

Bismarck

Planning Department

CITY OF BISMARCK, NORTH DAKOTA COMPREHENSIVE POLICY PLAN

This Master Land Use Plan, developed in accordance with Section 40-48 of North Dakota Century Code, establishes the general policy for the use of land located within the boundaries of the City of Bismarck.

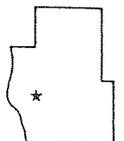
This plan was formulated, in conjunction with the Burleigh County Comprehensive Policy Plan, to guide future growth in the Bismarck area. The two plans provide a basis for future development decisions and land use considerations.

Cooperation of city, township, county and state units of government is strongly encouraged by this plan since it is only through the cooperative efforts of all units of government that a truly comprehensive land use plan can be evolved.

A great deal of similarity will be noted between the city and county plans and township practices. It will also be noted that items not within the control of the unit of government adopting each plan are included in the plan. This is done in order to insure that all policies will be responsive to practices of other government units and to make the plan truly comprehensive in scope yet advisory in nature.

This Master Land Use Plan, when approved by the Bismarck City Commission, is to be implemented by Amendments to Appendix A of the 1972 Amended Code of Ordinances of the City of Bismarck, North Dakota.

This Master Land Use Plan may be amended at any time by regular hearing procedures through the Bismarck Planning Commission.



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I. GOVERNMENT

GOAL "Increase the effectiveness of government decisions in order to improve the city's physical, social and economic environment."

1.01 COMMUNITY RELATIONS

POLICY A. Provide opportunities for Bismarck's citizens to understand and participate in public affairs.

PROGRAMS 1. Publicize public meetings, proposals and decisions made by government.

2. Encourage public participation by utilizing the following: citizen advisory committees, public displays and advertising.

1.02 INTERGOVERNMENTAL COOPERATION

POLICY A. Promote cooperation among city, township, county and state governmental departments.

PROGRAMS 1. Encourage intergovernmental participation by: joint city-county meetings, consolidation of governmental offices, and review procedures among departments.

2. Consider the possibility of forming a council of governments to serve the Burleigh County-Bismarck and Morton County-Mandan metropolitan area.

1.03 PLANNING

POLICY A. Emphasize a sound planning process as a means of managing future city growth in the most rational, efficient manner possible.

PROGRAMS 1. Treat development applications equally, with the city's best interests of primary importance.

2. Adopt a comprehensive plan to guide the future growth of Bismarck.

1.04 MUNICIPAL ORDINANCE

POLICY A. Ensure that the city codes and ordinances are kept up-to-date.

PROGRAMS

1. Incorporate beneficial zoning and platting innovations into city ordinances.
2. By amendments revise the Zoning Ordinance to reflect the changing goals and policies of the comprehensive plan.
3. Revise the Zoning Ordinance as needed to include a clear explanation of allowed uses within each zoning district.
4. Promote a joint city-county zoning ordinance.

II.

RESIDENTIAL NEIGHBORHOODS

GOAL

"Preserve property values and maintain an adequate stock and variety of housing."

2.01 NEW HOUSING

POLICY

A. Growth of new residential areas and redevelopment of existing neighborhoods should be orderly, systematic and consistent with the needs of the community.

PROGRAMS

1. The development of vacant areas within, or near, the city's corporate limits will be encouraged.
2. Residential development, as needed, will be encouraged to locate within the Urban Service Area.
3. The city shall make reasonable efforts to prevent discrimination in the housing market.
4. Low income housing should not be concentrated in any one area of the city.
5. The location of elderly housing units should be determined by ease of access to shopping and service facilities.

POLICY

B. Encourage the use of sound planning principles and modern practices in subdivision platting and housing developments.

- PROGRAMS
1. Encourage the use of Planned Unit Development (PUD) techniques in residential developments, such as consideration of the natural characteristics of the site.
 2. Local residential streets should be designed to fit the lay of the land, serve as access to abutting property, and discourage through traffic.
 3. Housing projects requiring extensive land modification will be discouraged.
 4. Builders and developers are encouraged to work closely with local government to insure that developments are consistent with city and county plans, documents and adjacent land uses.

2.02 NEIGHBORHOOD REHABILITATION AND PRESERVATION

- POLICY A. Encourage the maintenance and rehabilitation of housing, and improve amenities in all residential neighborhoods.

