



AGENDA
MANDAN PLANNING & ZONING COMMISSION
COMMISSION ROOM 5:30 P.M.
MONDAY, FEBRUARY 24, 2020

Roll Call, Reading and Approval of the January 27, 2020 minutes.

PUBLIC HEARINGS

1. A request from Central Dakota Humane Society and Elmer & Alvina Madler for consideration of approval of an amendment to the City of Mandan's Land Use and Transportation Plan that serves as the City's Comprehensive Plan; a preliminary plat and zone change from A (Agricultural) and R7 (Single-Family Residential) to CB (Commercial) and A (Agricultural). Said property is all of Auditor's Lot A of the NE ¼ of Section 9 and Longhorn 1st Addition Replat (including Entzel Drive) of the NW ¼ of Section 10, Township 139N, Range 81W of Morton County, North Dakota.

A. Staff report B. Open for public comment C. Close public comment D. Commission action

Staff Recommendation: I move to approve the amendment to the land use and transportation plan as outlined in Exhibit 5, recommend approval to the change in zoning as outlined in Exhibit 6, and approve the preliminary plat presented in Exhibit 4 subject to the necessary dedication of right-of-way for the planned future arterial of 37th St.

2. A request from VE Land Company, LLC, for consideration of approval of a preliminary plat. Said property is Lot 1, Block 4, Lakewood 9th Addition of Section 1, Township 138N; Range 81W, City of Mandan, Morton County, North Dakota. The property is located at 3901 21st St. SE.

A. Staff report B. Open for public comment C. Close public comment D. Commission action

Staff Recommendation: I move to approve the preliminary plat as presented in Exhibit 2 subject to the conditions of approval contained in Exhibit 3.

3. A request from Cloverdale Foods Co. to consider approval of a preliminary plat, final plat, setback variance and variance to non-zoning/non-subdivision regulations (number of approaches). Said property is a replat of Lots 1 & 2, Block 1, Mandan Industrial Park of the SE ¼ of Section 17, Township 139N, Range 81W, City of Mandan, Morton County, North Dakota. The property is located at 3015 & 3017 34th Street NW.

A. Staff report B. Open for public comment C. Close public comment D. Commission action

Staff Recommendation: I move to approve the preliminary plat as presented in Exhibit 2, recommend approval of the final plat as presented in Exhibit 3, and recommend approval of the variance to the Gateway Overlay District I-94 Setback as presented in Exhibit 4 based on the findings in Exhibit 5.

4. A request from Dr. Eric Belanger for approval of a preliminary plat and zone change from A (Agricultural) to RM (Multi-Family Residential). Said property is part of the north half of the SE ¼ of Section 16, Township 139N, Range 81W, City of Mandan, Morton County, North Dakota.

A. Staff report B. Open for public comment C. Close public comment D. Commission action

Staff Recommendation: I move to table this item until the easement issue is resolved and the applicant determines whether or not phasing is desired.

5. Presentation by the Bismarck-Mandan MPO for consideration and potential approval of Arrive 2045, Metropolitan Transportation Plan.

A. Staff report B. Open for public comment C. Close public comment D. Commission action

Staff Recommendation: Move to recommend approval of the Arrive 2045 MTP by Resolution of Adoption.

ADJOURN

MANDAN PLANNING AND ZONING COMMISSION

MANDAN CITY HALL

January 27, 2020

The Planning and Zoning Commission of Mandan duly met in session in the meeting room of the Mandan City Hall on January 27, 2020, at 5:30 p.m. CDT.

ROLL CALL

Commissioners Present: Boehm, Klein, Knoll, Liepitz, Renner, Camisa, Vayda, Robinson

Commissioners Absent: Klemisch, Helbling, Leingang, Frank

Commissioner Camisa motions to approve the December 18, 2019 minutes. Commissioner Knoll seconds. Upon vote, the motion passes unanimously.

PUBLIC HEARINGS

1. A request from Dr. Eric Belanger for consideration of approval of an amendment to the City of Mandan's Land Use and Transportation Plan that serves as the City's Comprehensive Plan. Said property is in part of Sections 8, 9, 16 & 17, in Township 139N, Range 81W.

A. Staff report

John Van Dyke, City Planner, presents.

Eric Belanger and Wendy McNichols have submitted an application for an amendment to the comprehensive plan for approximately 550 acres in north Mandan.

City staff from multiple departments met with the applicant or the applicant's representatives Steve Iverson and Jerod Klabunde on a number of occasions to address concerns or issues that needed to be addressed in order to provide a recommendation of approval to this Commission.

Exhibits 1 and 2 highlight the land use and transportation changes overlaid on one another for ease of review of the proposed changes. Exhibits 3 and 4 include the broader plan document providing analysis and evaluation related to the provision of utilities, such as water, waste water, and storm sewer.

One of the primary changes is a proposed school site at the intersection of 38th and Sunset Dr. This site will be used as the anchor for other surrounding residential and commercial development in the vicinity. Other changes, include adjustments to the alignment of an extension of Jude Ln. (collector) and to the alignment of Sunset Dr. (arterial). Another change is the removal of some high and low density designations and replaced with medium density.

If approved, this amendment to the comprehensive plan would replace the future land uses and preliminary road layout presently planned for the area.

Staff is recommending approval of the amendment to the land use and transportation plan.

Commissioner Renner asks the Sunset Avenue extension is set in stone. John says no, it is just a plan right now. John says next will be a preliminary plat and a master tied to it. All rezones have to come back. There is no reason to delay this comp plan.

Commissioner Camisa asks if there will be a development agreement. John says yes there will be. There is no template for an agreement, but more discussion about that will take place.

Wendy McNichols, Dr. Belanger's fiancé, introduces herself and the Dr. and provides some personal background. Dr. Belanger is a neurosurgeon, has developed other projects and started a property management company. Wendy says to think Mandan. The property is over 500 acres. It could take 5-20 to fill in. It has easy access to the interstate, Walmart, Sports Complex and a mix of other commercial.

Steve Iverson, Moore Engineering, is the planner on the project. He introduces Jared Klabunde who is also from Moore Engineering and is also working on the project. He says 50 acres have been dedicated for Mandan Schools. Parks own property in the development as well. They will hopefully come back soon, possibly next month with the first plat. It will possibly be a 20 plus acre twin home development.

Commissioner Liepitz questions the land west of the park slated for medium density when it was low density. Steve says the topography is rough. There is a cliff and a ravine. It makes more sense to put something other than single-family there.

B. Open public hearing

Andy Zachmeier, Morton County Commissioner and member of the Morton County Water Board. He says county staff has looked over this plan and has no objections. They understand this is a comprehensive plan and may go through changes. He and the water board have concerns about water being pushed into the county. They would like to be included in discussions with the developers. The developers indicate this can happen.

Bob Vader, adjacent property owner. A lot of walking paths will be put in. He asks where these people utilizing the walking paths will park their vehicles. There is a 26 acre triangle where he thinks would be a good location for a parking lot. It could also serve as a buffer from the single-family homes.

Jon Schuh, lives in the area. He has a natural view and buffer and would hate to lose that. He would like to see single residential and green space around him as a buffer.

C. Close public hearing

D. Commission action.

Commissioner Liepitz asks if the triangle is open to deviation. Dr. Belanger says it will take a long long time to get to that. He says there is flexibility. He suggests going with the recommendation of city staff knowing changes are made as the plan progresses.

Commissioner Renner is concerned with traffic congestion from 1806 and Old Red Trail. Dr. Belanger says the DOT looks at those problems after the fact. The traffic has to be there before they make any adjustments.

Commissioner Camisa motions to recommend approval of the amendment to the land use and transportation plan. Commissioner Klein seconds. Upon vote, the motion passes with the following vote: Boehm-aye, Klein-aye, Knoll-aye, Liepitz-nay, Renner-aye, Camisa-aye, Vayda-nay, Robinson-aye

2. Consider recommending approval of a Zoning Ordinance to amend and re-enact Section 101-1-13 related to Amendments, amend and re-enact Section 105-1-12 related to Board of Adjustment, and remove Section 105-3-1 related to Applicability of Standards of the Mandan Code of Ordinances.

C. Staff report

John Van Dyke, City Planner, presents.

The proposed zoning text amendment surrounds application procedures for zoning applications in the City of Mandan. Presently, application procedures are located throughout the Mandan Code of Ordinances and not easily identifiable. The application procedures have been created in conjunction with the Zoning Ordinance Workgroup, which is comprised of several departments, two planning and zoning commissioners, the Morton County Planning Director, and City legal staff. The amendments are being proposed for the following reasons:

1. Clarity of procedure is important to the applicant, city staff overseeing and facilitating the process, and general public to ensure the integrity of due process.
2. Consolidating procedures of land use applications related to zoning creates efficiency for staff by reducing the amount of labor resources required to explain said procedure to prospective applicants.
3. Future staff may more easily understand the various land use application procedures related to zoning if it is clearly outlined in a step-by-step procedure.
4. Various nuances of each land use application procedure are more easily compared when consolidated in one Section and share the same organizational structure.

Legal staff provided comments since preliminary ordinance was presented to P&Z in December 2019. Changes have been incorporated into the ordinance as presented in Exhibit 1.

Engineering and Planning believe this to be an important first step in restructuring and streamlining the zoning ordinance as it is written today.

Engineering and Planning recommend approval of the ordinance as presented in Exhibit 1.

D. Open public hearing

E. Close public hearing

F. Commission action.

Commissioner Knoll motions to recommend approval of the ordinance as presented in Exhibit 1. Commissioner Camisa seconds. Upon vote, the motion passes unanimously.

OTHER BUSINESS

1. Introduction of Multi-Use Shop Ordinance.

John Van Dyke, City Planner, presents.

The attached in Exhibit 1 contains a preliminary DRAFT for code changes related to multi-use shops, commonly referred to as shop condos. The structures have become a popular type of construction. Since they have come around several issues have been arisen.

The ordinance seeks to address these deficiencies moving forward for all NEW multi-use shop construction. Existing shops could voluntarily apply if the owners collectively decided to apply.

Commissioner Camisa motions to adjourn. Commissioner Knoll seconds. Motion passes unanimously.

Meeting adjourns at 6:58 p.m.

PUBLIC HEARING # 1

PUBLIC HEARING # 1

Mandan Planning and Zoning Commission Agenda Item PH1
 For Meeting on February 24, 2020
 Mandan Engineering and Planning Office Report
Longhorn 2nd Addition
 Requested Action
**Amendment to the City's Comprehensive Plan
 (Mandan Land Use and Transportation Plan)**
Zone Change
Preliminary Plat

| Application Details | | | | |
|--|---|---|---|---|
| Applicant Elmer & Alvina Madler & Jerald C. Kemmet (on behalf of Central Dakota Humane Soc.) | Owner Elmer & Alvina Madler & Central Dakota Humane Soc. | Subdivision Longhorn 2 nd Addition | | Legal Description All of Auditor's Lot A of the NE ¼ of Section 9 and Longhorn 1st Addition Replat (including Entzel Drive) of the NW ¼ of Section 10, Township 139N, Range 81W of Morton County, North Dakota. |
| Location Southeast corner of 37 th St. and 1806 N. | | Proposed Land Use Commercial/Agriculture | Parcel Size 21.1 ac | Number of Lots 2 |
| Existing Land Use Commercial (Kennel)/Bare Land | Adjacent Land Uses Bare Land/Storage Units/Light Industrial/Rural Residential | | Current Zoning Agriculture/R-7 Residential | Proposed Zoning CB-Commercial/A-Agriculture |
| Adjacent Zoning Agriculture/R-7 Residential (across 1806 N) | | | | |
| Fees \$2,000 | Date Paid January 24, 2020 | Adjacent Property Notification Sent February 10, 2020 | Legal Notices Published February 14 and February 21, 2020 | |

Project Description

The applicants seek to amend the land use and transportation plan of the City, rezone their property, and obtain approval for the preliminary plat of Longhorn 2nd Add.

Land Use and Transportation Amendment

The land use designation is currently rural residential. The applicant would like to amend the land use and transportation plan to accommodate the existing use of commercial and expand that to apply to adjoining property owned by Mr. and Mrs. Alvina which is presently a platted residential subdivision – Longhorn 1st Add. Replat (See Exhibit 2).

No roads were constructed to serve the platted subdivision and many of the lots created are encumbered by transmission line easements that would likely prohibit any future residential construction as it is platted currently.

The proposed land use amendment would keep the rural residential designation for any lands adjacent to the property subject to this application. Central Dakota Humane Society plans to expand their operations in the coming years and this would allow them to grow in-place rather than move from the existing location.

There are presently industrial uses across 37th St. to the north. This land is located outside the extra-territorial area of the City. The applicants have consulted with P&Z Director Natalie Pierce who has informed the Morton County P&Z Commission of this application.

The proposed land use aligns with the existing use in the area to the north and on part of the subject property.

Staff is recommending approval due to the existing character of area near the intersection of 37th St. and 1806 N., to establish a commercial node accessible by neighboring residents, and its adjacency along a future minor arterial. (A commercial node at this location would be similarly spaced as those planned for in other areas of the City/ETA). The rationale for the land use amendment is summarized in Exhibit 5.

Zone Change

The applicants seek to change the zoning from A-Agriculture and R-7 Residential to CB-Commercial and A-Agriculture (See Exhibit 3). The CB-Commercial zoning designation would accommodate the existing use of kennel and allow for the expansion onto adjoining land in the future. The CB-Commercial zoning district would apply to the same area that is being proposed through the amendment to the land use and transportation plan. The A-Agriculture zone would apply to the remainder of property and align with the neighboring land to the south. The applicant would like to preserve this land as A-agriculture at this time to ensure the ability to farm.

Staff is recommending approval of the rezone with RESTRICTIONS as follows:

CB-Commercial:

- Kennel

A-Agricultural:

- Field crop farming;
- Commercial flower growing;
- Fruit growing;
- Tree, shrub or plant nursery; and
- Livestock raising or feeding

Preliminary Plat

The preliminary plat shows two lots (See Exhibit 4). One lot will be served by a 40' access easement. No access lines have been required along 1806 N. and along 37th St. to ensure the same access point is utilized for both proposed lots.

Staff recommends approval of the preliminary plat as proposed in Exhibit 4 with the following requirements:

37th St. right-of-way will dedicate additional right-of-way as needed to meet arterial road width as planned for 37th St. in the future.

Agency & Other Department Comments

Ellen Huber, Communications and Business Development Director supports this request by the applicant.

Natalie Pierce, Morton County Planning and Zoning Director supports this request by the applicant.

Engineering & Planning Staff Comments

The restriction on CB-Commercial is due to the amount of traffic that is currently and potentially generated as Central Dakota Humane Society expands. Other uses could trigger substantial traffic impacts to that intersection. Any rezone to remove the restrictions in the future could require a traffic impact study to determine the effects on the intersection of 37th and 1806 N. This restriction is necessary at this time. The restriction for A-Agriculture is to ensure that some of the uses that are allowed in the A-Agricultural zone are not conducted in close proximity to the R-7 Residential development across 1806 N. and agriculturally zoned, but rural residentially used properties to the south.

Engineering & Planning Recommendation

The Engineering and Planning Department recommend approval of the amendment to the land use and transportation plan as outlined in Exhibit 5, recommend approval to the change in zoning as outlined in Exhibit 6, and approve the preliminary plat presented in Exhibit 4 subject to the necessary dedication of right-of-way for the planned future arterial along 37th St.

Proposed Motion

I move to approve the amendment to the land use and transportation plan as outlined in Exhibit 5, recommend approval to the change in zoning as outlined in Exhibit 6, and approve the preliminary plat presented in Exhibit 4 subject to the necessary dedication of right-of-way for the planned future arterial of 37th St.

