



TOGETHER 2045

Bismarck's Comprehensive Plan

PLANNING AND ZONING COMMISSION

NOVEMBER 16, 2022

BOARD OF CITY COMMISSIONERS

DECEMBER 27, 2022

LAST REVISED:

November 13, 2025



Acknowledgements

This plan has been guided and assisted by a range of community leaders, subject matter experts, and stakeholders in the community of Bismarck. Beyond those formally acknowledged, hundreds of others have offered comment and feedback throughout the process to help ensure the plan truly reflects the community's values and vision.

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Financial Assistance

ND Department of Commerce:
Partners in Planning Grant for household survey preparation

ND Department of Health:
Public health consultant evaluation with Blue Zones

AARP:
Housing-related consultant evaluation and zoning diagnostics

Plan Background Reports

Existing conditions, public comment summaries, data analysis, and projections used to support this plan are included in a series of background reports:

Overview of Public Outreach

Activities Summary of public outreach activities and results conducted for Together 2045

Land Use and Development

Capacity Projections for growth to 2045, and evaluation of available land capacity

Rural Development Timing Policy options for rural development in areas anticipated for urban growth

Bismarck in Context Background report on census data, compared to peer communities

Household Survey Report

Results of a representative survey conducted in Summer 2021

Name Your Neighborhood Survey

Report Results of survey for neighborhood names and boundaries

A Century of Planning in Bismarck

A history of land use planning in the City of Bismarck, from the 1920s to the present

Existing Land Uses

Map of existing land uses at plan initiation



Introduction

WHAT IS TOGETHER 2045?



Together 2045 is **comprehensive** in scope. Although land use and development are at the core of the plan, Bismarck's growth is affected by transportation, housing, natural resources, public health, infrastructure, and many other topics. Only when all facets are considered *together* can the community move forward with a vision.



Together 2045 is a **collaborative** endeavor. The City must work *together* with other political subdivisions, the business community, and all residents of the community. Every effort has been made to incorporate and balance the interests of a broad range of stakeholders.



Together 2045 views the **big picture**. The entire City of Bismarck and its extraterritorial area are evaluated. Goals are intentionally broad and more general in nature, reserving more specific details for policies or plans with a more refined scope.



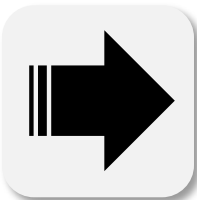
Together 2045 is a **long-range** plan, envisioning almost twenty-five years into the future and setting a course to work toward this shared vision.



Together 2045 is an **adaptable** blueprint. Because the future is uncertain and community aspirations may change, the plan should evolve over time through regular reviews and modifications. Minor changes such as corrections and updating links may be made by staff, but substantive changes require review by the Planning and Zoning Commission and City Commission.



Together 2045 is rooted in the unique **heritage** of our community. Bismarck adopted our first comprehensive plan almost a century ago and we’ve consistently managed growth through planning and zoning endeavors. The significant investments already made into the built environment by our predecessors should be honored and built upon further.



Together 2045 is **forward-thinking** and attempts to anticipate changes to the economy, technology, the environment, and society to proactively meet these opportunities and challenges.



Together 2045 expects and embraces **growth**. Strategies of this plan are designed to facilitate continued growth of Bismarck in a fiscally prudent, sustainable, and equitable manner.



Together 2045 is focused on **practical** application. The plan is intended for regular use by City staff, the development community, and residents. The Bismarck community favors solutions that are workable, tested, and incremental.



Together 2045 establishes **measurable** preferred outcomes. With more data available than ever before, performance metrics should be evaluated on at least an annual basis for progress toward plan objectives.



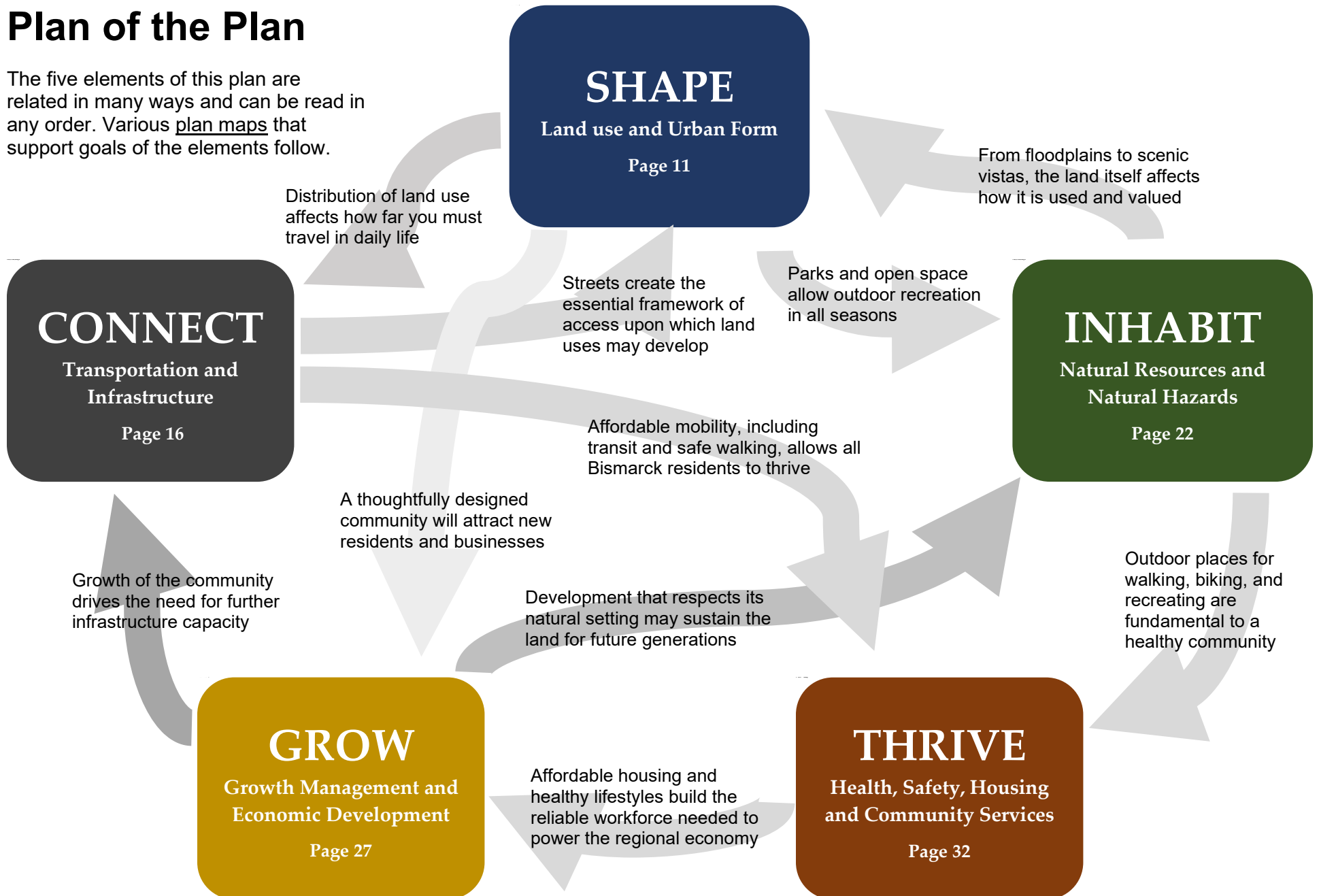
Together 2045 is Bismarck’s **official** Comprehensive Plan, adopted by the Planning and Zoning Commission and City Commission after extensive public outreach. Together 2045 incorporates and supersedes the 2014 Growth Management Plan, the 2016 Infill and Redevelopment Plan, and other land use plans adopted by the City of Bismarck.



Together 2045 serves as a **rational basis** for the zoning ordinance and other land use regulation, as required by Chapter 40 of the North Dakota Century Code. This ensures consistent, fair, and predictable municipal government action.

Plan of the Plan

The five elements of this plan are related in many ways and can be read in any order. Various plan maps that support goals of the elements follow.



The Next Fifty...

In 2022, The City of Bismarck celebrates 150 years since our founding. This has been an occasion for celebration and reflection on the years of investments made into this community over time. Plans and practices put into place by city leaders have made the city what it is today. This milestone in history is also an opportunity to envision the next stage in Bismarck's growth and development.



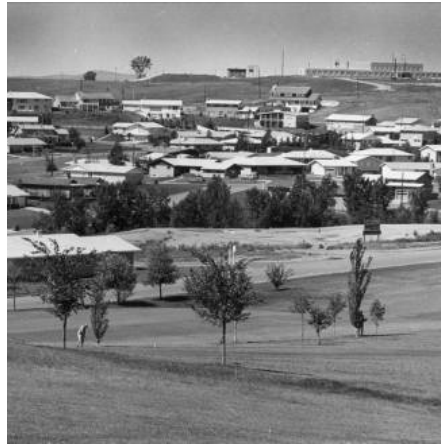
1872 - 1921



North Dakota Historical Society

A settlement emerges where the western extension of the Northern Pacific railway is planned to cross the Missouri River. The plat of Edwinton is recorded in 1872 and renamed to Bismarck. Bismarck was chosen as the capital of Dakota Territory. The city survived major fires downtown and at the Capitol and rebuilt stronger and more resilient. Growth was booming by the 1920s.

1922 – 1971



North Dakota Historical Society

The City of Bismarck begins formal planning, establishing a Planning Commission and adopting a zoning ordinance. The first Plan for Development was completed in 1941. Post-war development was spurred by rapid suburbanization, and the center of the city moved north toward the newly constructed Interstate 94. The Garrison Dam also allowed building in former Missouri river floodplains to the south.

1972 – 2021



City of Bismarck

Growth continues steadily, with a slow-down in the 1980s and an oil boom in the 2010s. After a period of urban renewal early in this era, Bismarck later values and strengthens its traditional core areas. Rural development becomes prevalent, along with efforts to manage this growth. The city regains its ability to plan for extraterritorial areas outside of city limits. As costs of infrastructure rise, the city focuses on efficiency.

2022 - 2071



Together 2045 sets a vision for the future of Bismarck that includes a robust economy, efficient land use and transportation, equitable quality of life, sustainability of the natural world, among other core values we share. Exactly how this vision will be realized this far into the future is essentially unknown. This plan also values adaptability and resilience to seize the opportunities and weather the storms that cannot be anticipated.

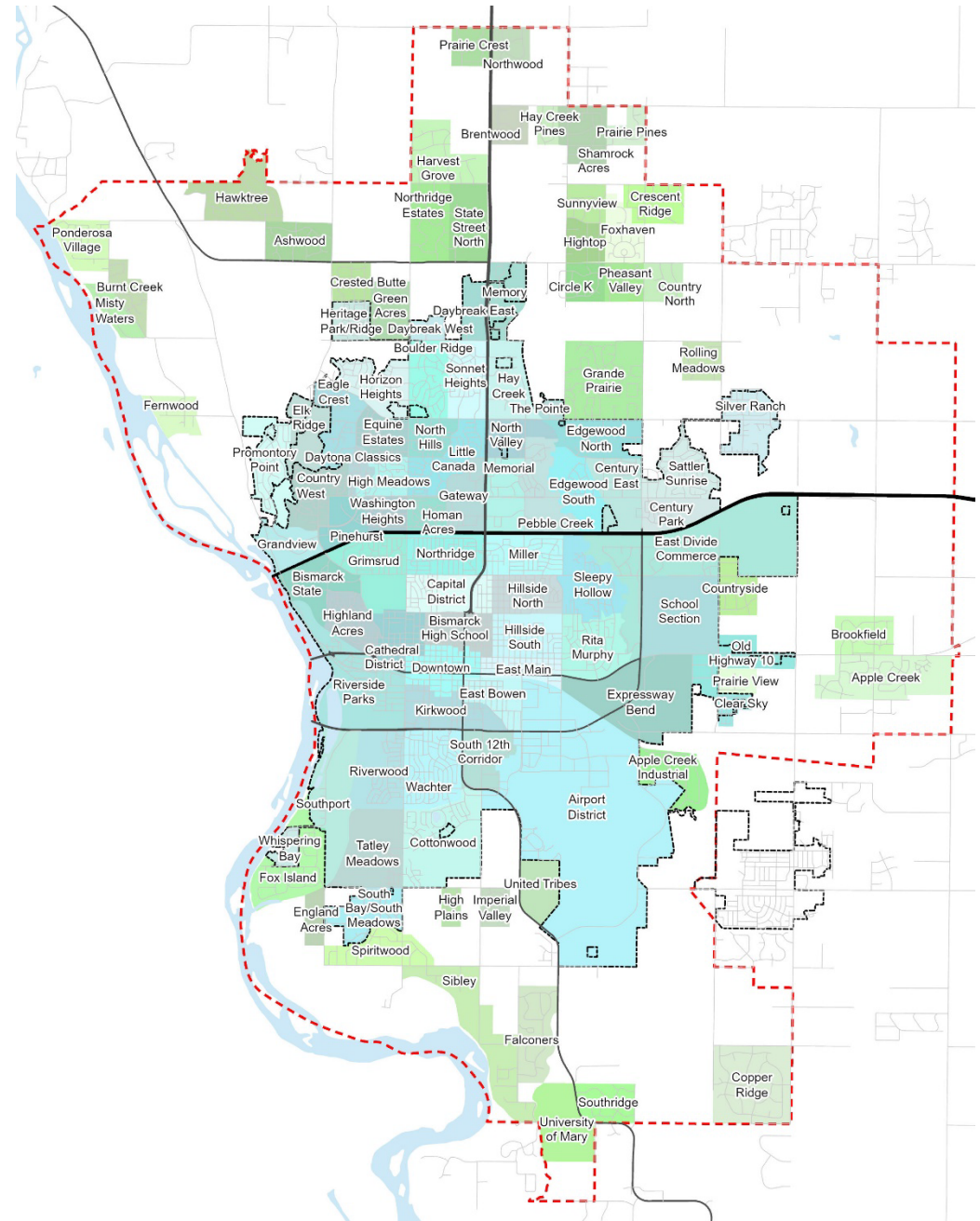
Bismarck is made up of a **variety of neighborhoods and districts**, each with their own unique character. Together 2045 is not intended to apply a one-size-fits-all set of standards to the entirety of Bismarck and surrounding rural areas. Each small area is its own place.

The map shown here attempts to identify and name these neighborhoods and districts based on the natural association of those who live and work within, not necessarily legal or administrative descriptions. It has been developed through feedback received on surveys and public outreach and will continue to evolve as the city grows.

Each of these residential neighborhoods could be traversed by foot in roughly half an hour and contain about 600 – 1,000 homes. Many also include commercial areas, parks, schools, and other places of daily life. The neighborhood scale is fitting for social connections, monitoring public safety, organizing citizen engagement, and small area plans.

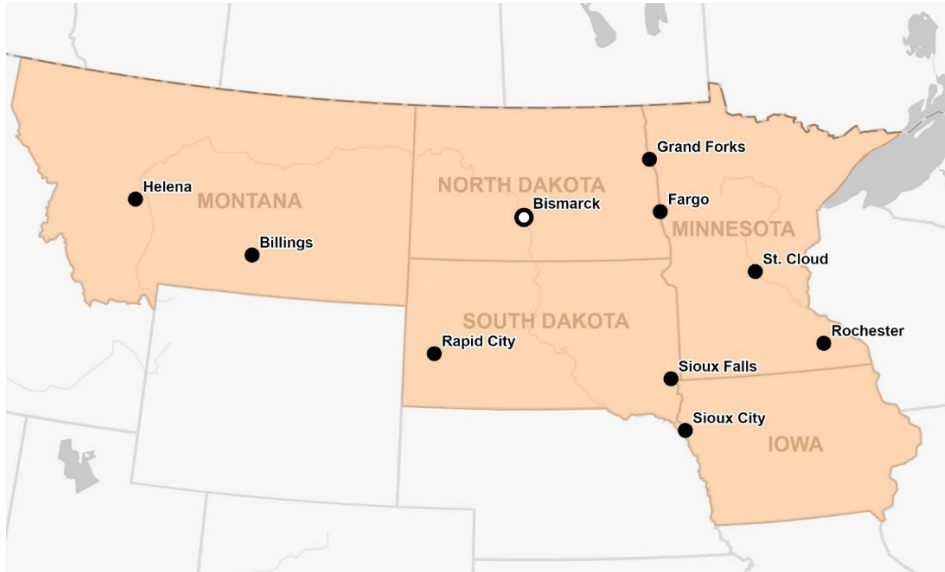
Furthermore, the identification of neighborhoods may be used to assist in communications between Bismarck and local areas, with potential for organization and channels of communication to emerge for each district. Future data reporting may be provided at the neighborhood scale to make information more understandable and relevant.

The overview map on this page is available online in an interactive format that will function as the official version.



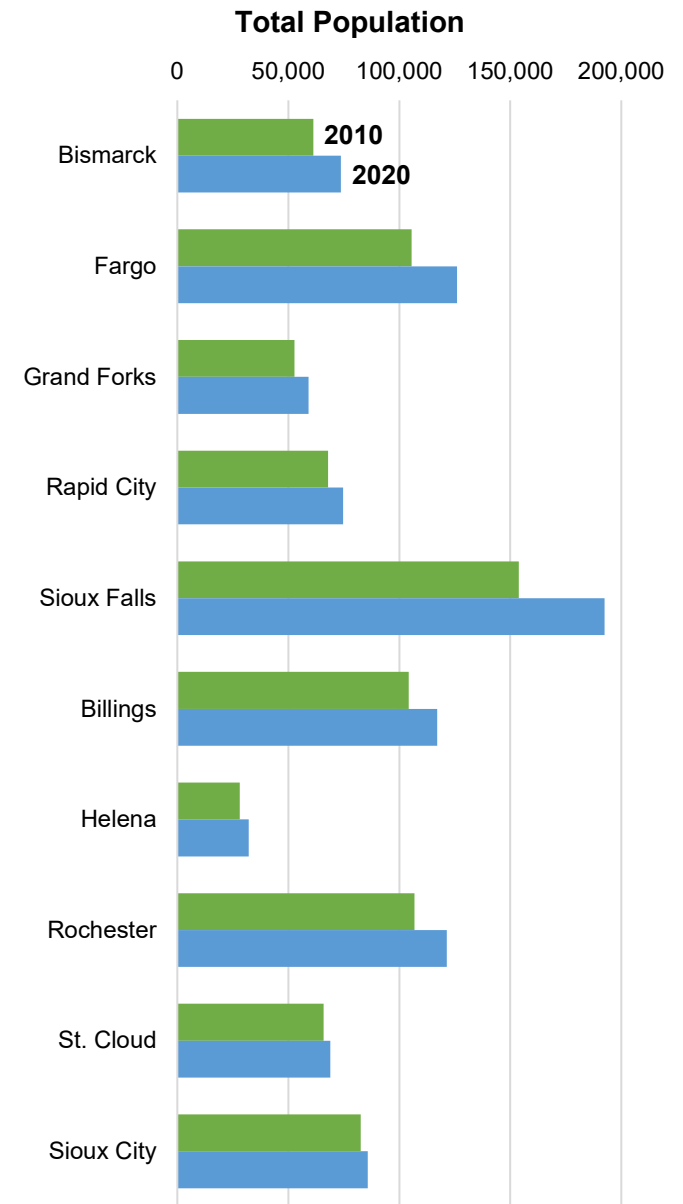
Our Peer Communities

Bismarck is a unique community with our own character. Nevertheless, there are practical lessons to learn from the experiences of other places that share commonalities with us. This plan establishes **nine peer communities in the region** of a similar size and geography.



Livable communities enable residents to thrive at every age and every life stage. In other words, they are age-friendly. Well-designed, age-friendly communities foster economic growth and make for happier, healthier residents of all ages. That’s why the City of Bismarck has joined the **AARP Network of Age-Friendly States and Communities**. This plan is Bismarck’s initial effort as the first North Dakota community in the network joining over 400 communities across the country.

Practices and experiences from our peer and networked communities can provide lessons for Bismarck. It is important to keep open lines of communication between cities and share best practices, failures, and lessons learned. Evaluating Bismarck against benchmarks set by peers provides more meaning to any data indicators used to measure progress.



Partners In Planning

While Together 2045 is created for and formally adopted by the City of Bismarck, goals of the plan overlap with that of many other entities in the community. The City of Bismarck, as an organization, is only one actor – in many cases a supporting one– in achieving progress.