- PROGRAMS
1. Create historical districts to protect significant residential areas.
 2. Maintain, or rezone threatened residential areas to preserve the integrity of the area.
 3. Apply for housing rehabilitation grants/loans from the Federal Government.
 4. The city will assist declining residential areas by: maintaining the streets in good condition, repairing sidewalks, installing street signs and street lights, and encouraging property owners to maintain their property.
 5. Encourage the planting and maintenance of trees and vegetation in neighborhoods.

2.03 NEIGHBORHOOD COMMERCIAL DEVELOPMENT

- POLICY A. Neighborhood commercial development should conform to the residential character of the area.

- PROGRAMS
1. Require adequate buffers between commercial and residential uses.

2. Commercial development will be permitted as small scale convenience centers in residential neighbor-hoods.
3. Residential neighborhood commercial zoning should be considered only if the need for such zoning clearly exists.
4. Discourage any use which will substantially depreciate the surrounding residential land values or generate high traffic volumes.
5. Discourage the expansion of neighborhood commercial centers into the surrounding residential area.
6. Neighborhood commercial development, if necessary, should be located on major street intersections.

III. PARKS AND RECREATION

GOAL "Conserve and expand the city's recreational and scenic areas, natural features, parks, and open space for the benefit and enjoyment of the public."

3.01 OPEN SPACE

POLICY A. Provide public access to natural and scenic areas.

- PROGRAMS
1. Provide bike trail/walkway easements in subdivision plats to ensure reasonable access to amenity areas where appropriate.
 2. Develop a system of open space corridors, throughout the city, to act as pedestrian and bicycle access links between parks, schools, and residential areas.

POLICY B. Preserve open space and natural features in private and public development.

- PROGRAMS
1. Encourage the retention of natural features in design of subdivisions.
 2. Promote the wider use of PUD methods of subdivision design.

3.02 RECREATION AND SPECIAL FACILITIES

- POLICY A. Adequate parks and recreation facilities should be provided in all geographic areas of the community.
- PROGRAMS
1. Encourage developers of subdivisions to designate land for parks.
 2. The various city departments should work closely together in planning for future parks and recreational areas.
 3. Maintain a high park area per population ratio, and quality of the city's park system.
 4. Because of our climate, added emphasis should be placed on developing indoor recreational facilities.
 5. Encourage the continued development of the Dakota Zoo.
 6. Encourage a wide variety of recreational opportunities for city residents.
- POLICY B. Conversion of existing park and public open space lands to conflicting uses will be discouraged.
- PROGRAMS
1. Encourage full development of park property.
- POLICY C. Encourage the use of bicycles for recreational and personal transportation needs.
- PROGRAMS
1. Create a bicycle advisory committee to promote the general interest of bicycling, and to assist city and state government in implementing bicycle projects.
 2. Encourage the construction of bicycle parking facilities for: employment centers, park and recreation areas, shopping centers and schools.
 3. Publish and distribute a Bismarck bicycle access map.
 4. Implement the bikeway projects as described in the Bismarck Bicycle Plan.

IV. TRANSPORTATION

GOAL "Establish a city-wide transportation system which provides the capacity to move people and material goods with maximum efficiency, comfort, and safety."

4.01 AUTOMOBILE

POLICY A. Maintain roadway quality, and assure adequate street widths to serve present and forecasted traffic demands.

PROGRAMS 1. Require sufficient street right-of-way widths at the time of initial subdivision approval.
2. Roadway surfaces should be maintained and preserved for maximum utility.

POLICY B. Support a variety of methods to relieve traffic congestion and conflict in the city.

PROGRAMS 1. Adequate off-street parking facilities shall be provided, particularly in commercial and multi-family residential districts.
2. Minimize bicycle-vehicle conflicts by implementing bike lanes, paths, and routes.
3. Minimize pedestrian-vehicle conflicts by: installing crossing signal lights and pavement markings, traffic signal lights and pedestrian bridges or tunnels.
4. Institute additional one-way streets where appropriate.
5. Install additional traffic signal lights where warranted.
6. Construct additional railroad underpass/overpass structures.
7. Replace parking lanes with driving lanes where traffic levels warrant.
8. Insure that street widths are adequate to serve the needs of the city.

