



# CITY OF BISMARCK DOWNTOWN STREETScape STANDARDS

Approved by Board of City  
Commissioners

August 13, 2019

# City of Bismarck Downtown Streetscape Standards

## Revision History

<b>Revision Type</b>	<b>Date Revised</b>	<b>Description</b>
Original Document	8/13/19	
DDR Committee Amendment	4/8/21	Allowance for flexible permeable pavement

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## A. Purpose of Streetscape Standards

The City of Bismarck Downtown Streetscape Standards (“Streetscape Standards”) are adopted to enhance and preserve the quality of the public right-of-way in the core of the community and provide an attractive, coherent, and safe experience for all visitors, residents, and workers in the downtown area. The streets within downtown Bismarck play a vital role in shaping the identity of the city. The streets serve as gateways to the downtown, provide linkages between the various districts within the city, and establish the prevailing urban development pattern. The streets also serve as the cultural heart of the city by providing open space for public gatherings and festivals.

**“Streets and their sidewalks, the public places of a city, are its most vital organs.”**

-Jane Jacobs



The term “streetscape” refers to the physical setting shaped by the relationships and design of the buildings, parking, streets, sidewalks, landscaping and other elements. These standards are built upon previously adopted plans and guidelines, such as the 1995 Streetscape Guidelines for Downtown Bismarck, the 2013 Downtown Bismarck Subarea Plan, and the 2015 Downtown Design Guidelines.

The Streetscape Standards are intended to facilitate coordination between private-sector developers, the City Engineering Department, and the Downtown Design Review Committee, to enhance the efficiency of the overall development process, from initial design to final construction.



**“What attracts people most, it would appear, is other people.”**

-William Whyte

## B. How To Use These Standards

Improvements within the right-of-way and installation of streetscape elements often occur with development or redevelopment of adjacent lots. The design of the streetscape should be presented to the Downtown Design Review Committee as a component of the overall design submittal for consideration and potential approval. A developer is encouraged to use these standards as a guide for designing any improvements within the public right-of-way. A master plan for coordinating the placement and design of all required streetscape elements should be created for larger projects and incorporated in the site plan for the project.

The installation of streetscape elements that are not associated with a development project, such as the use of a sidewalk sign or outdoor seating, should be submitted to the Engineering Department for review by the City’s Encroachment Committee. In certain cases, the installation of streetscape elements may be included as a component of a broader publicly-initiated improvement project.

Use the following steps to determine the appropriate design of streetscapes for any project:



### Step 1 Streetscape Hierarchy

Determine the type of street based on the location within the downtown

Example: Chancellor Square, Primary Urban Streets, etc.



### Step 2 Streetscape Zones

Determine the zones within streetscape where elements may be placed

Example: Buiding Zone, Pedestrian Zone, etc.



### Step 3 Streetscape Elements

Use matrix to find design specifications for each streetscape element

Example: Benches, lighting, etc.

One or more of the following public bodies are responsible for reviewing and/or approving any streetscape designs:

#### **Downtown Design Review Committee**

This committee is appointed by the Board of City Commissioners to administer the downtown design review process, with the purpose of creating and maintaining a high visual quality and appearance for the downtown zoning districts.

All new buildings, building additions, façade alterations (both structural and non-structural), demolition of existing buildings, signage, streetscape installation or modification, fences, lighting and improvements within the public right-of-way within the DC - Downtown Core or DF – Downtown Fringe zoning districts are subject to the City's Downtown Design Review procedures and guidelines established in the Downtown Design Guidelines document and must be approved by the Downtown Design Review Committee prior to issuance of any permits.

These streetscape standards have been initially adopted by the Board of City Commissioners. Minor amendments or adjustments to these standards may be made by the Downtown Design Review Committee. Major amendments must be approved by the Board of City Commissioners. These Streetscape Standards function as a component of the Downtown Design Guidelines.

#### **Encroachment Committee**

This committee is comprised of staff from the Engineering, Community Development, and Public Works departments, as well as the City Attorney. All requests for private use of the public right-of-way are referred to this committee. An encroachment agreement is required, stipulating conditions, responsibilities, and a set timeframe for use the public right-of-way. Encroachments may be approved either by the City Commission or by the City Engineer, as stipulated by ordinance.

