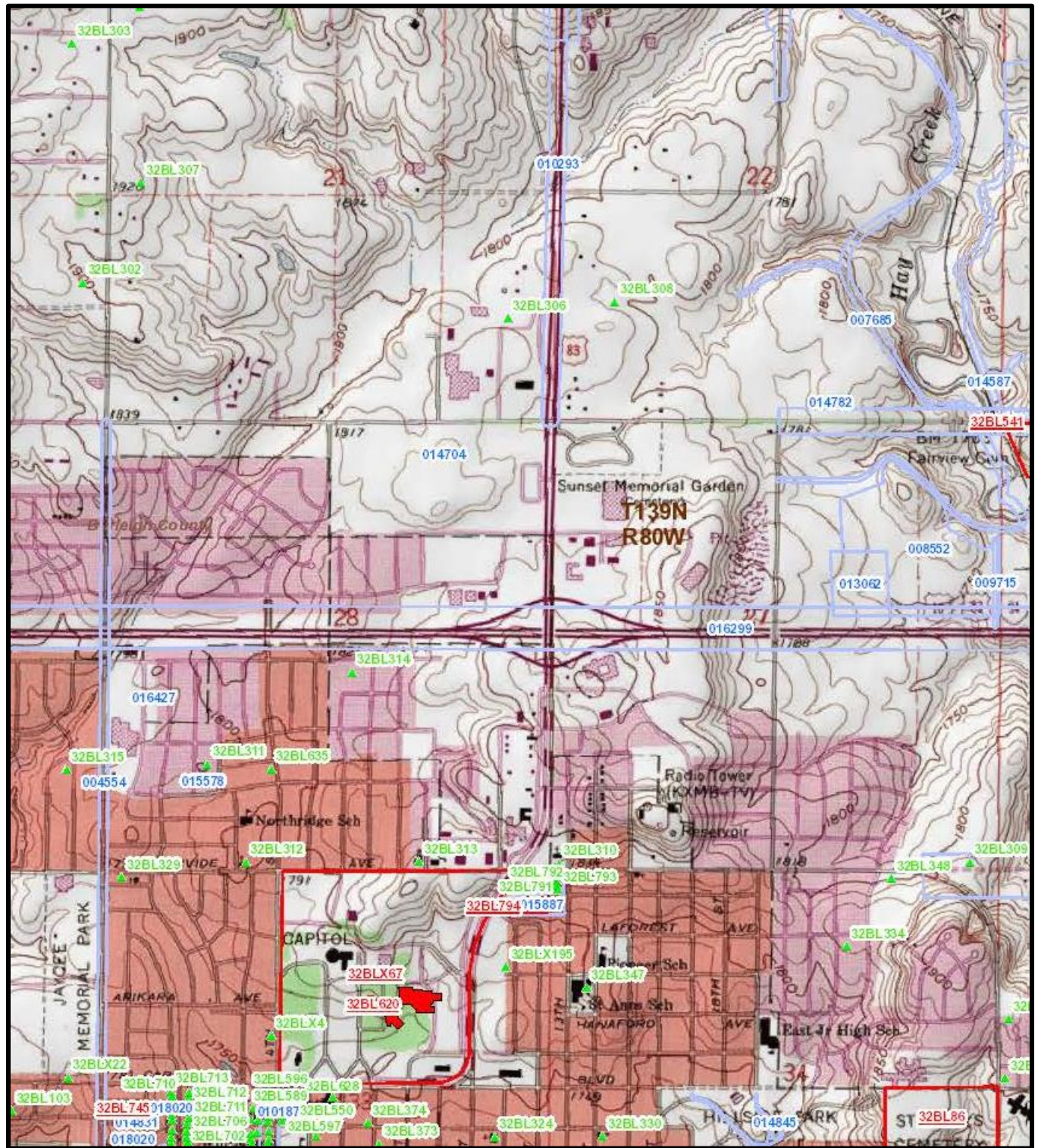


Figure 10: Scanned image of the previously conducted investigations and previously recorded cultural resources within the project area as of January 2021, from the ND SHPO.