Ongoing cooperation and open communication between political subdivisions will be essential:

- City of Bismarck
- Burleigh County
- Bismarck Public Schools
- Bismarck Parks and Recreation
- Bismarck-Mandan Metropolitan Planning Organization (MPO)
- Hay Creek Township
- Apple Creek Township
- Gibbs Township

Other non-government organizations:

- Bismarck-Mandan Chamber-EDC
- Bismarck-Mandan Convention & Visitors Bureau

- Downtown Business Association
- Bismarck-Mandan Homebuilders Association
- Bismarck-Mandan Board of Realtors
- Missouri Valley Coalition of the Homeless
- AARP North Dakota
- Dakota West Arts Council
- Go! Bismarck-Mandan
- Bismarck Global Neighbors
- Higher education and private schools
- Charitable and religious groups
- Utility service providers

Other essential partners are state and federal agencies, and other local governments in the region, including the cities of Mandan and Lincoln. This list is not exhaustive and will surely change over time.

Partners listed here have not adopted this plan and are not responsible for its implementation. The intent of this section is to signal Bismarck’s commitment to cooperate and build strong relationships with mission-aligned organizations.

Word Key: Goals and Objectives

Goals and objectives of each element all begin with a verb, which denotes the City of Bismarck’s role in achieving that item. The following key may be used:

Direct Action Role

e.g., create, provide, develop, update

City takes a lead role in achieving the goal or objective through staff work or funding

Support Role

e.g., support, facilitate, cooperate, encourage

City takes a secondary role in supporting actions of other organizations and individuals, including promotion or public education

Regulatory Role

e.g., require, allow, control, limit

City uses its police powers to regulate land use to guide private-sector actions

Study Role

e.g., monitor, consider, explore, identify

City engages in further evaluation before direct action or implementation occurs



Shape

Land Use & Urban Form

The physical arrangement of buildings, streets, and open spaces is the setting of everyday life for thousands of Bismarck residents and visitors. The function and beauty of the community should be as varied and distinct as the people who live within it. A young child wants to experience the independence of venturing safely beyond her own yard. A busy adult needs to juggle obligations without spending the whole day in a car. Newcomers to Bismarck may be looking for the quiet rural setting they come from with city services close at hand. Others may desire the excitement and cultural activities that only a thriving city can supply. Ultimately, the shape of Bismarck should be drawn from each of these unique personal stories.

The Space element sets goals and objectives for land use and urban form, including neighborhoods, placemaking, architectural design, downtown, rural character, landmarks, housing types, and protection from nuisances.

The Shape element relates to the Future Land Use Plan, which identifies and defines place types for all of Bismarck and its extraterritorial area.

GOALS AND OBJECTIVES

The following goals are established related to land use and urban design. Each goal is supported by a series of objectives, and progress toward meeting objectives may be evaluated with stated performance metrics.



S1 Encourage the formation and growth of complete neighborhoods

- a) Support a mix of uses to create vibrant neighborhoods where necessities and amenities of daily life are easily accessible to all residents
- b) Consider the needs and desires of children and seniors, along with adults, to envision the lived experiences

created by proposed placemaking and development

- c) Allow development of walkable commercial centers to serve surrounding neighborhoods predominantly at appropriate intersections
- d) Modify existing zoning districts or create new districts that match the character of existing older neighborhoods in Bismarck



Metrics: analysis of existing land uses in parcels, Walkscore



Related Goals: S4, S6, S9, C1, I1, G1, G7, T3, T4

S2 Leverage and reinforce unique aspects of Bismarck's identity

- a) Ensure that those who enter Bismarck through entrance corridors designated in this plan have a positive first impression of the city
- b) Recognize Bismarck as a Missouri River city and embrace opportunities afforded by this natural setting while protecting this vital resource for future generations
- c) Highlight Bismarck's role as North Dakota's capital city and emphasize

the prominence of the capitol grounds and other cultural landmarks

- d) Encourage excellence and innovation in local architecture, particularly in areas of high visibility such as downtown, and along major corridors



Metrics: Public opinion



Related Goals: S3, S7, I4, G9, T6

S3 Support high quality design and visual appearance of the community

- a) Review and update Downtown Design Guidelines and procedures for design review and consider application to other areas of the city
- b) Explore and support programs to assist the private sector with architecture and urban design for new or renovated buildings in key areas of the community subject to public design guidelines
- c) Encourage underground placement of utilities or screening of facilities from high visibility areas if burying is not feasible
- d) Continue to balance the business interest for commercial signs with public safety and the overall visual impact of signs along roadways

- e) Encourage accessory buildings to be compatible in design with, and subordinate in scale to, the principal buildings on the property
- f) Shield outdoor lighting sources, both public and private, throughout Bismarck and its rural areas to prevent excessive light trespass into adjoining properties or the night sky
- g) Install or update signs within identified entrance corridors to welcome travelers into Bismarck and reinforce community pride



Metrics: Visual preference surveys



Related Goals: S2, S8, I3, T6, T8



S4 Promote urban neighborhoods and districts that are livable and compact in scale

- a) Increase efficiency of urban land use to maximize public investment in infrastructure and services thereby reducing cost for tax and ratepayers
- b) Mitigate the impact of off-street parking by locating parking behind buildings whenever feasible and limiting the size of lots to reasonable needs on the site
- c) Cooperate with land developers to generate creative solutions for building desirable homes, walkable districts, and commercial buildings on smaller lots
- d) Allow greater residential lot coverage to promote efficient utilization of land and align with building types in market demand
- e) Allow the use of alleys to provide direct access and services in new urban subdivisions with design standards intended to protect the City from undue maintenance liability



Metrics: Housing units per acre, vacant lot inventory, off-street parking area



Related Goals: S1, S6, S7, C1, C5, G1, G2, G5, T1

S5 Protect the rural character of existing and planned rural residential areas in Bismarck’s Extraterritorial Area

- a) Allow continued rural residential development of conventional densities only within areas designated as such within the Future Land Use Plan
- b) Provide the option to develop rural residential clusters with urban densities in exchange for protected open space dedications that maintain an overall rural character of the area
- a) Preserve the ability for rural residents to keep animals, gardens, and other agricultural practices appropriate to the scale of the lot



Metrics: Public opinion, complaint records



Related Goals: S6, S10, I2, I7, G6

S6 Encourage a diversity of housing types to meet the variety of household needs in the community

- a) Allow house-scale building types with more than one residential unit in all or most residential zoning districts. This would include an accessory dwelling unit within or behind a home.
- b) Promote adequate upkeep or rehabilitation of the existing housing stock
- c) Enhance housing choice by removing regulatory barriers against attached

housing configurations that have demonstrated success in other markets yet are less common locally



Metrics: Housing parcel records, American Community Survey housing statistics



Related Goals: [S1](#), [S4](#), [S5](#), [G7](#), [T1](#), [T2](#), [T3](#), [T4](#)

S7 Embrace the unique role of downtown in the social and economic life of the community

- a) Create a framework that establishes urban design, architectural, site design and sign guidelines that reinforce the unique, positive aspects of Bismarck's history and architecture
- b) Create a centrally located public signature space for cultural events and gathering spaces
- c) Include ground-level active uses and ample visual interest adjacent to sidewalks in all new construction in specifically-defined high-activity areas, including parking structures
- d) Promote downtown multifamily residential construction and rehabilitation, especially on the upper floors of buildings

- e) Facilitate the development of structured off-street parking to support private investment and public facilities
- f) Support downtown businesses and property owners in the creation of a Business Improvement District to provide enhanced services



Metrics: Gross assessed value, sales tax, and housing units in area



Related Goals: [S2](#), [S8](#), [C1](#), [I3](#), [G1](#), [T6](#)

S8 Create a vibrant and attractive streetscape in downtown and dense urban areas

- a) Nurture a cohesive system of streetscape treatments that reinforce a sense of human scale and balance between pedestrian and automobile space through implementation of Downtown Streetscape Standards
- b) Explore management options for on-street parking along public curbs in high demand areas
- c) Monitor for opportunities to increase sidewalk area in high-activity corridors, including curb extensions to reduce crossing distances of the street



Metrics: On-street parking surveys, public opinion, traffic crashes



Related Goals: [S3](#), [S7](#), [C7](#), [I3](#), [T8](#)



S9 Provide the means for adaptation of the built environment to meet complex and changing economic and social demands

- a) Design new places and structures to allow physical changes to meet future conditions without significant waste of resources
- b) Allow older buildings to be adaptively reused for new purposes while still protecting life and safety through application of the existing building code
- c) Review and develop reasonable policies to guide informal or temporary activities, such as food trucks, short-term rentals, and home occupations to encourage entrepreneurship while protecting the public interest

- d) Clarify the distinction between commercial and non-commercial uses in zoning and assessing to accommodate personal use of buildings for non-income producing activities
- e) Evaluate requests for amendments to plans, ordinances, and the zoning map based on a change in conditions since the last action taken



Metrics: Feedback from builders and developers



Related Goals: S1, I3, G7

S10 Support the arrangement of compatible land uses to minimize adjacent conflicts

- a) Use zoning and other tools to require new development and redevelopments to be harmonious with existing uses in the area and support the health, safety, and public welfare of the community
- b) Examine the existing landscape ordinance to ensure adequate buffers minimize adjacent nuisances, while considering matters of implementation in central and industrial areas

- c) Protect the use and federal compliance of Bismarck’s airport by limiting development that could interfere with airport operations
- d) Limit incompatible development in proximity to major municipal facilities, such as the landfill and sewage treatment plant



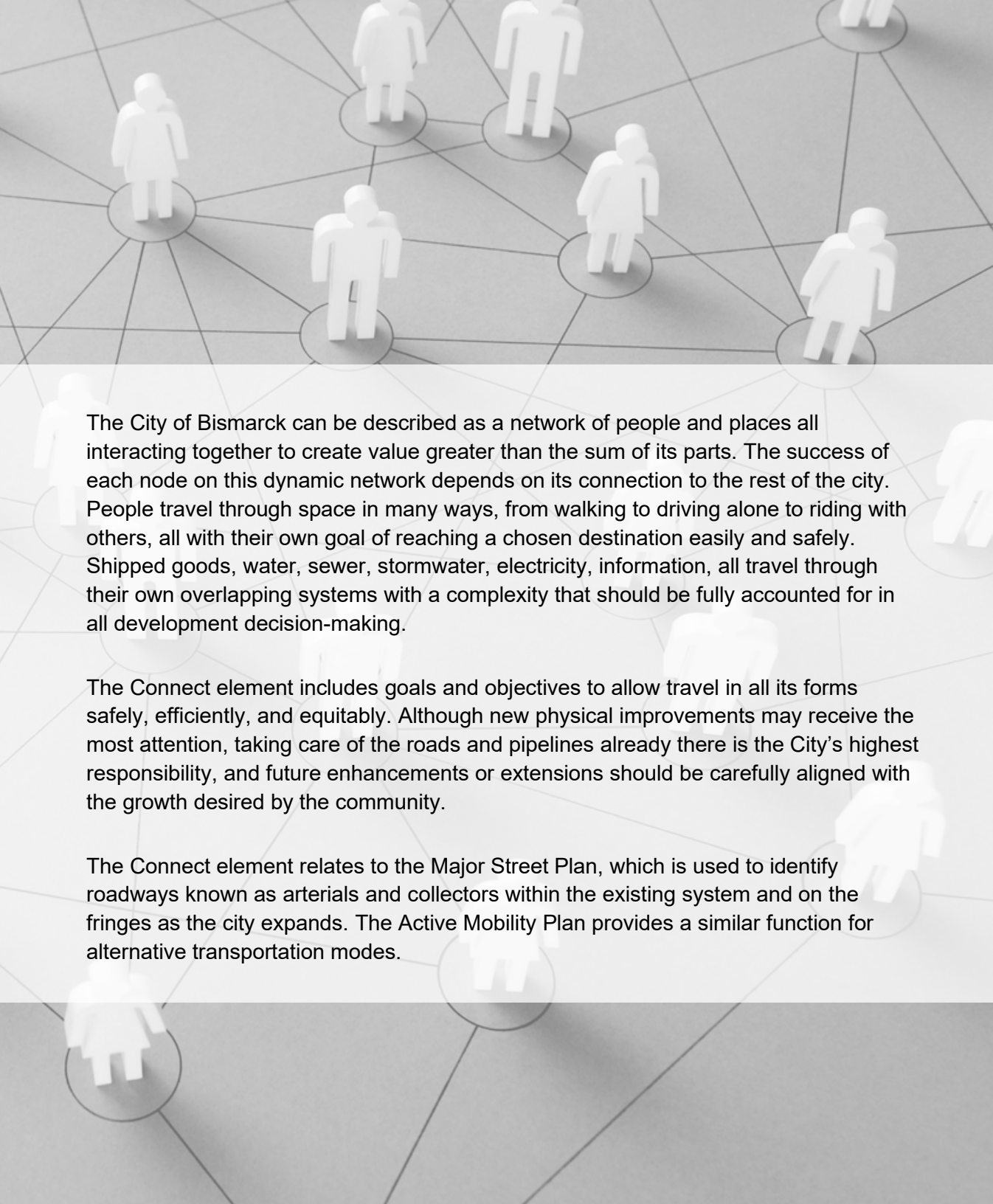
Metrics: Complaint records, non-conformities



Related Goals: S5, G6, G10

Connect

Transportation & Utilities



The City of Bismarck can be described as a network of people and places all interacting together to create value greater than the sum of its parts. The success of each node on this dynamic network depends on its connection to the rest of the city. People travel through space in many ways, from walking to driving alone to riding with others, all with their own goal of reaching a chosen destination easily and safely. Shipped goods, water, sewer, stormwater, electricity, information, all travel through their own overlapping systems with a complexity that should be fully accounted for in all development decision-making.

The Connect element includes goals and objectives to allow travel in all its forms safely, efficiently, and equitably. Although new physical improvements may receive the most attention, taking care of the roads and pipelines already there is the City's highest responsibility, and future enhancements or extensions should be carefully aligned with the growth desired by the community.

The Connect element relates to the Major Street Plan, which is used to identify roadways known as arterials and collectors within the existing system and on the fringes as the city expands. The Active Mobility Plan provides a similar function for alternative transportation modes.

GOALS AND OBJECTIVES

The following goals are established related to Transportation and Infrastructure. Each goal is supported by a series of objectives, and progress toward meeting objectives may be evaluated with stated performance metrics.

C1 Ensure a robust multimodal transportation system to serve all residents and businesses

- a) Balance the needs of pedestrians, transit riders, cyclists, and motorists to provide adequate and equitable levels of service to all travelers
- b) Prioritize the reduction of traffic fatalities and serious injuries to motorists and non-motorists on all public roads
- c) Ensure that adequate transportation access is available or planned to support expected trip generation from all new development
- d) Enhance multimodal connections between key activity centers and destinations



Metrics: Traffic crashes, traffic counts, public transit ridership, bicycle and pedestrian counts



Related Goals: S1, S4, S7, C2, C3, C4, C5, C6, C7, C12, G3



C2 Prioritize maintenance of existing capital facilities above any extensions

- a) Provide proactive and timely maintenance of public roadways, pipelines, and other facilities to sustain intended operation and generate long-term cost savings, utilizing ongoing monitoring of conditions to allocate resources to the highest needs
- b) Maintain or replace aging pipeline and utility facilities as needed to continue to provide adequate levels of service for existing development and facilitate new or expanded activities
- c) Meet or exceed all federal and state standards for municipal water and sewer provision



Metrics: Facility condition reports, pavement management system



Related Goals: C1, C12, C3, G1

C3 Construct and support safe and efficient streets and roads

- a) Reduce traffic congestion, especially for travel between north and south areas, by providing sufficient capacity, intelligent signal operation, and travel demand management
- b) Improve safety by reducing potential points of conflict, including pedestrian/vehicular conflict, by consolidating and/or limiting direct access to major roadways
- c) Utilize traffic impact studies for proposed developments with high expected trip generation and require implementation of identified mitigation measure at the developer’s expense as a condition of development permission
- d) Design local streets in residential areas to limit speeds and reduce impervious surface and maintenance costs
- e) Consider the potential for a northern bridge crossing of the Missouri River in the longer-term future and preserve adequate right-of-way



Metrics: Traffic crashes, traffic counts, public transit ridership, bicycle and pedestrian counts



Related Goals: [S1](#), [S4](#), [C1](#), [C2](#), [G4](#)

C4 Encourage a highly connected network of streets and pathways

- a) Improve vehicular travel for all road users by dispersing traffic, allowing multiple route options, and providing safe alternatives for cyclists or scooters through creation of a fine-grained pattern of streets
- b) Enhance the existing secondary access policy to ensure at least two reasonably direct and reliable means of access to all developed areas for emergency services and general travel
- c) Provide for sufficient street and pathway connectivity and shortened block lengths on new development during the subdivision review process, including to undeveloped areas outside of the development with use of temporary stub-outs as necessary
- d) Ensure that the shared-use trail network is interconnected to allow safe travel by pedestrians and cyclists throughout the entire community
- e) Limit cul-de-sacs to areas where preexisting constraints prevent access by any other means

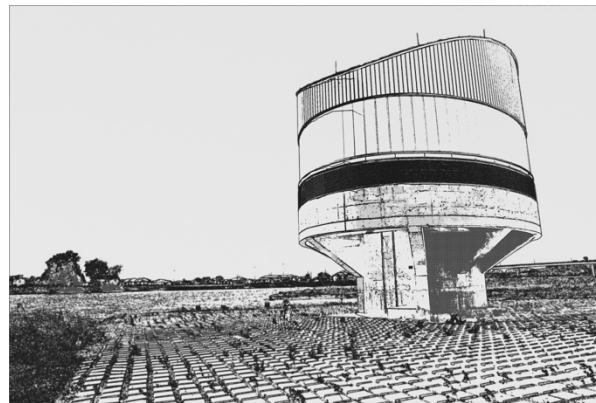
- f) Avoid vacating existing or platted right-of-way that provides any transportation function unless public benefit that exceeds the loss of function is provided



Metrics: Connectivity Index (link-to-node ratio), intersection density



Related Goals: [S1](#), [C1](#), [C6](#), [C7](#), [G4](#), [I6](#), [T5](#), [T7](#)



C5 Support an inclusive and reliable public transit system

- a) Expand access to public transit through implementation of the [Transit Development Plan](#) and other policies
- b) Consider potential transit routes and stops during the development review process in coordination with Bis-Man Transit

- c) Construct a strategically located indoor transit hub to facilitate connections between bus routes and other modes of travel
- d) Pursue funding and creation of a circulator transit system between downtown, capitol grounds, Missouri riverfront, and nearby parking with minimal headways between vehicles



Metrics: Public transit ridership, public opinion



Related Goals: [S4](#), [C1](#)

C6 Facilitate active forms of travel for transportation and recreation

- a) Increase the number of bicycling and walking trips made by people in Bismarck through implementation of the Active Mobility Plan, [Bismarck-Mandan Bicycle and Pedestrian Master Plan](#), and related plans
- b) Provide for a safe walking and bicycling route to and from all schools, especially elementary schools, and nearby homes and parks
- c) Identify and develop trail connections between the Missouri River parks and downtown Bismarck, General Sibley Park, Double Ditch Indian Village State Historic Site, and other destinations shown on the Active Mobility Plan

- d) Target available bicycle and pedestrian resources toward closing identified system gaps to maximize use of the full network
- e) Participate in community programs and events to promote bicycle and pedestrian safety, healthy lifestyles, and awareness of rules of the road



Metrics: Bicycle and pedestrian counts



Related Goals: [C1](#), [C4](#), [C7](#), [I1](#), [I2](#), [T6](#)

C7 Design and maintain safe and comfortable facilities for pedestrians and cyclists

- a) Ensure sufficient sidewalk coverage with all new development and systematically prioritize and install sidewalk connections in existing neighborhoods where not currently present
- b) Improve existing sidewalk and crosswalk facilities for the mobility impaired
- c) Require reasonably direct and safe pedestrian access to the primary public entrance of all new commercial buildings
- d) Oversee adjacent property owners' responsibility to clear public facilities of snow within a reasonable timeframe

- e) Evaluate and utilize the North Dakota DOT's ND Moves "[Best Practices Guide for Active and Public Transportation](#)," or similar plans as amended, in local roadway design



Metrics: Bicycle and pedestrian counts



Related Goals: [S8](#), [C6](#), [I3](#), [I4](#), [T7](#)

C8 Bolster connections between Bismarck and the wider region, nation, and world

- a) Increase number of flights and destinations served by Bismarck Airport
- b) Enhance supply chain reliability by considering the movement of goods and freight in all industrial and commercial siting decisions and transportation investments
- c) Encourage regularly scheduled, fixed-route intercity bus service available to the general public
- d) Consider participation in the restoration of passenger rail service as part of a broader corridor



Metrics: Airport passenger boardings, flight destinations



Related Goals: [C2](#), [C9](#), [G8](#), [G9](#)

C9 Explore and demonstrate emerging transportation and infrastructure technologies