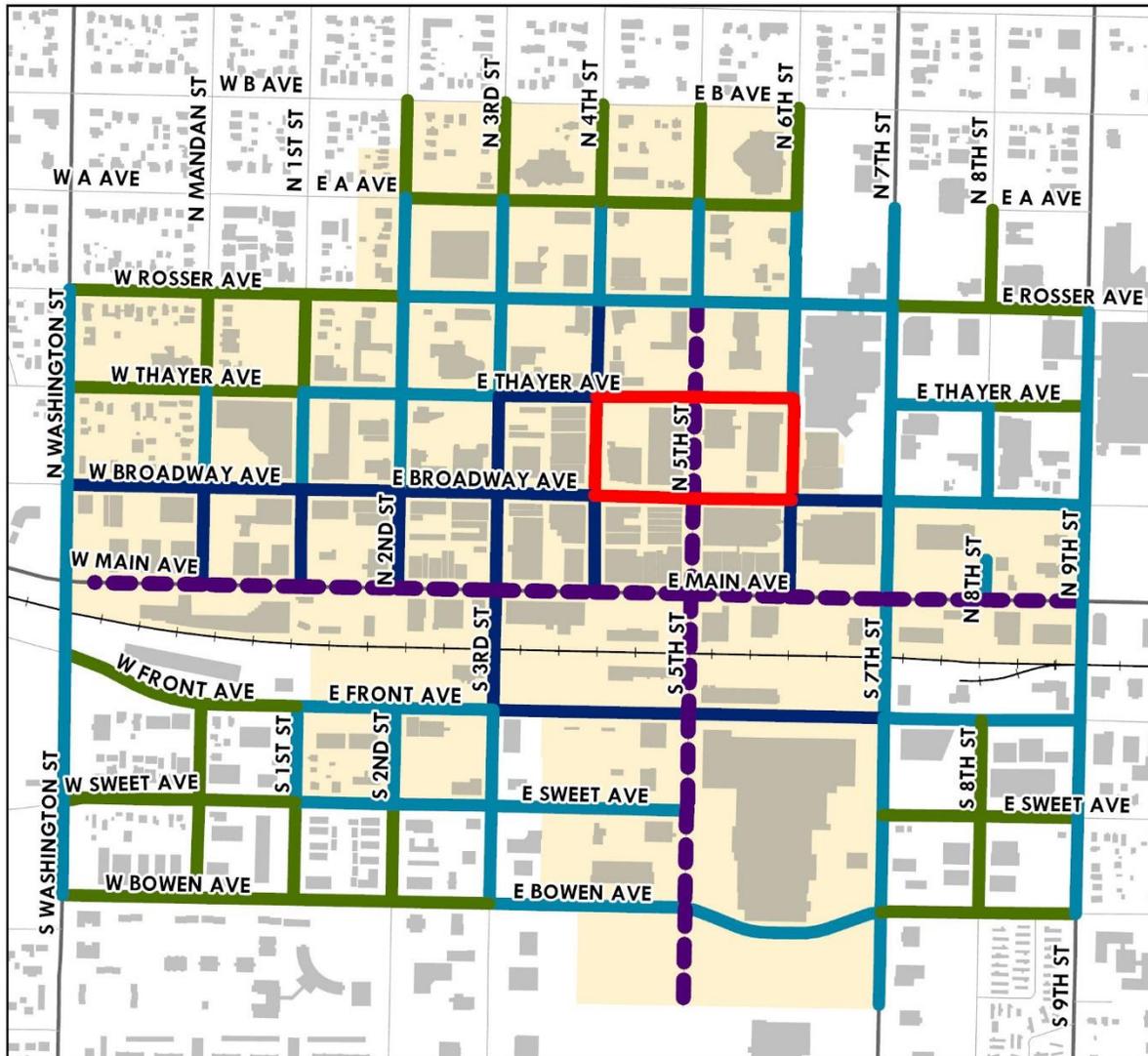
#### **Board of City Commissioners**

The elected Board of City Commissioners retains ultimate authority over these Streetscape Standards, including approvals of major amendments to the standards, encroachment agreements that are not delegated to the City Engineer, and all rezonings, ordinance changes, or subdivisions that may impact the application of these standards.

### C. Streetscape Hierarchy

A hierarchy of streetscapes has been established to emphasize and respond to different districts and street functions within the downtown. The status of any street may move up in the hierarchy as redevelopment occurs, but should still remain connected with other streets of the same type.

Each streetscape area is defined by this map and described on the following pages:



**Streetscape Hierarchy**

- Signature Street
- Chancellor Square
- Primary Urban Street
- Secondary Urban Street
- Neighborhood Street

**Zoning Districts**

- Downtown Design Review (DC or DF)

## **1. Signature Street**

Signature streets function as the epicenter of commercial and entertainment activity, as well as a public gathering place. In addition, they are the primary gateways into the downtown, where the aesthetic impression on visitors is most important. The signature streets are distinctively multimodal and must balance significant pedestrian activity with vehicular travel into and through the downtown. Several landmarks and amenities are located along these streets, including the Bismarck Depot and a planned plaza, Camp Hancock, the Patterson Building, and the Bismarck Event Center. The southern end of 5<sup>th</sup> Street is anchored by Kirkwood Mall, the region's largest retail shopping mall, and efforts should be taken to strengthen the connection between downtown and this commercial center. The streetscape elements should be selected to support and emphasize the importance of these central corridors through downtown.

## **2. Chancellor Square**

Chancellor Square is the legacy of an urban improvement project initiated in the 1970s that created unique and distinctive streetscape features that remain intact and in use. Chancellor Square represents the civic and cultural heart of the community, housing local government access and landmarks such as the Burleigh County Courthouse and the Belle Mehus Auditorium. Chancellor Square should remain suitable for a high level of pedestrian activity and may be utilized for special events and seasonal activities.

## **3. Primary Urban Street**

The primary urban streets create a connected network of high activity for retail, restaurants, and entertainment, as well as offices and residences on the upper levels. After the signature streets and Chancellor Square, primary urban streets should be the most accommodating for pedestrians, encouraging visitors to park once and visit multiple destinations in the downtown.