List of Exhibits:

- Exhibit 1 – Application
- Exhibit 2 – Current-Proposed Future Land Use Map
- Exhibit 3 – Zone Change Map
- Exhibit 4 – Preliminary Plat
- Exhibit 5 – Resolution Amending Mandan Land Use and Transportation Plan
- Exhibit 6 – Proposed Change in Zoning Map

EXHIBIT 1

| CITY OF MANDAN | | | |
|---|--|-------------------------------------|--|
| Development Review Application | | | |
| <input type="checkbox"/> | Minor Plat (\$300) | <input checked="" type="checkbox"/> | Zone Change (\$600) |
| <input checked="" type="checkbox"/> | Preliminary Plat up to 20 acres (\$400) | <input type="checkbox"/> | Planned Unit Development (\$700) |
| <input type="checkbox"/> | Preliminary Plat more than 20 acres (\$450) | <input checked="" type="checkbox"/> | Land Use and Transportation Plan Amendment (\$1,000) |
| <input type="checkbox"/> | Final Plat up to 20 lots (\$400) | <input type="checkbox"/> | Vacation (\$500) |
| <input type="checkbox"/> | Final Plat 21 to 40 lots (\$550) | <input type="checkbox"/> | Variance (\$400) |
| <input type="checkbox"/> | Final Plat more than 40 lots (\$700) | <input type="checkbox"/> | Special Use Permit (\$450) |
| <input type="checkbox"/> | Annexation (\$450) | <input type="checkbox"/> | Stormwater submittal (\$300) |
| <input type="checkbox"/> | Masterplanned Subdivision (not accepted without preliminary plat) (\$250) | <input type="checkbox"/> | Stormwater 2 nd & subsequent resubmittal (\$50) |
| <input type="checkbox"/> | Appeals to Administrative Denials (Variance to Non-zoning/Non-subdivision regulations) (\$250) | <input type="checkbox"/> | |
| Summary of Request (Add separate sheet(s) as necessary) | | | |
| Replat Longhorn 1st Add. Replat, and combine with Aud. Lot "A" of NE1/4 Sec. 9 T139N-R81W | | | |

| Engineer/Surveyor | | | Property Owner or Applicant | | |
|---|-------|--------------|---------------------------------------|-------|-------|
| Name Mark Isaacs/Toman Engineering Co | | | Name Central Dakota Humane Society | | |
| Address 501 1st St NW | | | Address 2104 37th St | | |
| City | State | Zip | City | State | Zip |
| Mandan | ND | 58554 | Mandan | ND | 58554 |
| email | | | email | | |
| mark@tomanengineering.com | | | | | |
| Phone | | Fax | Phone | | Fax |
| 701-663-6483 | | 701-663-0923 | | | |
| If the applicant is not the current owner, the current owner must submit a notarized statement authorizing the applicant to proceed with the request. | | | | | |

| Location | | Type | | Existing Zone | Proposed Zone | Project Name | |
|---|--------------------|-------------------------------------|-------------|---|---------------|-------------------------------------|----------|
| <input type="checkbox"/> | City | <input checked="" type="checkbox"/> | ETA | <input type="checkbox"/> | New | <input checked="" type="checkbox"/> | Addition |
| | | | | A & R7 | CB | Longhorn 2nd Addition | |
| Property Address | | | | Legal Description | | | |
| N/A | | | | All of Aud. Lot "A" of NE1/4, Section 9 & | | | |
| Current Use | | | | Longhorn 1st Addition Replat | | | |
| Industrial (Humane Society)/R7(Longhorn) | | | | | | | |
| Proposed Use | | | | | | | |
| Lot 1-Expansion of Humane Society/Lot 2-No Change | | | | Section 10 | Township 139 | Range 81 | |
| Parcel Size | Building Footprint | Stories | Building SF | Required Parking | | Provided Parking | |
| 21.07 AC± | | | | | | | |

| | | | | |
|------------------------|------------|------------------------|-----------|-----------|
| <i>Jerald C Kennel</i> | Print Name | <i>Jerald C Kennel</i> | Signature | Date |
| | | CDHS | | 1/24/2020 |

| Office Use Only | | | | |
|--------------------------|---------------------------|-------------------|----------------|--|
| Date Received: | Initials: <i>nm</i> | Fees Paid: \$2000 | Date 1/24/2020 | |
| Notice in paper | Mailed to neighbors | P&Z meeting | | |
| <input type="checkbox"/> | Approved | | | |
| <input type="checkbox"/> | Approved with conditions: | | | |
| <input type="checkbox"/> | Denied | | | |

| CITY OF MANDAN | | |
|--|-------------------------------------|--|
| Development Review Application | | |
| <input type="checkbox"/> Minor Plat (\$300) | <input checked="" type="checkbox"/> | Zone Change (\$600) |
| <input checked="" type="checkbox"/> Preliminary Plat up to 20 acres (\$400) | <input type="checkbox"/> | Planned Unit Development (\$700) |
| Preliminary Plat more than 20 acres (\$450) | <input checked="" type="checkbox"/> | Land Use and Transportation Plan Amendment (\$1,000) |
| Final Plat up to 20 lots (\$400) | <input type="checkbox"/> | Vacation (\$500) |
| Final Plat 21 to 40 lots (\$550) | <input type="checkbox"/> | Variance (\$400) |
| Final Plat more than 40 lots (\$700) | <input type="checkbox"/> | Special Use Permit (\$450) |
| Annexation (\$450) | <input type="checkbox"/> | Stormwater submittal (\$300) |
| Masterplanned Subdivision (not accepted without preliminary plat) (\$250) | <input type="checkbox"/> | Stormwater 2 nd & subsequent resubmittal (\$50) |
| Appeals to Administrative Denials (Variance to Non-zoning/Non-subdivision regulations) (\$250) | <input type="checkbox"/> | |
| Summary of Request (Add separate sheet(s) as necessary) | | |
| Replat Longhorn 1st Add. Replat, and combine with Aud. Lot "A" of NE1/4 Sec. 9 T139N-R81W | | |

| Engineer/Surveyor | | | Property Owner or Applicant | | |
|---|--------------|-------|-------------------------------|-------|-------|
| Name Mark Isaacs/Toman Engineering Co | | | Name Elmer & Alvina Madler | | |
| Address 501 1st St NW | | | Address 3740 Highway 1806 | | |
| City | State | Zip | City | State | Zip |
| Mandan | ND | 58554 | Mandan | ND | 58554 |
| email | | | email | | |
| mark@tomanengineering.com | | | | | |
| Phone | | | Phone | | |
| 701-663-6483 | 701-663-0923 | | | | |
| If the applicant is not the current owner, the current owner must submit a notarized statement authorizing the applicant to proceed with the request. | | | | | |

| Location | | Type | | Existing Zone | Proposed Zone | Project Name | |
|---|---|---------|--|---|---------------|--------------------------------|--|
| City | <input checked="" type="checkbox"/> ETA | New | <input checked="" type="checkbox"/> Addition | A & R7 | CB | Longhorn 2nd Addition | |
| Property Address | | | | Legal Description | | | |
| N/A | | | | All of Aud. Lot "A" of NE1/4, Section 9 & | | | |
| Current Use | | | | Longhorn 1st Addition Replat (incl. Entzel Drive) | | | |
| Industrial (Humane Society)/R7(Longhorn) | | | | | | | |
| Proposed Use | | | | Section 10 Township 139 Range 81 | | | |
| Lot 1-Expansion of Humane Society/Lot 2-No Change | | | | | | | |
| Parcel Size | Building Footprint | Stories | Building SF | Required Parking | | Provided Parking | |
| 21.07 AC± | | | | | | | |
| Elmer Madler <small>Print Name</small> | | | Elmer Madler <small>Signature</small> | | | 1-24-20 <small>Date</small> | |
| Alvina Madler | | | Alvina Madler | | | 1-24-20 | |

| Office Use Only | | | |
|-----------------------------------|---------------------------|-------------------|-----------------|
| Date Received: | Initials: nm | Fees Paid: \$2000 | Date: 1/24/2020 |
| Notice in paper | Mailed to neighbors | P&Z meeting | |
| <input type="checkbox"/> Approved | Approved with conditions: | | |
| <input type="checkbox"/> Denied | | | |

January 27, 2020

City of Mandan
Planning & Zoning
205 2nd Ave. NW
Mandan, ND 58554

Attn: John Van Dyke

RE: Amendment to Mandan Land Use Plan
Longhorn 2nd Addition Preliminary Plat
TECo #4470

The Central Dakota Humane Society has entered into a Purchase Agreement with Elmer and Alvina Madler for the purchase of all of Longhorn 1st Addition Replat Lying in and Being Part of the NW1/4 of Section 10, T139N-R81W. This property lies within the City of Mandan 2 mile ETA. We are hereby requesting a land use amendment.

Madler's property (Longhorn 1st Addition Replat) lies adjacent to the Central Dakota Humane Society Complex north of Mandan, which opened in 1994.

Currently, the Society is planning to expand their facility, create safe and open walking trails within the property, and enlarge their outside facility areas. This makes the adjacent property ideal because of its location.

Longhorn 1st Addition Replat is currently zoned R7 and the Central Dakota Humane Society property is Zone A. Part of the Purchase Agreement is to secure a zone change approval prior to the land sale.

Central Dakota Humane Society and the Madlers have submitted applications for Preliminary Plat, Zone Change and Land Use Amendment approvals. This is for all of the Longhorn 1st Addition and Humane Society property which will be combined into 2 lots. The request is for a Zone Change to CB Commercial for the entire property.

Zoning as it exists today is:

To the North (37th St.) which lies in Morton County is zoned Industrial (See attached exhibit).

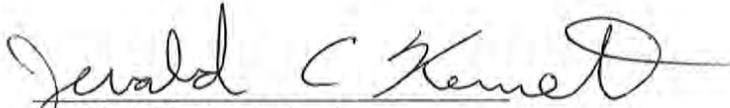
To the West (1806) the land is currently zoned Agricultural and Rural Residential (See attached exhibit).

The property to the East is shown as land for Public Use on the current Regional Land Use Plan.

With the proposed Zone Change request the properties use will remain as they are today. The request as submitted will enhance the Central Dakota Humane Societies property to expand and fulfill our mission statement.

The property as proposed (Longhorn 2nd Addition) both platting and zoning will blend into the existing area as it has over the last 26 years and continue to serve the community.

Thank you for your consideration.

A handwritten signature in black ink that reads "Gerald C. Kemmet". The signature is written in a cursive style with a horizontal line underneath the name.

Gerald C. Kemmet, President
Central Dakota Humane Society

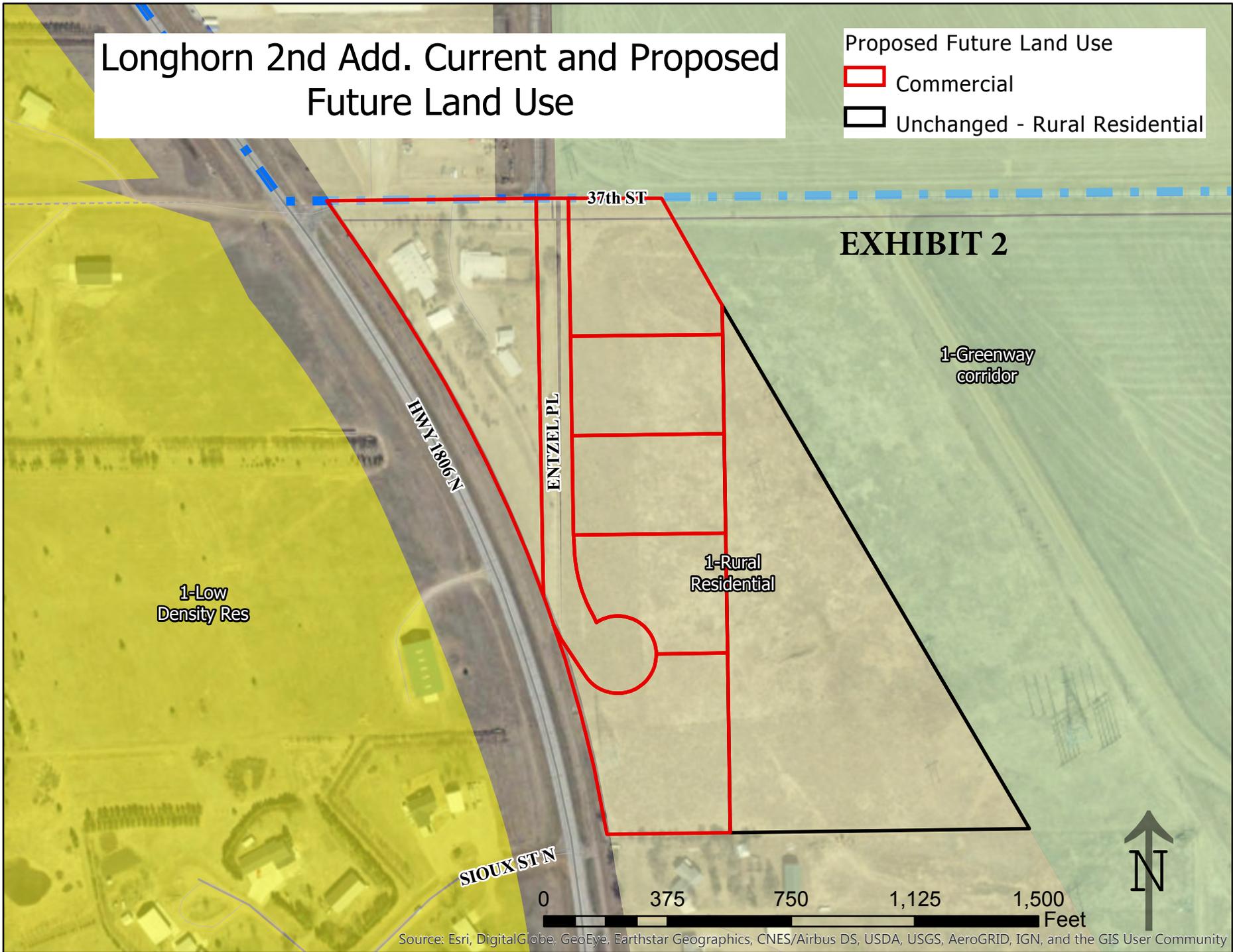
Cc Toman Engineering Co.
Enc Zoning Maps
GIS Maps

Longhorn 2nd Add. Current and Proposed Future Land Use

Proposed Future Land Use

-  Commercial
-  Unchanged - Rural Residential

EXHIBIT 2



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

ZONE CHANGE MAP

EXHIBIT 3

1/27/2020

Zoning Map Online - Public

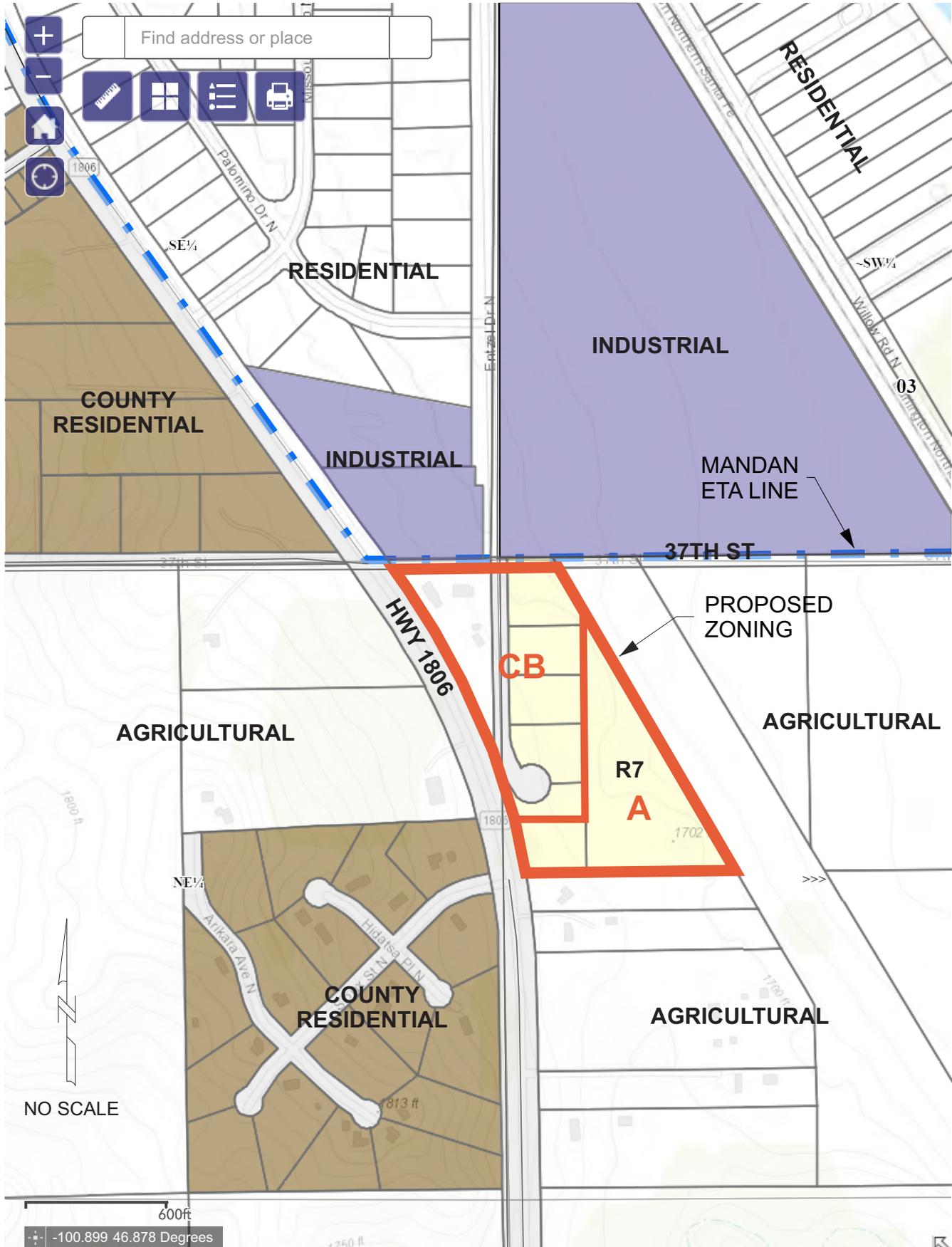


EXHIBIT 5

RESOLUTION AMENDING THE COMPREHENSIVE PLAN FOR THE DEVELOPMENT OF THE CITY OF MANDAN, NORTH DAKOTA Planning and Zoning Commission City of Mandan, North Dakota