9. Regulate access to major roads to minimize conflicts.
10. Update transportation plans periodically, and implement acceptable recommendations as rapidly as possible.
11. Encourage adoption of maximum safe and reasonable speed limits for area streets.

4.02 PUBLIC TRANSPORTATION

POLICY A. Consider the feasibility of a public transportation system as an alternative to the use of the automobile.

PROGRAMS 1. Institute a city-wide or limited mass transportation system if demand for such services are evident and the city budget can absorb the costs.

4.03 AIRPORT

POLICY A. Plan and regulate the expansion of airport facilities and uses surrounding the airport.

PROGRAMS 1. Follow the recommendations of the Aircraft Noise Impact Study and Airport Master Plan.

2. Allow only compatible land uses within the various airport noise zones.

3. Improve street and highway links between the airport and Bismarck.

4.04 RAILROAD

POLICY A. Develop a railway system that promotes efficient traffic flow and minimizes conflicts.

PROGRAMS 1. Construct additional railroad underpass/overpass structures.

2. Ensure that potentially hazardous street and railroad intersections are protected by warning lights and crossing gates.

4.05 TRUCKS

- POLICY A. Regulate truck activities in order to promote efficient traffic flow and minimize conflicts.
- PROGRAMS
1. Enforce truck loading regulations to minimize traffic congestion in the central business district.
 2. Establish and enforce truck traffic routes.
 3. Truck terminals should be located in industrial districts, near arterial streets and highways.

V. BUSINESS AND INDUSTRY

GOAL "Maintain a balanced and sustained growth in the city's economy by promoting commercial and industrial development."

5.01 COMMERCIAL

- POLICY A. The creation or extension of poorly designed and located strip commercial developments will be discouraged.
- PROGRAMS
1. Minimize interference of commercial developments with the flow of traffic.
 2. Highway-oriented commercial development will be encouraged to locate in shopping centers, or in locations serviced by an interior street system.
 3. Encourage the use of landscaping or proper land uses to provide a buffer between strip commercial development and adjacent property.
 4. Encourage business to cluster and develop in depth, rather than in a narrow strip along arterial streets.
- POLICY B. Promote the quality growth of commercial uses.
- PROGRAMS
1. Consider applying a modified version of the sign control ordinance on a city-wide basis.
 2. Allow commercial zoning only where it is needed or appropriate.

3. Provide for commercial expansion by zoning areas which are suitable for such uses.
4. Ensure that all commercial developments provide for adequate off-street parking spaces, circulation patterns, and loading areas.
5. Commercial facilities should be designed to enhance the appearance of the surrounding area.
6. Buffers should be provided between commercial development and adjacent land uses.
7. Encourage multi-use commercial facilities.
8. Require developers of major commercial facilities to prepare a traffic impact study.

5.02 MANUFACTURING AND INDUSTRY

POLICY A. Promote the quality growth of industrial uses.

- PROGRAMS
1. Encourage industry to locate in planned industrial areas.
 2. Industrial uses should be located in areas convenient to transportation facilities.
 3. Buffers should be provided between industrial development and adjacent land uses.
 4. Use MIDA bond financing to improve existing and attract new industry to Bismarck.
 5. Encourage industrial development in the general southeast and eastern parts of the city, and around Bismarck Municipal Airport.
 6. Require developers of major or offensive industrial facilities to prepare a study including the anticipated pollution, noise and visual impacts of their proposed facilities.
 7. Ensure that sufficient off-street and loading space is provided.
 8. Encourage the screening of outside storage of material and equipment.

VI. CENTRAL BUSINESS DISTRICT

GOAL "Maintain the strengthen the role of the central business district as a prime cultural, economic and governmental center of the region."

6.01 TRAFFIC CIRCULATION

POLICY A. Tie the CBD efficiently into the regional transportation system.

- PROGRAMS
1. Provide a peripheral system of arterial streets around the CBD to insure that through traffic not bound for the CBD is routed easily and quickly around the downtown.
 2. Provide a system of collector streets that permits convenient access into and out of the CBD from peripheral arterial streets.
 3. Maintain the efficiency of a peripheral roadway system by minimizing the number of arterial access points and by discouraging the development of high, traffic generating land uses.