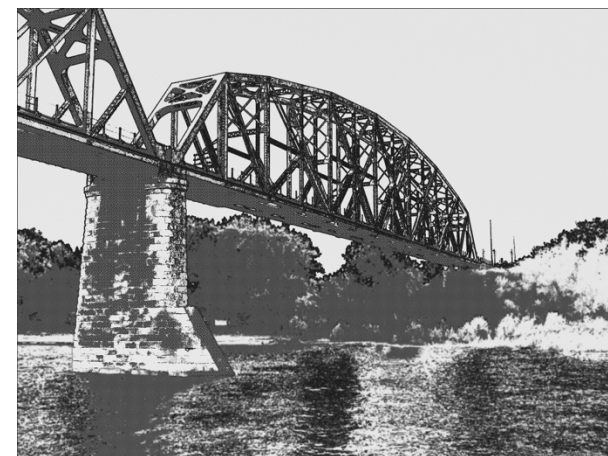
- a) Support the development and operation of services that share bicycles, scooters, and cars based on individual rides, while ensuring protection of the public good
- b) Encourage new electric vehicle charging stations to be conveniently sited and designed for all residents of and travelers to Bismarck
- c) Manage curb space within public rights-of-way to balance the needs of all users, including a potential greater need for temporary pick-up and drop-off



Metrics: Proprietary use data (if available), public opinion



Related Goals: [C8](#), [C10](#), [C12](#)



C10 Collaborate with public utility and delivery organizations to ensure efficient services

- a) Support inclusive access to information for households and business through an extensive broadband network and high-speed wireless internet coverage
- b) Include the creation and retention of easements for utilities during the subdivision process and facilitate the removal of unnecessary easements
- c) Prevent obstructions within utility easements that may hamper the installation, operation, or maintenance of facilities that have rights to the easement
- d) Cooperate with the United States Postal Service and private carriers on addressing, joint mailboxes, subdivision design, and any other aspects of development that impact level of service to the public
- e) Process all permits and agreements necessary for franchise utilities in a fair and timely manner



Metrics: Permits processed, feedback from utilities



Related Goals: [C9](#), [C12](#), [G3](#), [G4](#)

C11 Develop standards for use and design of privately-owned infrastructure

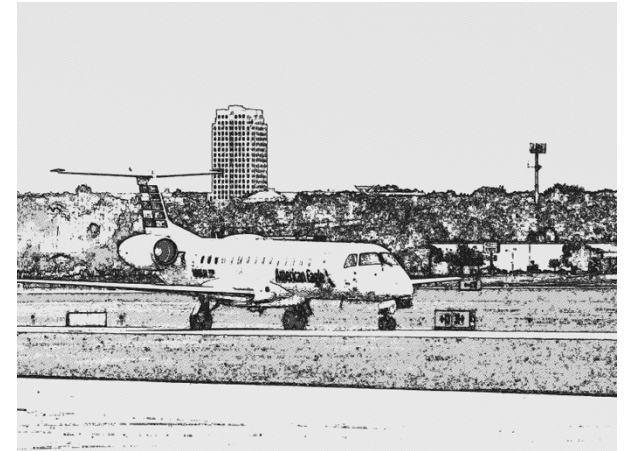
- a) Allow privately-owned infrastructure and facilities to serve a defined area if certain design standards are met and public facilities are not otherwise appropriate to meet the overall design goals of the development
- b) Ensure that any association or private entity that will own facilities legally accepts responsibility for maintenance and demonstrates a capacity to fulfill all written obligations, with the understanding that the city would not take ownership of facilities in the future
- c) Encourage ongoing awareness of ownership and liability among future property owners through recorded legal documents, signage, or other means of communication
- d) Differentiate between driveways serving three or fewer properties and private roads in all design standards and requirements



Metrics: Complaint records



Related Goals: [C10](#), [C12](#), [G3](#)



C12 Steward public resources for infrastructure wisely

- a) Identify and pursue funding sources to implement existing plans and the improvement of services to meet growth demands
- b) Ensure that costs of infrastructure and public facilities necessary to serve new development are paid by a landowner or applicant requesting City development approvals, either in full or in proportion to the proposed development’s use and benefit
- c) Update the capital improvement plan in the City budget annually and prioritize projects according to this Comprehensive Plan and other City plans and policies
- d) Participate in the Bismarck-Mandan Metropolitan Planning Organization to

generate a consensus for the regionally optimal use of federal transportation funds per the Metropolitan Transportation Plan

- e) Explore a fair, legal, predictable, simple, and sustainable funding source for maintenance and development of infrastructure, as an alternative to the use of special assessments
- f) Preserve the self-sufficiency of Bismarck’s enterprise funds by setting fair and consistent rates for all utilities and services



Metrics: Transportation funds allocated to the community, municipal budget



Related Goals: C1, C2, C10, C11, G3, G10, T9

Inhabit

Natural Resources & Hazards

The natural environment underlies every aspect of our community's growth and development. Bismarck owes its initial existence to the Missouri River, which halted the railroad builders from their western extension long enough to establish a settlement and allowed steamboats to travel deep into the frontier. Today the same river provides the clean water we drink, but sometimes washes away whole buildings in its floods. The world around us is a force that we cannot fully control and must learn to live and thrive within.

The natural environment is also a place of beauty that creates a unique identity for Bismarck. The Inhabit element includes goals and objectives to fully realize this potential. Providing access to nature, from the meandering coulees to a playground in a neighborhood park, is important to the quality of life and outward attractiveness of Bismarck. Furthermore, natural systems can provide many functions we expect from public infrastructure without all the costs, from stormwater management to street trees that cool pavement with shade.

All of the benefits of this natural inheritance should be protected and passed on to future generations. The Inhabit section includes strategies to ensure that natural resources can fully utilized without being depleted, in order to sustain Bismarck's growth into the future.

GOALS AND OBJECTIVES

The following goals are established related to natural resources and natural hazards. Each goal is supported by a series of objectives, and progress toward meeting objectives may be evaluated with stated performance metrics.



I1 Provide access to parks and outdoor places for all residents

- a) Ensure neighborhood parks are included within newly developed residential subdivisions so that all residents have a small park within a half-mile walk from home

- b) Develop larger district or community parks to provide at least one such park within a two-mile radius of all residents
- c) Identify opportunities and funding to create neighborhood parks in existing areas of Bismarck that may be underserved
- d) Reinvest in existing parks, open space, programs and facilities to maximize community access and usability
- e) Collaborate with the Bismarck Parks and Recreation District and the Burleigh County Park Board on all park development, operations, and management through implementation of the Bismarck Parks Comprehensive Plan or any related plan
- f) Monitor and support the creation of a new state park along the Missouri River in the Bismarck area



Metrics: Park locations relative to residences, park use data



Related Goals: S1, C6, I2, I4, G9, T7, T8

I2 Preserve connected greenway corridors throughout the community

- a) Preserve the natural landscape within coulees, steep slopes, and low-lying areas identified as Parks and Open

Space in this plan during the process of development review through either dedication of separate unbuildable lots or easements

- b) Protect areas within dedicated easements or public ownership from development, grading, irrigation, or other human activity that may compromise their integrity
- c) Coordinate stormwater management with passive recreational use in the design and management of greenway corridors and ponds
- d) Utilize protected greenway corridors for trails, either shared-used or unpaved as space allows, and supporting recreational amenities
- e) Recognize and allow the use of wetlands and riparian areas for animal habitat and wildlife travel



Metrics: Area of protected greenway, miles of trail



Related Goals: S5, C6, I1, I3, I5, I6

I3 Plant and maintain trees in public spaces as essential elements of green infrastructure

- a) Establish a healthy and full street tree canopy in residential and commercial areas through active management with

attention paid to health, age, and species diversity

- b) Encourage planting new street trees in developing urban subdivisions through a systematic and coordinated public process during initial development
- c) Allocate urban sidewalk space downtown and in dense areas to street trees, balancing the needs for pedestrian mobility, utilities, and social gathering
- d) Preserve native cottonwood forests on public lands and educate the public about this endangered resource of statewide and regional significance
- e) Promote available cost-share funding for street tree planting



Metrics: Inventory of street trees, trees per road mile



Related Goals: [S3](#), [S7](#), [S8](#), [C7](#), [I2](#)

I4 Enhance equitable public access to and enjoyment of the Missouri River

- a) Preserve the Missouri riverfront as a predominantly public asset through parks, open space, entertainment venues, boat ramps, and other recreational amenities

- b) Support the operation of a bike-share system to connect parks along the Missouri River
- c) Identify and develop a safe beachfront area for swimming and wading in the Missouri river or an adjacent tributary
- d) Create additional public-access boat ramps for motorized and non-motorized users in the north and south ends of the Missouri River corridor
- g) Concentrate any high-intensity public riverfront destinations in defined central areas with sufficient shore protection, transportation access, and available land



Metrics: Number of amenities created, use of facilities



Related Goals: [S2](#), [I1](#), [I6](#)



I5 Manage stormwater to protect public and private investments and the natural environment

- a) Achieve the goals and requirements for stormwater runoff from existing development, redevelopment, and new development areas in accordance with the City's Stormwater Design Standards
- b) Improve water quality of lakes, rivers and streams by limiting contaminants through implementation of best management practices
- c) Prioritize detention of stormwater in local systems closer to the source in certain watersheds
- d) Promote redevelopment by using innovative and creative methods to ensure protection of downstream properties
- e) Collect data on impervious area within each city parcel to more accurately measure the impact of development on the stormwater system



Metrics: Stormwater management permits, pond storage volume, water quality devices



Related Goals: [S4](#), [I2](#), [I6](#), [G1](#), [G2](#)

16 Build community resiliency to prepare for, respond to, withstand, and recover from natural disasters

- a) Minimize the impact of natural hazards to support public safety, prevent property damage, and protect critical infrastructure through implementation of the Multi-Hazard Mitigation Plan and related policies
- b) Participate actively in the National Flood Insurance Program and the Community Rating System to manage designated floodplains
- c) Limit development and retain natural vegetation on steep slopes susceptible to landslides and subsidence, with use of geotechnical studies, as necessary, to determine level of risk
- d) Prepare for winter storms and blizzards through planting tree fences, providing space for snow storage, and ensuring sufficient municipal snow clearance capacity
- e) Withstand extended drought conditions by maintaining a reasonable water supply, educating the public about emergency water conservation, and utilizing alternative water sources for non-potable applications
- f) Anticipate potential future natural hazards through use of the best available scientific data, and mitigate

against the hazard by avoiding sensitive areas or applying engineered protections



Metrics: Compliance with federal regulations, flood insurance claims, repetitive loss properties



Related Goals: 12, 14, 19, T5



17 Celebrate the region's agricultural heritage through support for local growers and ranchers

- a) Support the local food system, including production, distribution, promotion, and retail
- b) Encourage the creation of community gardens and orchards
- c) Consider agricultural productivity data for soils when conducting future land

use planning to assist in preservation of prime farmland

- d) Exempt use of lands or buildings for farming and ranching from all land use and zoning restrictions, in accordance with state law
- e) Encourage agritourism that combines retail of local produce with unique experiences, such as vineyards, pumpkin patches, Christmas tree groves, community-supported agriculture, and farm-based event venues



Metrics: Number of local growers, community facilities, public opinion



Related Goals: S5, G8, T7

18 Employ practices and policies to create a clean community

- a) Enact or enforce requirements to ensure that construction sites are fully secured from wind and property owners are responsible for cleaning any debris from surrounding areas
- b) Ensure that proper soil erosion and sedimentation control practices are consistently followed in all construction and grading sites
- c) Monitor use of public trash cans and strategically locate to minimize litter

- d) Encourage periodic community or neighborhood volunteer clean-up days to reduce litter and beautify the city



Metrics: Public opinion, violations



Related Goals: [I9](#), [T11](#)

I9 Develop models and continue practices of environmental stewardship and conservation for the community

- a) Protect water and air quality of Bismarck and surrounding areas through compliance with all federal and state requirements
- b) Promote the use and acceptance of native prairie grasses and vegetation

- c) Encourage conservation of municipal water, reduction of solid waste, and other practices that improve the efficiency and sustainability of City services

- d) Facilitate distributed energy generation to meet needs of individual households and businesses through solar, wind, or other sources

- e) Allow for attractive and sustainable landscaping alternatives, such as xeriscaping, that are suitable to Bismarck's climate and water availability



Metrics: Household water usage, solid waste volume per capita



Related Goals: [I6](#), [I8](#)





Grow

Growth Management & Economic Development

Cities are often compared to organisms, constantly adapting to a changing environment, either growing - or receding - but never staying the same. Bismarck has enjoyed a long history of steady growth, but this should not be considered inevitable. The future health of Bismarck depends on intentionally seizing opportunities and avoiding dead-ends presented by broader economic forces. All elements of this plan support Bismarck's fundamental economic development challenge today: attracting and retaining a workforce that is ever more mobile and choosier. Industry and jobs will follow a place where people want to live.

The Grow element emphasizes growing up, before growing out. The legacy of infrastructure and placemaking inherited from our predecessors is an immense store of wealth that should be continually reinvested. Designed well, compact urban form can save taxpayers money, enhance housing affordability, and reduce travel times. Outward growth will still be necessary to meet a growing population, and innovative neighborhoods and districts may flourish on greenfield sites. The Growth Phasing Plan in Together 2045 charts the course for efficient outward growth.

Any change to the built environment also presents challenges. Some homeowners realize the changes happening around them are not what they signed up for and being asked to trust an unknown future can be daunting. Together 2045 includes goals and objectives intended to negotiate these sensitive issues to allow Bismarck to be dynamic without being disorienting to the people who live here.

GOALS AND OBJECTIVES

The following goals are established related to growth management and economic development. Each goal is supported by a series of objectives, and progress toward meeting objectives may be evaluated with stated performance metrics.



G1 Encourage infill and redevelopment of land already connected to municipal services

- a) Apply urban design practices promoted in this plan to establish developments that add value, rather than detract from, their surroundings
- b) Monitor actual off-street parking utilization and adjust requirements as

necessary to provide redevelopment potential to existing parking lots with demonstrable lack of use

- c) Maintain and publicize an inventory of developable vacant properties within city limits to reveal development potential
- d) Encourage additional housing in the center of the community to support activity and eyes on the street for the majority of the day and night



Metrics: Vacant lots in inventory, off-street parking per sq ft of building area, share of new growth within city limits, public opinion



Related Goals: S1, S4, S7, C2, T1

G2 Provide for a compact and orderly pattern of outward urban growth

- a) Develop strategies to ensure orderly growth and development of the community by staging infrastructure extensions for efficient use of public investments in roadways, utilities, and other services
- b) Prioritize annexation of tracts that are contiguous to city limits and easily provided municipal services, as identified as Expansion Priority 2 in the Growth Phasing Plan
- c) Exercise zoning and subdivision authority within the City’s extraterritorial

area and periodically review this boundary with potential adjustments to align with expected growth

- d) Evaluate the Growth Phasing Plan annually and adjust to account for actual pace and direction of growth



Metrics: Share of new growth within priority areas, share of new growth by ETA quadrant, consistency of annual review



Related Goals: S4, G5, G6

G3 Coordinate expansion of city infrastructure and services with growth

- a) Protect the financial interests of existing city residents and businesses by evaluating infrastructure expansion projects in terms of expected return on investment to the City or funding entity
- b) Assure, prior to annexation, that adequate public facilities to support a proposed development are available or will be provided concurrently with development as service demands occur
- c) Provide all municipal services, including roadways, water, sewer, stormwater, police, and fire protection equitably to all annexed land, unless certain service connections are clearly not feasible in the immediate future and both City and landowner mutually agree to forgo such

services temporarily until readily available

- d) Provide within all subdivision plats sufficient easements and rights-of-way to allow for orderly development and provision of municipal services beyond the boundaries of the subdivision.
- e) Develop strategies to minimize disruption to nearby residents and businesses because of public and private construction projects
- f) Cooperate with the South-Central Regional Water District to seamlessly transition urbanizing areas from a rural to a municipal water system

 *Metrics: Roadway lane miles and pipeline miles per capita*

 *Related Goals: C3, C4, C5, C6, C7, C10, C11, C12, G4*

G4 Manage the sequence of roadway and infrastructure buildout to ensure that necessary services are available during each phase of development

- a) Ensure sufficient access and fire apparatus vehicle maneuverability to all developed areas, including each phase of occupied development sites under construction

- b) Complete connections of collector roadways concurrently with areas served by the collectors rather than delaying until the final stages of development
- c) During interim periods of development before final completion of a looped water system, only allow development quantity and types that can be adequately protected from fire with available water pressure at time of occupation

 *Metrics: Feedback from developers and builders*

 *Related Goals: C3, C4, C10, G3*



G5 Limit rural residential development within areas of expected urban development

- a) Preserve the ability of the City to expand its boundaries by strictly limiting rural development within the Urban Service Area of the Growth Phasing Plan, unless future urbanization is clearly feasible and agreed to by all parties
- b) Allow large-lot rural residential development with a minimum lot size of eight and a half acres in areas identified as Urban Reserve in the Growth Phasing Plan, with the expectation that lots would redevelop with urban services upon annexation
- c) Determine strategies to reduce development costs of large-lot rural residential subdivisions in Urban Reserve areas, in cooperation with Burleigh County Highway Department, to facilitate potential urbanization in the future

 *Metrics: Area of land preserved for future expansion*

 *Related Goals: S4, G2, G6*

G6 Facilitate an orderly transition of existing rural residential development close to city limits

- a) Exercise sensitivity for areas identified in the Future Land Use Plan as Transitional Rural (TR) while planning

for and entitling the surrounding urban development

- b) Monitor need for transportation or utility extensions through Transitional Rural (TR) areas and implement when justified
- c) Engage with residents of Transitional Rural (TR) areas at the appropriate time to determine mutually advantageous terms for annexation into City limits, including the potential creation of a unique zoning district based on these conditions
- d) Provide walkability and connectivity for alternative forms of transportation upon annexation and urbanization of any Transitional Rural (TR) subdivisions



Metrics: Public opinion, annexations



Related Goals: S5, S10, G5

G7 Facilitate incremental property development and improvement of the public realm

- a) Review and modify City ordinances and practices that discourage modest, small-scale improvements to existing neighborhoods. This includes procedural requirements that are appropriate for new larger-scale development but are unnecessary or burdensome for incremental rehabilitation and rebuilding

- b) Initiate City projects that allow testing and adaptation based on feedback from the public and affected stakeholders before committing significant investment
- c) Empower citizens to pursue their own ideas for neighborhood and community betterment



Metrics: Data collected during demonstrations, public opinion



Related Goals: S1, S6, S9

G8 Support the business community of Bismarck through active participation in economic development efforts

- a) Cooperate with the Bismarck Mandan Chamber-EDC regarding land use and development needs of primary sector employers to assist with business retention and expansion
- b) Expand and develop the community’s skilled workforce through targeted recruitment and training programs
- c) Assist with recruitment of industries to Bismarck based on our region’s comparative strengths and diversification of the City’s economic base
- d) Provide financial investments and other incentives to revitalize older and potentially disinvested areas of the city,

identified as CORE areas on the Growth Phasing Plan

- e) Present an openness to public-private partnerships that are transparent and clearly further goals of this plan and the public interest generally
- f) Support spaces and programs that nurture entrepreneurship and innovation through building social networks and sharing of resources



Metrics: Labor force, unemployment rate, sales tax generation



Related Goals: C8, I7, G2

G9 Promote Bismarck as a vibrant community with a high quality of life

- a) Attract a skilled workforce, including remote workers in search of a simple and affordable lifestyle with exceptional and easily accessible services and amenities
- b) Embrace Bismarck’s winter climate as a positive attribute and overcome negative perceptions
- c) Engage with conventional media and social media to associate Bismarck nationwide with happiness and prosperity with a bright future



Metrics: Net migration, unfilled job openings



Related Goals: S2, C8, I1



G10 Conduct development review in a fair and consistent manner serving the public interest above all

- a) Completely restructure and readopt Bismarck's zoning and subdivision ordinance in alignment with this plan and significant input from the public

- b) Promote a zoning and subdivision ordinance that is complementary with that of Burleigh County in the areas designated for rural residential development
- c) Conduct regular development review in accordance with all ordinances and policies across City departments and in cooperation with partners noted in this plan
- d) Inform interested parties about upcoming public hearings with the Planning and Zoning Commission through a variety of communication tools, including letters, online maps, and on-site signs
- e) Evaluate development proposals to determine whether estimated revenues generated by the development are sufficient to cover initial and ongoing costs to the City by a reasonable period of return on public investment, as one factor in evaluation among many
- f) Utilize the variance process for extraordinary circumstances applying to

the land or building that create a hardship for the property owner and prevent the reasonable use of the property

- g) Review and update plans, ordinances, and policies on a regular basis to reflect changing conditions and public will



Metrics: Community Development Department annual report data



Related Goals: S10, C12, T9



Thrive

Health, Safety, Housing & Community Services

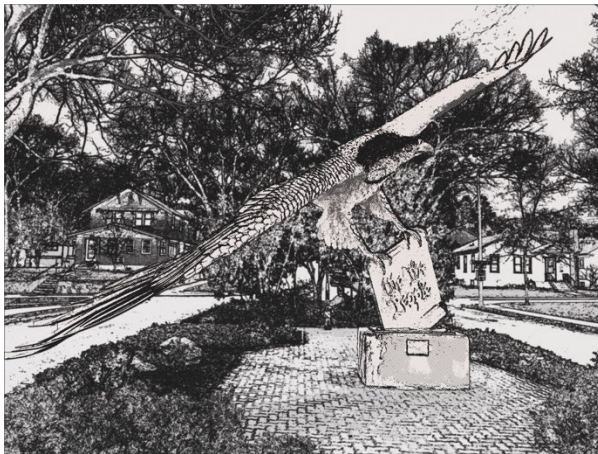
All people in Bismarck should have the opportunity to join in the prosperity generated by growth and development of the community. Social equity is not only a moral imperative widely shared, but it further drives economic growth by showcasing Bismarck as a well-functioning and thriving community. Public health, quality of life, and economic growth all work together in a virtuous cycle.

