

AGENDA
MANDAN PLANNING & ZONING COMMISSION
COMMISSION ROOM 5:15 P.M.
AUGUST 29, 2016

Roll Call, Reading and Approval of the July 25, 2016 minutes.

NEW BUSINESS

- 1. A request from Verity Homes for PUD revision of all lots in Block 1, Lakewood 9th Addition in Section 1, Township 138N, Range 81W. Property is located west of 40th Avenue SE & south of 19th Street SE.**
- 2. A request from Mother Teresa Outreach, LLC, for a variance to reduce on-site parking from 2 units per dwelling to 1.5 units per dwelling and to take credit for additional parking provided in the boulevard. The property is all of Block 55, Mandan Proper in Section 27, Township 139N, Range 81W. Property is located at 406 4th Street NW in the former Mandan Junior High building.**

OTHER BUSINESS

- 1. Consider approval of Ordinance No. 1241 creating Section 15 of Article 1, Chapter 1058 of the Mandan Municipal Code related to signs.**

MANDAN PLANNING AND ZONING COMMISSION
MANDAN CITY HALL BUILDING
July 25, 2016

The Planning and Zoning Commission of Mandan duly met in session in the meeting room of the Mandan City Hall Building on July 25, 2016, at 5:15 p.m. CDT.

Commissioners Present: Zachmeier, Kelly, Klein, Helbling, Leingang, Laber, Beach, Robinson

Commissioners Absent: Fleischer, Knoll, Liepitz, Frank

Commissioner Leingang motions to approve the June 27, 2016 minutes. Commissioner Laber seconds. Upon vote, the motion receives unanimous approval of the Board.

Commissioner Klein arrives at 5:18 p.m.

OLD BUSINESS

1. A request from Dakota Pioneer Land Company for final plat approval of Ash Grove Estates. Said addition is Lot 2, Block 1, School District 6th Addition in Section 8, Township 139N, Range 81W. Property is located on the west side of 37th Avenue NW north of Old Red Trail.

Bob Decker, City Planner, describes the request. This plat has been before the commission a couple times. The revisions they made are added parking on one side of the street and added parking bays. This would bring the ratio to 6 parking spaces per unit. They are asking for a minimum setback of 6 feet and 20% for both side yards. The difficulty with 20% is when you have lots that are an odd shape it is hard to calculate the 20%. When you go to the building code standard, you can go to 5 feet for a side yard setback before you need to provide a fire rated wall.

Commissioner Leingang is opposed to parking only on one side. Who will maintain the parking bays? He asks if the setback would be from the overhang or foundation. Bob says the setback would be from the overhang. A 2' overhang is allowed. The side of the street without parking will make it easier for clearing snow.

Mayor Helbling says Mathias Gieser sent him a letter with his concerns on one sided parking. Other developments with bays are not kept up. Weeds are growing in them. Mathias wants to see regular sized streets.

Landon Niemiller, Swenson Hagen, says Mandan has had problems with high assessment costs in recent years. The narrower street would reduce costs. The boulevards would be deeper than normal. There will be more room for snow.

Ken Geise, 37th Street NW, "I drove up to a similar development in north Bismarck. I realize it is not identical, but this area also had narrow streets, one-way, limited parking. What I saw was vehicles parked up on the curb and lawns. Really limited parking. We were going through correctly on the one-way. Residents drove through incorrectly in the opposite direction. We had to pull over to the side for oncoming traffic. People are going to park close

to their homes. People are going to take the shortest route. They are not going to park down the road in a bay. They are going to park on the curb and in no parking zones.”

Landon says this would not be a one-way street. It would be a two-way. Each unit is going to have four parking spaces. The pods would be used mostly for visitors.

Bob says the one in Bismarck is a different concept. That one is a private street with no sidewalk or parking. This one would be a public street with three lanes.

Larry Geise, 3910 Lewis Road, “My main concern is still water. These lots that are numbered 8, 9 and 6 in the center of the loop are still within what I would call a high water level area. Before 37th went through this was a pond when we got rain. I would caution anyone who would want to purchase those lots. Even if it’s flat and no basement there. They are going to float with the way the water goes. It’s not going to be structurally feasible.”

Landon says they aware of the water situation there. Lot 7 is a stormwater pond. Once everything is graded, paved along with the stormwater plan it should be taken care of.