Community Development Department

DECLARATION

The City of Bismarck - Historic Preservation Commission has been advised of the proposed roadway improvements consisting of intersection improvements that include turn lane modifications, traffic signal upgrades and concrete pavement repairs along State Street US Highway 83 and hereby (AGREE) (DISAGREE) with NDDOT determination of No Historic Properties Affected.

(NDDOT Project#'s & PCN: SHE-1-083(118)901, PCN 20097; SHE-1-083(119)088, PCN 20098; NHU-1-083(133)901, PCN 22769; NHU-1-083(134)088, PCN 22770)

If the Bismarck Historic Preservation Commission did not agree, please see the following listed reasons:

Amy Sakariassen, Chair
Bismarck Historic Preservation Commission

Dated: _____





March 9, 2021

Will Hutchings
CLG Coordinator
221 North 5th Stret
Bismarck, ND 58506

Dear Mr. Hutchings,

Congratulations! The North Dakota Historic Preservation Office, a program of the State Historical Society of North Dakota is pleased to announce a grant of \$28,750 to the Bismarck Certified Local Government program (CLG).

This grant is funded by monies awarded to the ND Historic Preservation Program by the U.S. National Park Service and reallocated by the State Historical Society in response to an application submitted by the Bismarck Historic Preservation Commission.

The funds are granted to support the following requested projects:

	Federal Grant	Local Match	Total
Administration	\$0	\$4,471	\$4,471
Interpretative Historic Markers	\$11,125	\$7,417	\$18,542
Walking Tour Map	\$2,625	\$1,750	\$4,375
National Register Nomination - Highland Acres	\$15,000	\$10,000	\$25,000
	\$28,750	\$23,638	\$52,388

Please note, projects expenses, other than administrative expenses, may not be incurred until this grant is certified by a signed contract between the City of Bismarck and the North Dakota State Historic Preservation Office.

If you have questions about this grant, please contact Amy Munson, Grants & Contracts Officer, 701-358-3573 or amunson@nd.gov.

Sincerely,

Amy Munson
Grants & Contracts Officer

Cc: Steve Bakken, Mayor, City of Bismarck
Amy Sakariassen, Chair, Bismarck HPC

**BISMARCK HISTORIC PRESERVATION COMMISSION
MEETING MINUTES
February 17, 2021**

The Bismarck Historic Preservation Commission met on February 17, 2021, at 3:30 p.m. in the David J. Blackstead Conference Room in the City-County Office Building, 221 North 5th Street. Due to ongoing public health concerns related to COVID-19, the meeting was held via Zoom. Chair Sakariassen presided remotely.

Commissioners present were Steve Bakken, Blake Dinkins, Calvin Grinnell, Tory Jackson, Beth Nodland, Walt Bailey and Amy Sakariassen.

Staff members present were Sandra Bogaczyk – Office Assistant II, Jannelle Combs – City Attorney, Ben Ehreth – Community Development Director, Will Hutchings – Planner and Kim Lee – Planning Manager.

MINUTES

Chair Sakariassen called for consideration of the minutes of the January 20, 2021 meeting of the Historic Preservation Commission.

MOTION: A motion was made by Commissioner Bakken to approve the minutes of the January 20, 2021 meeting of the Historic Preservation Commission, as presented. The motion was seconded by Commissioner Bailey and with Commissioners Bakken, Bailey, Dinkins, Nodland and Sakariassen voting in favor of the motion, the motion was approved.

Commissioner Jackson joined the meeting at this time.

PUBLIC COMMENT

There were no public comments provided at this time.

Chair Sakariassen read a letter written from Bismarck resident, Susan Dingle. Ms. Dingle's letter is attached as Exhibit A.

There being no more public input Chair Sakariassen resumed the meeting.

Chair Sakariassen reordered the two following agenda items per staff's request.

PRIORITIZATION OF BNSF BRIDGE MITIGATION PRIORITIES

Chair Sakariassen stated that she appreciates all contributions made to the Section 106 process.