POLICY B. Support measures reduce traffic congestion in the central business district.

- PROGRAMS
1. Construct additional railroad underpass structures.
 2. Designate one-way streets where appropriate.
 3. Where warranted replace stop signs with synchronized signal lights to allow a smoother traffic flow.
 4. Replace parking lanes with driving lanes where traffic levels warrant.
 5. Encourage the development of off-street loading and parking facilities.
 6. Ensure that street widths are adequate to serve the needs of the CBD.
 7. Maintain a system of street and turn lane-marking.
 8. Support study of a bus system to serve the CBD.

6.02 PARKING

POLICY A. Link downtown parking lots and garages with the transportation network in a direct and convenient manner.

PROGRAMS

1. Construct parking facilities at the periphery of the business core.
2. Locate parking facilities adjacent to the arterial streets moving traffic into and out of the CBD.
3. Promote a shuttle bus service between peripheral parking facilities and the business core.

POLICY B. Provide the type and amount of parking that will serve the needs of the CBD.

PROGRAMS

1. Reduce walking distances and strengthen the tax base by minimizing the amount of land devoted to parking in the CBD.
2. If possible, provide parking space for shoppers within 1-2 blocks of their destinations and parking for downtown employees within 2-3 blocks of their destinations.
3. Consider building parking ramps instead of lots.
4. Encourage the construction of buildings that combine parking with other uses.
5. Provide proper and tasteful signs to direct the driver to parking facilities.
6. Design facilities for ease and safety of entry, parking and exit.
7. Strive to keep parking fees reasonably priced.
8. Design parking areas to include landscaping, and minimize the destruction of existing ornamental vegetation.
9. Provide for efficient monitoring of parking time limits.

10. Maintain a program of parking improvements by updating studies and implementing the acceptable recommendations as rapidly as possible.

6.03 PEDESTRIAN MOVEMENT

POLICY A. Encourage the development of a pleasant pedestrian environment.

- PROGRAMS
1. Construct additional railroad underpass structures or overhead walkways with provisions for safe, convenient pedestrian/bicycle access.
 2. Interconnect downtown buildings by removing portions of interior walls for use as doorways.
 3. Encourage the construction of skyways linking downtown buildings.
 4. Consider the use of canopies for store fronts.
 5. Minimize walking distances in the CBD by maintaining a high density, compact downtown and encouraging the clustering of shopping facilities.
 6. Encourage the redevelopment of blighted property.
 7. Consider the use of urban wall murals to improve downtown appearance.
 8. Promote the use of landscaping in the CBD.
 9. Provide for the movement of the handicapped in the CBD.
 10. Provide public restrooms, telephones and shelters in the downtown area.
 11. Place overhead utility lines underground.
 12. Encourage the use of downtown amenities such as: Information booths, kiosks, display areas, street furniture, planters and decorative lighting.

6.04 HISTORIC PRESERVATION

POLICY A. Encourage the conservation and reuse of older downtown buildings where economically feasible.

- PROGRAMS
1. Encourage facade renovation of buildings to recreate the original look of the historic center of downtown.
 2. Consider the creation of a downtown historic district.
 3. Encourage conversion of vacant or obsolete structures to viable uses.
 4. Encourage the State Historical Society to complete an inventory of historic structures in Bismarck.
 5. Consider the creation of a city architectural review/historic preservation committee to assist in the conversion and protection of significant buildings.

6.05 LAND USE

- POLICY A. Support the continued high density development and growth of the central business district.

- PROGRAMS
1. Encourage the construction of structures that combine uses, to encourage activity and density.
 2. Encourage the linking of downtown and the Kirkwood area by developing new commercial and residential uses, and transportation facilities.
 3. Advocate a higher density development or reuse within the general CBD boundaries.

- POLICY B. Preserve and expand housing opportunities in and around downtown.

- PROGRAMS
1. Identify specific areas and housing in need of preservation or redevelopment and recommend programs to solve the problems.
 2. Encourage the construction of buildings that combine residential units with various other uses.
 3. Explore the possibility of converting obsolete or vacant buildings into residential uses.

- POLICY C. Promote downtown Bismarck as an activity hub for the region.