WHEREAS, North Dakota Century Code Section 40-48-08 requires that the planning commission make and adopt a master plan for the physical development of the municipality and of any land outside its boundaries which, in the commission's judgement, bears a relation to the planning of the municipality; and

WHEREAS, North Dakota Century Code Section 40-48-09 requires that the planning commission make careful and comprehensive surveys and studies of present conditions and future growth of the municipality with due regard to its relation to neighboring territory; and

WHEREAS, North Dakota Century Code Section 40-48-10 requires that before adopting the master plan or any part of it or any substantial amendment thereof, the planning commission hold at least one public hearing thereon; and

WHEREAS, City staff met with the applicants/property owners and their consultant numerous times to discuss the proposed amendment; and

WHEREAS, The owners of the subject property submitted an application to amend the land use and transportation plan for the land as illustrated in Exhibit 'A' from Rural Residential to Commercial; and

WHEREAS, The application has been evaluated by numerous internal departments and external agencies and found to be favorable to the existing land use planned for the subject property; and

WHEREAS, The amendment is greatly informed by the existing use as commercial on part of the property subject to this resolution, the planned future minor arterial to run along 37th St., and existing industrial/commercial uses to the north of the subject property located outside the extra-territorial area of the City at this time, and existing plan's practice of utilizing commercial nodes to serve area residents.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF MANDAN, NORTH DAKOTA, THAT:

1. The Future Land Use Map of the Comprehensive Plan is hereby amended; and
2. The Comprehensive Plan shall be presented to the City Commission for approval as required by North Dakota Century Code Section 40-48-11; and
3. Upon approval by the City Commission, staff is instructed to publish and distribute the plan; and
4. Staff is instructed to report back to the Planning and Zoning Commission at least annually regarding implementation of the plan.

Dated this 24th day of February 2020

President, Planning and Zoning Commission

ATTEST:

Planning and Zoning Secretary

EXHIBIT 'A'

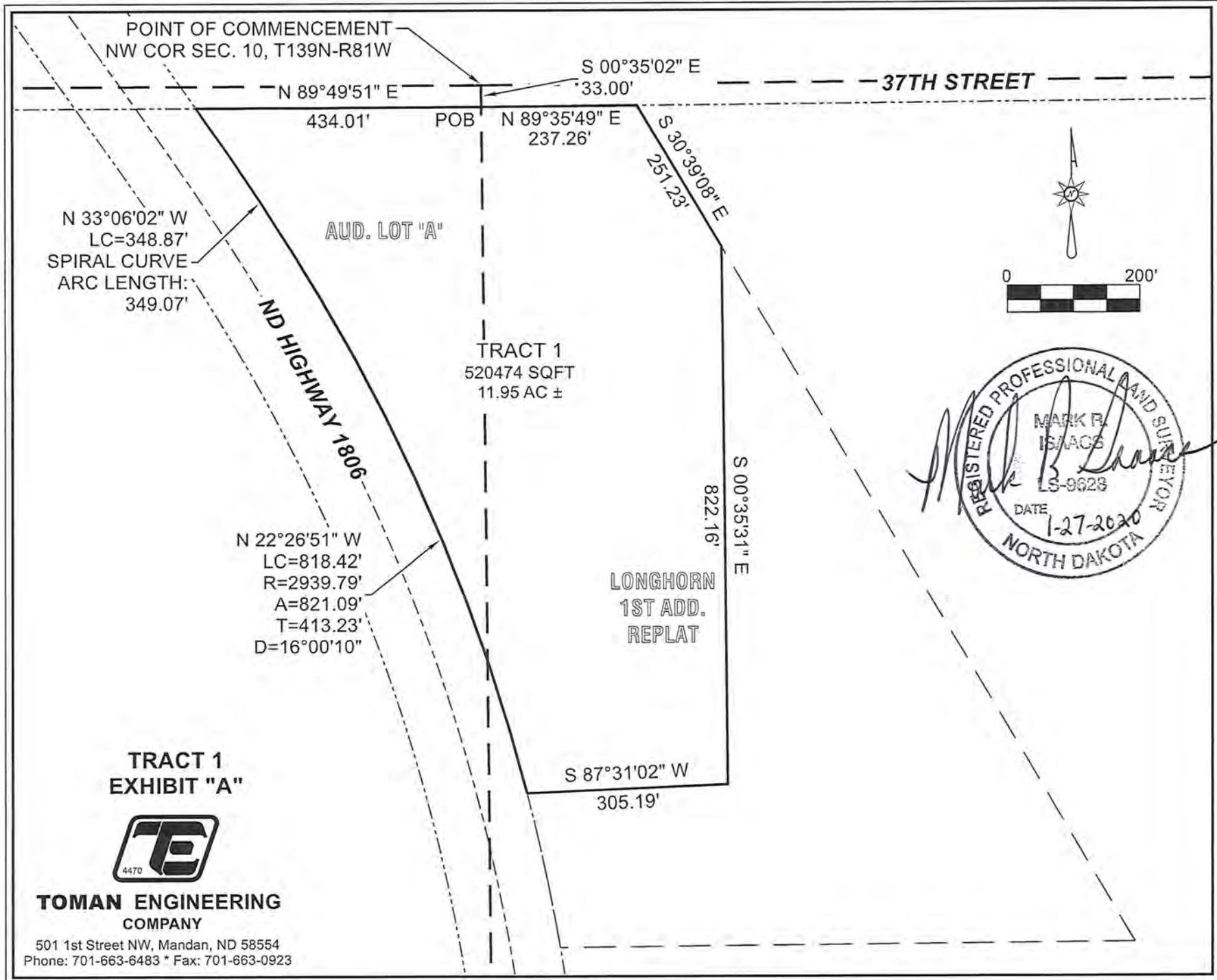


EXHIBIT 6

ORDINANCE NO. 13XX

AN ORDINANCE TO AMEND AND REENACT SECTION 105-2-2 OF THE MANDAN CODE OF ORDINANCES RELATING TO DISTRICT BOUNDARIES AND ZONING MAP OF THE CITY OF MANDAN, MORTON COUNTY, NORTH DAKOTA.

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

SECTION 1. ZONING AMENDMENT. Section 105-2-2 of the Mandan Code of Ordinances is amended to read as follows:

TRACT 1 OF EXHIBIT 'A' (PROPOSED LOT 1, BLOCK 1 OF LONGHORN 2ND ADDITION) BEING ALL OF AUDITOR'S LOT "A" OF THE NE1/4 OF SECTION 9, AND PART OF LONGHORN 1ST ADDITION REPLAT (INCLUDING ENTZEL DRIVE) OF THE NW1/4 OF SECTION 10, TOWNSHIP 139 NORTH, RANGE 81 WEST OF THE 5TH PRINCIPAL MERIDIAN, OF THE CITY OF MANDAN, MORTON COUNTY, NORTH DAKOTA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SECTION 9, T139N-R81W; THENCE SOUTH 00°35'02" EAST ALONG THE WEST BOUNDARY LINE OF SAID SECTION 9 FOR 50.00 FEET TO A POINT ON A LINE 50 FEET SOUTH OF AND PARALLEL TO THE NORTH BOUNDARY LINE OF SAID SECTION 9, SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE NORTH 89°35'49" EAST ALONG SAID PARALLEL LINE FOR 247.12 FEET TO A POINT ON THE EAST BOUNDARY LINE OF LONGHORN 1ST ADDITION OF THE CITY OF MANDAN, MORTON COUNTY, NORTH DAKOTA; THENCE SOUTH 30°39'08" EAST ALONG THE EAST BOUNDARY LINE FOR 231.55 FEET; THENCE SOUTH 00°35'31" EAST FOR 822.16 FEET; THENCE SOUTH 87°31'02" WEST FOR 305.19 FEET TO A POINT ON THE EASTERLY BOUNDARY LINE OF ND HIGHWAY 1806, SAID POINT ALSO BEING ON THE ARCE OF A CURVE TO THE LEFT HAVING A RADIUS OF 2939.79 FEET RADIUS; THENCE ALONG SAID CURVE TO THE LEFT, AND ALONG SAID EASTERLY RIGHT-OF-WAY LINE (THE CHORD OF WHICH BEARS NORTH 22°26'51" WEST, 818.42 FEET) AN ARC LENGTH OF 821.09 FEET TO THE C.S. (CURVE TO SPIRAL) OF A CURVE TO THE LEFT HAVING A RAIDUS OF 2939.79 FEET; THENCE ALONG SAID SPIRAL CURVE, AND CONTINUING ALONG SAID EASTERLY RIGHT-OF-WAY LINE (THE CHORD OF WHICH BEARS NORTH 32°59'16" WEST, 328.03 FEET) A SPIRAL CURVE LENGTH OF 328.12 FEET TO A POINT ON A LINE 50 FEET SOUTH OF AND PARALLEL TO THE NORTH BOUNDARY LINE OF SECTION 10, T139N-R81W; THENCE NORTH 89°49'51" EAST ALONG SAID PARALLEL LINE FOR 422.35 FEET TO THE POINT OF BEGINNING. SAID TRACT OF LAND CONTAINING 11.69 ACRES, MORE OR LESS.

Said tract shall be removed from the A-Agricultural and R-7 Residential District and be included in the CB – Commercial District **WITH RESTRICTIONS**. The allowable uses are limited to the following:

- **Kennel**

AND

TRACT 2 OF EXHIBIT 'A' (**PROPOSED LOT 2, BLOCK 1 OF LONGHORN 2ND ADDITION**) BEING A PART OF AUDITOR'S LOT "A" OF THE NE1/4 OF SECTION 9, AND PART OF LONGHORN 1ST ADDITION REPLAT OF THE NW1/4 OF SECTION 10, TOWNSHIP 139 NORTH, RANGE 81 WEST OF THE 5TH PRINCIPAL MERIDIAN, OF THE CITY OF MANDAN, MORTON COUNTY, NORTH DAKOTA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SECTION 9, T139N-R81W; THENCE NORTH 89°35'50" EAST ALONG THE NORTH BOUNDARY LINE OF SAID SECTION 9 FOR 218.12 FEET TO THE NORTHEAST CORNER OF LONGHORN 1ST ADDITION REPLAT OF THE CITY OF MANDAN, MORTON COUNTY, NORTH DAKOTA ; THENCE SOUTH 30°39'08" EAST ALONG THE EAST BOUNDARY LINE OF SAID LONGHORN 1ST ADDITION REPLAT FOR 289.43 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 30°39'08" EAST FOR 1235.45 FEET TO THE SOUTHEAST CORNER OF SAID LONGHORN 1ST ADDITION REPLAT; THENCE SOUTH 89°30'17" WEST ALONG THE SOUTH BOUNDARY LINE OF SAID LONGHORN 1ST REPLAT FOR 875.91 FEET TO THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 2939.79 FEET, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF SAID LONGHORN 1ST ADDITION REPLAT; THENCE ALONG SAID CURVE TO THE LEFT, AND ALONG THE WEST BOUNDARY LINE OF SAID LONGHORN 1ST ADDITION REPLAT (THE CHORD OF WHICH BEARS NORTH 12°06'10" WEST, 240.41 FEET) AN ARC LENGTH OF 240.48 FEET; THENCE NORTH 87°31'02" EAST FOR 305.19 FEET; THENCE NORTH 00°35'31" WEST FOR 822.16 FEET TO THE POINT OF BEGINNING. SAID TRACT OF LAND CONTAINING 9.14 ACRES, MORE OR LESS.

Said tract shall be removed from the R-7 Residential District and be included in the A-Agricultural District **WITH RESTRICTIONS**. The allowable uses are limited to the following:

- **Field crop farming;**
- **Commercial flower growing;**
- **Fruit growing;**
- **Tree, shrub or plant nursery; and**
- **Livestock raising or feeding**

SECTION 2. RE-ENACTMENT. Section 105-2-2 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.