Mr. Hutchings stated that Ben Ehreth, Community Development Director, will be presenting the findings of the Section 106 process to City Commission. He summarized that the US Coast Guard is requesting the City of Bismarck to prioritize a list of potential mitigation strategies that could be included in a memorandum of agreement (MOA), which is part of the BNSF bridge programmatic agreement. He stated that the MOA to be created should include all aspects of what the Historic Preservation Commission has already forwarded along with other consulting parties in suggesting mitigation strategies for the bridge. Prior to the meeting, Mr. Hutchings asked Historic Preservation Commission members to pre-prioritize mitigation items. He shared the compiled results in spreadsheet format and discussed.

Mr. Hutchings asked members if any amendments are to be made before presenting the results with City Commission.

Commissioner Bakken stated his concern that the document might hold the City financially responsible for maintenance and stated his desire to write the possibility of moving the bridge into the document. He asked what was the mission of FORB; is it their mission to preserve the bridge or preserve the viewshed?

Chair Sakariassen stated that it was discovered that moving the bridge would be financially prohibitive and because historical preservation typically follows the theory of in situ, to keep artifacts within the place as they are found in order to maintain historic references. She stated she would support leaving the bridge in place.

Commissioner Bakken stated that he would hesitate forwarding an item to City Commission without a formal cost of maintenance and liability.

Commission members discussed the parameters and expectations of the MOA at this time.

Commissioner Grinnell joined the meeting at this time.

Mr. Ehreth had asked for an extension to return the prioritized mitigation priorities and the US Coast Guard granted a slight extension but the short timeline is unfortunate and pressing.

Mr. Ehreth discussed the content of the programmatic agreement, the MOA and the matrix of prioritization. The mitigation of infrastructure impacts is not included in any document but needs to be presented to City Commission.

Commissioner Nodland asked if the table of priorities was the intended focus of this meeting. Mr. Ehreth stated that she is correct, that the list of priorities is to create discussion and serve as a recommendation to the City Commission.

Commissioner Nodland stated that since the final four priorities are not mentioned in the MOA she wondered if the top priorities could be mentioned in the MOA.

Chair Sakariassen asked if the Commission were to note in their findings that, in the interest of time, this is not a perfect reflection of the Historic Preservation Commission or the City but merely an attempt to comply with the US Coast Guard's request in a timely fashion.

Mr. Ehreth stated that it certainly could be noted in his presentation to the City Commission.

Commissioner Dinkins asked if the funding question is on the list. Chair Sakariassen stated that was to be determined but that the MOA must be agreed to first. She stated that the FORB group will be talking after this item.

Commissioner Dinkins asked if there are to be several drafts in the process. Mr. Ehreth stated that once priorities are determined he assumes there will be some back and forth. Mr. Ehreth stated it was his desire to maintain transparency in the process. He stated that the US Coast Guard does have a time frame limit, but no set number of drafts.

Commissioner Nodland stated that on page 21 of the document the Historic Preservation Commission is noted as a processor and submitter, but wonders what responsibilities and authority Commission members have when it seems like BNSF would be the authority for nomination to the SHPO. Chair Sakariassen stated that clarification can be requested.

MOTION: A motion was made by Commissioner Nodland to submit the aggregated prioritized mitigation table from the Historical Preservation Commission members to the City Commission for their consideration. The motion was seconded by Commissioner Jackson and with Commissioners Dinkins, Jackson, Nodland and Sakariassen voting in favor of the motion, the motion was approved. Commissioners Bailey and Bakken opposed the motion. Commissioner Grinnell did not vote.

REQUEST OF FRIENDS OF THE RAIL BRIDGE FOR POTENTIAL PUBLIC-PRIVATE PARTNERSHIP PARTICIPATION

Ms. Emily Sakariassen spoke for Friends of the Rail Bridge (FORB) and shared a presentation stating the historical and geographic significance of the bridge. She stated FORB's position in support of keeping the bridge, developing a public-private relationship regarding economic feasibility and integrating the bridge into existing trail systems.