Commissioner Zachmeier says he is seconding the motion to deny because he agrees about the street and he hasn’t heard any testimony why a variance should be granted. What is the hardship? There isn’t any. The planning and zoning code also says a subdivision should not be approved if a variance is automatically required. It should be built in a manner where a variance is not needed. Chair Robinson agrees.

Commissioner Leingang motions to deny the final plat. Commissioner Zachmeier seconds. Upon vote, the motion passes unanimously.

OTHER BUSINESS

1.HDR’s Final Report of the Mandan-Bismarck Improvement Corridor Study and Mandan Truck Route.

Rick Stoppelmoor, HDR Engineering, presents the final report. HDR was contracted by the MPO to do the study.

The study concentrates on these Mandan corridors:

Main Street (Highway 25 to Interstate)
ND Highway 6 (9th Street to 19th Street)
19th Street (Hwy 6 to 1806)
3rd Street (Hwy 6 to Memorial Highway)
Sunset & 6th (Main to Old Red Trail)
Old Red Trail (Sunset to Mandan Ave)
Division (6th St NW to 8th St NE)
Collins Ave (Main to Old Red Trail)

The project kicked off in August 2015. The purpose is to study low cost improvements.

He is asking for Planning & Zoning’s recommendation of approval to the City Commission.

The study analysis existing conditions of the roadway and frequency of traffic crashes. Main Street had the highest level of crash rates.

Main Street (Highway 25 to Interstate) – they recommend a road ‘diet’ for part of Main Street from 4 lanes to 3 lanes with the middle a turning lane. Longer turn lanes for left and right. Improvement of pedestrian signals.

Sunset & 6th - The focus was on the intersection of Sunset & Old Red Trail. Improved signs on the interstate would help direct that traffic coming off the ramp. A ramp would be added turning right from the ramp to Old Red Trail. For east bound traffic on Old Red Trail, the pork chop island at that intersection would be removed. That intersection would be squared and improved to reduce the weaving in and out traffic must do.

ND Highway 6 (9th Street to 19th Street) – Provide left turn lanes and improve lighting. This is in development and going forward.

Old Red Trail (Sunset to Mandan Ave) – The major concern is the sharp curve at Mandan Avenue with Tesoro traffic coming in and out. They recommend a radial T Intersection and flattening the curve.

Mandan Ave & Main intersection – Improve signage and lane designation.

3rd Street corridor – Convert 4-way stops by the school to 2-way stops and improve pedestrian crossings.

19th Street corridor – Falls outside the low cost improvement area, but worth mentioning. As the area develops, the streets should be widened.

Collins Ave (Main to Old Red Trail) - Functions well, but looked at some of the intersections. Collins at 5th Street, 7th Street and Division has retaining walls that block traffic line of sight. Would recommend pushing some of those back. Collins and 14th would benefit to have traffic lights instead of the 4-way stop. Collins and Old Red Trail should experience significant growth. The intersection should be fully signalized with turning lanes or a round-a-bout.

1806 – Turn lanes could be added at 27th Street, by the school. The intersection at 3rd Street should have a dedicated right turn lane. Restriping could improve traffic flow as well.

Division (6th St NW to 8th St NE) – Sight triangles are impacted by a lot of brush and overgrowth.

Their prioritization for these improvements is Main Street, Collins, 3rd Street and Sunset, for the top four. This is a planning level study. A more detailed traffic analysis has to be done before implementing these improvements.

Truck Route

Part of their task was to identify an alternative truck route. Main Street serves as a major truck route through town. The average truck traffic on Main is 650 trucks a day. A lot of that is the current aggregate pit and Mariner asphalt plant. The aggregate pit will run out of aggregate in 2 to 3 years and will be closing and moving. That will decrease the truck traffic

by 66%. Mariner is also moving their operation from west of Mandan to the east side, reducing trucks as well.

Highway 6 to the south is a truck contributor. An alternate route could be 45th Street SE south of the airport. That would be a significant cost factor for little benefit. They recommend no change at this time and look at it again in 5 years.

Commissioner Laber recommends approval and advancement to City Commission. Commissioner Kelly seconds. Upon vote, motion passes unanimously.

2. Public hearing to consider amendments to the Municipal Code for changes to the existing R3.2 and R7 residential zoning districts and the addition of two new districts, R4 and R15.

Bob says this is a draft of the updated residential code. He expects a lot of changes and edits.

Commissioner Laber would like a subcommittee formed to go through it well.

Doug Lalim, Building Official, also thinks a subcommittee would be best. Maybe include a developer. Would like to get away from formulas and keep it simple.