Shelter is a fundamental human need, and affordable housing has consistently been voiced as the highest concern for Bismarck residents – and this means many different things. A stable home is a proven basis for building structure and self-sufficiency for people experiencing homelessness. Aspiring homeowners want to invest in their own dream and build equity in the process. Older individuals may need a place they can age within comfortably while having assistance available if needed.

The Thrive element includes goals and objectives to support all aspects of a well-functioning community, including housing, public safety, education, public health, arts, historic preservation, and general social capital. This plan has no pretense of fully capturing these huge and important topics, and many are being actively pursued by organizations with their own plans and capabilities. However, the traditional Comprehensive Plan topics of growth and development interact with each of these endeavors in important and unavoidable ways. Collaboration is especially necessary to achieve the goals of Thrive.

GOALS AND OBJECTIVES

The following goals are established related to health, safety, housing, and community services. Each goal is supported by a series of objectives, and progress toward meeting objectives may be evaluated with stated performance metrics.



T1 Expand the stock of affordable housing options for all income levels

- a) Develop strategies to increase the affordability of entry-level homeownership for the community’s workforce
- b) Increase the availability of rental units of all of sizes needed by various household types in the community

- c) Examine existing land use regulations to identify opportunities to support and increase in the development of housing choice across the spectrum of affordability
- d) Work with local agencies to develop a non-profit housing development corporation, community land trust, or housing cooperative that can focus on affordability



Metrics: American Community Survey percent of cost-burdened owners and renters, Average single-family home cost, rental vacancy rate, number of subsidized affordable housing units



Related Goals: S4, S6, T2, T3, G1

T2 Support vulnerable populations with access to decent housing and necessary supportive services

- a) Ensure homelessness is rare, brief, and not repeated by establishing multiple access points to facilities and programs that meet the full range of identified needs, including family accommodations and a low-barrier option, as outlined in Home, Together: Bismarck-Mandan Plan to Prevent & End Homelessness
- b) Effectively administer all federal housing assistance programs to maximize intended benefits to Bismarck residents

- c) Avoid concentration of supported and special needs housing in any one area of the city and pursue opportunities for mixed-income housing
- d) Facilitate the creation of housing with a spectrum of accommodations and supportive services for seniors at all stages in the aging process with good access to medical care
- e) Detect and prevent unlawful discrimination in the housing market



Metrics: Homeless population counts, fair housing complaints



Related Goals: S6, T1, T3, T10

T3 Ensure that the variety and quality of housing is aligned with the needs of the community

- a) Assess and proactively enforce rental regulations and maintenance codes that support safe and comfortable housing
- b) Encourage housing designs that are readily accessible to occupants and visitors with all levels of mobility
- c) Guide all housing to areas where transportation is also affordable because of proximity to goods and services

- d) Simplify the process for constructing an accessory dwelling unit on a property with a single-family residence
- e) Support the continual investment and periodic rehabilitation of older homes, including those that do not conform to current zoning
- f) Encourage the remediation of any potential health hazards, such as necessary replacement of lead-based private service lines



Metrics: American Community Survey Housing Data, Housing + Transportation Affordability Index



Related Goals: S1, S6, T1, T2



T4 Consider school facilities and transportation needs in all planning activity

- a) Collaborate with Bismarck Public Schools and private schools on facilities planning and site selection to meet standards set by the Bismarck Public Schools Facilities Plan or the equivalent
- b) Encourage school sites to be located where necessary city infrastructure and services are existing or imminent
- c) Support the viability of existing and planned elementary schools as anchors of their respective neighborhoods by nurturing a safe and accessible surrounding environment
- d) Encourage a diverse range of housing types in proximity to schools to allow convenient access to families from across the socio-economic spectrum
- e) Support advancement and growth of the University of Mary, United Tribes Technical College, and Bismarck State College and build strong relationships between institutions of higher education and the community



Metrics: School enrollment, school facility capacity, college and university enrollment



Related Goals: S1, S6

T5 Enhance the safety and security of the public through crime and disaster prevention

- a) Support the efforts of Bismarck Police Department, Fire Department, Public Health, and other emergency service providers throughout the planning and development process
- b) Employ design principles intended to prevent crime through enhanced natural surveillance, access control, territorial reinforcement, and space management in all public facilities and spaces
- c) Encourage neighbors to monitor and report unexpected activities to authorities either through organized groups or strengthened social capital among neighbors
- d) Prepare for potential human-caused disasters by addressing vulnerabilities and reserving sufficient response capacity to minimize the impact on life and property



Metrics: Crime statistics, count of neighborhood crime watch groups



Related Goals: I6, T7

T6 Preserve buildings and sites of architectural significance to the history of Bismarck

- a) Support preservation activity within existing historic districts on the National Register of Historic Places and evaluate new areas for potential nomination
- b) Consider historic design standards for neighborhoods on the National Register of Historic Places only if initiated and agreed to by at least a simple majority of property owners within the district
- c) Develop and promote a 6th Street Cultural Trail connecting downtown with the Capitol Grounds using wayfinding and improved bicycle and pedestrian infrastructure



Metrics: Properties on National Register of Historic Places, grants awarded



Related Goals: S2, S3, S7, C6

T7 Recognize and act upon the vital link between healthy lifestyles and the built environment

- a) Encourage healthy lifestyles by creating space for outdoor recreation options such as trails and parks
- b) Provide basic amenities supporting healthy lifestyles within walking distance of residences in urban neighborhoods
- c) Improve the mental health of residents through land use and design interventions that promote physical

activity, social connections, and other aspects of wellbeing backed by current research

- d) Support health equity with active lifestyle options, healthy food access, and medical services in underserved neighborhoods
- e) Collaborate with health care, public health, non-profit, and business organizations to develop strategies to improve the health of the community through implementation of the Community Health Improvement Plan



Metrics: Community health needs assessments



Related Goals: S1, S4, C1, C2, I1, I7, T5, T10



T8 Incorporate art into public spaces to create beauty and provoke thought

- a) Create a public arts policy in cooperation with Bismarck Parks and Recreation, Bismarck Public Schools, and local artists to encourage the creation and presentation of creative work in Bismarck available to all
- b) Utilize art to create and strengthen a memorable identity for the community, buildings, parks, and districts through permanent and temporary installations
- c) Encourage property developers to work with local artists to add visual interest or performance venues to projects
- d) Support social and cultural events in neighborhoods through assistance with street closures, promotion, and reasonable use of available public property and resources



Metrics: Local arts data



Related Goals: S3, S8, I1

T9 Cooperate among political subdivisions, city departments, and governmental agencies

- a) Utilize the Intergovernmental Committee (ITG) to collaborate regularly with officials from Burleigh County, Bismarck

Public Schools, and Bismarck Parks and Recreation

- b) Communicate promptly with all organized townships regarding development proposals that may impact residents within the township
- c) Align land use and transportation plans on the outside edges of Bismarck’s jurisdiction with Burleigh County’s Land Use Plan, City of Lincoln’s Comprehensive Plan, or similar plans from adjoining jurisdictions.
- d) Integrate development review processes conducted by various city departments and external agencies into a clear and seamless process
- e) Recognize and develop protocols of communication with any established or emerging neighborhood associations or local special interest groups
- f) Proactively advocate for the citizens of Bismarck before the state legislature to support the goals of this plan
- g) Participate in metropolitan, statewide, and national organizations to share best practices and join larger-scale

endeavors that further the goals of the plan



Metrics: Feedback from partners, public opinion



Related Goals: C12, G10

T10 Identify existing gaps in critical needs throughout all stages of life

- a) Evaluate local childcare regulation and review processes to support the creation of more childcare options, while still overseeing safe and age-appropriate care
- b) Expand the number of gathering places and activities for youth and young adults to recreate safely in all seasons
- c) Grow the Bismarck Veterans Memorial Public Library’s capacity as the community’s hub of lifelong learning and cultural/arts programming
- d) Enable citizens to age in place with opportunities for social interaction, physical activity, supportive services,

and all other amenities necessary for healthy, productive lives



Metrics: Public library use data, participation in parks programs



Related Goals: T2, T7, T11

T11 Reinforce a culture of community pride and openness to newcomers

- a) Encourage individual households and businesses to take pride in the aesthetics, cleanliness, and public presentation of their properties
- b) Celebrate the cultural uniqueness and heritage of Bismarck, including indigenous communities, through events and promotions
- c) Become a more welcoming and open community for newcomers to Bismarck from all backgrounds



Metrics: Diversity Index, public opinion



Related Goals: I8, T10

Plan Maps

A series of plan maps apply the goals and objectives set out in the previous elements to specific locations within Bismarck and the extraterritorial area. Each plan may be changed according to amendment procedures and standards included herein.

The following plans are included:

Future Land Use Plan Place types showing land use, density, mobility, and community design applied to all areas within Bismarck and its extraterritorial area

Growth Phasing Plan Timing for infrastructure and land development within areas outside of city limits, historic eras of Bismarck's growth, and areas with high potential for redevelopment

Major Street Plan Existing and future arterial and collector roadway corridors in the Bismarck and its extraterritorial area

Active Mobility Plan Existing and future shared-use trails and street connections for bicycle and pedestrian mobility in Bismarck and its extraterritorial area

Community Facilities Plan Maps and descriptions that show future need for parks, utilities, and fire stations to support anticipated growth by 2045

Future Land Use Plan

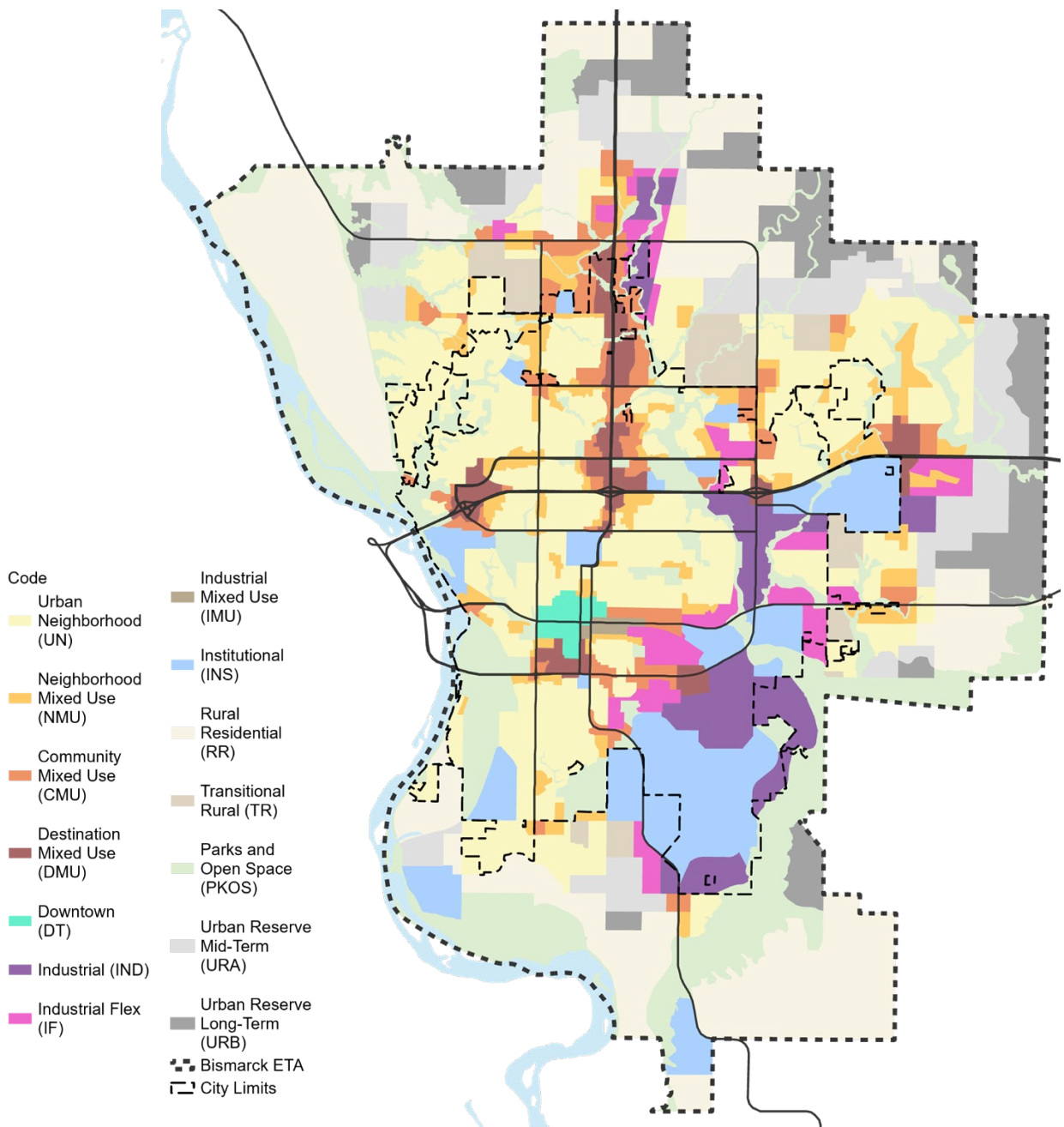
The Future Land Use Plan is a map that shows various districts in the City of Bismarck and its extraterritorial area that are planned to take shape by the year 2045. This plan is intended to guide:

- Decisions on rezonings, subdivisions, special use permits and other activities managed by the Planning and Zoning Commission
- Investment decisions made by the private sector and general public, by providing reasonable expectations for future growth of the city
- Capital improvements and infrastructure development by the City and other entities.

The Future Land Use Plan is not the same as the zoning map. Zoning is a law that establishes rights and obligations for the use of land in certain districts, while this Plan guides the future disposition of land, which may take affect through voluntary actions of landowners in conformance with zoning.

The following pages describe each district in detail. Boundaries are not intended to be precise, and adjustments may be made according to procedures on the following page.

The overview map on this page is [available online in an interactive format](#) that will function as the official version.



Future Land Use Plan Amendment

The Future Land Use Plan is a **living document**. Over time, revisions will be made to reflect changing conditions or public will. Changes should be made according to a **transparent and consistent** process, considering systemic effects on the whole plan.

Amendment Process

An amendment of any district(s) may be proposed by the City, County, Township, or by an owner of property within or adjacent to the district(s). While formal consent from all property owners within a district is not necessary to initiate an amendment, building an early consensus of all parties affected by the action is recommended before an application is submitted.

Amendments are classified as formal or administrative. A formal amendment will be required if any of the following apply:

- A boundary between districts is moved > 660 feet (1/8 mile)
- A district is changed to a different classification
- Staff determine that standards of this plan are not clearly met

All formal revisions are reviewed by the Planning and Zoning Commission in a public hearing and must be approved by the City Commission to become effective. Nearby property owners will be notified in a similar manner to a change in zoning.

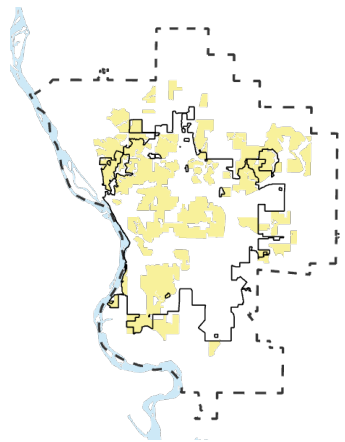
All revisions that do not qualify as formal will be made administratively by staff. Correction of technical errors in the plan are considered administrative amendments. This process supersedes previously adopted policies.

Amendment Standards

All formal and administrative amendments will be evaluated according to the following standards:

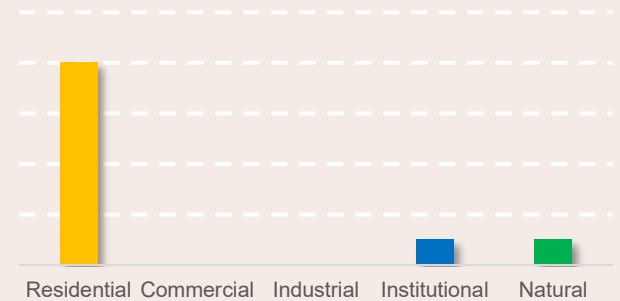
- The proposed amendment is compatible with adjacent land uses, both existing and proposed in the Future Land Use Plan
- The proposed amendment is suitable for the natural conditions of the site, including topography, drainage, wetlands, and other natural conditions
- The proposed amendment is aligned with the Major Street Plan or accompanied by an amendment to the Major Street Plan that would render it in alignment
- The proposed amendment does not adversely affect the City’s ability to provide municipal utilities in the future to or beyond the district(s) proposed for amendment
- The current Future Land Use Plan designation is not adequate to meet the needs of the community or suitable for this tract of land, as justified by the applicant, and the proposed land use designation would, to some degree, alleviate this condition
- The proposed amendment is consistent with the goals and objectives of this Comprehensive Plan
- The proposed amendment would not adversely affect the public health, safety, and general welfare

Promptly after approval of any amendment, the Future Land Use Plan is updated in the City’s online maps, which will always be made available to the public and function as the official version of the Future Land Use Plan.



Urban Neighborhoods are a place for quiet enjoyment of home life. The district is predominantly residential, with a mix of single-family homes, twinhomes, and townhomes up to four units. A medium-density residential character will be further specified by the zoning ordinance. Homes face the streets and are designed to add value to this public space. Most streets within urban neighborhoods are designed for limited traffic and very slow vehicle speeds. Walking throughout is safe and pleasant along tree-lined sidewalks. Lots are relatively compact to enhance walkability and allow efficient use of city services. Neighborhood amenities such as small-scale parks, pathways, elementary schools, and childcare are also found within. Commercial uses are restricted, limited to working from home and the occasional yard sale.

Target Use Mix



Primarily single-family residential, with mix of twinhomes and townhouses up to four units; local parks, schools, places of worship, and other institutional uses; home occupation commercial only

Target Residential Density



Target Service Area



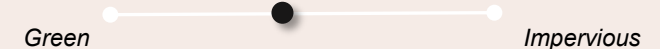
Primarily visited by neighborhood residents and guests

Target Travel Mode

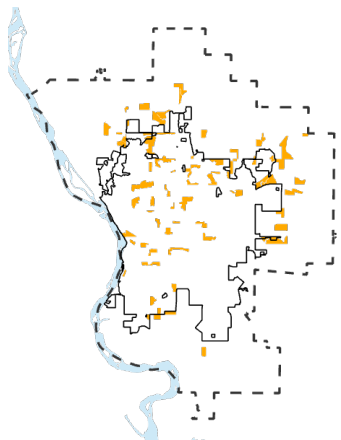


Quiet streets suitable for walking, biking, and driving

Target Groundcover

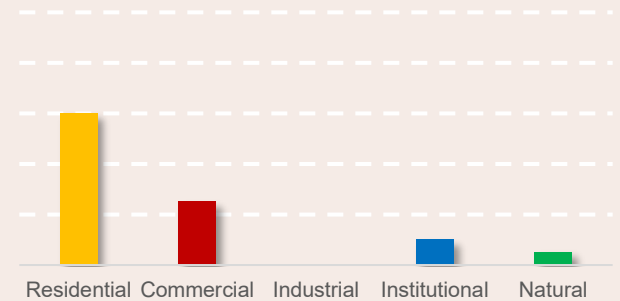


Water may filter through lawns, grassy boulevards, and local parks



Neighborhood Mixed Use are the social and commercial gathering spaces for the immediate surrounding residential areas. Shops and services are located on busier streets and designed with a scale and character that enhances the surrounding neighborhood. Higher-density apartments and condominiums prevail, along with townhomes and even a few single-family homes, with density parameters set by the zoning ordinance. Roads are designed to encourage walking from nearby and also vehicle travel in and through the district. The center of a Neighborhood Mixed Use district would be an ideal transit stop.