Tim Helbling, President
Board of City Commissioners

Attest:

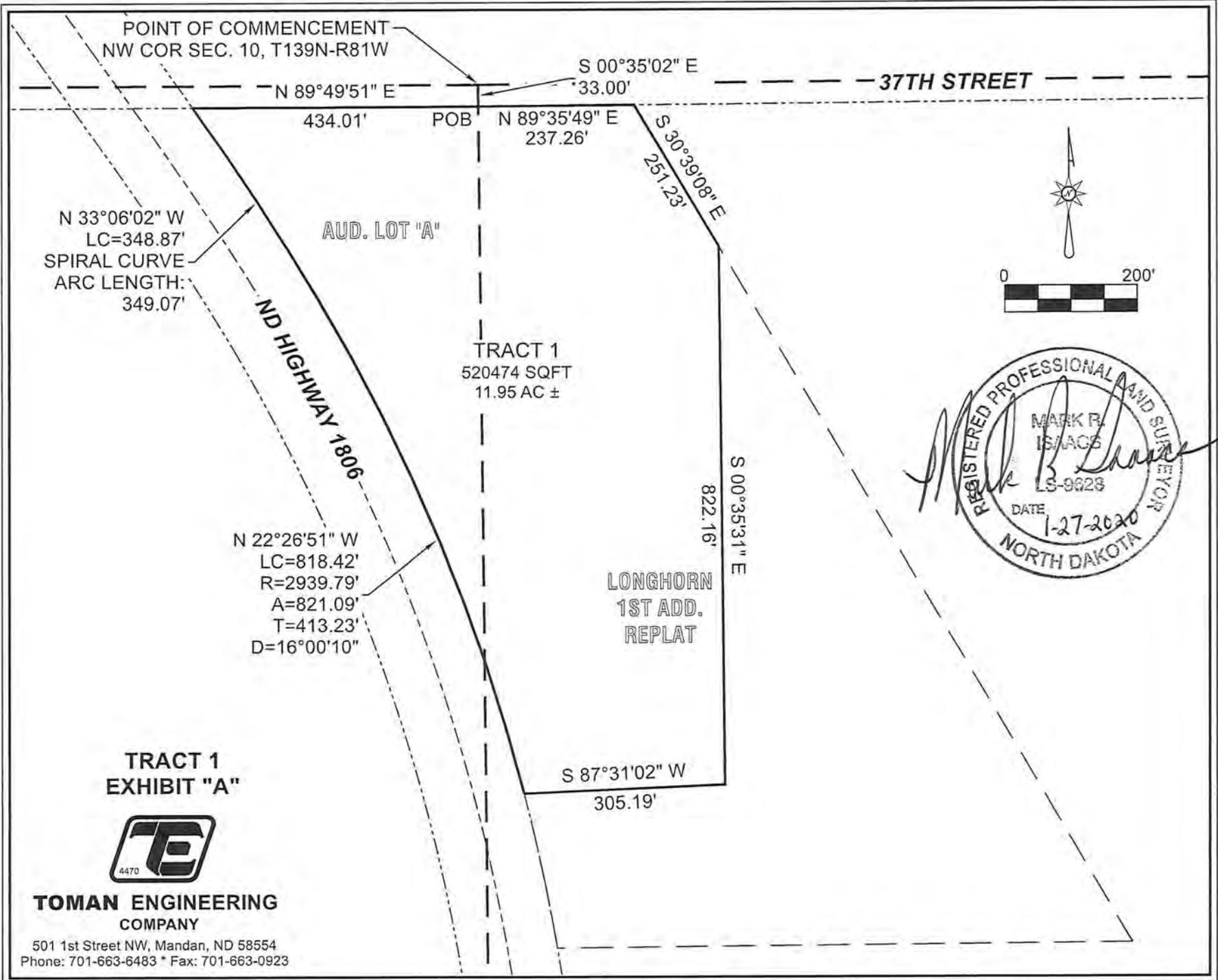
Jim Neubauer
City Administrator

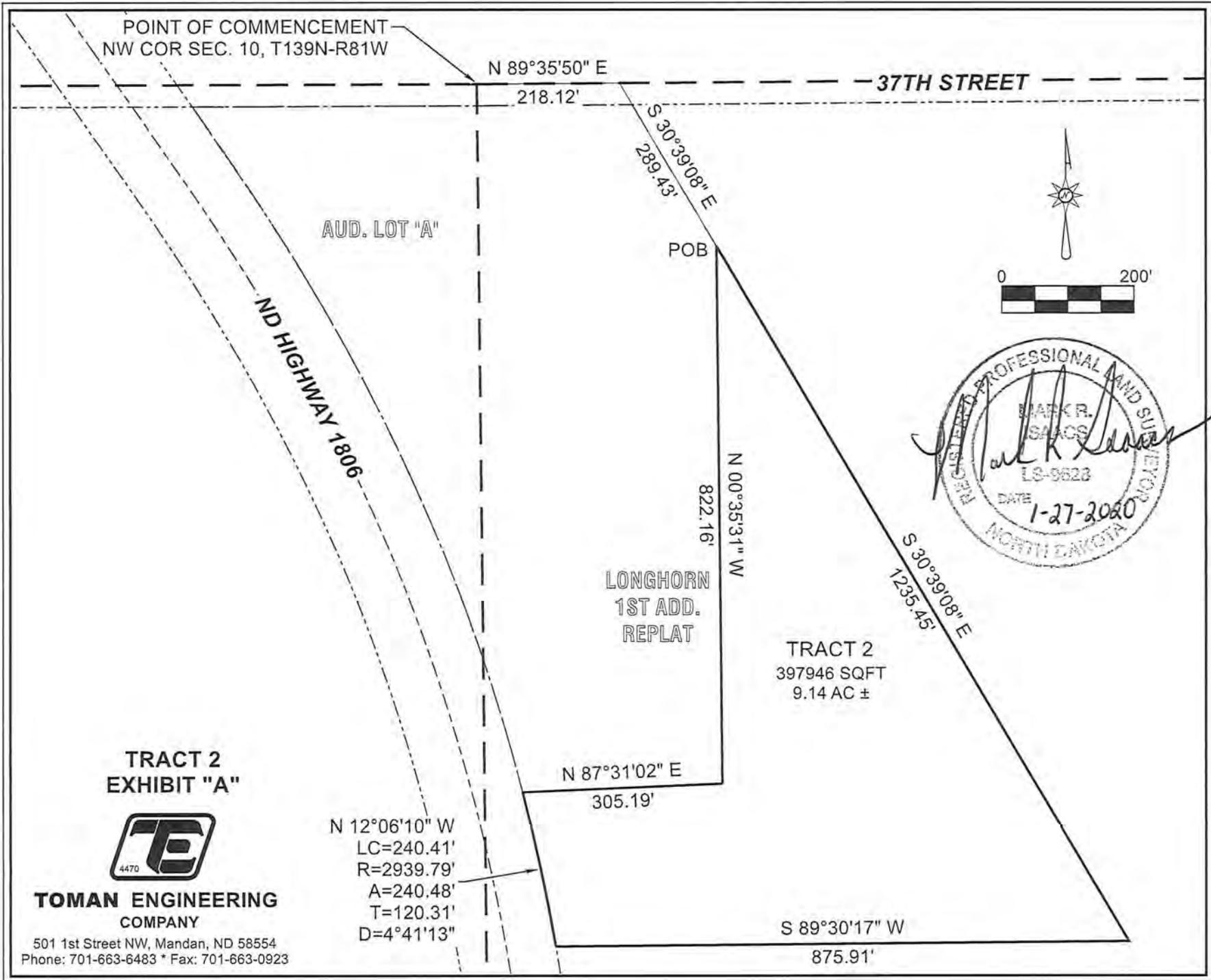
Planning and Zoning Commission:
First Consideration:
Second Consideration and Final Passage:
Recording Date:

February 24, 2020

March 17, 2020

April 7, 2020





POINT OF COMMENCEMENT
NW COR SEC. 10, T139N-R81W

N 89°35'50" E

— 37TH STREET —

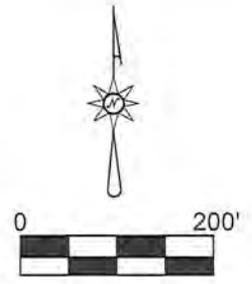
218.12'

S 30°39'08" E
289.43'

AUD. LOT "A"

POB

ND HIGHWAY 1806



LONGHORN
1ST ADD.
REPLAT

N 00°35'31" W
822.16'

TRACT 2
397946 SQFT
9.14 AC ±

S 30°39'08" E
1235.45'

TRACT 2
EXHIBIT "A"



**TOMAN ENGINEERING
COMPANY**

501 1st Street NW, Mandan, ND 58554
Phone: 701-663-6483 * Fax: 701-663-0923

N 12°06'10" W
LC=240.41'
R=2939.79'
A=240.48'
T=120.31'
D=4°41'13"

N 87°31'02" E
305.19'

S 89°30'17" W
875.91'

PUBLIC HEARING #2

PUBLIC HEARING #2

Mandan Planning and Zoning Commission Agenda Item PH2
 For Meeting on February 24, 2020
 Mandan Engineering and Planning Office Report
Lakewood 9th Add. Replat of Lot 1, Block 4
 Requested Action
Preliminary Plat

| Application Details | | | | |
|--|---|--|---|--|
| Applicant Arthur Goldhammer | Owner VE Land Company | Subdivision Lakewood 9th Add. Replat of Lot 1, Block 4 | Legal Description Lot 1, Block 4, Lakewood 9 th Addition, Part of the NE ¼ of Section 1, Township 138N, Range 81W, To the City of Mandan, Morton County, North Dakota | |
| Location Southeast corner of 37 th St. and 1806 N. | | Proposed Land Use Commercial/Agriculture | Parcel Size 21.1 ac | Number of Lots 2 |
| Existing Land Use Open Space/Retention Pond | Adjacent Land Uses Commercial/Multi-family Residential/Single-family Residential | Current Zoning PUD | Proposed Zoning PUD (Unchanged) | Adjacent Zoning PUD/CB- Commercial |
| Fees \$400 | Date Paid January 3, 2020 | Adjacent Property Notification Sent January 28, 2020 | Legal Notices Published None Required for Preliminary Plats | |

| Project Description |
|---|
| <p>Art Goldhammer, on behalf of the VE Land Company, seeks approval for a preliminary plat of Lot 1, Block 4, Lakewood 9th Add.</p> <p>The property is currently a stormwater retention pond that was over built as the surrounding developments utilized the dirt from this lot to fill and elevate out of the floodplain. Due to the stormwater pond being developed over capacity, there is potential for the lot to be partially filled and elevated thereby creating four new lots (See Exhibit 2). Three of the lots will have street frontage along 21st St. SE. The lot in the rear will continue to function to facilitate stormwater flows and be held in common ownership by the three street-fronting lots proposed.</p> <p>The property is zoned PUD, where these lots will continue to be restricted to limited uses in the CB-Commercial District.</p> <p>Staff received two calls from neighboring property owners. One neighbor indicated that he was happy to hear that the lot abutting their property would still function as a stormwater pond and provide a buffer to the development near 21st. The other property owner was just curious what was being proposed.</p> <p>Staff is recommending approval of the preliminary plat subject to a few conditions already shared with the applicant (See Exhibit 3). The applicant indicated they were amenable to the conditions.</p> |
| Agency & Other Department Comments |
| <p>Natalie Pierce, Morton County Planning and Zoning Director indicated concerns about the size and maintenance of the stormwater facility moving forward</p> |
| Engineering & Planning Staff Comments |
| <p>Comments/Concerns are included in the “Conditions of Approval” contained in Exhibit 3.</p> |

Engineering & Planning Recommendation

Engineering and Planning recommend approval of the preliminary plat as presented in Exhibit 2 subject to the conditions of approval contained in Exhibit 3.

Proposed Motion

I move to approve the preliminary plat as presented in Exhibit 2 subject to the conditions of approval contained in Exhibit 3.

List of Exhibits:

Exhibit 1 – Application

Exhibit 2 – Preliminary Plat

Exhibit 3 – Conditions of Approval

EXHIBIT 1

| CITY OF MANDAN | |
|--|--|
| Development Review Application | |
| <input type="checkbox"/> | Minor Plat (\$300) |
| <input checked="" type="checkbox"/> | Preliminary Plat up to 20 acres (\$400) |
| <input type="checkbox"/> | Preliminary Plat more than 20 acres (\$450) |
| <input type="checkbox"/> | Final Plat up to 20 lots (\$400) |
| <input type="checkbox"/> | Final Plat 21 to 40 lots (\$550) |
| <input type="checkbox"/> | Final Plat more than 40 lots (\$700) |
| <input type="checkbox"/> | Annexation (\$450) |
| <input type="checkbox"/> | Masterplanned Subdivision (not accepted without preliminary plat) (\$250) |
| <input type="checkbox"/> | Appeals to Administrative Denials (Variance to Non-zoning/Non-subdivision regulations) (\$250) |
| Summary of Request (Add separate sheet(s) as necessary) | |
| Lot split/preliminary plat for future development of Animal Rescue Pet Clinic & Grooming Facility and/or other uses allowed in O1216 | |

| Engineer/Surveyor | | | Property Owner or Applicant | | |
|---|-------------|--------------|---------------------------------|-------------|--------------|
| Name Swenson Hagen & Co | | | Name VE Land Company, LLC | | |
| Address 909 Basin Ave | | | Address 3100 N 14th Street | | |
| City Bismarck | State ND | Zip 58504 | City Bismarck | State ND | Zip 58503 |
| email lniemiller@swensonhagen.com | | | email arthur@verityhomes.com | | |
| Phone 701-223-2600 | | Fax | Phone 701-663-4117 | | Fax |
| If the applicant is not the current owner, the current owner must submit a notarized statement authorizing the applicant to proceed with the request. | | | | | |

| Location | | Type | | Existing Zone | Proposed Zone | Project Name | |
|-------------------------------------|--------------------|--------------------------|-------------|--------------------------|---------------|--------------------------|----------|
| <input checked="" type="checkbox"/> | City | <input type="checkbox"/> | ETA | <input type="checkbox"/> | New | <input type="checkbox"/> | Addition |
| Property Address | | | | PUD | | Lakewood 9th Replat | |
| Current Use | | | | Legal Description | | | |
| N/A | | | | Lot 1 Block 4 | | | |
| Proposed Use | | | | Lakewood 9th Addition | | | |
| | | | | Section 1 | Township 138 | Range 81 | |
| Parcel Size | Building Footprint | Stories | Building SF | Required Parking | | Provided Parking | |

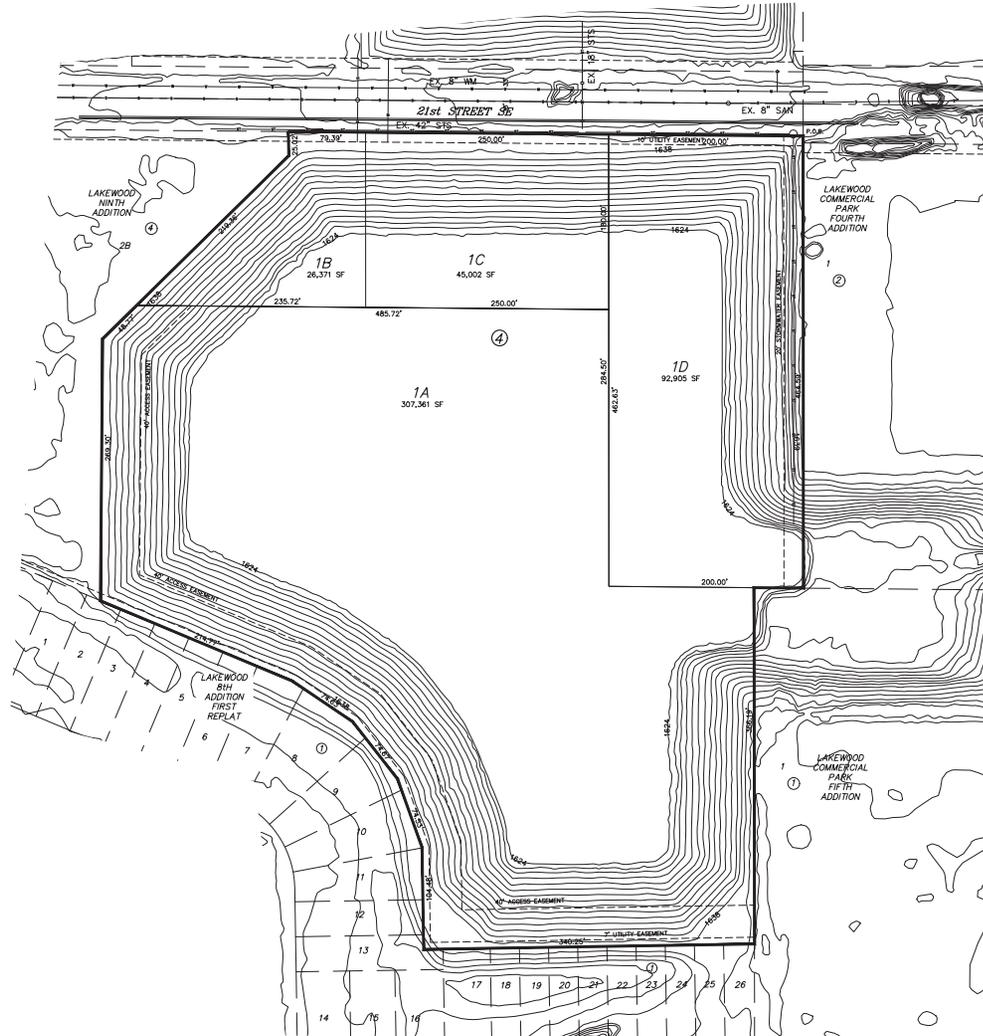
| | | |
|--------------------------------|---|------------------|
| Print Name Arthur Goldammer | Signature  | Date 1/3/2020 |
|--------------------------------|---|------------------|

| Office Use Only | | | |
|-----------------------------------|---------------------------|-------------------|---------------|
| Date Received: | Initials: nm | Fees Paid: \$ 400 | Date 1/3/2020 |
| Notice in paper | Mailed to neighbors | P&Z meeting | |
| <input type="checkbox"/> Approved | Approved with conditions: | | |
| <input type="checkbox"/> Denied | | | |

EXHIBIT 2

LAKESWOOD NINTH ADDITION REPLAT OF LOT 1 BLOCK 4

PART OF THE NE 1/4 OF SECTION 1, TOWNSHIP 138 NORTH, RANGE 81 WEST
TO THE CITY OF MANDAN, MORTON COUNTY, NORTH DAKOTA



LOCATION MAP

10.83 ACRES
EXISTING ZONING: PUD
4 LOTS

OWNER: VE LAND COMPANY, LLC
ADDRESS: 3100 N. 14TH ST.
BISMARCK, ND 58503
PHONE: (701) 354-2846



0 30' 60'
SCALE - 1" = 60"

VERTICAL DATUM: NAVD 88

JANUARY 3, 2019



SWENSON, HAGEN & COMPANY P.C.