Commissioner Laber thinks Commissioner Liepitz would be a good volunteer. He is not present. Nancy will send an email asking for volunteers.

Commissioner Leingang motions to adjourn. Commissioner Klein seconds. Motion passes unanimously. Meeting adjourns at 6:17 p.m.

NEW BUSINESS ITEM # 1

NEW BUSINESS ITEM # 1

Mandan Planning and Zoning Commission Agenda Item
 For Meeting on August 29, 2016
 Mandan Engineering and Planning Office Report
Lakewood 9th Addition
 Requested Action
Revision to PUD

Application Details					
Applicant	Owner	Subdivision	Legal Description		
Verity Homes	Arthur Goldammer	Lakewood 9th	Portion of S1, T138N, R81W		
Location		Proposed Land Use	Parcel Size	Number of Lots	
West of 40 th Ave. SE & South of 19 th St. SE		Single family, senior assisted living & light commercial	52.761 acres	70	
Existing Land Use	Adjacent Land Uses		Current Zoning	Proposed Zoning	Adjacent Zoning
vacant	Residential & commercial		A	R7, R3.2, RM & CB	A, R7, R3.2, CB & MD
Fees	Date Paid	Adjacent Property Notification Sent	Legal Notices Published		

Project Description
<p>Area is east of Prairie West Golf Course and south of Kist Livestock Auction.</p> <p>Request is to modify PUD ordinance to add one condition related to side yard setback.</p> <p>Sec. 105-3-1. - R7 Residential District.</p> <p>(8) <i>Side yards.</i> Each lot shall have two side yards, one on each side of the principal building. The sum of the widths of the two side yards shall be not less than 20 percent of the average width of the lot. On any lot having an average width of 60 feet or less, each side yard shall be not less than ten percent of the width of the lot, and in no case shall a side yard be less than five feet in width. On any lot having an average width greater than 60 feet, neither side yard shall be less than six feet in width. In no event shall any side yard be less than the requirements set forth in this subsection, provided that in computing the side yard width on any lot 60 feet or more in width, the first two feet of any overhang for eaves shall not be counted, and in computing the side yard width on any lot less than 60 feet in width, the first one foot of any overhang for eaves shall not be counted.</p> <p>The current requirement creates computational difficulty for issuance of a building permit.</p> <ul style="list-style-type: none"> • The average width of the lot must be computed • The standard is different if the average width of the lot is less than 60 feet • The setback is different based on the width of the eave overhang and the amount of eave overhang that applies varies with the width of the lot • There is a conflict in what is required since in one place it says you can have a specified minimum width and in another place it says the minimum must be 10% of the lot width • The dimensional accuracy is not specified for computing the minimum setback • The requirement is written differently in different zones • The standards are different than building code requirements <p>The computational difficulty built into the current standard does not provide any benefit over a specified minimum width.</p> <p>A side yard setback is partly based on a consideration of how a building is to be constructed for fire safety. A 5 foot setback that creates a minimum of 10 feet between structures meets the requirements contained in the adopted state</p>

building code for not requiring a fire rated wall. This includes an allowance for up to a 2 foot eave overhang.

The request is to set the minimum side yard setback in Block 1 at 5 feet. Most of the lots in Block 1 are irregular in shape. The Building Official would prefer this single standard since it removes the computational difficulties with applying the current variable standards to irregularly shaped lots. This is the same setback as was approved for Block 2.

Agency & Other Department Comments

Engineering & Planning Staff Comments

Engineering & Planning Recommendation

During the development of the PUD ordinance, adjustments to minimum side yard setbacks were specified for various blocks. The intent was to make an adjustment for Block 1 but it was omitted from the PUD ordinance language. This proposed addition to the PUD ordinance corrects that omission.

Proposed Motion

Move to recommend approval of the amendment to PUD District 2015-01 (Planned Unit Development) for Lakewood 9th Addition.

ORDINANCE NO. xxxx

AN ORDINANCE TO AMEND AND REENACT SECTION 21-03-02 OF THE MANDAN CODE OF ORDINANCES RELATING TO DISTRICT BOUNDARIES AND ZONING MAP

BE IT ORDAINED By the Board of City Commissioners of the City of Mandan, Morton County, North Dakota, as follows:

SECTION 1. AMENDMENT. Section 21-03-02 of the Mandan Code of Ordinances is amended to read as follows:

1. Add the following requirement to PUD District 2015-01 (Planned Unit Development):
 - dd. All lots in Block 1 shall have a minimum side yard setback of 5 feet.