Target Use Mix



Mix of mostly multifamily residential, with some lower-density buildings, and also smaller-scale commercial and institutional uses

Target Residential Density



Target Service Area



Mostly visited by residents of the district and nearby neighborhoods

Target Travel Mode

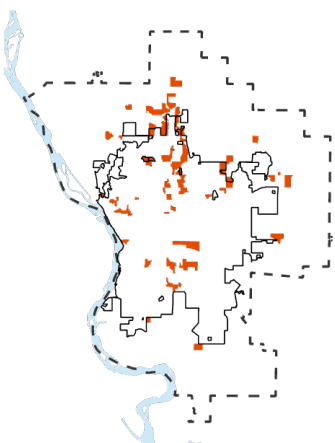


More vehicles on major streets but fully walkable

Target Groundcover



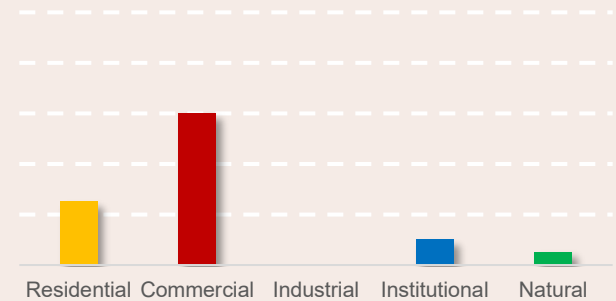
Water may filter through yards, grassy boulevards, or detention areas for stormwater management



Community Mixed Use are places of commerce, employment, and residence for the Bismarck community.

While commercial uses are dominant, apartments and condominiums may be present, either alongside commercial buildings or on the floors above. A higher residential density will be set by the zoning ordinance. Streets and public spaces are designed for more activity and balanced between vehicles, pedestrians, bicyclists, and transit. Commercial buildings are ideally placed to engage the street, except for high-volume major roadways, with visual interest and minimal setbacks. Industrial and lower-density residential uses are not found in Community Mixed Use, although appropriate transitions may be necessary if these areas are nearby.

Target Use Mix



Commercial and office uses are prevalent, with mix of multifamily residential and related institutional uses

Target Residential Density



Target Service Area



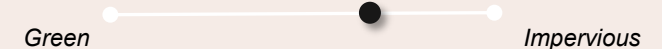
Primarily visited by residents of Bismarck, as well as others in the broader metropolitan area

Target Travel Mode

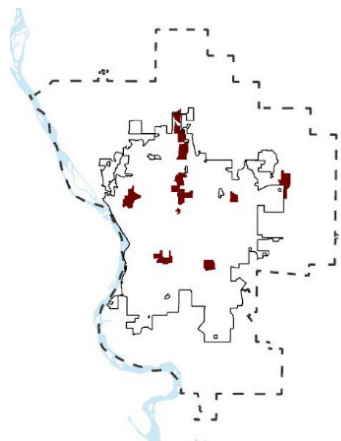


More vehicles on major streets also with pedestrian accommodations

Target Groundcover

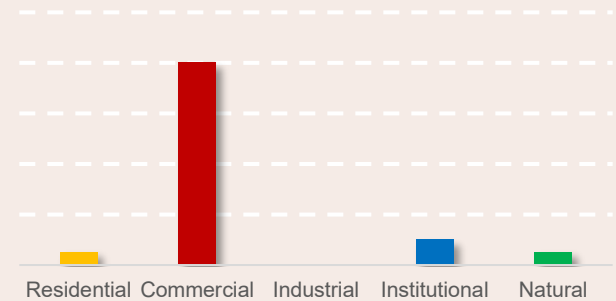


Water may filter through grassy boulevards, and detention areas for stormwater management



Destination Mixed-Use are the major commercial and employment centers that serve the entire regional trade area of Bismarck as well as visitors. Shopping destinations and office parks are included at a larger scale than other mixed-use districts. Streets and public spaces are designed for more activity and are balanced between vehicles, pedestrians, bicyclists, and transit. Commercial buildings are ideally placed to engage the street, except for high-volume major roadways, with visual interest and minimal setbacks. Industrial and lower-density residential uses are not found in Destination Mixed Use, although appropriate transitions may be necessary if these areas are nearby. Residential buildings, where present, are higher density, to be set by the zoning ordinance.

Target Use Mix



Primarily commercial and high-activity institutional uses, with limited residential uses mostly within mixed-use buildings

Target Residential Density



Target Service Area



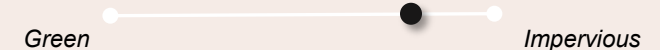
Heavily visited for commercial activity from throughout the trade area of Bismarck-Mandan

Target Travel Mode

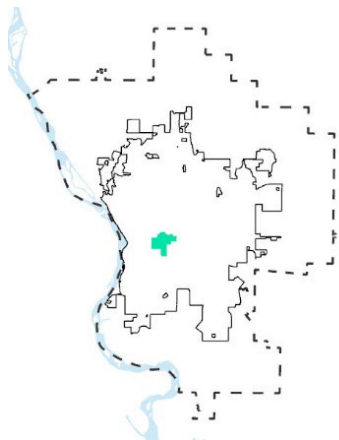
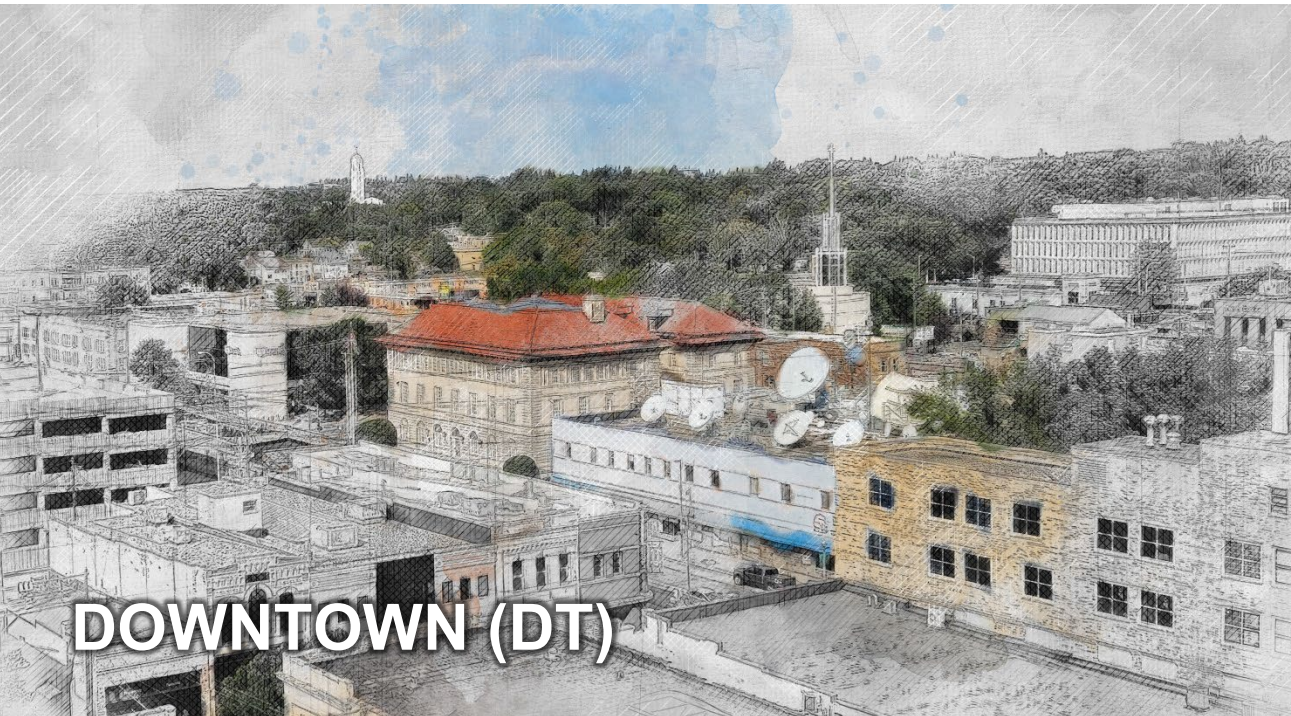


High vehicle traffic with accommodations for walking

Target Groundcover

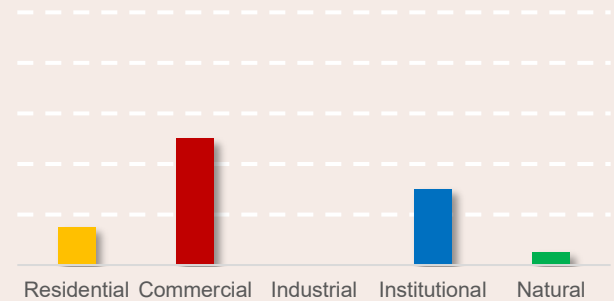


Water may filter through grassy boulevards, and detention areas for stormwater management



Downtown is the heart of the community in the historic center of Bismarck. It is a primary place for commerce, entertainment, medical, civics, and employment and a representation of Bismarck's identity to ourselves and the outside world. Although convenient vehicle access to and through downtown is necessary, streets and public places are designed for the pedestrian first within downtown. Downtown includes the most intensive buildings in terms of height and mass, with ground floors dedicated to lively and engaging activities built to the sidewalk. Apartments and condominiums are throughout, ideally on upper floors of buildings. Engaging public spaces and high standards for aesthetics attract people for events and everyday life.

Target Use Mix



Broad mix of uses, often in the same building; High proportions of retail, entertainment, offices, and multifamily residential; Prominent civic uses

Target Residential Density



Target Service Area



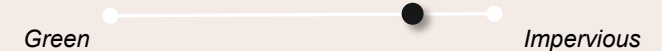
Heavily visited by residents, employees, customers, and tourists from a broad range

Target Travel Mode

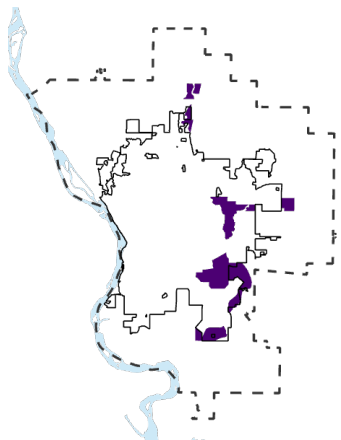


Pedestrian-oriented with accommodations for driving

Target Groundcover

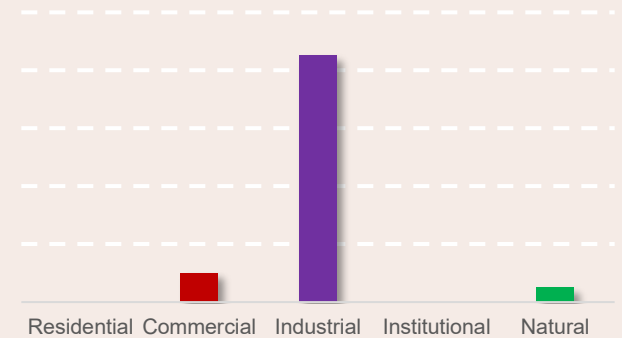


Mostly impervious, except for very small parks and public spaces



Industrial are centers of research, production, and distribution. Sites may range broadly in scale, from primary-sector manufacturing plants to yards for contractors. There are no residences, and any retail and offices are associated with work conducted on the site. Supply chain efficiencies can be achieved when industries are clustered together into certain districts. Industrial has good transportation access for trucks and freight rail, relatively flat land, and a high need for municipal services including fire protection. Urban design features common to other districts such as setbacks, landscaping, pedestrian accommodations, and aesthetics are less important in Industrial districts, apart from the edges adjacent to more sensitive land uses.

Target Use Mix



Industrial uses with a range of scale and impact. Commercial uses associated with on-site activity, green space necessary for stormwater management

Target Service Area



Primarily visited by employees or those servicing industrial sites. Disproportionate trucks and freight

Target Travel Mode



Primarily truck and car traffic with minimal off-site walking

Target Groundcover

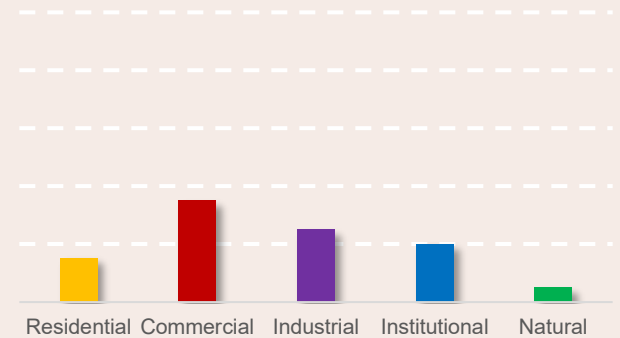


Heavily impervious, except for detention areas for stormwater management



Industrial Mixed Use is a vibrant mixed-use district with an emphasis on arts and entertainment. The developing cultural and commercial activity coexists with working businesses through ongoing communication to ensure that activities remain compatible and public resources are shared fairly. The historic character of industry and warehousing is retained and reflected, but not mimicked, in modern designs. Urban design features identified in other mixed-use districts would also apply, although with more tolerance for deviation and unique applications. Medium to high-density residential buildings are also included. The district would be a priority for any arts-related economic development initiatives.

Target Use Mix



Broad range of uses are mixed, including industrial, commercial, and limited residential uses

Target Service Area



Visited by a range of users, especially during events for arts and entertainment, also regular employees

Target Travel Mode

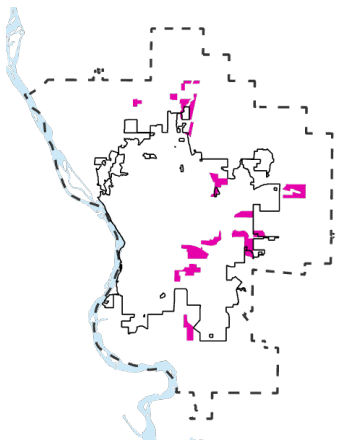


Mix of vehicle traffic with other modes of travel

Target Groundcover

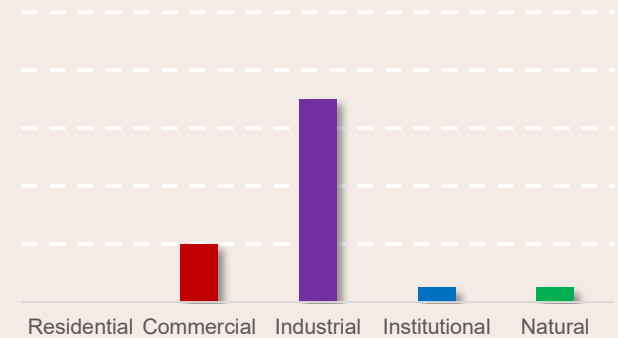


Mostly impervious, with potential for very small parks including use of on-street parking areas



Industrial Flex are flexible employment centers for a range of businesses. The building type known as “shop condos” are common throughout, offering multiple interior spaces on a site to a variety of occupants. Self-storage, shipping fulfillment centers, repair services, offices, and customer-facing industries are typical. However, industries that generate excessive noise, fumes, hazard, or other potential nuisances are not appropriate. Commercial uses that generate high levels of activity are also not appropriate. A moderate amount of landscaping and other amenities is present, although not to the same standard as mixed-use districts.

Target Use Mix



Primarily industrial uses of smaller-scale and offices. Commercial uses associated with on-site activity, green space only as necessary for stormwater management

Target Service Area



Primarily visited by employees, storage unit tenants, and trucks for distribution and shipping

Target Travel Mode

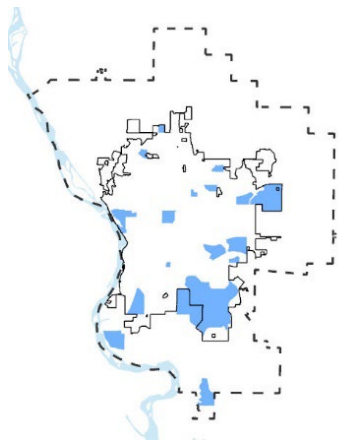


Primarily truck and car traffic with minimal off-site walking

Target Groundcover

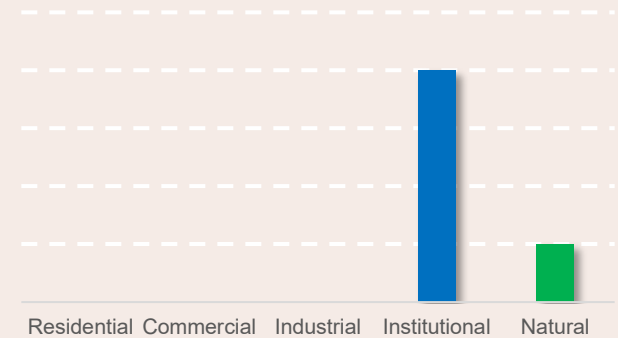


Mostly impervious, except for detention areas for stormwater management.



Institutional are places of cultural, political, or administrative significance to the general public. Each institutional place is unique, so there are few characteristics about this district that can be generalized. Most institutional uses are at a larger scale and function as self-contained sites, often master-planned in the interior. These include educational campuses, the Capitol grounds, and criminal detention facilities. Smaller-scale civic buildings, such as the Burleigh County courthouse, are included with their surrounding district rather than classified as Institutional. Only high schools are at the institutional scale, while middle and elementary schools are placed within their surrounding districts.

Target Use Mix



Wide range of institutional uses, from community landmarks to facilities for municipal services

Target Service Area



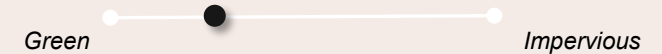
Many sites visited by employees, citizens, and tourists. Individual sites range widely in generated mobility

Target Travel Mode

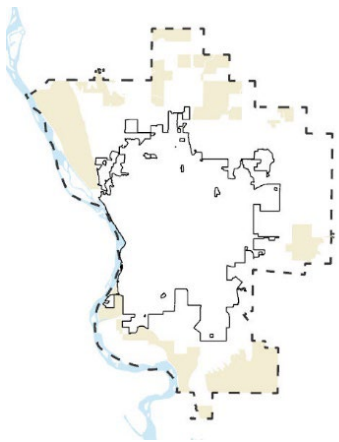


Variety of travel modes depending on site

Target Groundcover

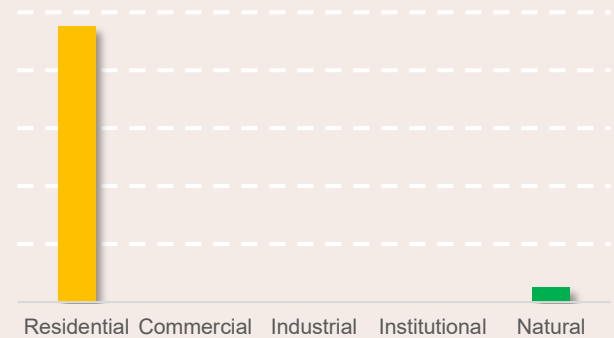


Most institutional areas include large open and green areas, either for aesthetic purposes (e.g., capitol grounds) or to create a buffer (e.g. airport)



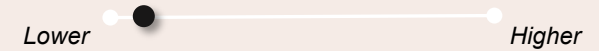
Rural Residential are places for country living with convenient proximity to city life. All Rural Residential districts are outside of city limits, with utilities and services provided either privately or by non-municipal entities. Lots are generally more spacious and open, although rural residential subdivisions can also be clustered into higher densities with nearby open space reserved for the residents, in which case certain supporting institutional or commercial uses may be present. Rural Residential is comprised of single-family homes with few exceptions. Agricultural use is appropriate around many areas designated as Rural Residential, either in the interim or long-term. All residents should be aware of and accept the potential impacts of agricultural operations prior to choosing a rural residential property.

Target Use Mix



Primarily single-family residential at lower densities. Other uses may be present within clustered rural developments to provide services to users therein

Target Residential Density



Target Service Area



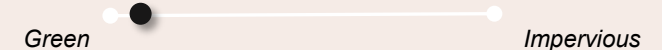
Primarily visited by residents of the subdivision and guests

Target Travel Mode

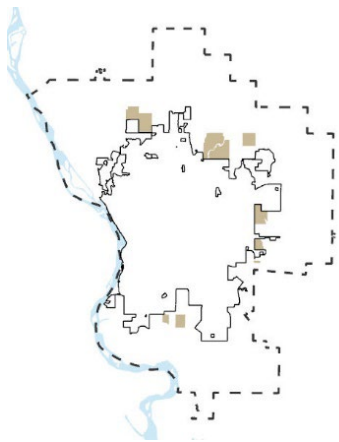


Primarily drive access with quiet streets for walking

Target Groundcover



Large yards allow high levels of water filtration



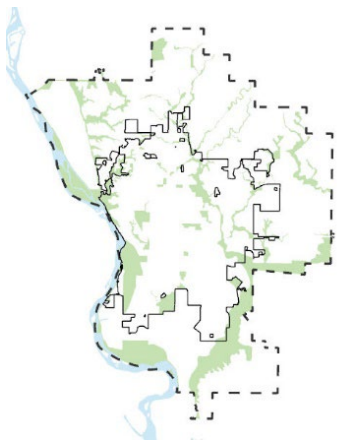
Transitional Rural are existing rural residential subdivisions in close proximity to city limits. These areas are expected to be surrounded by urban development on at least three sides by 2045, the time horizon of this plan.