A discussion about the type of agreement the Historic Preservation Commission can commit to was held. Ms. Combs stated that the Historic Preservation Commission, since it is an advisory board, can make a recommendation to enter into a contract, such as a programmatic agreement, to the City Commission.

Commissioner Nodland stated that she is very excited about the project and wanted clarification about financial and contractual relationships between various public and private entities. She suggested that since BNSF is committing to a part of the relationship perhaps the Historic Preservation Commission could remove that item from the prioritization list and

only focus on what the Historic Preservation Commission can ensure.

A discussion about safety, insurance, financial concerns and responsibilities, right-of-ways and levels of commitments was held.

Commissioner Jackson asked if FORB was asking the Historic Preservation Commission to sign an agreement of their commitment of financial resources or just for their assistance. Chair Sakariassen confirmed that it was just for their assistance and stated that the public-private partnership must be established by the end of February.

MOTION: A motion was made by Commissioner Dinkins to recommend to the City Commission that the Historic Preservation Commission participate in a Public Private Partnership with Friends of the Rail Bridge (FORB) to provide any assistance allowed under the Historic Preservation Commission's power and duties (02-12-08). The motion was seconded by Commissioner Jackson and with Commissioners Bailey, Dinkins, Jackson, Nodland and Sakariassen voting in favor of the motion, the motion was approved. Commissioner Bakken opposed the motion. Commissioner Grinnell did not vote.

OTHER BUSINESS

Other business was not discussed at this time.

ADJOURNMENT

There being no further business, Chair Sakariassen declared the meeting of the Bismarck Historic Preservation Commission adjourned at 5:00 p.m. to meet again on March 17, 2021.

Respectfully Submitted,

Sandra Bogaczyk
Recording Secretary

APPROVED:

Amy Sakariassen, Chair

EXHIBIT A

Subject: HPC--please support FORB in a private-public partnership to help manage and fundraise for the bridge

From: Susan Dingle, Bismarck homeowner, resident, taxpayer, voter in all elections

To: Members of the Bismarck Historic Preservation Commission (Amy Sakariassen, Beth Nodland, Mayor Steve Bakken, Calvin Grinnell, Walt Bailey, Tory Jackson, Blake Dinkins) and Walt Hutchings, Planner, City of Bismarck and Liaison to HPC

RE: Friends of the Rail Bridge (FORB) and Need for Public Private Partnership

It is time for all good people of public, civic, and historic-minded spirit to come together to support preservation and repurposing of the 1883 Northern Pacific (now BNSF) Rail Bridge that spans the Missouri River between Bismarck and Mandan. At 137-plus years old, the rail bridge still functions to carry freight rail traffic across the northern US. As a historic bridge that is an intrinsic part of the settlement history, frontier military history, and history of Native Americans on the Upper Missouri, the bridge is unique, emblematic, and symbolic. As an early rail bridge on the Upper Missouri, whose engineering had to deal with issues of Upper Missouri river levels, currents, and freeze-thaw-breakup cycles, the bridge is a triumph of engineering design and innovation in its day. Without the railroad and the rail bridge, it is quite likely that the cities of Mandan and Bismarck would not exist or at least would not have their long-time positions of prominence in our state and in northern railroading.

BNSF's proposal to demolish this 1883 rail bridge and replace it with a new one designed for rail traffic needs of the 21st century and onward resulted in an outcry from local citizens and businesses in Bismarck and

Mandan. While understanding and supporting a rail bridge for the 21st century, supporters of the 1883 rail bridge would like to see it repurposed as a bridge for recreation. People of several generations—from "traditionals" [born 1925-1945], to Baby Boomers [born 1946-1964], to Generation Xers [born 1965-1980], to Millennials [born 1981-2000], to Generation Z [born 2000-2020]—have spoken at various public meetings about how they, their family members, and their friends all enjoy recreating along the Missouri River corridor and how they would love to add walking and bicycling across a repurposed 1883 Missouri River Bridge—rather than having to remember it only through historic photos or in pieces as some kind of commemorative monument.