SECTION 2. RE-ENACTMENT. Section 21-03-02 of the Mandan Code of Ordinances is hereby re-enacted as amended. The city principal planner is authorized and directed to make the necessary changes upon the official zoning map of the city in accordance with this section.

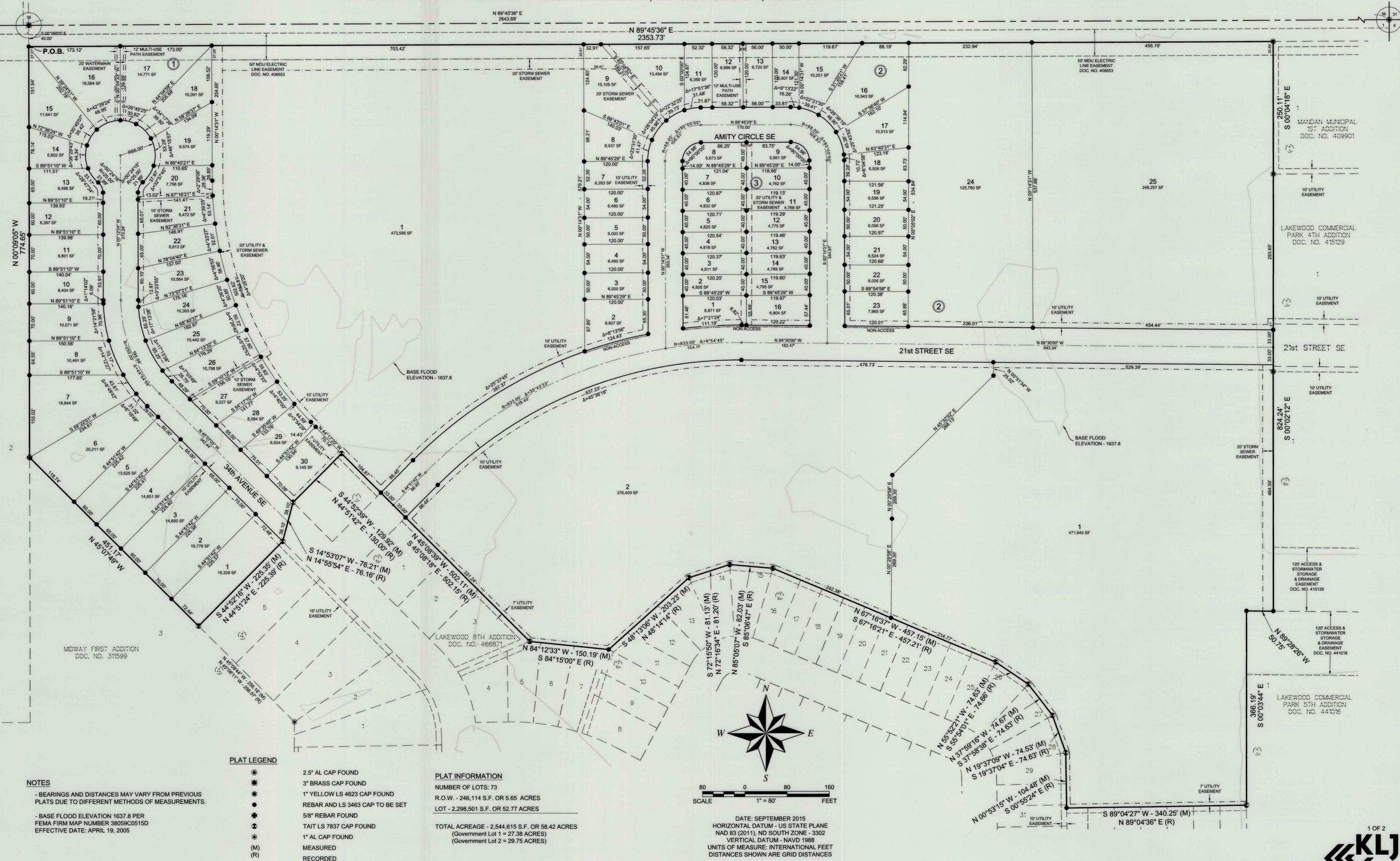
LAKWOOD 9TH ADDITION

TO THE CITY OF MANDAN

A PORTION OF GOVERNMENT LOT 1 AND GOVERNMENT LOT 2, OF SECTION 1, TOWNSHIP 138 NORTH, RANGE 81 WEST OF THE FIFTH PRINCIPAL MERIDIAN, MORTON COUNTY, NORTH DAKOTA