Transitional Rural areas retain similar internal characteristics to Rural Residential areas and are not expected to change significantly in the future. Potential effects of urbanization should be anticipated and proactively addressed. Roadways identified as collectors on the Major Street Plan should be designated and improved to carry through-traffic generated by surrounding areas. There may also be a need to route urban utilities through right-of-way or easements within the subdivision.

At some point in the next 25 years, annexation will likely be advantageous to both the City and residents of the Transitional Rural areas. Significant unannexed land inside city limits may cause confusion for emergency services and the general public, and police and fire response times will be faster from City agencies. Annexation would allow residents of the Transitional Rural areas to fully participate democratically in municipal governance that directly affects them.

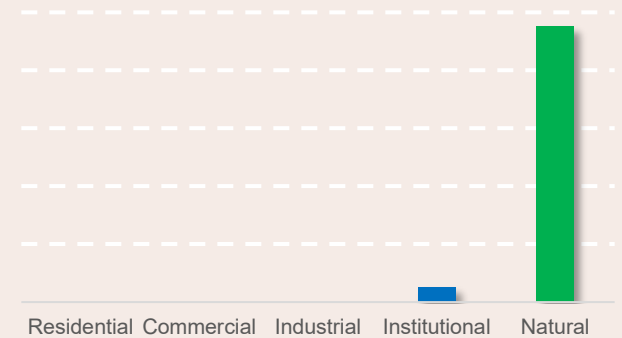
Once annexation is imminent, a new zoning district should be created to legitimize the conditions of the Transitional Rural area as an urban subdivision. The City would work with residents to determine which site features should be improved to urban standards and which may remain in their current state. This would apply to water lines, septic or municipal sewer systems, road sections, stormwater management, sidewalks, streetlights, animal husbandry, and other features.

There may be one or more property owners within Transitional Rural areas who wish to further subdivide and redevelop their property at higher densities once urban services are available. Such redevelopment may be supported only if it is directly adjacent to existing or proposed urban development and all principles of this plan intended to ensure compatibility of adjacent low-density residential areas are followed.



Parks and Open Space are kept in a largely natural state, providing many important functions for the community and ecosystem. Larger-scale parks and recreational areas are used for sports, community centers, outdoor events, and enjoyment of nature. There are many linear open space districts through coulees and riparian areas, which are left undeveloped to manage stormwater, prevent slope erosion, allow wildlife travel, and provide pathways for walking and bicycling. Design and management of park and open space districts should follow a natural aesthetic and support as many of these functions as feasible.

Target Use Mix



Parks, open space, and related community centers

Target Service Area



Open space areas are seldom visited; community and regional parks generate moderate mobility

Target Travel Mode



Vehicle access although primarily walking within parks

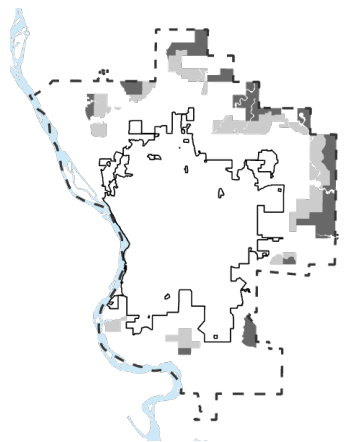
Target Groundcover



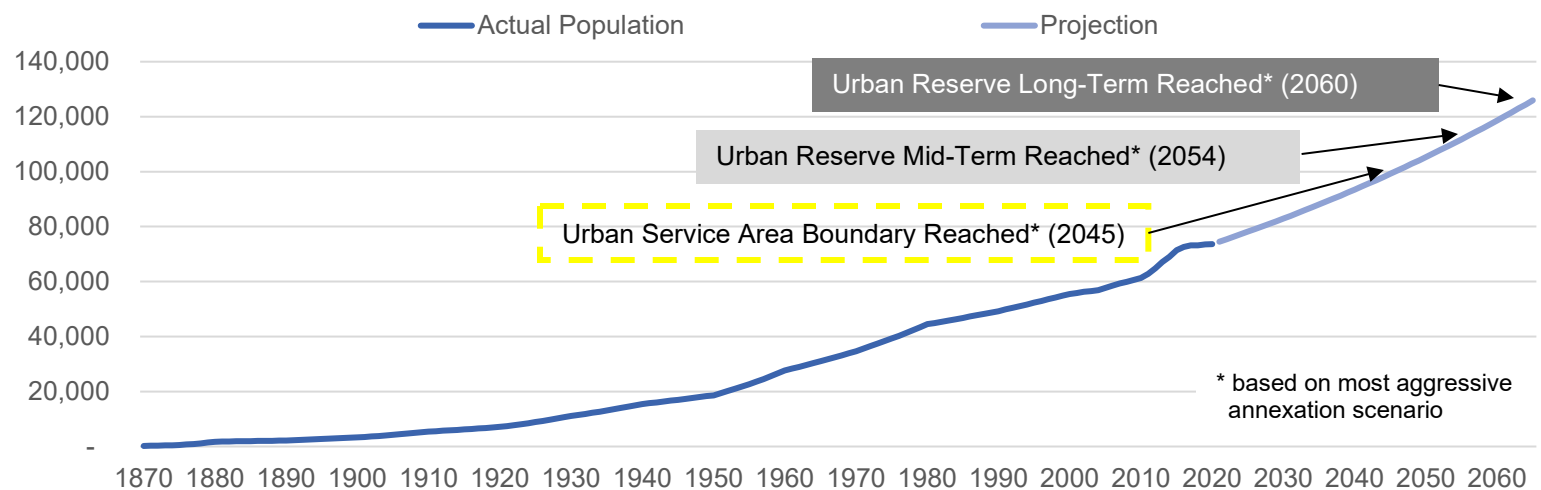
Mostly natural groundcover except for drives and parking lots



Urban Reserve areas are suitable for urban development but are not projected to be annexed by the year 2045, the time horizon of this plan. Assigning urban future land use districts would be premature. Although Urban Reserve are ultimately intended to be annexed, rural development may be acceptable in the interim under certain conditions that would facilitate eventual urban redevelopment. Lots subdivided for rural development should be at least 8.5 acres in size, which is a scale known to be susceptible to redevelopment under standard market forces. Development prior to annexation that may impede future annexation is discouraged in all other districts, except for Rural Residential.



City of Bismarck Population History and Projection



Growth Phasing Plan

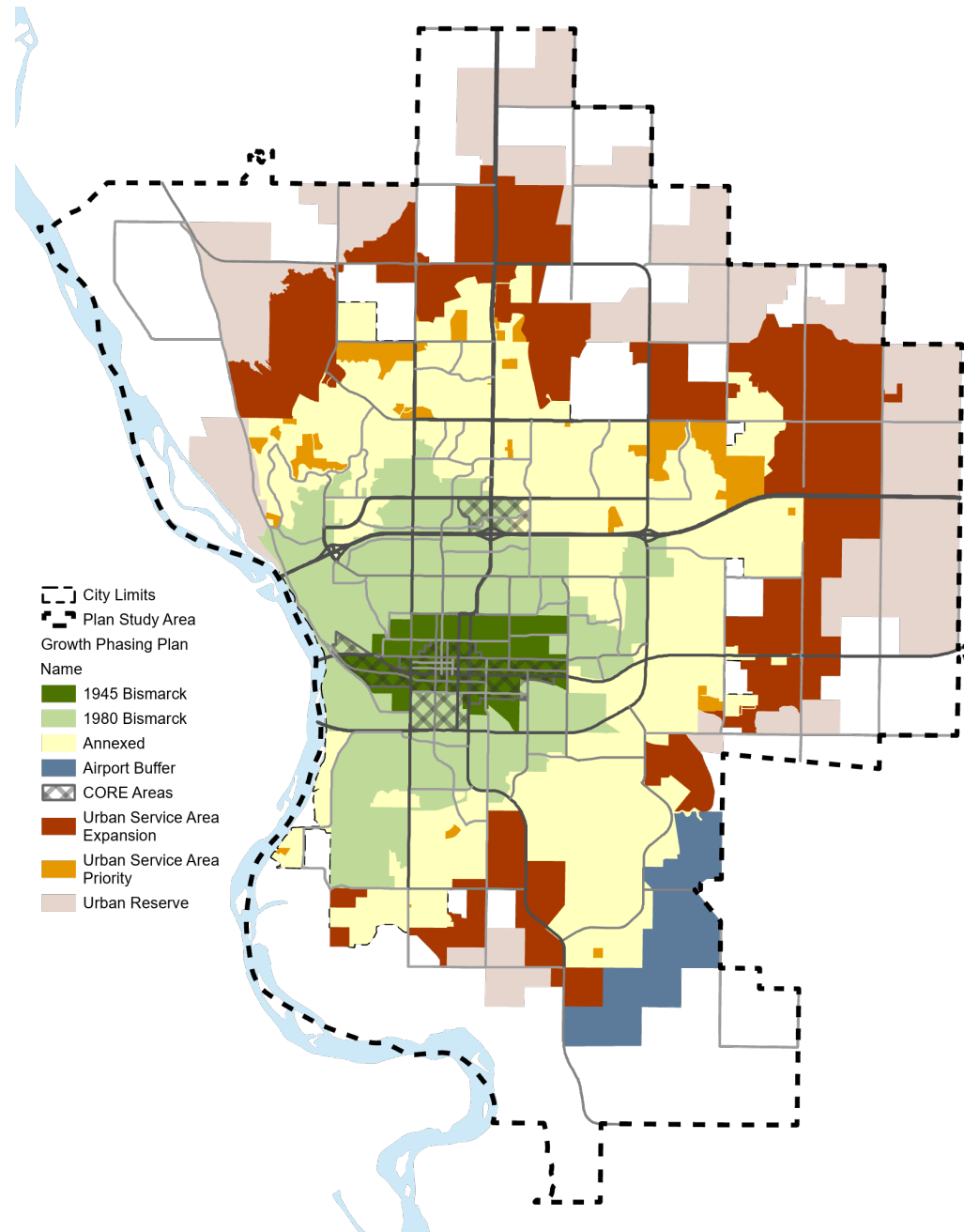
The Growth Phasing Plan is a map that shows when areas of the Bismarck and its extraterritorial area are expected to annex and develop. The various phases should be understood relative to each other and not as an absolute timetable. The plan sets a prioritization sequence, based on proximity and availability of city services, and the timing will be dictated by developers responding to the market.

The Growth Phasing Plan has the objectives:

- Aligns timing of Bismarck's Capital Improvements Plan and other funding with anticipated development phasing
- Signals to landowners long-term potential uses of land for the purpose of investment
- Allows the Planning and Zoning Commission to identify developments that are premature, even if otherwise meeting objectives of this plan.

Cities are always changing, and the Growth Phasing plan represents this dynamic condition of land use. This map also shows stages of development in Bismarck's past as a reference for pace of growth and to align ordinance requirements with characteristics of development in place during certain historic eras.

The overview map on this page is [available online in an interactive format](#) that will function as the official version. Each of the areas shown in the Growth Phasing Plan is described on the following pages.



1 Annexed City Limits

The Annexed City Limits areas are likely served with municipal services already. In certain cases, lands were historically annexed in advance of development for various reasons, and more significant investment may be necessary in these locations. In all cases, the previous action of annexation signaled a prioritization for urban development, as these landowners are already enfranchised and contributing citizens of Bismarck.

Most growth in the annexed area will take the form of infill and redevelopment of existing buildings and sites into new potentially more intensive uses. Although urban services are typically available, there may be need for capacity improvements or upgrades desired by property owners. As funds are available, the City may participate in capital improvements to serve this area or utilize assessments or other available funding mechanisms to finance certain development costs.

2 Urban Service Area Priority

The Urban Service Area Priority areas are not yet annexed but may be provided with municipal services efficiently without significant public or private cost. These areas are contiguous to the existing city limits on one or more sides and development within these areas often includes opportunities to provide additional interconnectivity of the roadway network resulting in more efficient vehicle trip distribution and improved emergency service response. Major water, sewer and transportation infrastructure are generally nearby with capacity available for extension into the area.

The Urban Service Area Priority areas are the City’s second highest priority, after annexed areas, for future growth and development. As funds are available, the City may participate in capital improvements to serve this area and any practices that may facilitate expansion of corporate limits should be focused in this area.

3 Urban Service Area Expansion

The Urban Service Area Expansion areas are not yet easily serviced with existing infrastructure and municipal services, but may reasonably be annexed by 2045, the time horizon of this plan.

Urban Service Area Expansion areas may be directly annexed into Bismarck, but landowners petitioning the City must demonstrate how public services adequate to support any proposed development would be provided. The City is not expected to participate in funding of any improvements in the Expansion Priority 3 area. The petitioner must show how necessary infrastructure would be funded, either through their own financing, partnership with other benefitting property owners, or some other means.

2 Urban Service Area Priority +

3 Urban Service Area Expansion =



Urban Service Area Boundary (USAB)

The outer boundary of both Priority and Expansion areas functions as the Urban Service Area Boundary (USAB) for Bismarck. This is the overall area that may be expected to be annexed and provided with municipal services within the next 25 years, the time horizon of this plan.

The land area of the total USAB comprises 16.38 square miles, which aligns with projected annexation over the next 25 years. Although Bismarck may not annex this entire area by this time, allowing more room for growth accounts for unpredictability in the direction and pace of annexation.

Properties within the Urban Service Area Boundary may be improved in compliance with the existing zoning, typically A – Agricultural. Any amendments of the zoning map would be evaluated in terms of meeting the urban development intent of this area.

It should be noted that the 2014 Burleigh County Comprehensive Plan also encourages development to be concentrated in a city’s urban service area, an objective that has been reinforced by further surveys and public outreach with Burleigh County rural residents.

4 Urban Reserve

The Urban Reserve areas are not currently suitable for urban development but may be within a 50-year time horizon. Combined with the USAB, the Urban Reserve comprises 31.04 square miles and represents almost a doubling of the city’s current land area.

The Urban Reserve designation may facilitate long-term investment in these properties in anticipation of future greater returns with urban development. Certain rural developments may be permitted in these areas in the interim, as described in more detail in the Grow element and Future Land Use Plan description of this plan.

ETA Extraterritorial Area

The Extraterritorial Area (ETA) is the area within which the City of Bismarck exercises zoning and subdivision authority outside of city limits, in accordance with state law. The boundary of this jurisdiction should be set to include the Urban Service Area Boundary (USAB) and Urban Reserve areas, but to exclude areas that this plan does not anticipate annexing and urbanizing within 50 years. The study area of this Comprehensive Plan may include areas outside of the ETA, but the City would not have jurisdiction within these areas.

TR Transitional Rural

The Transitional Rural areas are significantly developed rural residential subdivisions that are expected to be mostly or completely surrounded by the City of Bismarck by 2045. These land use changes create unique challenges for both the City and rural residents, which will require ongoing conversation between all parties. Additional through-traffic may be generated from surrounding development, but efforts should be made to limit this to corridors identified as collectors on the Major Street Plan. In certain locations, city infrastructure may be extended through rural residential subdivisions in easements or rights-of-way with efforts taken to minimize disruption to existing residents.

Residents of subdivisions may wish to annex and take advantage of city services. Many rural subdivisions in this area were designed with eventual urbanization in mind, and this option remains in place. The Transitional Rural areas should not be included within the City’s ETA.

AB Airport Buffer

Airport Buffer areas lie within close proximity to the Bismarck Airport, but are not anticipated to be annexed and urbanized within 50 years. These lands should be retained with the ETA to allow the City to protect airport operations through zoning enacted for this purpose. Airport Buffer areas may be improved and developed by property owners, according to requirements of the zoning ordinance and Future Land Use Plan.

CR CORE Areas

Community Opportunity and Revitalization Effort (CORE) areas of Bismarck contain sites with significant potential for revitalization. Certain CORE areas, especially in the downtown, began this process many years ago but still have room for additional investment. The area

is determined based on a redevelopment index, using variables such as property values, age of structures, and excess parking availability.

The designation of CORE areas signals an openness to change. All infill and redevelopment should be sensitive to the surrounding context, and new development within these areas should contribute to an overall renewal of the neighborhood or district.

The CORE areas are ideal locations for the use of development-based investments that may be available from federal, state, or local sources.

1945 1945 Bismarck

The developed area in 1945 represents the pattern of urban growth predominant prior to World War II. This includes a gridded layout, smaller lots, narrower streets, and service alleys. The scale of the city at the time allowed most homes to be within a general walking distance to the central business district. Around this time, Bismarck’s first Plan for Development was adopted by the City Commission, which envisioned the next era of development with a more suburban ideal suited to driving. Highland Acres, which was platted in 1947, was the first subdivision to implement the new plan and depart from this traditional pattern.

The neighborhoods, downtown, and industrial areas in the 1945 footprint still largely follow the traditional layout of the original plats, even as buildings styles and technology have changed.

1980 1980 Bismarck

The developed area in 1980 represents the footprint of Bismarck at the time the most recent major Comprehensive Plan was adopted, followed by the adoption of the current zoning ordinance in 1983. This date is approximately the halfway point between the traditional urban form present by 1945 and the developed area at the time of adoption of this plan. Growth between 1945 and 1980 was profoundly shaped by two

major federal infrastructure projects of the 20th century. The Interstate 94 completed in 1965 eventually became the dominant commercial corridor and pulled the center of Bismarck to the north. At the same the Garrison Dam controlled flooding of the Missouri River enough to allow development south of the downtown area.

Growth Phasing Plan Amendments

The Growth Phasing Plan is a **living document**. Over time, revisions will be made to reflect changing conditions or public will. Changes should be made according to a **transparent and consistent** process, considering systemic effects on the whole plan.

Amendment Process

Because of the timely nature of the Growth Phasing Plan, regular updates will be scheduled on an annual basis.

All amendments will be initiated by staff from the Community Development Department, in close consultation with Engineering and Public Works departments. Staff will evaluate data on population and employment projections, the capacity to absorb growth in each of the Growth Phasing Plan areas, infrastructure installed within the last year, and plans for future capital projects that will affect the City's ability to grow. Based on these findings and the criteria of this plan, staff will recommend revisions to Growth Phasing Plan.

The Planning and Zoning Commission will hold a public hearing on the annual amendment to the Growth Phasing Plan and recommend an amended plan to the City Commission for final potential approval. This process supersedes any previously adopted policies.

Amendment Standards

All amendments will be evaluated according to the following standards:

- Annexed City Limits areas are amended to reflect the current legal corporate limit at the time of the update
- Urban Service Area Priority have basic infrastructure, such as trunklines and arterial roadways, either within or adjacent to the area that may be utilized for development, or such basic infrastructure is programmed for the near future
- The Urban Service Area Boundary, including both the Priority and Expansion areas, is large enough to contain approximately 25 years of anticipated annexation.
- The Urban Reserve, together with the Urban Service Area Boundary, is large enough to contain approximately 50 years of anticipated annexation.
- CORE Areas are determined to have the highest need and opportunity for redevelopment based on data such as improvement-to-land value ratio, rate of change in assessed value, building condition, and other evidence
- The proposed amendment is consistent with the goals and objectives of this comprehensive plan
- The proposed amendment would not adversely affect the public health, safety, and general welfare

Promptly after approval of any amendment, the Growth Phasing Plan is updated in the City's online maps, which will always be made available to the public and function as the official version of the plan.