909 Basin Avenue
Bismarck, North Dakota 58504
sheng@swensonhagen.com
Phone: (701) 223-2600
Fax: (701) 223-2600

Surveying
Hydrology
Land Planning
Civil Engineering
Landscape & Site Design
Construction Management

EXHIBIT 3

Conditions of Approval

- Lot 1A should be a common lot and included as joint ownership for the other three street-fronting lots.
- Lots to be renumbered in numeric sequence (e.g. 1, 2, 3, etc.)
- Necessary submittals demonstrating adherence to the Mandan Code of Ordinance related to F-Floodplain Districts.
- Stormwater plan approved by the City Engineer.

PUBLIC HEARING #3

PUBLIC HEARING #3

Mandan Planning and Zoning Commission Agenda Item PH3
 For Meeting on February 24, 2020
 Mandan Engineering and Planning Office Report
Replat of Lots 1 & 2, Block 1, Mandan Industrial Park
 Requested Action
Variance to Setback
Preliminary Plat
Final Plat

| Application Details | | | | |
|--|--------------------------------------|--|---|---|
| Applicant | Owner | Subdivision | Legal Description | |
| Scott Russell | Cloverdale Foods Co. | Replat of Lots 1 & 2, Block 1, Mandan Industrial Park (proposed) | Lots 1 & 2, Block 1, Mandan Industrial Park | |
| Location 30 th Ave. NW & 34 th St. NW | | Proposed Land Use Industrial | Parcel Size 9.22 ac | Number of Lots 1 |
| Existing Land Use Industrial | Adjacent Land Uses Industrial | | Current Zoning MA - Industrial | Proposed Zoning No Change Proposed |
| Adjacent Zoning MA-Industrial | | Fees \$1,200 | Date Paid January 23, 2020 | Adjacent Property Notification Sent January 28, 2020 |
| Legal Notices Published February 14 and February 21, 2020 | | | | |

Project Description

Preliminary/Final Plat

The applicant is seeking to combine two industrial lots into one for the purposes of building expansion (See Exhibit 1). Generally, we require a subdivision grading/storm water plan to be submitted in tandem prior to the final plat approval. However, these plans will be required for any commercial/industrial building permits and therefore will be addressed at the building permit phase of the applicant’s development. In addition, this plat is more simple than others, as it seeks to dissolve the property line that exists between the two lots to create one, large industrial lot.

Staff is recommending approval of the preliminary and final plats as presented in Exhibits 2 and 3.

Variance

The applicant is also seeking a variance to the Gateway Overlay District setback to I-94 from forty-five (45) feet to twenty (20) feet for the existing structure and from forty-five (45) feet to forty (40) feet for the building expansion.

Below are the requirements under the Mandan Code of Ordinances in granting a variance.

Variance may be granted under the following circumstances (See Sec. 105-1-12):

1. *There are special circumstances or conditions, fully described in the findings of the board, applying to the land or buildings for which the variance is sought, which circumstances or conditions are peculiar to such land or building, and do not apply generally to land or buildings in*

the neighborhood, and have not resulted from any act of the applicant taken subsequent to the adoption of this chapter, whether in violation of the provisions of the chapter, or not;

The existing building was constructed long before the establishment of the 45' Gateway Overlay setback requirement. The building currently encroaches 25' into the setback (See Exhibit X). The proposed addition is seeking to encroach 5' into this setback. Building expansion options are limited due to the existing building's placement and functionality. Adding square footage to another portion of the building would provide the space but not where the space is needed to work with the layout of the existing facility.

If this was an entirely new building then it would be easier to design and construct without encroachment into the setback.

The existing building creates circumstances that are peculiar to any building addition.

2. For reasons fully set forth in the findings of the board, the circumstances or conditions so found are such that the strict application of the provisions of this chapter would deprive the applicant of the reasonable use of said land or building, and the granting of the variance is necessary for the reasonable use of the land or building, and that the variance as granted by the board is the minimum variance that will accomplish the relief sought by the applicant;

The findings for granting a variance are as follows:

- The existing building was constructed prior to the establishment of the forty-five (45) foot Gateway Overlay District setback requirements.
- The existing structure already encroaches into the setback by twenty-five (25) feet.
- The proposed addition would encroach into the setback by five (5) feet.
- Applying the strict application of the setback requirements would deprive the applicant of the ability to expand the structure as needed to function seamlessly with the existing structure.
- The applicant has designed the facility expansion so as to minimize encroachment into the setback.

3. The grant of the variance will be in harmony with the general purposes and intent of this chapter, and not be injurious to the neighborhood or otherwise detrimental to the public welfare.

The granting of the variance will be in harmony with the general purposes and intent of this chapter and not be injurious to the neighborhood or otherwise detrimental to the public welfare.

Agency & Other Department Comments

N/a

Engineering & Planning Staff Comments

Improvement District should be looked at due to additional approaches and impact on already poor roadway condition as trucks back up into Cloverdale property. Note – discussions are underway and an improvement district is being evaluated.

Engineering & Planning Recommendation

Engineering and Planning recommend to approve the preliminary plat as presented in Exhibit 2, the final plat in Exhibit 3, and the variance to the Gateway Overlay District I-94 Setback as presented in Exhibit 4 based on the findings in Exhibit 5.

Proposed Motion

I move to approve the preliminary plat as presented in Exhibit 2, recommend approval of the final plat as presented in Exhibit 3, and recommend approval of the variance to the Gateway Overlay District I-94 Setback as presented in Exhibit 4 based on the findings in Exhibit 5.

List of Exhibits:

Exhibit 1 – Application

Exhibit 2 – Preliminary Plat

Exhibit 3 – Final Plat

Exhibit 4 – Setback Variance Request

Exhibit 5 – Findings in Support of Setback Variance Request

EXHIBIT 1

| CITY OF MANDAN | | | |
|---|--|-------------------------------------|--|
| Development Review Application | | | |
| <input type="checkbox"/> | Minor Plat (\$300) | <input type="checkbox"/> | Zone Change (\$600) |
| <input checked="" type="checkbox"/> | Preliminary Plat up to 20 acres (\$400) | <input type="checkbox"/> | Planned Unit Development (\$700) |
| <input type="checkbox"/> | Preliminary Plat more than 20 acres (\$450) | <input type="checkbox"/> | Land Use and Transportation Plan Amendment (\$1,000) |
| <input checked="" type="checkbox"/> | Final Plat up to 20 lots (\$400) | <input type="checkbox"/> | Vacation (\$500) |
| <input type="checkbox"/> | Final Plat 21 to 40 lots (\$550) | <input checked="" type="checkbox"/> | Variance (\$400) |
| <input type="checkbox"/> | Final Plat more than 40 lots (\$700) | <input type="checkbox"/> | Special Use Permit (\$450) |
| <input type="checkbox"/> | Annexation (\$450) | <input type="checkbox"/> | Stormwater submittal (\$300) |
| <input type="checkbox"/> | Masterplanned Subdivision (not accepted without preliminary plat) (\$250) | <input type="checkbox"/> | Stormwater 2 nd & subsequent resubmittal (\$50) |
| <input checked="" type="checkbox"/> | Appeals to Administrative Denials (Variance to Non-zoning/Non-subdivision regulations) (\$250) | <input type="checkbox"/> | |
| Summary of Request (Add separate sheet(s) as necessary) | | | |
| Cloverdale foods would like to combine Lot 1 & 2 Block 1 Mandan Industrial Park into one lot. | | | |

| Engineer/Surveyor | | | Property Owner or Applicant | | |
|---|---------------------|---------------------|-------------------------------------|-----------|--------------|
| Name Abe Ulmer/Toman Engineering Co | | | Name Cloverdale Foods Co. | | |
| Address 501 1st St NW | | | Address PO Box 667 | | |
| City | State | Zip | City | State | Zip |
| Mandan | ND | 58554 | Mandan | ND | 58554 |
| email | | | email | | |
| abeu@tomanengineering.com | | | scottr@cloverdalefoods.com | | |
| Phone | Fax | Phone | Fax | | |
| 701-663-6483 | 701-663-0923 | 701-663-9511 | 701-663-0690 | | |
| If the applicant is not the current owner, the current owner must submit a notarized statement authorizing the applicant to proceed with the request. | | | | | |

| Location | | Type | | Existing Zone | Proposed Zone | Project Name | |
|-------------------------------------|--------------------|--------------------------|-------------|--|---------------|-------------------------------------|----------|
| <input checked="" type="checkbox"/> | City | <input type="checkbox"/> | ETA | <input type="checkbox"/> | New | <input checked="" type="checkbox"/> | Addition |
| | | | | MA | No Change | | |
| Property Address | | | | Legal Description | | | |
| 3015 & 3017 34th St NW | | | | Lots 1 & 2, Block 1 Mandan Industrial Park | | | |
| Current Use | | | | | | | |
| Industrial/Commercial | | | | | | | |
| Proposed Use | | | | | | | |
| No Change | | | | Section 17 | Township 139 | Range 81 | |
| Parcel Size | Building Footprint | Stories | Building SF | Required Parking | | Provided Parking | |
| 9.22 AC± | | | | | | | |

| | | |
|---------------------------------|-----------|-----------------|
| <i>Scott Russell</i> Print Name | Signature | Date 1-23-20 |
|---------------------------------|-----------|-----------------|

| Office Use Only | | | | |
|--------------------------|-----------|---------------------------|------|-------------|
| Date Received: | Initials: | Fees Paid: \$ | Date | |
| Notice in paper | | Mailed to neighbors | | P&Z meeting |
| <input type="checkbox"/> | Approved | Approved with conditions: | | |
| <input type="checkbox"/> | Denied | | | |

City of Mandan
Development Review Application Cont.

Applicant:
Cloverdale Foods Company

Summary of Request:

Preliminary Plat & Final Plat:

Cloverdale Foods would like to combine Lot 1 & 2, Block 1 of Mandan Industrial Park into one lot.

Cloverdale Foods is currently in the planning stages for a building addition to the west side of the existing main building and will cross the existing property line between the two lots owned by Cloverdale Foods. Due to this Cloverdale Foods is requesting to combine the 2 lots into one lot to eliminate the conflicting property line.

We understand due to the property being over 4 acres, this take a major plat process to include a Preliminary Plat and Final Plat. Both will be submitted at the same time.

Request for Setback Variance:

Cloverdale Foods is requesting a setback variance.

The current setback for MA zoning is 0' for front, side, and rear yard.

However, this property falls within the Gateway Overlay District along the I-94 corridor.

The Gateway overlay district requires a 45' setback from the corridor property line.

A corner of the existing building is within 20' of the corridor property line.

Cloverdale foods is currently in the planning stages for a building addition to the west side of the existing building. With limited space due to the setback and existing storm sewer easement, Cloverdale is finding it hard to plan their necessary building. The new building addition will encroach into the 45' setback a distance between 5' to 15'(proposed building addition is not finalized at this time).

Cloverdale Foods is requesting the 45' setback be reduced to 20'. This would allow ample space for their building expansion, and have the current building within compliance.

Request for Variance to Non-zoning/Non-subdivision regulations:

Cloverdale Foods is requesting an approach variance.

Currently this property has 6 existing approaches along 34th Street NW. Cloverdale Foods is asking to have 7 total approaches. The current property has a total street frontage of 840' along 34th street NW.

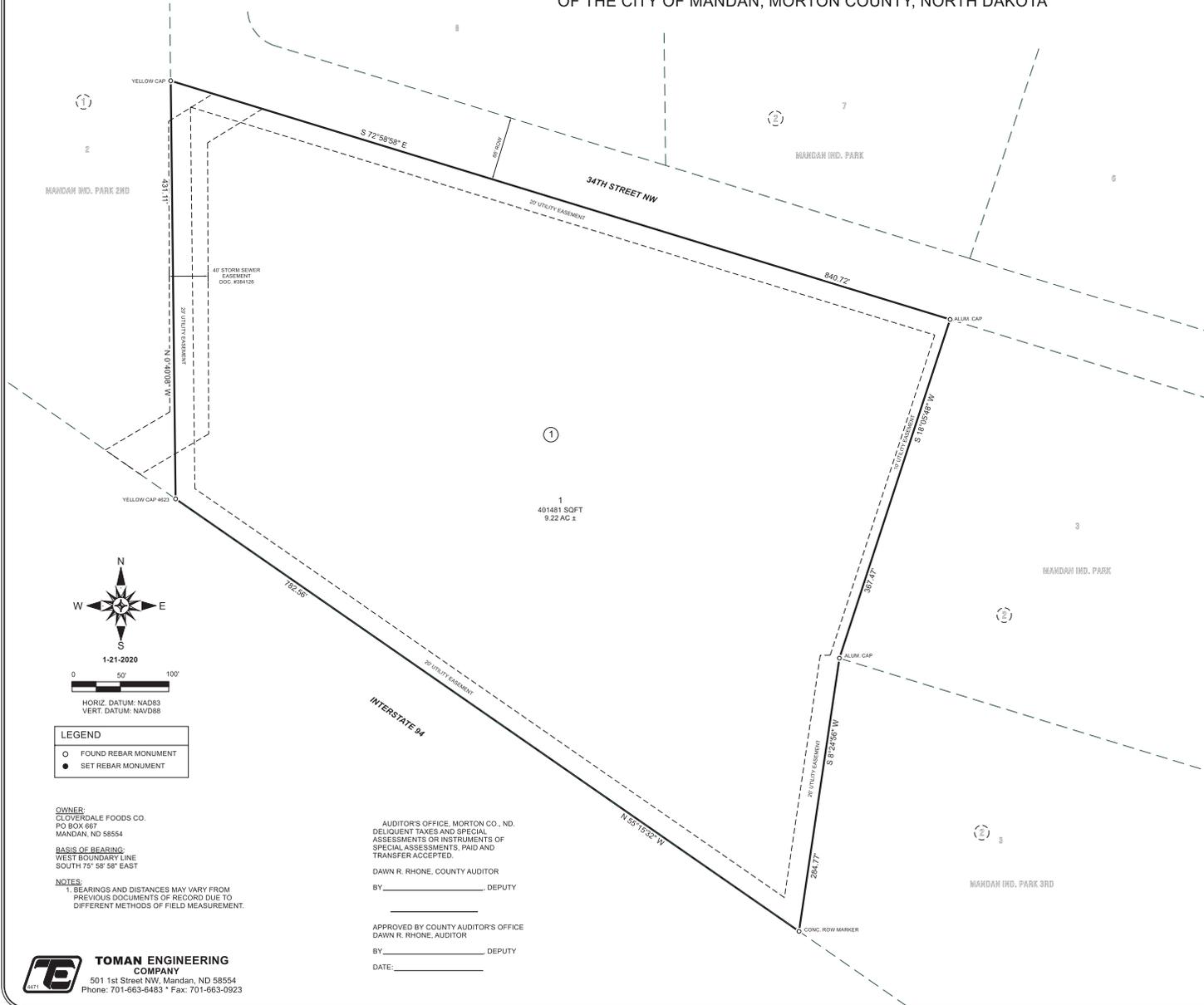
Cloverdale Foods is working to find the best lot configuration for their needs, and is willing to work with the City of Mandan to come up with a solution. Cloverdale is willing to remove one existing approach, and provide more boulevard green space along 34th Street NW to help facilitate the City's requirements.