## **4. Secondary Urban Street**

The secondary urban streets have a reasonably high level of pedestrian activity, but may not warrant the level of streetscape treatments that would be found in more active areas of downtown. Certain secondary urban streets, such as 7<sup>th</sup> Street and Rosser Avenue, carry higher volumes of vehicular traffic and streetscape improvements should emphasize safety above other considerations. The adjoining uses to secondary urban streets are still generally commercial in nature, with more medical and office uses and a transition into residential neighborhoods.

## **5. Neighborhood Street**

Neighborhood streets have less overall activity, with a transition into a mix of small office and residential uses. However, neighborhood streets still contain institutions, such as churches and the Bismarck Veterans Memorial Public Library, that generate activity intermittently. Traffic calming is more important to neighborhood streets than high levels of access. Landscaped areas are more important than urban amenities.

## D. Streetscape Zones

Each streetscape may be divided by width into five zones that are intended to serve separate functions and dictate which streetscape elements are appropriate within each. The exact measurements of each zone will vary by streetscape area and the available right-of-way width.



### 1. Building Zone (BZ)

The width of the building zone should be approximately **2-3 feet**. This zone is adjacent to the building and does not need to remain clear for pedestrian traffic except at entrances. If there is no building, such as a surface parking lot or a plaza, a wall or railing with a distinct edge should be installed on the property line. The width of the building zone will vary and may merge with private property due to enclaves or other variations in the building façade. The building zone is where people can look in shop windows or wait outside a business without obstructing pedestrian flow. The zone is suitable for small streetscape elements that complement the use of the building, such as planters, sidewalk signs, ramps, or tables and chairs for seating, often provided by the adjoining business owner.

### 2. Pedestrian Zone (PZ)

The width of the pedestrian zone should be approximately **5-6 feet**. To provide adequate wheelchair clearance, at least 4-feet is necessary with intervals of five feet to allow wheelchairs to pass. In areas with width constraints, providing at least this minimum is the highest priority. The purpose of the pedestrian zone is to provide comfortable passage for pedestrians traveling in both directions. No streetscape elements or encroachments should be located in the pedestrian zone.

### 3. Furnishing/Landscape Zone (FLZ)

The width of the furnishing/landscape zone should be approximately **5 feet**. The furnishing/landscaping zone is the primary location for many of the streetscape elements that characterize the downtown, including street trees, lighting, benches, planters, and bike racks. The furnishing/landscaping zone may be hardscaped or grassy, depending on the street type. Many utilitarian objects, such as street signs, hydrants, and utility boxes are also found in this area. Creating an orderly and attractive balance of very different, and sometimes competing, functions is the primary challenge. This zone also functions as an area for snow storage during winter months.

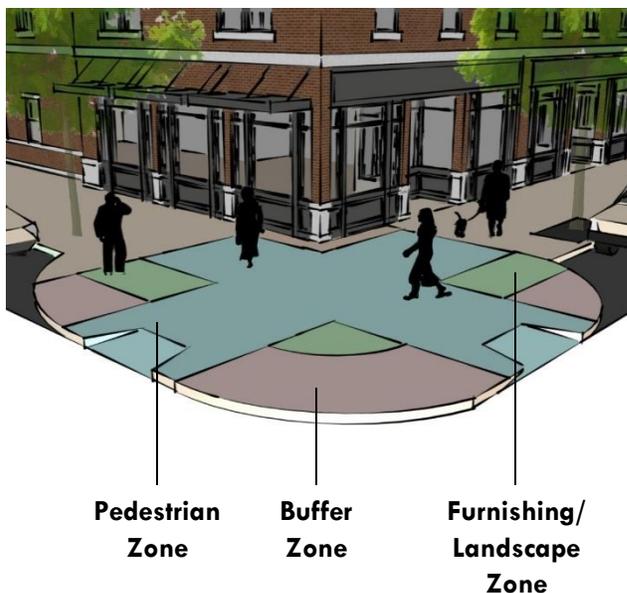
### 4. Buffer Zone (BZ)

The width of the buffer zone should be approximately **8-9 feet**, although it may be wider in areas with angled parking. The buffer zone is a transitional area between the sidewalk and the driving lanes that is necessary to provide safety and comfort to pedestrians. The buffer zone is the location for on-street parking, although curb extensions may be utilized at the intersections or mid-block to reduce crossing distances and enhance visibility. Elimination of the buffer zone in favor of greater roadway capacity should be avoided in the downtown.

### 5. Drive Zone (DZ)

The width of the drive zone varies by functional classification of the street. This space is the exclusive domain of motorists and cyclists, with the exception of crosswalks primarily at intersections. Design standards for the drive zone are outside of the scope of this document.

#### Note on Corners of Streets



At the corners of intersections, the streetscape zones merge together. Priority is granted to the pedestrian zone in all cases, with unobstructed clear access continuing through the corner to the curb in both directions.

If a corner is equipped with curb extensions, the furnishing/landscape zone and buffer zone continue around the edges. To maintain adequate sight distances, no objects above 3 feet in height may be placed in corners, unless otherwise authorized by the City Engineer. If a corner is not equipped with curb extensions, the corner should remain clear of all obstructions.

### E. Streetscape Selection Matrix

Each streetscape element may be selected, based on the street type and the streetscape zone.