OWNER:
MITZEL BUILDERS INC
2401 46TH AVENUE SE #101
MANDAN, ND 58554

ENGINEER:
KLJ
4585 COLEMAN ST.
BISMARCK, NORTH DAKOTA 58503



NOTES

- BEARINGS AND DISTANCES MAY VARY FROM PREVIOUS PLATS DUE TO DIFFERENT METHODS OF MEASUREMENTS.
- BASE FLOOD ELEVATION 1637.8 PER FEMA FIRM MAP NUMBER 38059C0515D EFFECTIVE DATE: APRIL 19, 2005

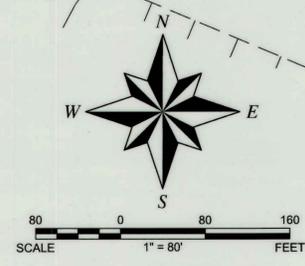
PLAT LEGEND

⊕	2.5" AL CAP FOUND
⊙	3" BRASS CAP FOUND
●	1" YELLOW LS 4623 CAP FOUND
⦿	REBAR AND LS 3463 CAP TO BE SET
⊛	5/8" REBAR FOUND
⊚	TAIT LS 7837 CAP FOUND
⊙	1" AL CAP FOUND
(M)	MEASURED
(R)	RECORDED

PLAT INFORMATION

NUMBER OF LOTS: 73
R.O.W. - 246,114 S.F. OR 5.65 ACRES
LOT - 2,298,501 S.F. OR 52.77 ACRES

TOTAL ACREAGE - 2,544,615 S.F. OR 58.42 ACRES
(Government Lot 1 = 27.38 ACRES)
(Government Lot 2 = 29.75 ACRES)



DATE: SEPTEMBER 2015
HORIZONTAL DATUM - US STATE PLANE NAD 83 (2011), ND SOUTH ZONE - 3302
VERTICAL DATUM - NAVD 1988
UNITS OF MEASURE: INTERNATIONAL FEET
DISTANCES SHOWN ARE GRID DISTANCES