With multigenerational support, support by historic preservationists and recreationists, support by people in economic development and development of downtown businesses (especially local and small businesses, which are important employment and business development sectors), joining a public private partnership to help manage and fundraise for the rail bridge is a good step to take to demonstrate commitment to historic preservation and to repurposing historic structures for continuing (but new) uses into the future. Supporting a pedestrian/bicycling bridge between Mandan and Bismarck with links to existing trail and recreation networks on both sides

of the bridge is part of making Bismarck more livable, a destination city, and a welcoming one to people of varying ages, abilities, and origins. Please show your support for FORB and please help by giving your involvement in helping to transition the bridge from rail service to recreation and being an enduring landmark and symbol for Bismarck and Mandan.

Respectfully, Susan Dingle

DRAFT

EXHIBIT A

Subject: FW: HPC--please support FORB in a private-public partnership to help manage and fundraise for the bridge

Subject: HPC--please support FORB in a private-public partnership to help manage and fundraise for the bridge

External Email - Use caution clicking links or opening attachments

From: Susan Dingle, Bismarck homeowner, resident, taxpayer, voter in all elections

To: Members of the Bismarck Historic Preservation Commission (Amy Sakariassen, Beth Nodland, Mayor Steve Bakken, Calvin Grinnell, Walt Bailey, Tory Jackson, Blake Dinkins) and Walt Hutchings, Planner, City of Bismarck and Liaison to HPC

RE: Friends of the Rail Bridge (FORB) and Need for Public Private Partnership

It is time for all good people of public, civic, and historic-minded spirit to come together to support preservation and repurposing of the 1883 Northern Pacific (now BNSF) Rail Bridge that spans the Missouri River between Bismarck and Mandan. At 137-plus years old, the rail bridge still functions to carry freight rail traffic across the northern US. As a historic bridge that is in intrinsic part of the settlement history, frontier military history, and history of Native Americans on the Upper Missouri, the bridge is unique, emblematic, and symbolic. As an early rail bridge on the Upper Missouri, whose engineering had to deal with issues of Upper Missouri river levels, currents, and freeze-thaw-breakup cycles, the bridge is a triumph of engineering design and innovation in its day. Without the railroad and the rail bridge, it is quite likely that the cities of Mandan and Bismarck would not exist or at least would not have their long-time positions of prominence in our state and in northern railroading.

BNSF's proposal to demolish this 1883 rail bridge and replace it with a new one designed for rail traffic needs of the 21st century and onward resulted in an outcry from local citizens and businesses in Bismarck and Mandan. While understanding and supporting a rail bridge for the 21st century, supporters of the 1883 rail bridge would like to see it repurposed as a bridge for recreation. People of several generations—from "traditionals" [born 1925-1945], to Baby Boomers [born 1946-1964], to Generation Xers [born 1965-1980], to Millennials [born 1981-2000], to Generation Z [born 2000-2020]—have spoken at various public meetings about how they, their family members, and their friends all enjoy recreating along the Missouri River corridor and how they would love to add walking and bicycling across a repurposed 1883 Missouri River Bridge—rather than having to remember it only through historic photos or in pieces as some kind of commemorative monument.

With multigenerational support, support by historic preservationists and recreationists, support by people in economic development and development of downtown businesses (especially local and small businesses, which are important employment and business development sectors), joining a public private partnership to help manage and fundraise for the rail bridge is a good step to take to demonstrate commitment to historic preservation and to repurposing historic structures for continuing (but new) uses into the future. Supporting a pedestrian/bicycling bridge between Mandan and Bismarck with links to existing trail and recreation networks on both sides of the bridge is part of making Bismarck more livable, a destination city, and a welcoming one to people of varying ages, abilities, and origins. Please show your support for FORB and please help by giving your involvement in helping to transition the bridge from rail service to recreation and being an enduring landmark and symbol for Bismarck and Mandan.

Respectfully, Susan Dingle