*Note: In the digital version of this document, you may click on an element hyperlink to jump to its standards*

	<b>Signature Street</b>	<b>Chancellor Square</b>	<b>Primary Urban Street</b>	<b>Secondary Urban Street</b>	<b>Neighborhood Street</b>
<b>Building Zone (BZ)</b>	Lighting, Monument Sidewalk Paving Planter Wall/Railing Sidewalk Sign Outdoor Seating Canopy Signature Bench	Lighting, Monument Sidewalk Paving Planter Wall/Railing Sidewalk Sign Outdoor Seating Canopy	Sidewalk Paving Planter Sidewalk Sign Outdoor Seating Canopy Standard Bench	Sidewalk Paving Planter Sidewalk Sign Canopy Outdoor Seating	Sidewalk Paving Canopy
<b>Pedestrian Zone (PZ)</b>	Sidewalk Paving	Sidewalk Paving	Sidewalk Paving	Sidewalk Paving	Sidewalk Paving
<b>Furnishing/Landscape Zone (FLZ)</b>	Sidewalk Paving Tree Planting Planter Signature Bench Lighting, Pedestrian Lighting, Overhead Small Cell Trash Can Bike Rack Sidewalk Sign Outdoor Seating	Sidewalk Paving Tree Planting Planter (unique) Bench (unique) Lighting, Pedestrian Lighting, Overhead Small Cell Trash Can Bike Rack Sidewalk Sign Mosaics Outdoor Seating	Sidewalk Paving Tree Planting Planter Standard Bench Lighting, Pedestrian Lighting, Overhead Small Cell Trash Can Bike Rack Sidewalk Sign Outdoor Seating	Sidewalk Paving Tree Planting Planter Lighting, Overhead Small Cell Bike Rack Sidewalk Sign	Sidewalk Paving Tree Planting Lighting, Overhead Small Cell
<b>Buffer Zone (BZ)*</b>	Transit Stop On-Street Parking Curb Extension	On-Street Parking Curb Extension	Transit Stop On-Street Parking Curb Extension	On-Street Parking Curb Extension	On-Street Parking
<b>Drive Zone (DZ)</b>	Crosswalk Bike Lane	Crosswalk Bike Lane	Crosswalk Bike Lane	Crosswalk Bike Lane	Crosswalk Bike Lane

\* Where space allows, a buffer zone may function as a furnishing/landscaping zone and include any elements appropriate for that zone.

## F. Streetscape Elements

Each individual element of the streetscape provides a function and design aesthetic that supports the vitality of the entire street. This section outlines each element and provides design specifications that should be followed during installation, maintenance, replacement, and ongoing use of the element. In certain cases, a more detailed specification sheet is referenced and included as an appendix to these standards.

In such cases where space is constrained, streetscape elements that provide a broader public use, such as street lights or street trees, are generally prioritized over private installations requested by adjoining property owners, such as canopies or signs. However, decisions about trade-offs between competing uses for the public space may be determined by the Downtown Design Review Committee or the City Engineer, as appropriate.

These Streetscape Standards do not apply to certain functional items not referenced as elements in these standards, including but not limited to traffic control devices, public street signs, utility boxes, overhead power lines, hydrants, United States Postal Service mailboxes, and other drop-off or distribution boxes.

### 1. Lighting, Pedestrian Pole



Pedestrian-level street lighting poles are intended to provide illumination to the sidewalk areas and emphasize the pedestrian scale of downtown streets. Poles are one of two available pedestrian lighting styles.

The following design specifications are used for all pedestrian-level street lighting poles:

- a. **Street Type:** Pedestrian-level street lighting poles are used in the in the primary urban streets and signature streets.
- b. **Streetscape Zone:** Lighting poles should be placed in the furnishing/landscaping zone, approximately three feet back from the back of curb, with poles oriented such that cross arms are placed perpendicular to the center line of the roadway. The exact placement of each pole should be indicated on a master plan for each project that is approved by the City Engineer.
- c. Lighting poles should be designed according to the “Pedestrian Level Street Lighting Pole Specification Sheet,” included as an appendix to these standards.
- d. Typical spacing between poles on the same side of the street shall be 60 feet, often with slight variation in space necessary to align with other existing elements.

- e. Lighting poles should be no greater than 15 feet in height from base of the pole to the top of the light fixture.
- f. Festive colors should be added through elements that may change such as banners with fabric artwork, subject to an encroachment agreement. The poles are not intended to support heavier objects.

## 2. Lighting, Overhead Pole



Overhead lighting in the downtown provides illumination to the entire street in the same manner of street lighting throughout the city.

The following design specifications are used for all overhead street lighting:

- a. **Street Type:** Overhead lighting is utilized in all street types.
- b. **Streetscape Zone:** Overhead lighting should be placed in the furnishing/landscaping zone, approximately three (3) feet from the back of curb. The exact placement of each pole should be indicated on a master plan for each project that is approved by the City Engineer.
- c. Overhead lighting poles may also be used to support small cell installations (see Small Cell Facility)
- d. Overhead lighting poles are approximately 30 feet in height.
- e. The product used should be the EMCO Ecoround ERA or an approved equivalent, with a single-head, bronze finish, and electrical specifications approved by the Engineering Department.

## 3. Lighting, Monument



Pedestrian-level street lighting monuments are intended to provide illumination to the sidewalk areas and emphasize the pedestrian scale of streets. Monuments are one of two available pedestrian-level lighting styles.