Cloverdale foods is currently in the planning stages for two building additions, one on the west side of the current building and one on the east side of the current building. Both additions are planning on additional loading docks. These loading docks would be best served with an approach in front of the proposed docks. With limited space due to the existing loading docks and parking lot configuration, Cloverdale is finding it hard to plan their necessary building expansions.

EXHIBIT 3

REPLAT OF LOTS 1 & 2, BLOCK 1, MANDAN INDUSTRIAL PARK

TO THE CITY OF MANDAN, MORTON COUNTY, NORTH DAKOTA
 ALL OF LOTS 1 & 2, BLOCK 1, MANDAN INDUSTRIAL PARK OF THE SE 1/4 OF SECTION 17, T139N-R81W
 OF THE CITY OF MANDAN, MORTON COUNTY, NORTH DAKOTA



DESCRIPTION OF PROPERTY

ALL OF LOTS 1 AND 2, BLOCK 1, MANDAN INDUSTRIAL PARK OF THE SE 1/4 OF SECTION 17, TOWNSHIP 139 NORTH, RANGE 81 WEST OF THE 5TH PRINCIPAL MERIDIAN OF THE CITY OF MANDAN, MORTON COUNTY, NORTH DAKOTA, SAID TRACT OF LAND CONTAINING 9.22 ACRES, MORE OR LESS.

SURVEYOR'S CERTIFICATE

I, ANDRA L. MARQUARDT, NORTH DAKOTA REGISTERED LAND SURVEYOR NO. 4623, HEREBY CERTIFY THAT I HAVE CAUSED TO BE SURVEYED BY MY FORCES UNDER MY SUPERVISION THE PROPERTY DESCRIBED HEREON AND I HAVE PREPARED THE ACCOMPANYING PLAT, FURTHER, THAT DISTANCES INDICATED HEREON ARE IN FEET AND HUNDRETHS THEREOF, AND BEARINGS ARE INDICATED IN QUADRANTS AND DEGREES, MINUTES, AND SECONDS THEREOF. FURTHER, THAT SAID PLAT DOES TRULY SHOW THE SURVEY TO THE BEST OF MY KNOWLEDGE AND BELIEF.

ANDRA L. MARQUARDT, RLS 4623

STATE OF NORTH DAKOTA)
) SS
 COUNTY OF MORTON)

ON THIS ____ DAY OF _____, 2020, THERE APPEARED BEFORE ME ANDRA L. MARQUARDT, KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE ABOVE CERTIFICATE AND DID ACKNOWLEDGE TO ME THAT HE EXECUTED THE SAME AS HIS OWN FREE ACT AND DEED.

HARVEY SCHNEIDER
 NOTARY PUBLIC, NORTH DAKOTA

OWNER'S CERTIFICATE OF DEDICATION

WE, THE UNDERSIGNED, BEING THE SOLE OWNERS OF THE LAND PLATTED HEREON, DO HEREBY VOLUNTARILY CONSENT TO THE EXECUTION OF SAID PLAT, AND DO DEDICATE ALL THE STREETS, ALLEYS, PARKS, AND PUBLIC GROUNDS AS SHOWN HEREON, INCLUDING ALL SEWERS, CULVERTS, BRIDGES, WATERLINES, SIDEWALKS AND OTHER IMPROVEMENTS ON OR UNDER SUCH STREETS, ALLEYS OR OTHER PUBLIC GROUNDS, WHETHER SUCH IMPROVEMENTS ARE SHOWN HEREON OR NOT, TO PUBLIC USE FOREVER. WE ALSO DEDICATE EASEMENTS TO RUN WITH THE LANDS FOR WATER, SEWER, GAS, ELECTRICITY, TELEPHONE, OR OTHER PUBLIC UTILITY LINES OF SERVICES UNDER, ON OR OVER THESE CERTAIN STRIPS OF LAND DESIGNATED AS "UTILITY EASEMENTS".

CLOVERDALE FOODS CO.

SUBSCRIBED AND SWORN BEFORE ME, A NOTARY PUBLIC, THIS ____ DAY OF _____, 2020.

 NOTARY PUBLIC
 COUNTY _____
 MY COMMISSION EXPIRES: _____

PLANNING COMMISSION APPROVAL

THE SUBDIVISION SHOWN HEREON HAS BEEN APPROVED BY THE PLANNING COMMISSION OF THE CITY OF MANDAN ON THIS ____ DAY OF _____, 2020, IN ACCORDANCE WITH THE LAWS OF THE STATE OF NORTH DAKOTA, ORDINANCES OF SAID CITY OF MANDAN, AND REGULATIONS ADOPTED BY THE PLANNING COMMISSION OF SAID CITY, IN WITNESS WHEREOF ARE SET THE HANDS OF THE CHAIRMAN AND THE SECRETARY OF THE PLANNING COMMISSION OF THE CITY OF MANDAN, NORTH DAKOTA.

BILL ROBINSON - CHAIRMAN NANCY MOSER - SECRETARY

APPROVAL OF BOARD OF CITY COMMISSIONERS

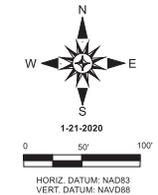
THE BOARD OF CITY COMMISSIONERS OF THE CITY OF MANDAN, NORTH DAKOTA, HAS APPROVED THE SUBDIVISION OF LAND SHOWN HEREON, HAS ACCEPTED THE DEDICATION OF ALL STREETS, ALLEYS, AND PUBLIC WAYS SHOWN HEREON LYING WITHIN THE CORPORATE LIMITS OF THE CITY OF MANDAN, HAS ACCEPTED THE DEDICATION OF ALL PARKS AND PUBLIC GROUNDS SHOWN HEREON, FURTHERMORE, SAID BOARD OF CITY COMMISSIONERS HAS APPROVED THE STREETS, ALLEYS, AND OTHER PUBLIC WAYS AND GROUNDS SHOWN HEREON AS AN AMENDMENT TO THE MASTER STREET PLAN OF THE CITY OF MANDAN, THE FOREGOING ACTION BY THE BOARD OF CITY COMMISSIONERS OF MANDAN, NORTH DAKOTA, HAS TAKEN BY RESOLUTION THIS ____ DAY OF _____, 2020.

JIM NEUBAUER
 CITY ADMINISTRATOR

THI HELBLING - PRESIDENT OF
 THE BOARD OF CITY COMMISSIONERS

I, JUSTIN FROSETH, CITY ENGINEER FOR THE CITY OF MANDAN, NORTH DAKOTA HEREBY APPROVES "REPLAT OF LOTS 1 & 2, BLOCK 1, MANDAN INDUSTRIAL PARK" OF THE CITY OF MANDAN, MORTON COUNTY, NORTH DAKOTA AS SHOWN ON THE ANNEXED PLAT.

JUSTIN FROSETH, PE



- LEGEND**
- FOUND REBAR MONUMENT
 - SET REBAR MONUMENT

OWNER:
 CLOVERDALE FOODS CO.
 PO BOX 667
 MANDAN, ND 58554

BASIS OF BEARING:
 WEST BOUNDARY LINE
 SOUTH 75° 58' 58" EAST

NOTES:
 1. BEARINGS AND DISTANCES MAY VARY FROM PREVIOUS DOCUMENTS OF RECORD DUE TO DIFFERENT METHODS OF FIELD MEASUREMENT.

AUDITOR'S OFFICE, MORTON CO., ND.
 DELINQUENT TAXES AND SPECIAL ASSESSMENTS OR INSTRUMENTS OF SPECIAL ASSESSMENTS, PAID AND TRANSFER ACCEPTED.

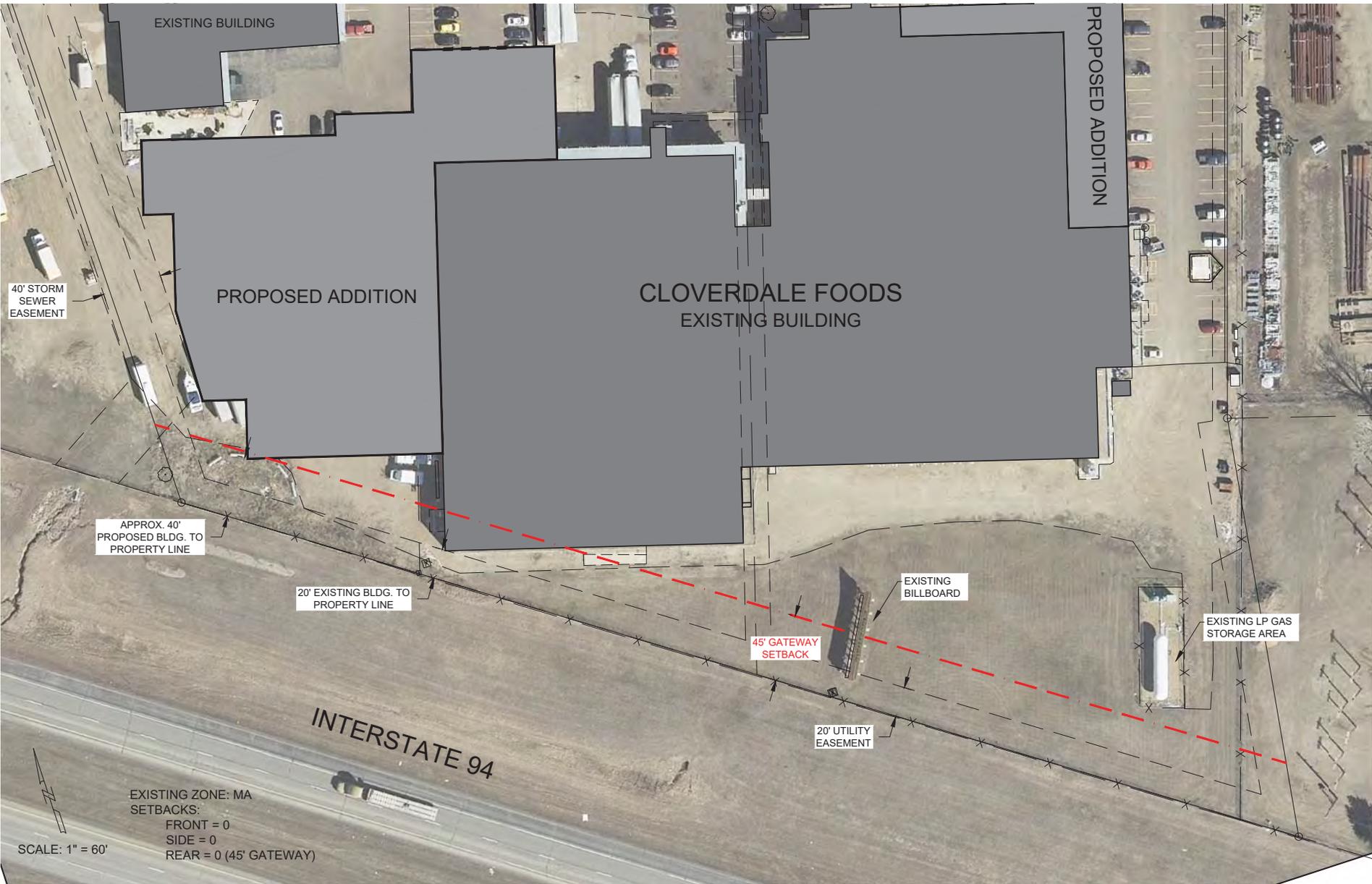
DAWN R. RHONE, COUNTY AUDITOR
 BY _____ DEPUTY

APPROVED BY COUNTY AUDITOR'S OFFICE
 DAWN R. RHONE, AUDITOR
 BY _____ DEPUTY
 DATE: _____

TOMAN ENGINEERING COMPANY
 501 1st Street NW, Mandan, ND 58554
 Phone: 701-663-6483 | Fax: 701-663-0923

REPLAT OF LOTS 1 & 2, BLOCK 1, MANDAN INDUSTRIAL PARK

EXHIBIT 4



EXISTING ZONE: MA
 SETBACKS:
 FRONT = 0
 SIDE = 0
 REAR = 0 (45' GATEWAY)

SCALE: 1" = 60'

TOMAN ENGINEERING
 500 State St., Andover, MA 01810
 Phone: 701-863-8443 • Fax: 701-863-0923
 WWW.TOMANENGINEERING.COM



PROJECT:
 CLOVERDALE PROPOSED EXPANSION
 LOTS 1 & 2, BLOCK 1, MANDAN IND. PARK
 SETBACK VARIANCE

| NO. | DESCRIPTION | REVISIONS | BY | DATE |
|-----|-------------|-----------|----|------|
| | | | | |
| | | | | |
| | | | | |
| | | | | |

SHEET NUMBER
1
 OF 1 SHEETS

EXHIBIT 5

FINDINGS

- The existing building was constructed prior to the establishment of the forty-five (45) foot Gateway Overlay District setback requirements.
- The existing structure already encroaches into the setback by twenty-five (25) feet.
- The proposed addition would encroach into the setback by five (5) feet.
- Applying the strict application of the setback requirements would deprive the applicant of the ability to expand the structure as needed to function seamlessly with the existing structure.
- The applicant has designed the facility expansion so as to minimize encroachment into the setback.
- The granting of the variance will be in harmony with the general purposes and intent of this chapter and not be injurious to the neighborhood or otherwise detrimental to the public welfare.

PUBLIC HEARING #4

PUBLIC HEARING #4

Mandan Planning and Zoning Commission Agenda Item PH4
 For Meeting on February 24, 2020
 Mandan Engineering and Planning Office Report
Sunset Ave. 1st Add.
 Requested Action
Zone Change
Preliminary Plat

| Application Details | | | | |
|--|--|---|--|--|
| Applicant Eric Belanger/Wendy McNichols | Owner EBCMGL 16 LLLP (Eric Belanger) | Subdivision Sunset Ave. 1 st Add. | Legal Description Part of the N1/2 of the SE1/4 of Section 16, Township 139N, Range 81W, Morton County, North Dakota | |
| Location Northeast of Mandan Middle School | | Proposed Land Use Residential | Parcel Size Approx. 19 ac. | Number of Lots 94 |
| Existing Land Use Bare Land | Adjacent Land Uses Residential/Public Use (Middle School)/Bare Land | Current Zoning A-Agricultural | Proposed Zoning RM-Multi-family | Adjacent Zoning A-Agricultural; RM-Residential |
| Fees \$1,000 | Date Paid 2/14/20 (prelim); 1/24/20 (zone change) | Adjacent Property Notification Sent February 10, 2020 | Legal Notices Published February 14 and February 21, 2020 | |

| Project Description |
|---|
| <p>Dr. Belanger requests a zone change from A-Agricultural to RM-Multi-family and a preliminary plat as presented in Exhibit 2.</p> <p>Staff is supportive of the zone change and preliminary plat as presented. However, new information surrounding the easement labeled "40' WBI Pipeline Easement" on the preliminary plat in Exhibit 2 has been provided by Marathon Petroleum on February 18, 2020. The information indicates the easement is a blanket easement that covers the entirety of the subject property (See Exhibit 3).</p> <p>In addition, the applicant has indicated potential interest in phasing this plat, which would require a masterplan and a revised preliminary plat to include the first phase.</p> <p>At the time of writing this staff report, staff did not have any documentation to dispute this easement and is therefore recommending tabling this item until the issue is resolved and a revised, corrected preliminary plat can be evaluated by City departments and external agencies. This will also give the applicant time to determine a phasing plan, if one is desired.</p> |
| <p style="text-align: center;">Agency & Other Department Comments</p> <p>Natalie Pierce, Morton County Planning Director has indicated concern over the use of private infrastructure.</p> |
| <p style="text-align: center;">Engineering & Planning Staff Comments</p> <p>Engineering/Planning comments are contained within this staff report. Principal Planner John Van Dyke shares Natalie Pierce's concerns with the use of private infrastructure but understands there is no policy on the use of private infrastructure at this time. This should be evaluated independently in the short-term apart from this application.</p> |

Engineering & Planning Recommendation

Engineering and Planning recommend tabling the item until the easement issue is resolved and the applicant determines whether or not phasing is desired.

Proposed Motion

I move to recommend tabling the item until the easement issue is resolved and the applicant determines whether or not phasing is desired.