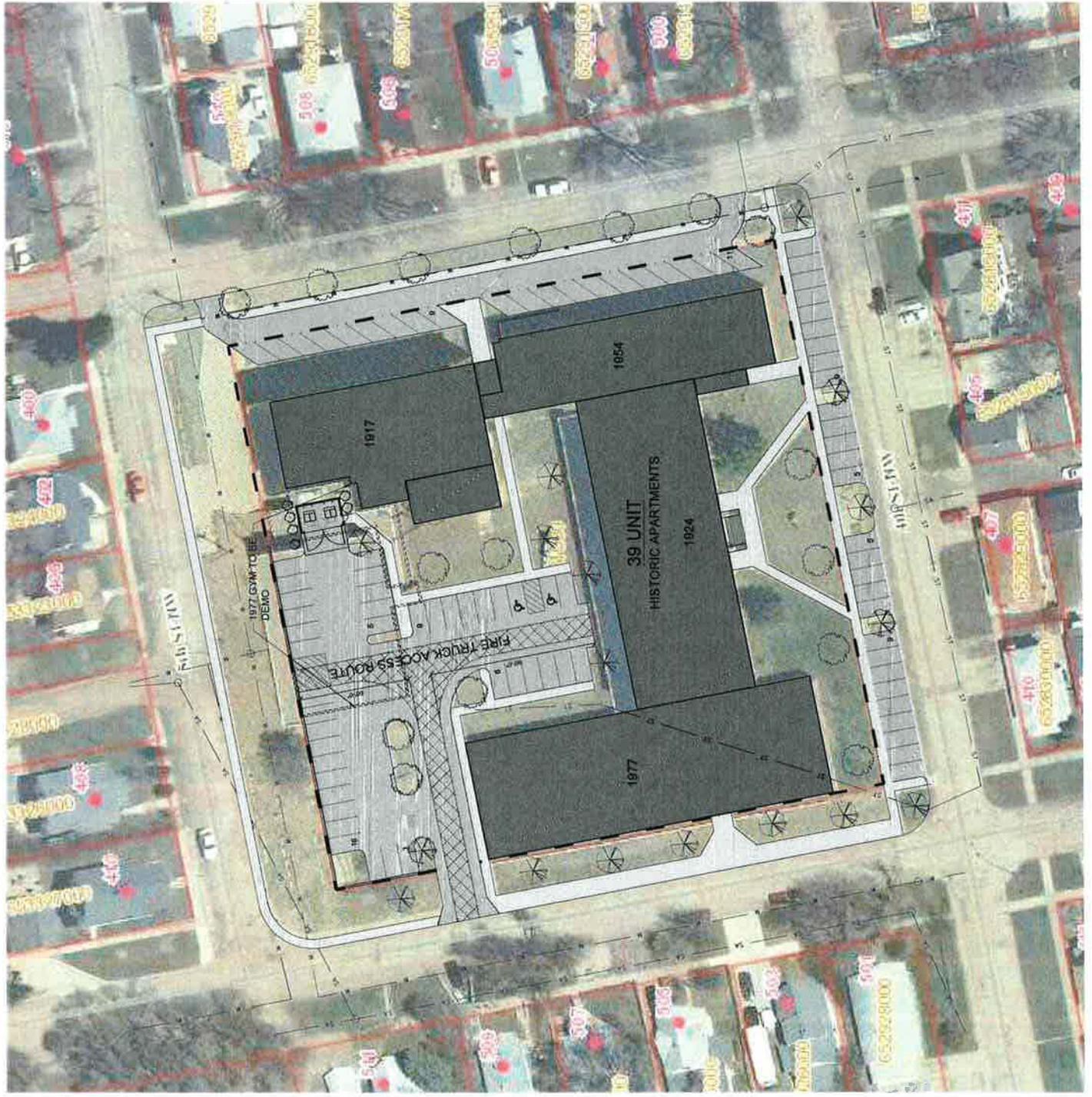
NEW BUSINESS ITEM # 2

NEW BUSINESS ITEM # 2

Mandan Planning and Zoning Commission Agenda Item
 For Meeting on August 29, 2016
 Mandan Engineering and Planning Office Report
Redevelopment of former Mandan Junior High School
 Requested Action
Parking Variance

Application Details					
Applicant The Commonwealth Companies	Owner Spirit of Life Roman Catholic Church	Subdivision Mandan Proper	Legal Description Block 55		
Location 406 4 th Street NW		Proposed Land Use 39 multi-family dwelling units and ancillary services	Parcel Size 2.07 acres	Number of Lots 1	
Existing Land Use school	Adjacent Land Uses Residential		Current Zoning DF	Proposed Zoning DF	Adjacent Zoning DF
Fees	Date Paid	Adjacent Property Notification Sent	Legal Notices Published		

Project Description
Request is to reduce required on-site parking from 2 units per dwelling unit to 1.5 units per dwelling units and to take credit for additional parking provided in the boulevard.
Agency & Other Department Comments
<p style="text-align: center;">Engineering & Planning Staff Comments</p> <p>Parking requirements were changed less than 3 years ago from a minimum of one space per dwelling unit to a minimum of two spaces per dwelling unit. This was done in response to the large number of boats and RV's in addition to multiple cars and pickups that were being parked in front of or on lots in new subdivisions.</p> <p>This project is not a normal subdivision. The residents will be renters with fewer vehicles. In some cases the residents will not have a personal vehicle and will rely on public transportation.</p> <p>Numerous properties in the neighborhood rely on parking pads developed in the boulevard. Using the boulevard to provide a portion of the parking for this development is appropriate.</p> <p>The on-site parking that will be provided is 1.5 spaces per dwelling unit. This is more than adequate to accommodate the residents that will be occupying this development. Counting the boulevard spaces brings the total to more than 2.2 spaces per dwelling unit.</p> <p>It is unlikely that the boulevard spaces will be needed for the residents of this development. These spaces will be available to neighborhood residents. The project will not be as active as the previous junior high use. This project will provide an increase in available neighborhood parking.</p>
Engineering & Planning Recommendation
<p style="text-align: center;">Proposed Motion</p> <p>Move to recommend approval of a variance for 406 4th St. NW to reduce the on-site parking requirement from 2 spaces per dwelling unit to 1.5 spaces per dwelling unit.</p>