- PROGRAMS
1. Encourage uses and activities that use downtown more hours of each day, such as hotels, housing, entertainment and leisure facilities.
 2. Support promotional activities, such as downtown street fairs and markets, cultural and entertainment events and advertising campaigns.

VII. FACILITIES AND SERVICES

GOAL "Maintain the city's role as a regional service center by promoting the development of cultural, educational, health and governmental facilities in Bismarck.

7.01 EDUCATION

POLICY A. Develop standards for educational facilities, to insure convenience, safety and land use compatibility.

- PROGRAMS
1. Locate elementary and junior high schools on low traffic volume streets.
 2. Schools beyond the elementary level should be located on sites accessible by arterial streets.
 3. Wherever possible, schools and recreational facilities should be located near each other.
 4. Elementary and junior high schools should be accessible by pedestrian walkways/bikepaths.

POLICY B. Educational facilities and programs should be strengthened and expanded to meet the needs of a growing population.

- PROGRAMS
1. Emphasize the community services and programs aspect of Bismarck Junior College.
 2. Continue to utilize educational facilities on a year-round nighttime basis for appropriate public use.
 3. The School Board and city staff should work closely together to determine future school sites.

7.02 LIBRARIES

POLICY A. Provide and continue to develop a recognized standard of public library/information services in a manner compatible to the needs of the majority of citizens in the city-county area by:

- PROGRAMS
1. Selecting and providing easy, free access to print and non-print materials deemed to be significant, relevant and representative of the genre to guide the user at all levels in meeting needs for information, knowledge and ideas.
 2. Recognizing the responsibility of the Library to serve all the community by not promoting or censoring any particular political, moral, philosophical, scientific or religious theory, judgment conviction or opinion, it is not the purpose of the Library to judge what an individual may or may not read or hear.
 3. Assisting individuals in identifying relationships of new ideas, technologies, and values to be able to preserve and control change as it relates to life experience and heritage.
 4. Encouraging informal and formal education through cooperation and assistance to individuals and institutions.
 5. Participating in effective information networks capable of supplying needed materials not available locally.
 6. Providing for wholesome recreation and constructive use of leisure time, promoting cultural and intellectual activities for adults and a variety of programming to stimulate the imagination and creativity of children.
 7. Offering leadership in the coordination and management of needed information being generated and disseminated by community agencies and institutions for the purpose of providing easy access to it.
 8. Planning for the expansion of current physical facilities and materials resources within an established time frame to enable the continuing

provision of a recognized standard of public library-information services to meet the needs of the growing city-county area.

7.03 CIVIC CENTER

POLICY A. Utilize the civic center to its maximum potential as the center of a wide range of activities for the region and as a source of city pride.

7.04 MUSEUMS

POLICY A. Promote area museums in order to meet the desires of the region's residents, and as a means of strengthening the tourist industry.

7.05 HEALTH CARE

POLICY A. Provide the necessary health care services and facilities for area residents.

- PROGRAMS
1. Health care facilities should be located so as to allow convenient access from the surrounding community.
 2. Promote the continuing expansion and consolidation of medical facilities in Bismarck.

7.06 POLICE/FIRE PROTECTION

POLICY A. Maintain a level of police and fire protection to meet the security needs of the region's citizens.

- PROGRAMS
1. Emergency facilities should be located to minimize response time.
 2. Emergency facilities should be located so as to allow convenient access from the surrounding community.
 3. Encourage the consolidation of law enforcement operations and facilities when feasible.
 4. Branch fire and police stations should be constructed as the city expands, to provide a maximum level of service.

7.07 STATE OF NORTH DAKOTA FACILITIES

POLICY A. Consider the importance and physical dominance of the State Capitol grounds when making development decisions.

- PROGRAMS
1. Encourage uses near the capitol grounds, and in approaches to it, which will enhance its appearance and dignity.
 2. Participate in the decisions of the Capitol Grounds Planning Commission.

7.08 CITY FACILITIES

POLICY A. Provide a level of governmental services as needed by city residents.

- PROGRAMS
1. Support attempts to combine city offices or city and county offices into one administrative center when feasible.
 2. The city administrative center should be located within the central business district.
 3. City facilities should be made available for appropriate public uses.