The following design specifications are used for all lighting monuments:

- a. **Street Type:** Monument lighting is appropriate for prominent corners in signature streets or Chancellor Square.
- b. **Streetscape Zone:** Pedestrian-scale lighting monuments should be located in the building zone at the edge or corner of a property boundary in alignment with a wall or railing along that boundary and oriented parallel with the street.

- c. Monument lighting should be designed according to the “Pedestrian Level Street Lighting Monument Specification Sheet,” included as an appendix to these standards.
- d. Lighting monuments are approximately 10 feet in height from base of the monument to the top of the light fixture.

#### 4. Standard Bench



The provision of benches or other seating areas is essential to the social function of the streetscape, providing needed rest especially for the elderly, people with disabilities, or nursing mothers.

The following design specifications are used for all standard benches:

- a. **Street Type:** Standard benches are used in the primary urban streets in areas of high activity.
- b. **Streetscape Zone:** Benches may be located in either the furnishing/landscaping zone, facing in toward the building and set back at least 1½ feet from the back of curb, or the building zone, facing out toward the street. The preferred location is in gathering areas in front of prominent buildings or gathering spaces. If sufficient space is available, two benches may be placed facing each other perpendicular to the street to create a sitting enclave.



- c. A variety of bench styles are appropriate, either with or without backing, provided the color, material, and style are consistent with adjacent buildings or design features. The primary material should be metal. Benches without backing must be set back at least 3 feet from the back of curb to allow space for seating on either side.
- d. Benches should be securely anchored into the concrete with fasteners that allow periodic removal for snow clearance or other purposes. Holes in the sidewalk shall be plugged while the bench is not in place.
- e. Wherever possible, standard benches should be equipped with a metal rail affixed to the inside of the seating, either in the center or off-set from the center, at a height to be usable as an armrest.

An armrest may provide a level of comfort for an individual sitting next to an unknown person.

## 5. Signature Bench



The provision of benches or other seating areas is essential to the social function of the streetscape, providing needed rest especially for the elderly, people with disabilities, or nursing mothers. Signature benches are designed to coordinate in style and material with other streetscape elements in these standards.

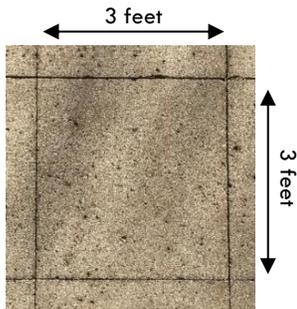
The following design specifications are used for all signature benches:

- a. **Street Type:** Signature benches are used in the signature streets or may be used in Chancellor Square only if required to replace existing benches (see standard bench for urban streets).
- b. **Streetscape Zone:** Benches may be located in either the furnishing/landscaping zone, facing in toward the building and set back at least 1½ feet from the back of curb, or the building zone, facing out toward the street. The preferred location is in gathering areas in front of prominent buildings or gathering spaces. If sufficient space is available, two benches may be placed facing each other perpendicular to the street to create a sitting enclave.



- c. Signature benches should be designed according to the “Downtown Benches Specification Sheet,” included as an appendix to these standards. The materials of these benches are precast concrete with exposed aggregate sides, steel painted a dark bronze color for the backing, and clear heart redwood for the seating area. However, a composite material of similar color and texture to the wood is preferred.
- d. Wherever possible, signature benches should be equipped with a metal rail affixed to the seating, either in the center or off-set from the center, at a height to be usable as an armrest. An armrest may provide a level of comfort for an individual sitting next to an unknown person.

## 6. Sidewalk Paving



All streetscapes in the downtown include raised concrete sidewalks with standard curbs. Sidewalk designs are simple, easy to maintain, and consistent throughout the downtown area.

The following design specifications are used for all sidewalks:

- a. **Street Type:** Sidewalks in the Urban, Signature, and Chancellor Square areas should generally be paved entirely from the back of curb to building face. Sidewalks in the Neighborhood Area should be 6 feet in width, with a grass boulevard for the remainder of the width.
- b. **Streetscape Zone:** Sidewalk paving generally applies consistently to all streetscape zones.
- c. Decorative paving such as brick, granite, pavers, or other stone is reserved for the furnishing/landscaping zone of special gathering areas, such as Belle Mehus, a future Depot Plaza, and other prominent areas. Such paving types are not appropriate for general use.
- d. Repair or partial reconstruction of sidewalk sections should be consistent with the design of the adjacent sidewalk, unless an entire section of sidewalk from back of curb to building face over the length of a parcel is being replaced at one time.
- e. New or complete reconstruction of sidewalk sections should generally use a scoring pattern of 3-foot by 3-foot squares of broom-finished concrete, with joints that are sawed rather than formed or tooled. However, reasonable variation may be allowed to align with roadway geometry or the design of adjoining property.

## 7. Wall/Railing



Walls/railings are intended to create a defined edge along the street where there are gaps in buildings frontages, such as surface parking lots or plazas, as well as to direct people to specified entry points into the lot. Walls/railings are not necessary for temporary gaps, where new development is anticipated in the short term.

The following design specifications are used for all walls/railings:

- a. **Street Type:** Walls/railings should be used for signatures streets or Chancellor Square. Walls/railings should also be installed

adjacent to surface parking lots on primary and secondary urban streets, but an alternative design may be used if desired.