List of Exhibits:

Exhibit 1 – Application

Exhibit 2 – Preliminary Plat

Exhibit 3 – Easement Provided by Marathon Petroleum Staff

EXHIBIT 1

| CITY OF MANDAN | | | |
|---|--|-------------------------------------|--|
| Development Review Application | | | |
| <input type="checkbox"/> | Minor Plat (\$300) | <input checked="" type="checkbox"/> | Zone Change (\$600) |
| <input checked="" type="checkbox"/> | Preliminary Plat up to 20 acres (\$400) | <input checked="" type="checkbox"/> | Planned Unit Development (\$700) |
| <input type="checkbox"/> | Preliminary Plat more than 20 acres (\$450) | <input type="checkbox"/> | Land Use and Transportation Plan Amendment (\$1,000) |
| <input type="checkbox"/> | Final Plat up to 20 lots (\$400) | <input type="checkbox"/> | Vacation (\$500) |
| <input type="checkbox"/> | Final Plat 21 to 40 lots (\$550) | <input type="checkbox"/> | Variance (\$400) |
| <input checked="" type="checkbox"/> | Final Plat more than 40 lots (\$700) | <input type="checkbox"/> | Special Use Permit (\$450) |
| <input type="checkbox"/> | Annexation (\$450) | <input type="checkbox"/> | Stormwater submittal (\$300) |
| <input type="checkbox"/> | Masterplanned Subdivision (not accepted without preliminary plat) (\$250) | <input type="checkbox"/> | Stormwater 2 nd & subsequent resubmittal (\$50) |
| <input type="checkbox"/> | Appeals to Administrative Denials (Variance to Non-zoning/Non-subdivision regulations) (\$250) | <input type="checkbox"/> | |
| Summary of Request (Add separate sheet(s) as necessary) | | | |
| zoning change and plat of Sunset AveNew 1st Addition | | | |

| Engineer/Surveyor | | | Property Owner or Applicant | | |
|---|-------------|--------------|-------------------------------|-------------|--------------|
| Name Steve Iverson | | | Name Dr. Eric Belanger | | |
| Address 925 10th Avenue E | | | Address 932 Southport Loop | | |
| City West Fargo | State ND | Zip 58078 | City Bismarck | State ND | Zip 58504 |
| email steve.iverson@mooreengineeringinc.com | | | email | | |
| Phone 701-282-4692 | | Fax | Phone 701-934-0730 | | Fax |
| If the applicant is not the current owner, the current owner must submit a notarized statement authorizing the applicant to proceed with the request. | | | | | |

| Location | | Type | | Existing Zone | Proposed Zone | Project Name | |
|--|------------------------------|---|-----------------------------------|--|------------------|-------------------|--|
| <input checked="" type="checkbox"/> City | <input type="checkbox"/> ETA | <input checked="" type="checkbox"/> New | <input type="checkbox"/> Addition | A | RM(PUD) | Sunset AveNew 1st | |
| Property Address | | | | Legal Description | | | |
| not assigned | | | | Part of the North 1/2 of the SE 1/4 of Section 16, T139N, R81W | | | |
| Current Use | | | | | | | |
| Agriculture | | | | | | | |
| Proposed Use | | | | | | | |
| Multiple family housing | | | | Section 16 | Township 139 | Range 81 | |
| Parcel Size | Building Footprint | Stories | Building SF | Required Parking | Provided Parking | | |
| 25.61 ac | | 2 | 3,585-10,500 | 84 | 168 | | |

| Print Name | Signature | Date |
|---------------|-----------|------|
| Eric Belanger | | |

| Office Use Only | | | |
|-----------------------------------|---------------------------|---------------|------|
| Date Received: | Initials: | Fees Paid: \$ | Date |
| Notice in paper | Mailed to neighbors | P&Z meeting | |
| <input type="checkbox"/> Approved | Approved with conditions: | | |
| <input type="checkbox"/> Denied | | | |

CITY OF MANDAN

Development Review Application

| | | | |
|--------------------------|--|-------------------------------------|--|
| <input type="checkbox"/> | Minor Plat (\$300) | <input type="checkbox"/> | Zone Change (\$600) |
| <input type="checkbox"/> | Preliminary Plat up to 20 acres (\$400) | <input checked="" type="checkbox"/> | Planned Unit Development (\$700) |
| <input type="checkbox"/> | Preliminary Plat more than 20 acres (\$450) | <input type="checkbox"/> | Land Use and Transportation Plan Amendment (\$1,000) |
| <input type="checkbox"/> | Final Plat up to 20 lots (\$400) | <input type="checkbox"/> | Vacation (\$500) |
| <input type="checkbox"/> | Final Plat 21 to 40 lots (\$550) | <input type="checkbox"/> | Variance (\$400) |
| <input type="checkbox"/> | Final Plat more than 40 lots (\$700) | <input type="checkbox"/> | Special Use Permit (\$450) |
| <input type="checkbox"/> | Annexation (\$450) | <input type="checkbox"/> | Stormwater submittal (\$300) |
| <input type="checkbox"/> | Masterplanned Subdivision (not accepted without preliminary plat) (\$250) | <input type="checkbox"/> | Stormwater 2 nd & subsequent resubmittal (\$50) |
| <input type="checkbox"/> | Appeals to Administrative Denials (Variance to Non-zoning/Non-subdivision regulations) (\$250) | <input type="checkbox"/> | |

Summary of Request (Add separate sheet(s) as necessary)

TO SUPPORT ATTACHED HOUSING PRODUCT ACCESSED VIA PRIVATE ACCESS EASEMENTS. PROVIDE A DESIRED HOUSING TYPE for/IN MANDAN.

| Engineer/Surveyor | | | | Property Owner or Applicant | | | |
|--|-------------|--------------|--|----------------------------------|-------------|--------------|--|
| Name MOORE ENGINEERING INC | | | | Name DR. ERIC BELANGER | | | |
| Address 2911 14 th ST N #301 | | | | Address 932 SOUTHPORT LOOP | | | |
| City BISMARCK | State ND | Zip 58503 | | City BISMARCK | State ND | Zip 58503 | |
| email STEVE.IVERS@MOOREENGINEERINGINC.COM | | | | email ERICBELCASTLE@GMAIL.COM | | | |
| Phone (701) 500-3711 | Fax N/A | | | Phone (701) 934-0730 | Fax N/A | | |

If the applicant is not the current owner, the current owner must submit a notarized statement authorizing the applicant to proceed with the request.

| Location | Type | Existing Zone | Proposed Zone | Project Name |
|---|---|---|---------------------------|--------------------------------------|
| <input checked="" type="checkbox"/> City <input type="checkbox"/> ETA | <input checked="" type="checkbox"/> New <input type="checkbox"/> Addition | AE-ER | RM | SUNSET AVENUE PT ADDN |
| Property Address PID 655586500 | | Legal Description N 1/2 SE 1/4 (LESS 10 AC @ W | | |
| Current Use AE/PASTURE | | 148,175' OF N 1/2 SE 1/4 - 25 ACRES | | |
| Proposed Use TOWNHOUSE STYLE S.F. RESIDENTIAL | | Section 16 | Township 139 | Range 81 |
| Parcel Size VARIES | Building Footprint 4,200-14,700sf | Stories 2 | Building SF 1,600/UNIT | Required Parking Provided Parking |

| | | |
|---|---------------|-----------------|
| Print Name STEVE IVERS for/on behalf of Dr. Eric Belanger | Signature | Date 1/29/20 |
|---|---------------|-----------------|

| Office Use Only | | | |
|-----------------------------------|---------------------------|---------------|------|
| Date Received: | Initials: | Fees Paid: \$ | Date |
| Notice in paper | Mailed to neighbors | P&Z meeting | |
| <input type="checkbox"/> Approved | Approved with conditions: | | |
| <input type="checkbox"/> Denied | | | |



925 10th Avenue East
Suite 1
West Fargo, ND 58078

P: 701.282.4692
F: 701.282.4530



Memorandum

To: Mandan City Engineering and Planning Department

From: Steve Iverson, MBA (Moore Engineering, Inc.)

Date: January 24, 2020

Subject: Sunset AveNew First Addition PUD written statement

In accordance with Ss. 21-03-01 of Mandan Municipal Code, please examine the following:

The site plan required in 21-03-01.3 is attached as an exhibit to this memorandum.

- 1.) The existing topography of the proposed development is attached as an exhibit to this memorandum.
- 2.) The existing land use of the property is agricultural/pasture land. The proposed use is medium density, attached single family housing.
- 3.) All proposed structures and improvements are shown on the site plan exhibit.
- 4.) Construction phasing will work generally southwest to northeast. Public sewer will be brought into the southeast corner of the site and run northwesterly along the ridge of the large hill on the property to maximize the service area of this gravity line. Reference the Terra Vallee sanitary sewer report submitted by Moore Engineering earlier in this process for more details regarding this line.
- 5.) The maximum height of all structures will not exceed the maximum height of 35' permitted in RM zoning.
- 6.) The density of the proposed development averages between 7.5 and 8.0 units per acre, net.
- 7.) Internal traffic, parking, and access to public rights of way are all illustrated on the site plan.
- 8.) Buffer areas/setbacks are illustrated on the site plan.
- 9.) The area of the PUD is approximately 12.8 acres.
- 10.) The utility servicing plan is shown as an exhibit supplementing this memorandum.
- 11.) The landscape plan is a work in progress as specific requirements are not known at the time of this writing.
- 12.) Surrounding land uses to the east, west, and north are all vacant/agricultural. The property directly south of the subject property is developed as a multi-family residential development. Additional details can be found with the plat application accompanying this PUD, and also the Master Land Use Plan and Transportation Plan reviewed by the Planning Commission on January 27, 2020.

Written Statement

Property owners/developers Dr. Eric Belanger and Wendy McNichols represent EBCMGL 16 LLLP, the legal

owner of the parcel being platted as Sunset AveNew First Addition, which contains the development this PUD intends to support and permit.

This project aims to provide affordable, single family housing stock via an attached housing style, commonly referred to as a "twin" or "townhome". Surveys have shown there is a desire and need for more of this product in Mandan, and this project will provide it. The project is contained on three sides by platted public rights of way so incompatibilities are inherently mitigated. The project is consistent with existing and yet to be adopted master land use plans for the area.

All common areas including the private roadway will be maintained by a recorded and managed home owners association.

Full architectural renderings are not available at the time of this writing, but are in process. The project anticipates the majority of the units being a 30'x70' footprint with an attached/tuck under double garage and a variety of floorplans depending on the adjacent topography. Most will be a two story, two to four level plan.



Steve Iverson, MBA
Senior Project Manager
On behalf of Dr. Belanger and Ms. McNichols

cc: Dr. Eric Belanger and Wendy McNichols
Jerod Klabunde, PE

Enclosures as noted

EXHIBIT 2

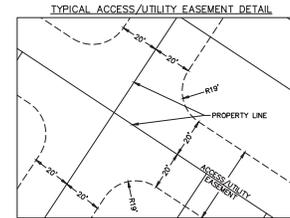
PLAT OF SUNSET AVENUE 1ST ADDITION TO THE CITY OF MANDAN, A PLAT OF PART OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 139 NORTH, RANGE 81 WEST MORTON COUNTY, NORTH DAKOTA



0 80
Scale in Feet

BASE OF BEARINGS:
NORTH DAKOTA STATE PLANE
COORDINATE SYSTEM, SOUTH
ZONE NAD(83)/2011,
INTERNATIONAL FEET.

- LEGEND**
- IRON MONUMENT FOUND
 - SET 5/8"x18" REBAR WITH YELLOW PLASTIC CAP #6571
 - (4810) LOT AREAS IN SQ. FT.
 - L ARC LENGTH
 - R RADIUS LENGTH
 - Δ CENTRAL ANGLE
 - CH. BRG. CHORD BEARING



LINE TABLE

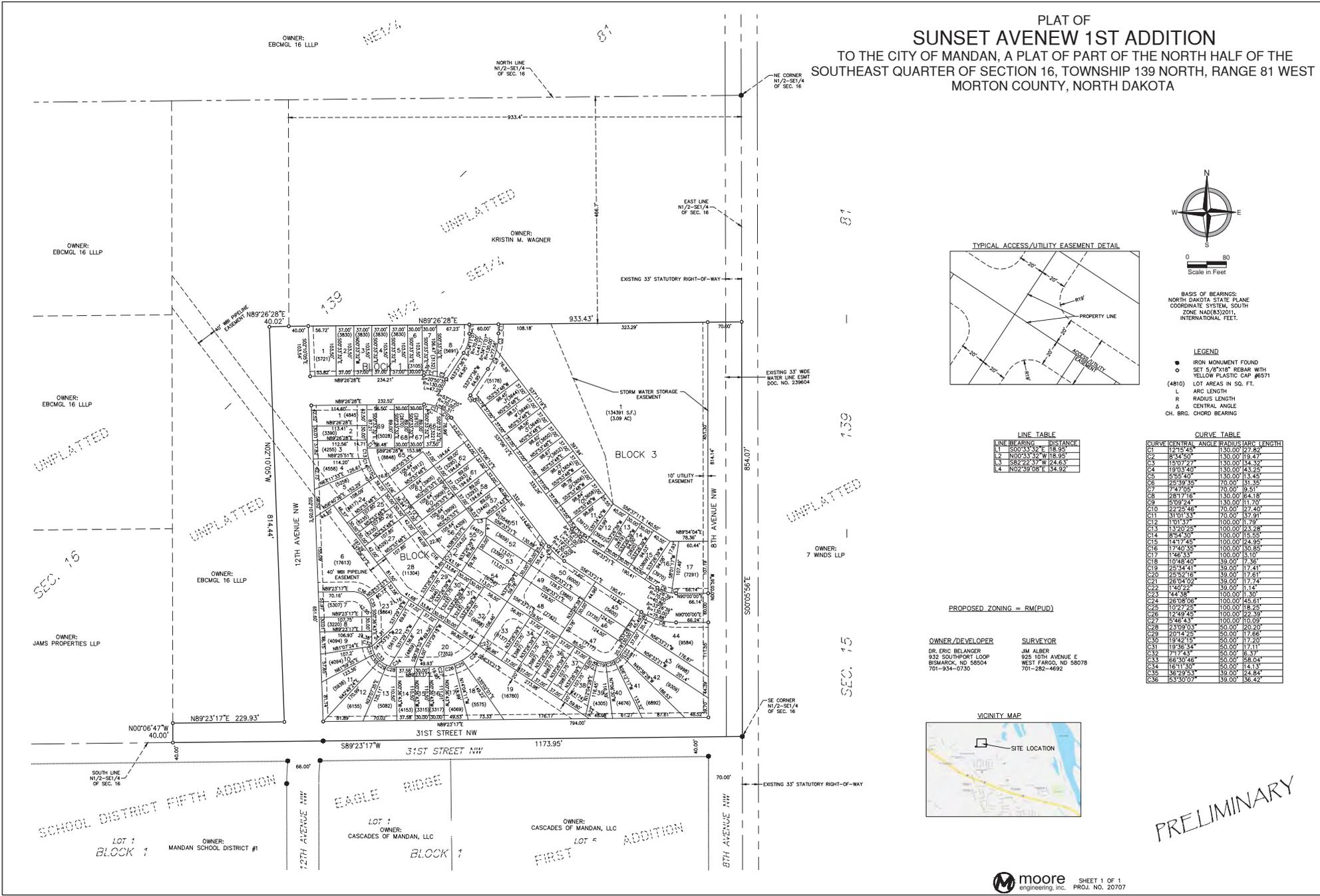
| LINE BEARING | DISTANCE |
|----------------|----------|
| L1 S00°33'52"E | 18.95 |
| L2 N00°33'37"E | 118.95 |
| L3 S89°22'37"W | 246.63 |
| L4 N02°59'08"E | 134.92 |