VIII. URBAN FRINGE GROWTH* (see map on page 28)

GOAL "Encourage orderly development of the urban fringe area."

8.01 FRINGE LAND USE

POLICY A. High density development beyond the corporate limits of cities should be discouraged.

- PROGRAMS
1. Carefully evaluate the number and location of Farmer's Home Administration housing units in rural areas.
 2. Promote growth in the existing communities of the county.
 3. Rezoning and subdivisions beyond the Urban Transition Area should be discouraged unless the rezoning abuts previously non-agriculturally zoned properties.

4. Encourage residential subdivisions, beyond the Urban Service Area to be rural in nature, i.e. low density and large lots.
5. New subdivisions, beyond the Urban Transition Area, which require new or upgraded public thoroughfares should be discouraged.
6. Outside the Urban Transition Area, only RR-Residential District rezoning requests should be considered unless need is clearly demonstrated by the applicant

POLICY B. Efforts should be made to minimize the number of municipalities or special service districts in the Bismarck area.

- PROGRAMS
1. Encourage rural water systems outside Bismarck's Urban Service Area.
 2. Encourage the State Legislature to increase requirements for the incorporation of new cities in close proximity to existing major cities.

POLICY C. Create an "Urban Service Area" around Bismarck to accommodate the short-range expansion of the city.

- PROGRAMS
1. The City Commission shall determine its ability to extend services into the Urban Service Area.
 2. Encourage growth and development within the designated Urban Service Area.
 3. Agricultural productivity data for soils will not be considered in processing subdivision applications within the Urban Service Area.
 4. Large lot subdivision plats within the Urban Service Area will delineate the future replatting of lots when annexed to the city.
 5. When platting subdivisions, developed tracts of land adjacent to the proposal are encouraged to join in the plat.
 6. The boundaries of the Urban Service Area will be adjusted as the city's ability to provide services is determined.

POLICY D. Create an "Urban Transition Area" around Bismarck to accommodate the desire for a rural residential lifestyle, as well as the long range growth of the city.

- PROGRAMS
1. Agricultural productivity data for soils will be considered in processing subdivision applications within the Urban Transition Area.
 2. Encourage rural residential subdivisions to locate within the Urban Transition Area.
 3. The boundaries of the Urban Transition Area will be adjusted as the city's corporate limits expand.
 4. Rezoning or subdivision approval requests outside the Urban Transition Area will be approved only if need is clearly shown by the applicant.

POLICY E. Establish guidelines for managing new development.

- PROGRAMS
1. Development beyond the Urban Transition Area will take into consideration the following items:
 - a. The area is not economically viable for agricultural use.
 - b. The change in land use will not cause conflicts with existing agricultural uses on adjacent properties.
 - c. The area is of such size or shape that it is impractical to cultivate.
 - d. Existing or planned activities on adjacent properties are presently incompatible with agricultural uses.
 - e. The proposed development will not place an undue burden upon the local government to provide services (schools, police, fire, etc.)
 - f. The proposal will not result in significant water or air pollution.
 - g. The proposal will have good quality water available.
 - h. The proposal will not cause unreasonable soil erosion.
 - i. The proposal will not cause unreasonable roadway congestion or unsafe conditions.

- j. The proposal will not have significant adverse effect on the scenic or natural beauty of the area, historical sites, or rare and irreplaceable natural areas.
 - k. The proposal is not located in a floodway.
 - l. The structures located in the proposal will be elevated if lying within a flood plain.
 - m. The proposal will not require new or upgraded thoroughfares to serve the area.
 - n. Access onto major roads will be limited.
 - o. The proposal conforms to all applicable ordinances.
 - p. The proposal abuts a previously non-agriculturally zoned area.
 - q. The applicant clearly demonstrates there is a sufficient demand for additional development.
2. Development within the Urban Transition Area will take into consideration the following items:
- a. The area is not economically viable for agricultural use.
 - b. The proposed development will not place an undue burden upon the local government to provide services (schools, police, fire, etc.)
 - c. The proposal will not result in significant water or air pollution.
 - d. The proposal will have good quality water available.
 - e. The proposal will not cause unreasonable soil erosion.
 - f. The proposal will not cause unreasonable roadway congestion or unsafe conditions.