- b. **Streetscape Zone:** Walls/railings should be placed along the property line with minimal encroachment in the building zone.
- c. Walls/railings should generally be between 3-4 feet tall. Walls should not obstruct visibility of the lot from the sidewalk, but only create a defined visual edge.
- d. Walls/railings on signature streets or Chancellor Square should generally conform to the “Railing Specification Sheet,” included as an appendix to these standards.

## 8. Tree Planting



Street trees are planted to line the edge of the public right-of-way, either within a grassy boulevard or within a tree well cut into a paved sidewalk. If planted and sited properly, street trees provide a range of benefits, including shade in the summer, interception of stormwater, aesthetic quality, traffic calming, reduction of heat island effect, and an economic premium for adjacent commercial uses.

The following design specifications are used for all tree plantings:

- a. **Street Type:** Tree plantings are located in every street type. In street types above neighborhood street, where a landscaped boulevard is not available, a tree well shall be used for an individual street tree.
- b. **Streetscape Zone:** Tree plantings are located in the furnishing/landscaping zone.
- c. The trunk of a tree is typically planted approximately 3 feet from the back of curb with equidistant spacing of 3 trees per 100 linear feet of roadway. Slight deviation from the equal spacing may be necessary to avoid other streetscape elements.
- d. A street tree planting permit is required from the Forestry Division of the Public Works Department prior to any planting in the public right-of-way.
- e. Each tree well should be a minimum of 36 square feet in area to allow healthy growth of a shade tree. The tree well should extend through the full width of the furnishing/landscaping zone. A 6-foot by 6-foot square may be used, or a rectangular well oriented parallel to the street edge may be used. However, in no circumstances may the well be less than 3 feet in width.



*Example of hardscaped tree well surface*



Example of flexible porous pavement



Example of tree grate

- f. In the neighborhood streets and secondary urban streets, the tree wells may be surfaced with organic mulch of a natural color, which should be replenished as needed.
- g. In the primary urban streets and above, the tree wells should be designed to handle foot traffic. Three treatment options are available. A flexible porous pavement in a dark brown color may be used filled to the grade of the sidewalk. Secondly, bricks or stones may be placed in a basket-weave pattern around the organic mulch to allow water to filter through. The blocks can be removed by the Bismarck Forestry Division as the tree trunk grows. Third, tree grates may be utilized. The City Forester should be consulted prior to selection of tree well surfacing.
- h. A species should be selected based on the amount of space available in the tree well or boulevard, contingent upon the City Forester’s approval. See the Bismarck Street Tree Guide for a catalog of options.
- i. All provisions of Section 14-03-11 (Landscaping and Screening) of the Bismarck Code of Ordinances should be followed, as well as general tree planting specifications of the Bismarck Forestry Division.

## 9. Planter



Planters are raised concrete beds that contain ornamental trees, shrubbery, flowers, or other vegetation. Street trees may be planted within larger planter beds.

The following design specifications are used for all planters:

- a. **Street Type:** Raised concrete planters are utilized in Chancellor Square and signature streets, where space allows. Other types of portable planters may be utilized in other street types with an encroachment agreement.
- b. **Streetscape Zone:** Raised concrete planters are placed in the furnishing/landscaping zone. Other portable planters, typically supplied by the adjoining business, should be placed in the building zone.
- c. The height of raised concrete planters and the width of the wall should be suitable for seating (14 to 18 inches in height and 8 to 12 inches in wall width). In no circumstance may the height be greater than 3 feet.

- d. The width of raised concrete planters, measured from outside walls, should be at least 6 feet to allow successful plant growth.
- e. Concrete finish should be a light sandblasted texture, sealed with a matte finish with graffiti guard additives.
- f. High-quality planting soil should be filled to a depth of least 2 ½ feet for planters with street trees and 1 ½ feet for planters with perennials or ornamental grasses alone.
- g. Planters are encouraged as a substitute for bollards or other barriers, where necessary for security purposes.

## 10. Trash Can



Trash receptacles provide a convenience in high-pedestrian traffic areas and reduce the amount of litter.

The following design specifications are used for all trash receptacles:

- a. **Street Type:** Trash receptacles are appropriate for high traffic areas in primary urban streets or above.
- b. **Streetscape Zone:** Trash receptacles may be located in the furnishing/landscaping zones in Chancellor Square, signature streets, or primary urban streets.
- c. The product used should be Victor-Stanley ES-242, with bronze powder coating and a black plastic liner, or an equivalent approved product.

## 11. Canopy



A canopy, which includes an awning or a marquee, extends from the edge of a building into the public right-of-way. It can provide shade and rain cover for doors and ground floor windows, provide a visual cue for an entrance, and enhance the variety and interest of the street.

The following design specifications are used for all canopies:

- a. **Street Type:** Canopies may be utilized in any street type with adjacent commercial or office uses.
- b. **Streetscape Zone:** Canopies extend into the building zone but may extend above the pedestrian zone in certain cases if sufficient clearance is provided. Canopies should not extend into the furnishing/landscaping zone.

- c. An encroachment agreement from the Engineering Department is required for all canopies that extend into the public right-of-way.
- d. A clear space of not less than 8 feet must be provided below all parts of a canopy.
- e. No canopy may extend into the sidewalk further than 2 feet from the back of curb.
- f. A canopy must be adequately supported entirely from the wall of a building, without any columns, poles, or supports extending to the ground of the public right-of-way.
- g. A canopy should be located within a window and/or door recess.
- h. The shape, color, and material of any canopy shall complement the overall architectural design of the building and conform to the Downtown Design Guidelines.
- i. A canopy may include a sign, subject to approval of a sign permit and in conformance with all ordinance requirements.