PRELIMINARY SHEET DATES:
 12/15/2016

25 South Main Street
 Fond du Lac, Wisconsin 54935
 (920) 922-8170
 COMMONWEALTH DESIGN, INC.

COMMONWEALTH CONSTRUCTION CORPORATION
 9 SHEBOYGAN ST FOND DU LAC, WI 54935
 (920) 922-8170 FAX: (920) 922-8171



New Building For:
MANDAN JUNIOR HIGH
 1004 4TH STREET
 MANDAN, ND

SITE INFORMATION	
PROPERTY AREA	AREA = 87,891 S.F. (2.02 ACRES)
NUMBER OF UNITS	TOTAL 39 UNITS
DENSITY	19.3 UNITS PER ACRE
EXISTING ZONING	RM RESIDENTIAL DISTRICT
PROPOSED ZONING	RM RESIDENTIAL DISTRICT
PROPOSED USE	MULTIFAMILY RESIDENTIAL
BETACKS	N/A EXISTING BUILDING
PARKING REQUIRED	2 STALLS/DWELLING UNIT (78 SPACES REQ.)
PARKING PROVIDED	COURTYARD 39 STALLS (2 HC ACCESSIBLE)
	EAST 20 STALLS
	SOUTH 29 STALLS
	TOTAL 87 STALLS (2 HC ACCESSIBLE)

PRELIMINARY SITE PLAN
 SCALE: 1" = 40'

2016.38
 SHEET
C1.0

PRELIMINARY DRAWING - NOT FOR CONSTRUCTION



Parking Variance Request

La Sagrada Familia Apartments

Nestled within an existing mature neighborhood in Mandan, blocks from Main Street, the adaptive reuse of the former Mandan Junior High will consist of a 39-unit housing community with an elevator, abundant community amenities, and surface parking. The high-quality housing will meet the needs of the growing workforce in Mandan and provide additional options for low-maintenance housing with modern amenities and community space.

In 2015, neighboring cities of Bismarck and Mandan commissioned a housing study to report on housing market conditions in the two Cities to project housing growth potential in the community through 2025. In this report, it was identified that a total of 260 renter occupied units for Household Median Incomes between 31% and 60% between 2015-2030. Mandan's stable and diverse economic base shows that growing sectors such as hospitality, retail and information, wages are lower than what the market rents support, and there is a lack of quality affordable housing.

With this need for additional housing, site selection that is location efficient as well as makes good use of existing infrastructure and connectivity to community resources is important. The site is well situated in a neighborhood that has many wonderful resources nearby such as schools, restaurants, coffee shops, groceries, and shopping. The unit mix will be as follows:

2 – 1 Bedrooms
29 – 2 Bedrooms
8 – 3 Bedrooms
39 Total Units

Amenities included will be a wellness center, elevator, office, chapel, playground and community rooms. Additional landscaping and greenspace will enhance the neighborhood.

We are requesting a variance from the City's Current 2 Stalls Per Unit Requirement. Our proposed site plan includes 39 stalls in the Courtyard (2 H.C. Accessible), 20 stalls on the east portion of the site, and 28 stalls on the southern edge of the site for a total of 87 stalls, 59 of them being on-site. This produces an on-site parking ratio of 1.51. We understand that the stalls on the south side will not be counted towards on-site parking as they are in the ROW, but including those, we would be at 2.23 stalls per unit.

In accordance with Mandan City Code the variance meets the following findings:

- a. Strict compliance with the requirements of these regulations would result in extraordinary hardship to the sub divider, as distinguished from a mere inconvenience, because of the particular physical surroundings, shape or topographical conditions of the specific property involved, or because of other conditions not caused by the action of the sub divider;

The site was developed long before parking requirements were established. With the current parking requirements, the property at its roughly 80,000 square feet, would not be able to be redeveloped effectively.

- b. The granting of the variance would not have the effect of reducing the traffic capacity of any major or secondary street;

The traffic capacity of the streets adjacent to the development will not be negatively impacted. When the building was functioning as a school, it likely had more traffic than what will be experienced with the proposed 39 units of housing.

- c. The granting of the variance would be beneficial to the public safety, health or welfare, and not injurious to other property located adjacent to the proposed modification;

Currently the subject property, which occupies an entire block, is deteriorating and a frequent target for vandalism and break-ins. The redevelopment of the former school will increase public safety by redeveloping it into quality housing with professional property management.

- d. The conditions upon which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property;

The former Mandan Junior High is a unique property with historic significance which will be rejuvenated through the adaptive reuse into housing. The redevelopment will preserve the legacy of this important community asset.

- e. The variance is consistent with provisions of the zoning ordinance, comprehensive plan and proper development of the area.

The boulevard areas are wide enough to accommodate development of parking spaces in the boulevard. There are numerous parking areas in the boulevard on residential lots surrounding this property, so it would be consistent with the general feel of the neighborhood.