Major Street Plan

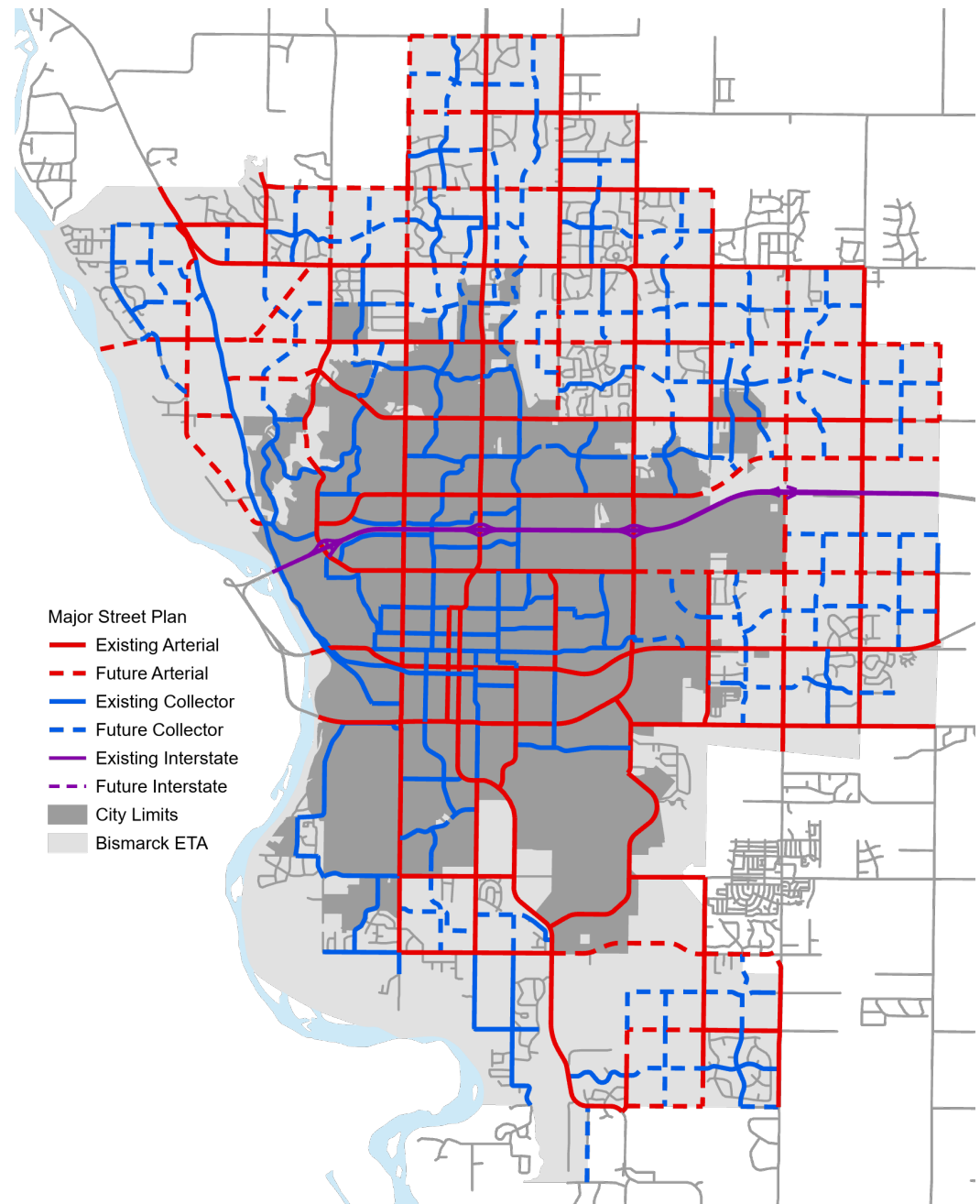
The Major Street Plan is a map that shows existing and future corridors for major streets in Bismarck and its extraterritorial area. These arterial and collector streets provide for a high volume of travelers and serve as the general framework for local streets and development within. The Major Street Plan incorporates the Fringe Area Roadway Master Plan, and future updates of this regional plan may be similarly incorporated.

The Major Street Plan has the objectives:

- Reserve corridors for a network of future major streets during the land development process
- Identify streets as arterials and collectors for application of the City Code of Ordinances, including design standards, zoning, and stormwater management

The Major Street Plan does not include any timeline, priority, or financial source. The dedication and construction of the roadways would occur as justified by adjacent development. The Major Street Plan should not be confused with the functional classification of roadways assigned by the North Dakota Department of Transportation. Streets may be assigned as arterials or collectors in this plan in advance of meeting state acceptance criteria.

The overview map on this page is [available online in an interactive format](#) that will function as the official version.



Major Street Plan Amendments

The Major Street Plan is a **living document**. Over time, revisions will be made to reflect changing conditions or public will. Changes should be made according to a **transparent and consistent** process, considering systemic effects on the whole plan.

Amendment Process

An amendment of any future street(s) may be proposed by the City, County, Township, or by an owner of property adjacent to a corridor upon written request. While formal consent from all property owners within or adjacent to any corridor is not necessary to initiate an amendment, building an early consensus of all parties affected by the action is recommended before an application is submitted.

Amendments are classified as formal or administrative. A formal amendment will be required if any of the following apply:

- An intersection of alignments is moved > 100 feet
- An alignment between intersections is moved > 660 feet
- An alignment is added or removed
- Staff determine that standards of this plan are not clearly met

All formal revisions are reviewed by the Planning and Zoning Commission with a public hearing and must be approved by the City Commission to become effective. Directly adjacent property owners will be notified in a similar manner to a change in zoning. All revisions that do not qualify as formal will be made administratively by City staff at any time. The conversion of an alignment from future to existing upon construction is considered an administrative amendment. This process supersedes any previously adopted policies.

Amendment Standards

All formal and administrative amendments will be evaluated according to the following standards:

- The overall continuity and function of the Major Street Plan, and its connections to surrounding areas, is retained or improved after the proposed amendment
- The spacing and quantity of intersections sufficient to meet access management standards are retained after the proposed amendment
- The current plan is not adequately aligned with the existing or proposed street layout or development proposed for the site and the amendment will, to some degree, alleviate this deficiency
- The proposed alignment is not adversely affected by steep grades, wetlands, drainages, railroad crossings, transmission lines, or any other constraints to a degree greater than the current plan
- The proposed amendment does not substantially increase the length of the alignment, affecting construction and maintenance costs, unless offset by commensurate public benefit
- The proposed amendment is consistent with the goals and objectives of this comprehensive plan
- The proposed amendment would not adversely affect the public health, safety, and general welfare

Promptly after approval of an amendment, the Major Street Plan is updated in the City's online maps, which will always be made available to the public and function as the official version of this plan.

Active Mobility Plan

The Active Mobility Plan is a map that shows existing and future shared-use trails and roadway connections for bicycles and other non-motorized travelers. Shared-use trails are defined as separate ADA-accessible paths with a minimum width of 10 feet. Street connections may or may not include a variety of on-street enhancements, as warranted by the specific context.

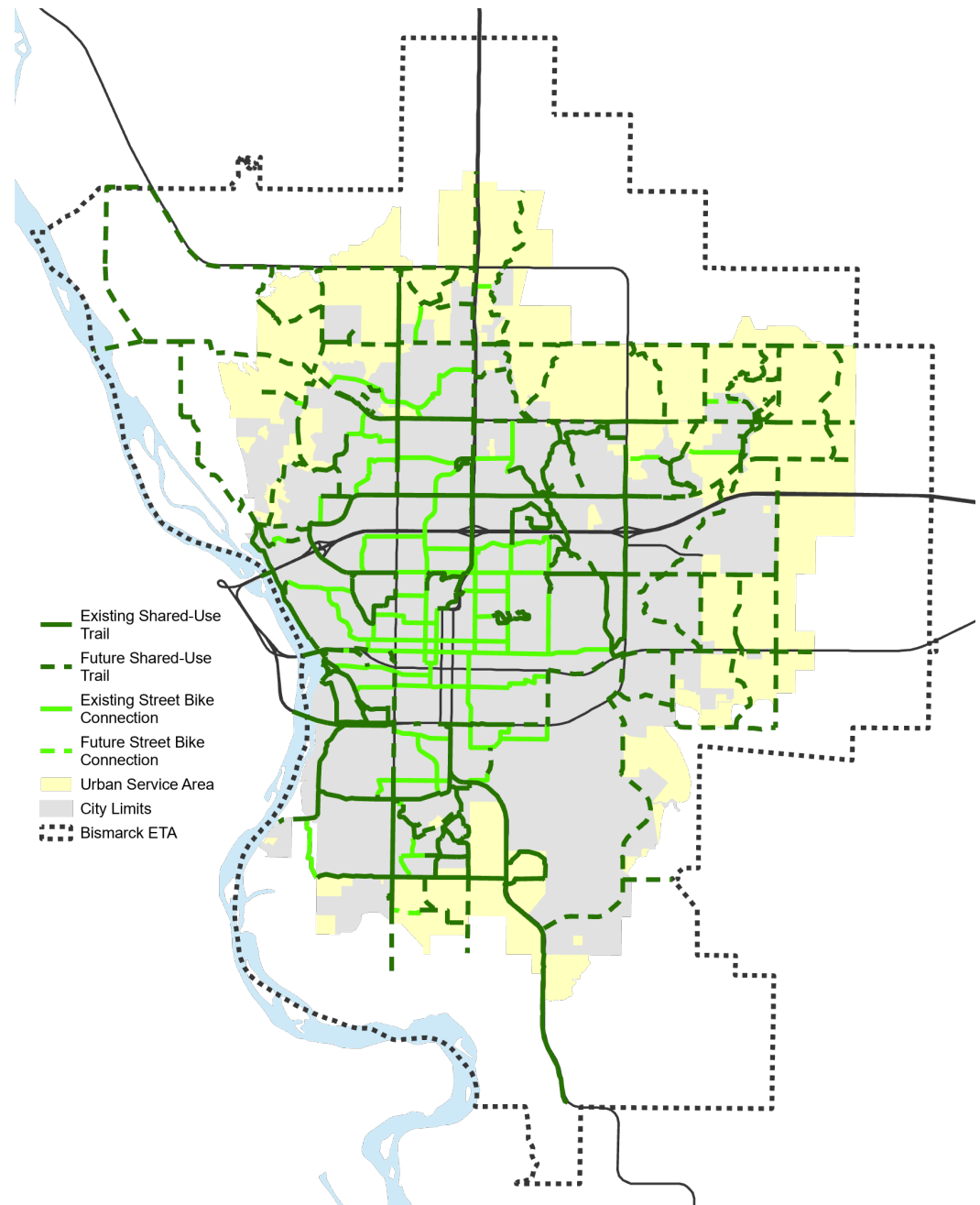
The Active Mobility Plan has the objectives:

- Reserve corridors for shared-use trails and street connections in development process
- Identify potential projects for improvement based on available funds

The Active Mobility Plan emphasizes connections between existing facilities, access to high-demand recreational destinations, employment centers, residential areas, off-street access through available land, and scenic experiences. The plan is not linked to any specific timetables or funding sources and may be completed as development proceeds or as funds are available.

The Active Mobility Plan is intended to complement and mirror similar plans adopted by Bismarck Parks and Recreation and the Bismarck- Mandan Metropolitan Transportation Organization.

The overview map on this page is [available online in an interactive format](#) that will function as the official version.



Active Mobility Plan Amendments

The Major Street Plan is a **living document**. Over time, revisions will be made to reflect changing conditions or public will. Changes should be made according to a **transparent and consistent** process, considering systemic effects on the whole plan.

Amendment Process

An amendment of any future trail or street connection may be proposed by any party upon written request. While formal consent from all property owners within or adjacent to the corridor is not necessary to initiate an amendment, building an early consensus of all parties affected by the action is recommended before a request is made.

All amendments to the Active Mobility Plan may be approved administratively with joint concurrence by the City Engineer and Director of Community Development. An administrative decision may be appealed by any party to the Planning and Zoning Commission, following the same procedures as a formal Major Street Plan amendment.

Approved plans initiated by the Bismarck-Mandan MPO or the Bismarck Parks and Recreation District or a similar entity may be incorporated in whole or in part into the Active Mobility Plan, with joint concurrence by the City Engineer and Director of Community Development.

Amendments to reflect new construction of facilities will be incorporated automatically into the plan by City staff.

Amendment Standards

All amendments will be evaluated according to the following standards:

- The overall continuity and function of the Active Mobility Plan, and its connections to surrounding areas, is retained or improved after the proposed amendment
- The proposed new or revised route is superior to the existing plan with holistic consideration of factors such as:
 - Separation from high-volume/high-speed vehicle traffic
 - Fewer street, rail, or other crossings with potential conflict and ability to use protected crossings, where necessary
 - Lower cost of construction and maintenance of facilities, including any bridges, culverts, or tunnels
 - Availability of public land or easements
 - Direct route between destinations such as schools, parks, employment, housing, and other demand generators
 - Lesser elevation change
 - Greater scenic beauty of travel
- The proposed amendment is consistent with the goals and objectives of this comprehensive plan
- The proposed amendment would not adversely affect the public health, safety, and general welfare

Promptly after approval of an amendment, the Active Mobility Plan is updated in the City's online maps, which will always be made available to the public and function as the official version of this plan.

Community Facilities Plan

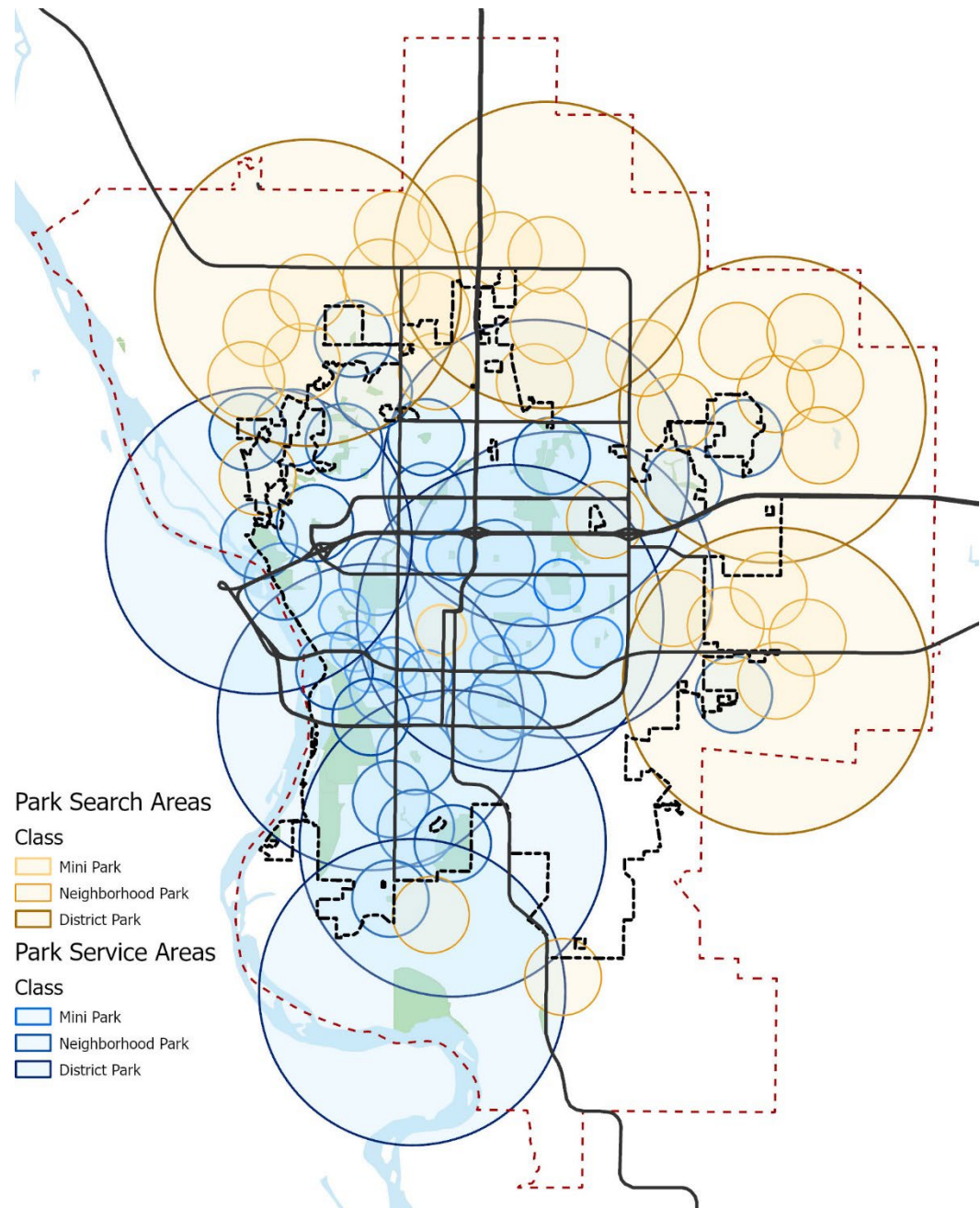
The Community Facilities Plan is a series of maps that show areas of access to existing and planned parks, fire stations and utilities that will be needed to support growth anticipated by 2045. The creation of complete neighborhoods, which is a primary goal of this plan, requires that critical services and amenities be distributed throughout the community to provide reasonably equitable access to all residents.

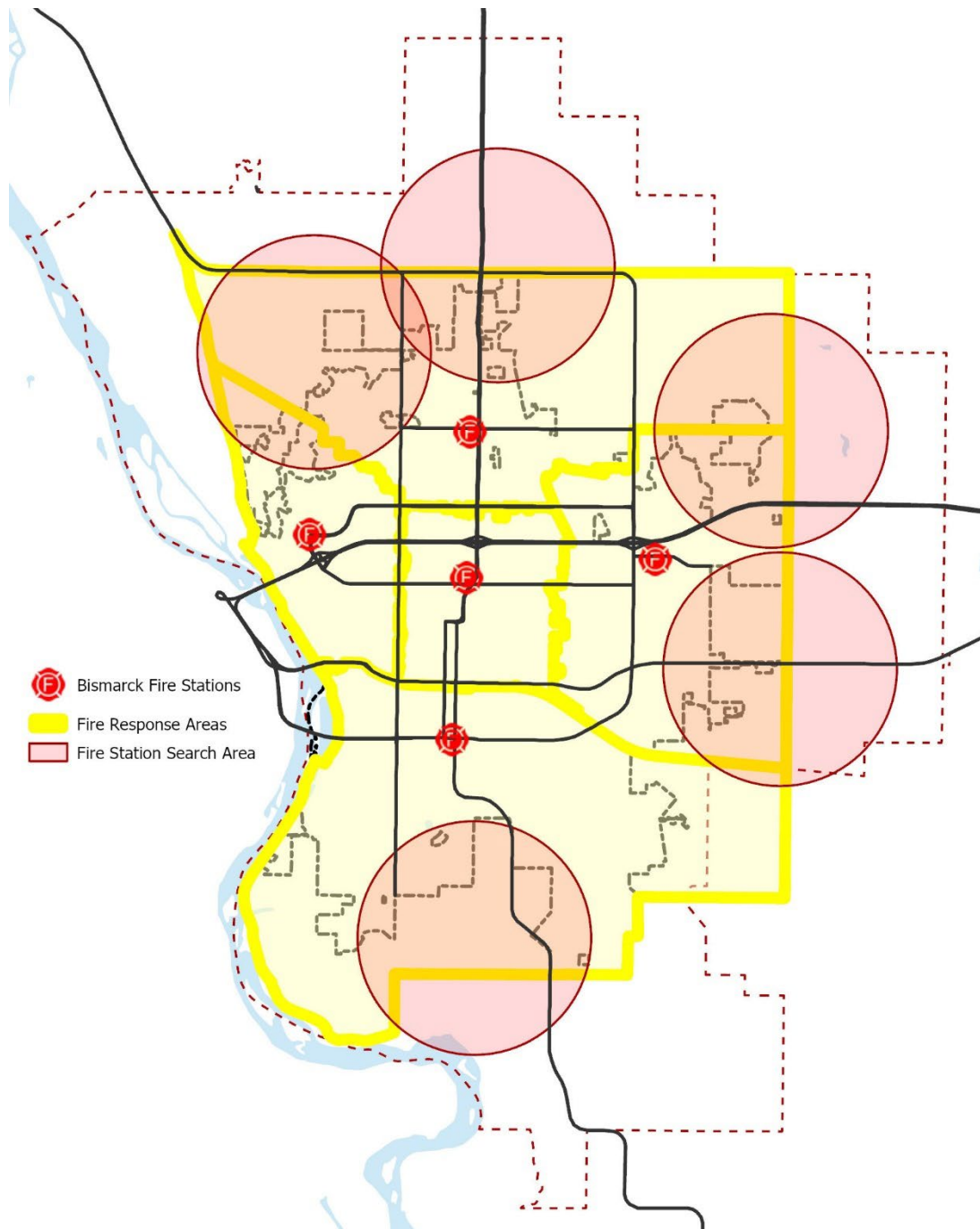
The Community Facilities Plan has the objectives:

- Allows the City to assist relevant partners in site selection and acquisition for facilities during the development review process
- Informs local government estimates for long-term capital needs associated with projected future development.

The **Park Facilities Map** shows levels of service for access to parks, which have been set since the first city plan in the 1940s. Neighborhood parks should be within a ½ mile of all residents, which is generally accepted as reasonable walking distance. District parks have a proportionally larger access distance. A total of thirty new neighborhood parks and four new district parks will be needed by 2045 to meet expected demand from development.