## 12. Sidewalk Sign



Sidewalk signs are portable signs typically designed with an A-frame structure placed on the sidewalk or boulevard area of a public right-of-way, associated with an abutting commercial establishment.

The following design specifications are used for all sidewalk signs:

- a. **Street Type:** Sidewalk signs may be utilized in any street type, except for neighborhood streets where there is typically insufficient sidewalk width.
- b. **Streetscape Zone:** Sidewalk signs may be located in the furnishing/landscaping zone or the building zone.
- c. All sidewalk signs must be portable.
- d. One sidewalk sign is allowed per business or organization occupying an adjoining property.
- e. The maximum width of a sidewalk sign shall be 2 feet, 6 inches and the maximum height shall be 4 feet.
- f. A sidewalk sign shall be placed only where the minimum width of 4 continuous feet for pedestrian movements can be maintained.
- g. Sidewalk signs may be placed on the sidewalk only during hours of operation and must be removed during non-business hours.

- h. Sidewalk signs shall not be illuminated.
- i. Sidewalk signs may not be placed in a location that creates a safety hazard by limiting visibility for pedestrians or motorists or obstructing any building ingress or egress.

### 13. Outdoor Seating



Outdoor seating may be utilized by food and drink establishments to expand the seating capacity and provide a seasonal amenity. Successful outdoor seating may enliven the public realm and provide passive surveillance during daytime and evenings.

The following design specifications are used for all outdoor seating:

- a. **Street Type:** Outdoor seating is most appropriate for primary urban streets and above, although it may be allowed on secondary urban streets where space allows.
- b. **Streetscape Zone:** Outdoor seating is most appropriate for the building zone, although may be acceptable in the furnishing /landscaping zone if space allows and no alcohol will be served in the outdoor area. However, if servers would be required to cross pedestrian traffic this location may lead to conflicts.
- c. An encroachment agreement from the Engineering Department is required for all outdoor seating areas in the public right-of-way. Encroachment agreements for outdoor seating are established for a 5-year term.
- d. Outdoor seating must be directly adjacent to the restaurant, bar, or café operating the seating area.
- e. All outdoor seating areas that serve alcohol shall provide a perimeter barrier to delineate the seating area. Said barrier shall be no less than 32 inches in height. Barriers are discouraged where alcohol will not be served.
- f. A minimum of 72 inches of clear sidewalk area shall be maintained at all times, void of tripping hazards or any other defect, to allow adequate movement within the pedestrian zone. However, this 72-inch pedestrian zone may allow up to two obstructions, such as streetlights or trees, per 100 linear feet. In such situations where obstructions occupy a portion of the 72-inch pedestrian zone, at no such time may the pedestrian zone be less than 48 inches in width.

- g. All tables, chairs, and other street furniture associated with outdoor seating may only be on the sidewalk between April 1 and October 31 of each year.
- h. All privately-owned outdoor fixtures, such as fencing or barricades, must be freestanding. No portion of the fencing or barricade materials may be anchored to the sidewalk or any other object within the public right of way.
- i. The base of the fencing or barricade material shall not be wider than the width of the fence or extend beyond the fence line unless it is equal to the width of the fence and extends up to the overall height of the fence.
- j. No banners or advertising signs are allowed on the fence or barricade.
- k. Portable heaters may be used provided the heater would need to be located at least 5 feet from the building, combustible materials, and exits or entrances. The heaters must be equipped with a tilt or tip-over switch that automatically shuts off the unit if the appliance is tipped more than 15 degrees from vertical. Propane tanks that would be used by the heating units could not be stored inside the building and would need to be stored in another location.
- l. All other provisions of Section 10-05.1-02 (Permitted Uses of Streets, Sidewalks, Alleys, and Other Public Grounds) should be followed.

#### 14. Bike Rack



bike racks throughout the downtown increases convenience for cyclists and reduces the likelihood of bicycles being attached to other streetscape elements where they may create a nuisance.

The following design specifications are used for all bike racks:

- a. **Street Type:** They may be installed in any class of street, although may be less applicable to neighborhood streets.
- b. **Streetscape Zone:** Bike racks may only be installed in the furnishing/landscaping zone or buffer zone where sufficient space exists for bicycles to be stored without obstructing any other functions of the sidewalk.
- c. If the bike rack is privately-owned, an encroachment agreement from the Engineering Department is required within the public right-of-way.

- d. Bike racks in the public right-of-way should be placed in locations of demonstrated need, spaced from other available bike racks.
- e. Bike racks should be setback at least 2 feet from the back of curb if installed parallel to the curb, or at least 3 feet from the back of curb if installed perpendicular to the curb.
- f. Only bike racks that meet recommended standards of the Association of Pedestrians and Bicycles, such as the Inverted U or the Post and Ring, may be utilized. However, custom designed racks of an artistic nature may be used if they are equivalent in function.
- g. Bike racks are to be constructed of carbon coated with a durable anodized bronze powder coat paint or plastic or constructed of stainless steel.