The area on the east side is already a parking area, so the proposed plan would only enhance the existing appearance by providing an additional buffer of green space in the boulevard.

The area on the south side would be converted from parallel parking to perpendicular parking, so it is a relatively minor change.

Overall, the proposed site plan increases the green space on the site and enhances the overall look and feel of the neighborhood while providing much needed housing for residents.

OTHER BUSINESS ITEM # 1

OTHER BUSINESS ITEM # 1



**CITY OF MANDAN
PLANNING AND ZONING COMMISSION
STAFF MEMORANDUM**

To: Planning & Zoning Commissioners
From: Robert Decker, Principal Planner
Meeting Date: August 29, 2016
Subject: Proposed Ordinance No. 1241 related to signs

Current sign requirements are administered through a policy document governing the actions of the Mandan Architectural Review Committee (MARC). This proposed ordinance formalizes those procedures by revising existing language and adding new language to Chapter 105 of the city's municipal code.

BACKGROUND:

A draft of this proposed ordinance was developed over the last year by Building Official Doug Lalim working with the Mandan Architectural Review Commission. The draft was presented for consideration at the June 27, 2016 P & Z meeting. The president asked for volunteers to assist staff in reviewing the draft.

Planning and Zoning Commission members Frank and Laber volunteered.

Wayne Munson with Indigo Signworks, Inc. was at the meeting and also volunteered.

At the next MARC meeting a request was made for a volunteer. MARC commission member Amber Larson volunteered.

Staff who participated in the review included Building Official Doug Lalim, Business Development Director Ellen Huber, Principal Planner Bob Decker and Engineering Project Manager Kim Fettig.

5 working sessions were held and numerous edits were suggested to improve language clarity and better conform to industry practice.

Staff appreciates the efforts of the sub-committee and believes that this is an improved document due to their input.

The draft was presented to the MARC at their 8/23/16 meeting. They recommended approval.

The revised draft is presented for your consideration and action.

PURPOSE: Because the current sign requirements are a policy document governing the actions of the Mandan Architectural Review Committee, there is no enforcement mechanism available to the city. This proposed ordinance places sign requirements in the zoning chapter of the city municipal code in order to provide the city code enforcement officer and other city staff with authorization to enforce the sign requirements.

PROPOSED REVISIONS: With the introduction of electronic message signs and the proliferation of portable signs and flags, it is time to upgrade the regulation of signs.

The draft ordinance reorganizes the current policy document so administrative items are first and the types of signs in alphabetical order follow. Language was updated and formatting edits were made. Major changes between the current policy document and this proposed ordinance are:

- Each type of sign has a set of standards.
- A section has been added regulating bench signs.
- The allowable wall sign size in relation to the wall that it is attached to was reduced from 40% to 20%.
- Portable sign companies must now register with the city and provide the city monthly with the location of each sign and the duration of the sign agreement.
- The number of days per calendar year that portable signs can be used has been reduced from 180 days to 90 days.
- Banners, flags and streamers are grouped under temporary signs.
- The length of streamers allowed on a lot was limited to three (3) times the width of the lot.
- Approval by NDDOT of signs in the right-of-way of streets regulated by NDDOT has been added in conformance with state law.
- Numerous edits in phrasing were made to convert the document from a policy to an ordinance.
- The standards for a sight distance triangle for fences were modified to be equal to that for signs.

The proposed ordinance includes the following topics.

- (a) *Purpose.*
- (b) *Definitions.*
- (c) *Application for permit.*
- (d) *Permit exemptions.*
- (e) *Processing of application.*
- (f) *Mandan Architectural Review Committee (MARC).*
- (g) *Unsafe or unlawful signs.*
- (h) *Non-conforming signs.*
- (i) *Maintenance and inspection.*
- (j) *General requirements and provisions.*
- (k) *Zoning district requirements.*
- (l) *Awnings and awning signs.*
- (m) *Basement business signs.*
- (n) *Benches or structures with signage.*
- (o) *Billboard signs.*
- (p) *Canopy and canopy signs.*
- (q) *Electronic signs.*
- (r) *Marquee and marquee signs.*
- (s) *Monument signs.*
- (t) *Post and panel signs.*
- (u) *Projecting signs.*
- (v) *Pylon and pole signs.*
- (w) *Roof signs.*
- (x) *Sidewalk signs.*
- (y) *Temporary signs.*
- (z) *Wall signs.*
- (aa) *Window signs.*