- g. The proposal will not have significant adverse effect on the scenic or natural beauty of the area, historical sites, or rare and irreplaceable natural areas.
 - h. The proposal is not located in a floodway.
 - i. The structures located in the proposal will be elevated if lying within a flood plain.
 - j. The proposal conforms to the Aircraft Noise Impact Study regulations.
 - k. Access onto major roads will be limited.
 - l. The proposal conforms to all applicable ordinances.
3. Development within the Urban Service Area will take into consideration the following items:
- a. The applicant understands his development could be extended urban services when feasible, and annexed by the City of Bismarck as the corporate limits expand.
 - b. The proposal will not result in significant water or air pollution.
 - c. The proposal will not cause unreasonable roadway congestion or unsafe conditions.
 - d. The proposal will not have an undue adverse effect on the scenic or natural beauty of the area, historical sites or rare and irreplaceable natural areas.
 - e. The proposal is not located in a floodway.
 - f. The structures located in the proposal will be elevated, if lying within a flood plain.
 - g. The proposal conforms to the Aircraft Noise Impact Study regulations.
 - h. The proposal conforms to all applicable ordinances.

8.02 ANNEXATION

POLICY A. Areas urban in character are encouraged to become annexed to the adjacent municipality.

- PROGRAMS
1. Plats will be approved with the understanding that they will be annexed as the city's corporate limits expand.
 2. City limits should be comprehensively extended as extension of municipal services becomes feasible and desirable to all parties involved.
 3. Large vacant tracts of land, if annexed by a city, should retain the extraterritorial zoning designation.

8.03 SERVICES & FACILITIES

POLICY A. Plan and construct public services to guide development patterns.

- PROGRAMS
1. Allow only annexed land to be served by city services.
 2. Discourage development from locations which will substantially increase public service costs.
 3. Encourage rural water and central sewer service to be installed in all communities of the county.
 4. Small lot development shall not be allowed outside incorporated areas unless it provides for utility service equivalent to urban standards.

8.04 STREETS & ROADS

POLICY A. Coordinate the master planning of all roads within the county.

- PROGRAMS
1. Roads within subdivisions that are in the Urban Service Area will be considered future city roads.
 2. Roads in rural subdivisions when constructed to standards and accepted by the appropriate authority shall be dedicated for public use, unless an exception is recommended by the appropriate authority.
 3. Roads in Urban Service Area subdivisions will be platted to conform with existing street master plans.

4. Roads within rural subdivisions should be maintained by the developer, township government or by contract with the County.
5. Encourage the formation of special assessment districts to pave roads within rural subdivisions.
6. Proposed road names in new subdivisions shall comply with Planning Commission guidelines.
7. New subdivision plats must be compatible with an approved master road plan for the adjacent area within one half mile of the platted area.

IX. CIVIC BEAUTY

GOAL "Maintain a quality physical environment by preserving and enhancing the visual aspects of the Bismarck area."

9.01 LANDMARKS & HISTORIC FEATURES

POLICY A. Preserve the city's historical heritage.

- PROGRAMS
1. Encourage the State Historical Society to complete an inventory of historic structures in Bismarck.
 2. Consider the creation of a city architectural review/historic preservation committee to assist in the protection of significant buildings.
 3. Consider the creation of historic districts to encourage preservation and renovation of distinguished structures where economically feasible.
 4. Publish and distribute a guide to historic buildings in Bismarck.

9.02 COMMUNITY ENTRIES & VIEWS

POLICY A. Maintain the visibility of city approaches and focal points.

- PROGRAMS
1. Carefully consider the number of and location of billboards located on approaches to the city.
 2. Identify major overlook points of the Bismarck area.

3. Discourage obstruction of impressive approaches and views of the city with unattractive development.

9.03 CITY AMENITIES

POLICY A. Utilize the city's natural and man-made amenities for the enjoyment of residents and visitors to Bismarck.

PROGRAMS 1. Maintain and promote attractions such as: an extensive park system, riverfront property, attractive residential areas, a vital downtown, and the general clean, well-kept appearance of the city.

9.04 COMMUNITY DESIGN

POLICY A. Maintain high urban design standards for the city.

PROGRAMS 1. Encourage excellence and innovation in local architecture, particularly in areas of high visibility such as downtown, and along major streets and highways.