## 15. Transit Stop



A transit stop creates a visual cue for bus stop locations and potentially provides seating and shelter from the elements for riders while waiting. Transit stops should only be utilized for permanent bus stop locations for the Capital Area Transit (CAT) fixed-route system.

The following design specifications are used for all transit shelters:

- a. **Street Type:** Transit stops may be placed in any street type, as the location will be based on routes and proximity to activity centers.
- b. **Streetscape Zone:** Transit stops should be located in the buffer zone on a curb extension or in the furnishing/landscaping zone to allow easy access to buses on the street.
- c. A loading area of at least 10 feet free of any obstructions should be available in front of the stop.
- d. Transit stops should be located near intersections, where crossing is most convenient, but at a sufficient distance to allow a bus to safely pull over for passengers to enter and disembark.
- e. Shelters may be used if warranted by ridership and sufficient space is available. Shelters should be oriented parallel to the street, with all supports and overhang set back at least 2 feet from the back of curb.
- f. The use of transit stop facilities for advertisement is only allowed if authorized by Bis-Man Transit and approved by the Downtown Design Review Committee. Commercial signs that are not attached to a shelter, bench, or other part of a transit stop are prohibited.

## 16. Bench Mosaic



The existing benches within Chancellor Square are designated as sites for the installation of mosaic artwork. There are two phases of development, with the expectation that priority locations would be substantially completed prior to installation of mosaics within future areas.

The following design specifications are used for all new installations of mosaics:

- a. The locations of priority and future benches are as follows:



- b. A mosaic must be installed on the concrete portions of one of the available priority locations, Benches A-G. The artist may contact the Community Development Department - Planning Division to reserve a bench location, which will be distributed on a first-come-first-served basis. Once these priority locations have been reserved, additional benches labeled as future locations will be available.
- c. An illustration of the proposed bench mosaic design must be submitted to and be approved by a committee organized by the Dakota West Arts Council. The committee will judge the designs on the basis of a pre-selected theme to ensure the cohesiveness of each phase of Chancellor Square. Prior to installation, the selected designs must be presented to the Downtown Design Review Committee for final approval.

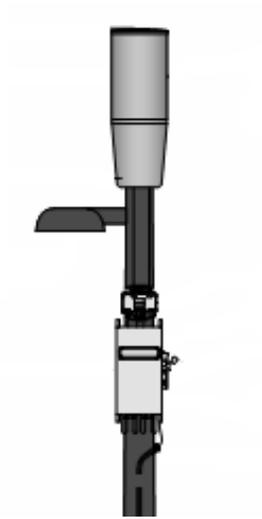
- d. The bench mosaic design should evoke one or more of the motifs from the Streetscape Guidelines for Downtown Bismarck (1995) to establish coherence with streetscape elements throughout the downtown. Designs need not be copied exactly, but should be incorporated into the overall aesthetic of the mosaic.
- e. Examples of Iconography from this plan:



- f. All materials and installation techniques used for a bench mosaic must be able to withstand any and all outdoor conditions specific to Bismarck's climate and weather.
- g. The bench mosaic or binding agent may not include any sharp edges or snags that interfere with the safety and function of the bench.
- h. Bench mosaics may not be placed within five (5) inches of the ground.
- i. Any preexisting cracks in the concrete benches must be effectively sealed prior to installation.
- j. All tiles must be set at a uniform thickness (depth), so that the final finished surface is as level as practicable.
- k. A small bronze plaque displaying the name of artwork, name of artist, year of installation, and sponsor (if applicable) must be securely fastened to the bench in a discrete location. Plaques on all subsequent mosaic installations should utilize the same proportions, placement, materials, and font as the plaque on the initial installation. Plaques should be reviewed by the committee.
- l. During the time of installation and necessary curing, the benches must be clearly marked as off-limits for use. On-street traffic and pedestrian traffic may not be obstructed at any time.
- m. If removal and reinstallation of bench components is necessary during the installation process, the artist must contact the Bismarck Public Works Department. Under no circumstances may the artist attempt to remove bench components. Tiles may not interfere with any fasteners.
- n. The sponsoring organization of a project must provide a maintenance plan for the bench mosaics covering at least a ten (10) year timeframe to the Community Development Department – Planning Division. The Public Works Department will remain responsible for the underlying bench, but will not be responsible for maintaining the mosaic surface.
- o. If the underlying bench on which a mosaic is installed is ever removed or replaced, the City is under no obligation to preserve the mosaic artwork. The City will make a

reasonable effort to contact the artist or sponsor in advance and provide an opportunity to remove and retain the artwork at the expense of the artist or sponsor.

## 17. Small Cell Facility



Small cell facilities are low-powered facilities that support cellular coverage of a larger macro site tower in the area.

The following design specifications are used for all small cell facilities:

- a. **Street Type:** Small cell facilities may be located in any street type, wherever overhead lighting is available for an installation.
- b. **Streetscape Zone:** Overhead lighting should be placed in the furnishing/landscaping zone.
- c. Small cell facilities may only be installed on overhead pole street lights, of any design, and no more than one facility may be installed on any pole.
- d. The facility must conceal the antenna apparatus within a top-mounted antenna, whether installed on a standard or cobra-head street light.
- e. The antenna, antenna and/or all equipment mounted to the pole shall be painted to match the color of the pole.