The overview map on this page is [available online in an interactive format](#) that will function as the official version for park facilities.





The **Fire Station Facilities Map** shows a need for five additional fire stations by 2045 to allow adequate response times for outward growth anticipated in this plan.

Actual locations of any new fire station will be determined by roadway network analysis, reported response times, available sites with efficient roadway access, and other factors. The purpose of this map is to highlight general locations and inform the potential extent of investment necessary to support growth.

Because property acquisition requires flexibility and a certain degree of discretion, broad search areas represented by circles are shown.

The overview map on this page is available online in an interactive format that will function as the official version for fire station facilities.

The **Public Utility Facilities** necessary to support growth anticipated in this plan will be located based on technical study of the sanitary sewer, water, and stormwater systems.

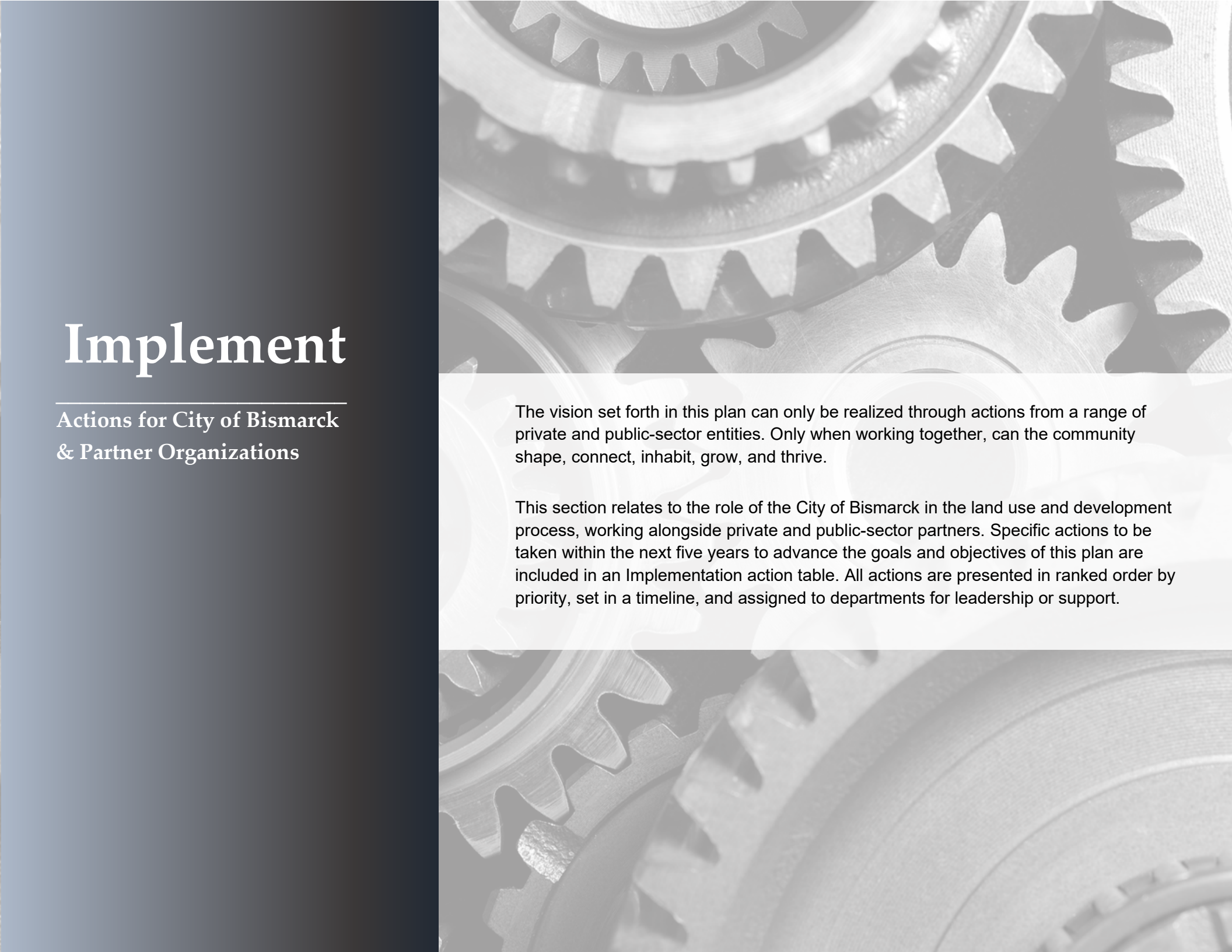
The sanitary sewer system will need to expand in conjunction with annexation. Major new facilities include a lift station and force main along Apple Creek Road to provide additional capacity and function for the Hay Creek sewershed, allowing urban development of area east of Bismarck; a lift station north of Interstate 94 near 80th Street NE to provide service to an area northeast of Bismarck; and a series of lift stations east of River Road at the base of coulees to pump wastewater from the Tyler

Coulee sewershed. Additionally, any development of south Bismarck cannot be served with the existing system by gravity and will need to be pumped up to the wastewater treatment plant. The existing sewage treatment plant has sufficient capacity to serve the existing population and anticipated growth, but improvements and upgrades will be necessary to improve treatment processes and ensure federal clean water compliance.

The water system will require additional facilities to support growth envisioned by this plan. An underground reservoir will be required in the southwest quadrant of the intersection of US Highway 83/State Street and 43rd Avenue NE. Major watermains will be necessary along 43rd Avenue/Ash Coulee Drive. New water storage capacity will be required to serve the area northeast of Bismarck, likely in the form of an above-ground water tower. In the future, an additional reservoir will be needed in an elevated area east of the existing landfill for storage

within that pressure system. Bismarck's oldest water tower on North Mandan Street and West Avenue F is no longer necessary and may be removed, with the land remediated and repurposed. The existing water treatment plant can serve anticipated growth, but upgrades will be needed to meet new capacity and comply with regulatory changes, which are outlined in a Water Treatment Plant Master Plan.

The stormwater system will generally develop in new areas through local detention, along with any infrastructure necessary to direct flows into these facilities, although this approach may vary by watershed. The amount of storage required is set to eliminate cumulative systemic effects to the existing stormwater system. The Tyler Coulee area may continue to be studied for potential regional stormwater detention necessary for future development in northwest Bismarck. Capacity improvements may be required within certain developed watersheds, especially in the South 12th Street area and other low-lying areas in south Bismarck, to alleviate known flooding conditions

The background of the entire page is a grayscale image of several interlocking metal gears. The gears are of different sizes and are positioned in a way that they appear to be meshing together. The lighting creates highlights and shadows on the teeth of the gears, giving them a three-dimensional appearance. The overall tone is industrial and mechanical.

Implement

Actions for City of Bismarck & Partner Organizations

The vision set forth in this plan can only be realized through actions from a range of private and public-sector entities. Only when working together, can the community shape, connect, inhabit, grow, and thrive.

This section relates to the role of the City of Bismarck in the land use and development process, working alongside private and public-sector partners. Specific actions to be taken within the next five years to advance the goals and objectives of this plan are included in an Implementation action table. All actions are presented in ranked order by priority, set in a timeline, and assigned to departments for leadership or support.

Implementation Tools

The State of North Dakota affords several tools to municipalities to guide land use and development and manage growth. These include:

- **Zoning.** The zoning ordinance and associate map to protect the health, safety, and welfare of the public within the city limits and extraterritorial areas. Enabled through NDCC 40-47.
- **Subdivision.** The subdivision ordinance ensures an efficient and legally-sound arrangement of lots, streets, utilities, and open spaces. Enabled through NDCC 40-48 and 40-50.1.
- **Annexation.** The alternation of corporate limits necessary for orderly growth, municipal service provision, and political enfranchisement. Enabled through NDCC 40-51.2.
- **Public Facilities.** Capital improvements and operation of public buildings, infrastructure, and spaces necessary to provide municipal services to residents and business. Enabled though various sections of NDCC Title 40.
- **Fiscal Policies.** City policies involving assessments, fees for service, and economic development investments that may influence development patterns. Enabled though various sections of NDCC Title 40.
- **Entitlements.** Grants and dedicated funding from federal, state, and private sources with conditions, often including conformance to a locally adopted comprehensive plan.
- **Information.** The provision of administrative data, mapping, studies, and analysis that provide resources and education to the development community and general public.

Implementation Partners

The organization of Bismarck’s government is designed for public accountability, efficient operation, and a coherent vision. The ability to implement this plan is distributed to the following:

- **Citizens.** Beyond the role of voting in a representative democracy, citizens of Bismarck and residents of the extraterritorial areas should be consulted, informed, and involved in all aspects of plan implementation. An active an engaged public will be the primary impetus for change.
- **City Commission.** The City Commission retains final authority on all matters related to this comprehensive plan, including adoption of the plan itself and any amendments thereof. The City Commission is the only arm of municipal government directly accountable to the will of the people.
- **Planning and Zoning Commission.** The Planning Commission is appointed by City Commission to create a plan for Bismarck. The Zoning Commission oversees processes of rezoning, annexation, subdivision, special use permits, and other actions in accordance with the plan. In Bismarck, one commission serves in both capacities.
- **Other Appointed Boards.** Other appointed boards, such as the Board of Adjustment, Renaissance Zone Authority, and the Historic Preservation Commission, are empowered with specifically delineated tasks and authorities.
- **City Staff.** Departments of the City of Bismarck carry out the regular tasks of administration, service provision, enforcement, report preparation, and public participation essential to plan implementation.

Implementation Action Table

Action Item	Timeline	Lead/Support	Plan Goals
Evaluate all development projects according to goals and objectives of this plan and present as findings of fact in staff reports, maps, and all communications	Immediate	Community Development	<u>G10</u>
Include neighborhood names and boundaries in staff reports and location maps	Immediate	Community Development	<u>S1</u> , <u>S2</u>
Assist Bismarck primary-sector businesses with utilization of the Bank of North Dakota PACE Program for creation of new wealth within the community	Immediate	Chamber-EDC, Administration	<u>G8</u> , <u>T9</u>
Initiate an amendment to the Major Street Plan for the area northwest of Bismarck and east of River Road	1-3 Years	Engineering, Community Development	<u>C3</u> , <u>C4</u>
Develop and adopt a new land development code, including both zoning and subdivision ordinances, in accordance with all goals and objectives of this plan. More detailed recommendations for topics to be included in a land development code are provided in the following section.	1-3 Years	Community Development, Other City Departments	<u>S1</u> , <u>S2</u> , <u>S3</u> , <u>S4</u> , <u>S5</u> , <u>S6</u> , <u>S7</u> , <u>S9</u> , <u>S10</u> , <u>C2</u> , <u>C3</u> , <u>C4</u> , <u>C6</u> , <u>C11</u> , <u>I2</u> , <u>I3</u> , <u>I5</u> , <u>I6</u> , <u>I8</u> , <u>G1</u> , <u>G2</u> , <u>G3</u> , <u>G5</u> , <u>G6</u> , <u>G7</u> , <u>G10</u> , <u>T1</u> , <u>T2</u> , <u>T3</u> , <u>T4</u> , <u>T6</u> , <u>T9</u>
Update airport zoning regulations in accordance with current Airport plans and integrate into the land development code	1-3 Years	Community Development, Airport	<u>S10</u> , <u>C8</u>
Update and publish information guides on city procedures with special regard for those commonly undertaken by non-professionals	1-3 Years	Community Development	<u>G10</u> , <u>T9</u>
Create a public arts plan and policy in cooperation with Bismarck Parks and Recreation, Bismarck Public Schools, and local artists to encourage the creation and presentation of creative work in Bismarck available to all	1-3 Years	Community Development, Parks and Recreation, Bismarck Public Schools	<u>T8</u>
Advocate for changes to state law to allow a reinstitution of the Bismarck Renaissance Zone program	1-3 Years	Community Development, Administration	<u>S7</u> , <u>G8</u>

Action Item	Timeline	Lead/Support	Plan Goals
Review the structure, terms, and qualifications of the Design Review Committee and reconstitute as necessary	1-3 Years	Community Development, Administration	<u>S3</u> , <u>S7</u> , <u>S8</u> , <u>S9</u>
Study funding options for street maintenance and determine a viable replacement for the use of special assessments, such as a monthly street maintenance utility fee	1-3 Years	Finance, Engineering	<u>C2</u> , <u>C12</u>
Explore phasing out or eliminating the use of the city's debt capacity for facilitating the financing of new development through special assessments	1-3 Years	Finance, Engineering	<u>C12</u> , <u>G3</u> , <u>G4</u>
Explore use of tax increment financing for redevelopment or payment in lieu of taxes, as enabled by NDCC 40-58-20, with use of strictly defined boundaries, projects scopes, and time horizons.	1-3 Years	Administration, Finance, Community Development	<u>G1</u> , <u>G8</u>
Survey use of on-street parking within high-demand study area and identify capacity needs	1-3 Years	Community Development, Engineering, Police	<u>S8</u> , <u>C3</u>
Assess feasibility, optimal site, and demand for a new parking structure on the north side of downtown	1-3 Years	Parking Authority, Community Development	<u>S7</u> , <u>C12</u>
Review and develop street design and access management standards with particular attention to collector roadways	1-3 Years	Engineering	<u>C1</u> , <u>C3</u>
Implement objectives of the Missouri Riverfront Revitalization Plan to enhance access and utilization of a key community resource	1-3 Years	Administration, Community Development, Engineering	<u>S2</u> , <u>C6</u> , <u>I1</u> , <u>I4</u> , <u>I6</u> , <u>G9</u>
Institute a standardized orientation and at least annual training opportunity for Planning and Zoning Commissioners and members of other appointed boards, using available resources from state or national organizations.	1-3 Years	Community Development, Administration	<u>G10</u> , <u>T9</u>
Inventory remaining lead service lines for water supply within the community and promote replacement, utilizing available resources for funding and cost-share	1-3 Years	Public Works	<u>C2</u> , <u>T2</u> , <u>T7</u>
Assist, as requested, with brownfield study and remediation, utilizing resources and programs available through state and federal sources	1-3 Years	Community Development	<u>S9</u> , <u>I8</u> , <u>G1</u>
Implement a regional stormwater detention system according to the Tyler Coulee Watershed Master Plan	1-3 Years	Engineering, Public Works	<u>I5</u> , <u>I6</u> , <u>G3</u>
Convene a local working group of housing-related organizations and interested individuals to plan for creation of a community land trust, non-profit housing corporation, or other tool to ensure sustained affordable housing options	1-3 Years	Community Development	<u>T1</u>

Action Item	Timeline	Lead/Support	Plan Goals
Create an interpretation ledger for the land development code to keep records, indexed to each subsection of the code, of decisions made by the Zoning Administrator regarding application, enforcement, and interpretation of the code.	3-5 Years	Community Development	<u>G10</u>
Assist, as requested, with formation of a Business Improvement District within downtown or any other commercial area of Bismarck	3-5 Years	Administration, Community Development	<u>S3</u> , <u>S7</u> , <u>G8</u>
Update Design Review Guidelines to align with the goals and objectives of this plan, addressing the following topics at a minimum: - Review design review content in ordinance and guidelines to ensure alignment and avoid duplication - Consider application of design review to other areas in the community, including gateway corridors Update the content of the guidelines with public outreach on aesthetic preferences for the downtown and other areas.	3-5 Years	Community Development	<u>S3</u> , <u>S7</u> , <u>S8</u> , <u>S9</u>
Enhance publicly available datasets in Geographic Information Systems related to land development including the following: - Land parcel data arranged in a connected network, linked to the legal record, and tracking of parcel history and lineage - Area, type, and source for all easements on private property, beginning with city-owned easements and newly-recorded documents - Area of impervious surface on lots	3-5 Years	GIS, Engineering, Community Development	<u>C10</u> , <u>I5</u> , <u>T9</u>
Explore potential sites or methods for achieving additional landfill capacity and prepare for land acquisition in advance of need	3-5 Years	Public Works	<u>S9</u> , <u>G3</u>
Engage with residents and businesses within neighborhoods identified in this plan to create small area plans for individual neighborhoods	3-5 Years	Community Development	<u>S1</u> , <u>S6</u> , <u>C1</u> , <u>G7</u>
Construct a new Hay Creek Lift Station and implement improvements to this sanitary sewer interceptor to adequately provide service for existing capacity and allow expansion of development in east and northeast Bismarck	3-5 Years	Public Works	<u>I9</u> , <u>G3</u>
Implement improvement and expansion of the water treatment plant, as recommended in the Water Treatment Plant Master Plan	3-5 Years	Public Works	<u>C2</u> , <u>I9</u>

Action Item	Timeline	Lead/Support	Plan Goals
Evaluate progress of plan implementation table completion and performance management toward achievement of objective metrics and report status	Annual	Community Development	<u>T9</u>
Update capital improvement plan to support implementation of the goals and objectives of this plan	Annual	Finance, Public Works, Engineering, Community Development	<u>C2, C3, C10, C12, G1, G3</u>
Review Growth Phasing Plan and present revisions to the Planning and Zoning Commission and City Commission for review, with consideration of the following topics: • Current socio-economic data and status of infrastructure development • Application of Growth Phasing Plan process and standards contained in this plan Update to be completed and adopted prior to initiation of annual Capital Improvement Plan	Annual	Community Development, Engineering, Public Works	<u>G1, G2, G3, G4, G6</u>
Institute annual report on development trends and report to the Burleigh County Commission and all organized townships	Annual	Community Development	<u>T9</u>
Evaluate the boundaries of the Extraterritorial Area based on urban development trends and projections and meet with Burleigh County to discuss potential amendments, if any, necessary to achieve goals and objectives of this plan	Bi-Annually	Community Development, Administration	<u>S5, G2, G3</u>
Actively participate in the Network of Age-Friendly Communities and advance the objectives of this program	Ongoing	Community Development, Other Departments	<u>S1, G9, T3, T7, T10</u>
Maintain status of participation at the highest levels of the Main Street Initiative from the North Dakota Department of Commerce and utilize training and resources available through this program	Ongoing	Administration, Community Development	<u>S1, S7, G8, G9</u>
Promote the use of the Partners in Planting Program, especially in areas with insufficient tree coverage, to encourage property owners to plant new and replacement street trees	Ongoing	Public Works	<u>I3</u>

Land Development Code

A new Bismarck Land Development Code should be adopted as Title 14 of the Bismarck Code of Ordinances, replacing the existing zoning and subdivision ordinance. The last major update to the zoning and subdivision ordinance occurred in 1982, and substantial portions date back to 1953. Although zoning ordinance text amendments are regularly adopted, a systematic update has become necessary.

The following topics should be addressed:

- a) Format. Create a user-friendly ordinance format, including modern aids such as tables and illustrations for legibility.
- b) Structure. Restructure sections and subsections into a clear and logical order.
- c) Housing Affordability. Review all requirements that may have a direct or indirect effect on rental or owner-occupied housing affordability, to include more flexibility for housing types within each zoning district, off-street parking minimums, streamlined accessory dwelling unit review, and occupancy requirements.
- d) Downtown and Traditional Neighborhoods. Explore the use of more form or character-based standards in areas where fine-grained infill and redevelopment is desired. The areas shown for Downtown and Industrial Mixed Use in the Future Land Use Plan and historic areas of the Growth Phasing Plan may be used for defining boundaries.
- e) Mixed-Use Zoning. The Future Land Use Plan creates several new mixed-use designations. Zoning regulations that currently apply to this land should be updated to allow an appropriate mix of uses, with attention given to scale and form in neighborhood commercial areas. Review home occupancy requirements in residential areas.
- f) Street Connectivity. Street connectivity plays a direct health and safety role in the delivery of public services such as police and fire, and it enables or inhibits efficient transit and other active transportation modes, as recognized in the Connect section. Review current block length requirements and secondary access policies.
- g) Street References. Review all references to arterial and collector roadways. Either remove the reference or apply to streets identified in the Major Street Plan, as warranted by the specific case. Context should be considered, distinguishing between high-speed suburban/rural streets and low-speed urban streets.
- h) Dimensional Requirements. Review lot sizes, setbacks, and other dimensions of residential areas, with consideration for existing conditions. Adjust lot coverage requirements or an alternative, with potential inclusion of impervious surfaces.
- i) Landscaping Requirements. Review landscaping requirements for commercial and industrial areas and consider greater variation by use type and area. Consider residential landscaping standards.
- j) Design Review. Review process and standards for design review, including alignment between ordinance and guidelines.
- k) New Topics. Consider addressing steep slopes, cellular communication towers, short-term rentals, and other topics.
- l) Procedures. Review procedures for efficiency and completeness, including subdivisions, zoning map amendments, and lot modifications. Add procedures where currently undefined by ordinance, including site planning/development review and plat modification.