CURVE TABLE

| CURVE | CENTRAL ANGLE | RADIUS | ARC LENGTH |
|-------|---------------|--------|------------|
| C1 | 124°54'55" | 130.00 | 27.82' |
| C2 | 85°44'50" | 130.00 | 18.47' |
| C3 | 150°07'27" | 130.00 | 34.32' |
| C4 | 193°03'40" | 130.00 | 43.29' |
| C5 | 55°55'40" | 130.00 | 13.44' |
| C6 | 25°59'36" | 70.00 | 51.35' |
| C7 | 74°05'05" | 70.00 | 61.51' |
| C8 | 28°17'16" | 130.00 | 64.18' |
| C9 | 55°59'24" | 130.00 | 111.70' |
| C10 | 122°24'46" | 70.00 | 147.40' |
| C11 | 31°01'33" | 70.00 | 37.91' |
| C12 | 17°01'37" | 100.00 | 17.79' |
| C13 | 133°20'25" | 100.00 | 33.28' |
| C14 | 85°24'30" | 100.00 | 15.55' |
| C15 | 147°17'45" | 100.00 | 24.96' |
| C16 | 17°40'55" | 100.00 | 50.85' |
| C17 | 146°15'35" | 100.00 | 15.10' |
| C18 | 10°48'40" | 35.00 | 1.36' |
| C19 | 25°34'41" | 35.00 | 17.41' |
| C20 | 25°55'16" | 35.00 | 11.61' |
| C21 | 26°04'02" | 35.00 | 17.74' |
| C22 | 17°40'22" | 35.00 | 11.14' |
| C23 | 144°58' | 100.00 | 13.00' |
| C24 | 26°08'06" | 100.00 | 45.61' |
| C25 | 102°22'25" | 100.00 | 18.29' |
| C26 | 12°49'45" | 100.00 | 22.59' |
| C27 | 5°46'43" | 100.00 | 10.09' |
| C28 | 238°03'03" | 50.00 | 103.20' |
| C29 | 201°4'25" | 50.00 | 17.66' |
| C30 | 184°47'15" | 50.00 | 17.20' |
| C31 | 18°36'24" | 50.00 | 11.11' |
| C32 | 71°17'43" | 50.00 | 6.37' |
| C33 | 85°30'24" | 50.00 | 14.43' |
| C34 | 16°11'30" | 50.00 | 14.13' |
| C35 | 36°29'53" | 35.00 | 24.84' |
| C36 | 53°35'07" | 35.00 | 16.42' |

PROPOSED ZONING = RM(PUD)

OWNER/DEVELOPER SURVEYOR
DR. ERIC BELANGER JIM ALBER
832 SOUTHWEST LOOP 925 10TH AVENUE E
BISMARCK, ND 58504 WEST FARGO, ND 58078
701-834-0730 701-282-4692



PRELIMINARY

EXHIBIT 3

FORM 101 (3-53)

RIGHT OF WAY CONTRACT

OPTION

FOR AND IN CONSIDERATION OF AN AGGREGATE SUM EQUAL TO One Dollar (\$1.00) per rod
for each rod of pipe line constructed under the terms hereof, to be paid at the time and in the manner hereinafter set forth, _____

Ralph L. Heck and Frances Heck, his wife

hereinafter referred to as Grantors (whether one or more), do hereby warrant and convey unto SERVICE PIPE LINE COMPANY, a Maine corporation, its successors and assigns, hereinafter referred to as Grantee, the right to construct, maintain, inspect, operate, protect, repair, replace, change the size of or remove a pipe line or pipe lines, for the transportation of oil, gas and the products thereof, on, over, and through the following described lands, of which Grantors warrant they are the owners in fee simple,

situated in MORTON County, State of NORTH DAKOTA to-wit:

SE1 Section 16 Township 139-N Range 81-W
together with the right of ingress and egress to and from said line or lines, or any of them, for the purposes aforesaid.

Grantee agrees to pay the sum of Ten and 00/100 Dollars (\$ 10.00), upon the execution hereof, receipt of which is hereby acknowledged. Any balance due Grantors after the survey establishing the route of the line has been completed, and before construction is commenced. It being mutually agreed that if Grantee fails to make payment of the balance due within twelve (12) months from the date hereof, all rights, terms and conditions of this contract shall cease and determine.

Grantors to have the right to fully use and enjoy the above described premises, except as to the rights herein granted; and Grantors agree not to build, create or construct, nor permit to be built, created or constructed, any obstruction, building, engineering works, or other structure over said pipe line or lines. Grantee hereby agrees to pay any damages which may arise to growing crops, pasturage, fences, or buildings of said Grantors from the exercise of the rights herein granted, said damages, if not mutually agreed upon, to be ascertained and determined by three disinterested persons, one thereof to be appointed by Grantors, one by Grantee, and the third by the two so appointed, and the written award of such three persons shall be final and conclusive.

Should more than one pipe line be laid under this grant, at any time, an additional consideration, calculated on the basis of One Dollar (\$1.00) per lineal rod, shall be paid for each line laid after the first line. It is agreed that any payment due hereunder may be made direct to said Grantors or any one of them

Any pipe line or lines constructed by said Grantee across lands under cultivation shall, at the time of construction thereof, be buried to such depth as will not interfere with such cultivation.

The rights herein granted may be assigned in whole or in part

The terms, conditions and provisions of this contract shall extend to and be binding upon the heirs, executors, administrators, personal representatives, successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the Grantors herein have hereunto set their hands and seals this 29th day of June, 1953

Signed, sealed and delivered
in the presence of:

)
(Seal)
(Seal)
(Seal)
(Seal)

(ACKNOWLEDGMENT)

STATE OF North Dakota }
Burleigh County, } ss

Before me, Roger W. Kohler, a Notary Public in and for said County and State, on this 29th day of June, 1953, personally appeared

Ralph L. Heck and Frances Heck, his wife

to me known to be the identical person s who executed the within and foregoing instrument and acknowledged to me that they executed the same as their free and voluntary act and deed for the uses and purposes therein set forth.

Given under my hand and notarial seal on the day and year written above.
My commission expires:

June 7 - 1955

Roger W. Kohler
Notary Public

(ACKNOWLEDGMENT)

STATE OF _____ }
_____ County, } ss

Before me, _____, a Notary Public in and for said County and State, on this _____ day of _____, 19____, personally appeared

_____ and _____

to me known to be the identical person _____ who executed the within and foregoing instrument and acknowledged to me that _____ executed the same as _____ free and voluntary act and deed for the uses and purposes therein set forth.

Given under my hand and notarial seal on the day and year written above.
My commission expires:

Notary Public.

Abstract Number
173704
C-1242 ✓
C-1243 ✓
C-1244 ✓
C-1245 ✓

Series 3551 Line No. 320
FROM
Ralph L. Heck, et. ux.

TO
SERVICE PIPE LINE COMPANY
Morton County, North Dakota
Line Tioga - Mandan 16"
A-10100 Est. 2108

Length _____ Rods
OFFICE OF REGISTER OF DEEDS
COUNTY OF MORTON, N. DAK.
I hereby certify that the within instrument was filed in this office for record on the _____ day of SEP 1 1953 A. D. 19____ at 9:08 o'clock A M., and was duly recorded in Book 411 of 100 on Page 512
[Signature]
REGISTER OF DEEDS
ST. _____ Deputy
FEE _____

RETURN TO: RIGHT OF WAY DEPT.
SERVICE PIPE LINE CO.
BOX 1979 TULSA, OKLAHOMA

PUBLIC HEARING #5

PUBLIC HEARING #5

Mandan Planning and Zoning Commission Agenda Item PH#5
 For Meeting on February 24, 2020
 Mandan Engineering and Planning Office Report
Arrive 2045 MTP
 Requested Action
Recommend Approval

| Application Details | | | | |
|---------------------|--------------------|-------------------------------------|---|-------------------|
| Applicant | Owner | Subdivision | Legal Description | |
| | | | Location | Proposed Land Use |
| | | | Parcel Size | Number of Lots |
| Existing Land Use | Adjacent Land Uses | | Current Zoning | Proposed Zoning |
| Fees | Date Paid | Adjacent Property Notification Sent | Legal Notices Published January 24, 2020 | |

| Project Description |
|--|
| <p>Arrive 2045 is the Metropolitan Transportation Plan (MTP) for the Bismarck-Mandan Metropolitan Planning Organization (BMMPO), which encompasses the City of Bismarck, City of Mandan, City of Lincoln, and portions of Burleigh County and Morton County. The MPT is a long-range transportation planning tool and covers a planning horizon for the future 25 years. As a master document, it will help shape federal transportation spending for the next 5 years. Likewise, it must be presented to the Planning and Zoning Commissions of all BMMPO jurisdictions.</p> <p>The Bis-Man MPO, and their consultant KLJ, request a public hearing and the opportunity to present the final Arrive 2045 MTP to the Mandan Planning and Zoning Commission at their February 24, 2020 meeting. Wade Kline, of KLJ, will provide the presentation by phone, and Rachel Drewlow, of the BMMPO, will attend in person to assist. The presentation will last approximately 15-20 minutes followed by a time for questions.</p> <p>City of Mandan staff have been involved with the Arrive 2045 effort throughout its development, from its beginning RFP to the final document review. The process included multiple steering committee meetings, three public meetings, a study website, input/review by local, state and federal partners, and monthly progress updates to the BMMPO Technical Advisory Committee and Policy Boards. Please see the cover letter and executive summary provided by the Bis-Man MPO for more details.</p> |
| <p style="text-align: center;">Agency & Other Department Comments</p> <p>The Bismarck-Mandan MPO requests a motion to recommend approval of Arrive 2045, the 2020-2045 Metropolitan Transportation Plan, by Resolution of Adoption.</p> <p>Please contact Rachel Drewlow, Bis-Man MPO, at 701-355-1852 or rdrewlow@bisamarcknd.gov with questions.</p> |
| <p style="text-align: center;">Engineering & Planning Staff Comments</p> |
| <p style="text-align: center;">Engineering & Planning Recommendation</p> <p>Staff recommends approval of this request.</p> |
| <p style="text-align: center;">Proposed Motion</p> <p>Move to recommend approval of the Arrive 2045 MTP by Resolution of Adoption.</p> |

List of Exhibits:

- 1) Cover Letter (Attached)
- 2) Arrive 2045 Executive Summary (Attached)

To: City of Mandan Planning and Zoning Commissioners
From: Rachel Drewlow, Transportation Planner – Bis-Man MPO
Wade Kline, Project Manager – KLJ
Date: February 12, 2020
Re: Review and Resolution of Adoption for Arrive 2045 (BMMPO
2020-2045 Metropolitan Transportation Plan)

Introduction

Arrive 2045 is the Metropolitan Transportation Plan (MTP) for the Bismarck-Mandan Metropolitan Planning Organization (BMMPO), which includes the City of Bismarck, City of Mandan, City of Lincoln, Burleigh County, and Morton County. As a long-range planning tool, it covers a planning horizon for the future 25 years. Attached to this memorandum is an Executive Summary for the Arrive 2045 MTP. Also, the full document may be accessed from the study website, Arrive2045.com. **The BMMPO, and their consultant KLJ, request a public hearing and the opportunity to present the final Arrive 2045 MTP to the Mandan Planning and Zoning Commission at their February 24, 2020 meeting.**

Summary

Arrive 2045 is designed to help the BMMPO and local jurisdictions meet current and future transportation needs and to gauge the success of these efforts with established performance measures. Arrive 2045 will guide the development of multimodal transportation systems throughout the Bismarck-Mandan metropolitan area for the next 5 years. It will be used to prioritize federal transportation spending throughout this period, and as such, it is vitally important that the plan reflect the choices and needs of the Bismarck-Mandan metropolitan area's residents, workers, and visitors. Since transportation has a broad impact on society, long-range transportation planning must consider concerns, such as impact upon the environment, land use, and economic development, in addition to traditional transportation-related issues, such as mobility and safety.

Plan Development Process

Development of Arrive 2045 includes the following key processes:

- Identify the baseline and future conditions based on historic growth and development, analyze the region's transportation system, and evaluate existing issues and needs.
- Create a transportation vision, goals, and objectives to guide the development.
- Establish a fiscal constraint.
- Evaluate options and alternatives that will address the region's transportation issues and needs and help meet the overall transportation vision for Bismarck-Mandan.
- Prioritize projects based on need, fiscal constraint and timeline for implementation.
- Plan review and approval by the Bismarck-Mandan MPO's Policy Board.

Public Engagement

The development of Arrive 2045 was conducted with a pro-active public involvement process. BMMPO staff also worked cooperatively with decision-makers of its member jurisdictions, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the North Dakota Department of Transportation (NDDOT), and the public to execute a continuous, cooperative, and comprehensive planning process and develop the highest quality public investment plan for our region.

A steering committee was established to provide technical direction and guidance of the Metropolitan Transportation Plan (MTP) development. Representation on the committee included:

- City of Bismarck
- City of Mandan
- City of Lincoln
- Burleigh County
- Morton County
- Bismarck International Airport
- Bismarck Public Schools
- Bismarck Police Department
- Bismarck Rural Fire Department
- North Dakota Department of Transportation

Three rounds of public input meetings were held at strategic phases of the MTP development process. Each phase of meetings was structured to ensure inputs from the public to support the key elements of the Arrive 2045 MTP. Additional tools such as a project web page, social media and more traditional marketing efforts were executed to engage the public and key stakeholders.

Vision, Goals, Objectives & Performance Measures

The future of the transportation system in the Bismarck-Mandan metropolitan area will be driven by the vision, goals, objectives, and performance measures developed for Arrive 2045. The goals developed for Arrive 2045 reflect guidance from MAP-21 planning factors, MAP-21 and FAST Act National Performance Goals, the NDDOT statewide transportation plan, and input from project stakeholders and community outreach.

Constrained & Prioritized Plan

Development of the project list for Arrive 2045 is based on an established fiscal constraint agreed to between the Bismarck-Mandan MPO and NDDOT. All projects were prioritized through a process which balanced technical analysis, public input, project needs and feasibility. These elements were used to determine which projects would be selected for the constrained funding plan and in what period the project(s) would be proposed (short, mid, or long-range).

Projects are assigned a period based on their relative need. So, even if a project could be funded in a later phase, it is kept in the phase at which it is needed and not assigned funding. This allows for a better representation of unmet funding needs.

Requested Action:

The Bismarck-Mandan MPO requests a motion to recommend approval of Arrive 2045, the 2020-2045 Metropolitan Transportation Plan, by Resolution of Adoption.



Bismarck-Mandan **Metropolitan Transportation Plan**

Executive Summary
January 2020



SUMMARY

Arrive 2045 is the long-range transportation plan (LRTP), now known as the metropolitan transportation plan (MTP), for the Bismarck-Mandan Metropolitan Planning Organization (BMMPO) area, which includes the City of Bismarck, the City of Mandan, City of Lincoln, Burleigh County, and Morton County. Arrive 2045 is designed to help realize BMMPO's adopted outcomes to meet current and future transportation needs and to gauge the success of these efforts with established performance measures. Arrive 2045 will guide the development of multimodal transportation systems throughout the Bismarck-Mandan metropolitan area for the next 25 years. It will be used to prioritize most of transportation spending throughout this period, and as such, it is vitally important that the plan reflect the choices and desires of the Bismarck-Mandan metropolitan area's residents, workers, and visitors. Since transportation has a broad impact on society, long-range transportation planning must consider concerns, such as impact upon the environment, land use, and economic development, in addition to traditional transportation-related issues, such as mobility and safety.

In accordance with Federal law, metropolitan transportation plans are updated every five years to accommodate the changing needs of the area and to reflect changes in the socio-economic composition of the area, as well as changes in local transportation policy. The last MTP for the Bismarck-Mandan metropolitan area was adopted in 2015. While 2045 extends beyond what can be accurately predicted, a long-range plan's value lies in comprehensively assessing the region's current transportation system and charting a course of action for coming years. It presents an opportunity to step back and take a big-picture look at current conditions, challenges, and possible solutions. Arrive 2045 creates a vision that assists in guiding future decisions toward the goal of a safe and efficient transportation system to meet the area's current and future needs.

Arrive 2045 must also consider all modes of transportation; streets and highways, transit, bicycle and pedestrian, air, rail and water, as well as freight movement within and through the Bismarck-Mandan metropolitan area. The Plan must be maintained so local jurisdictions can receive Federal funding for transportation improvements within the Bismarck-Mandan metropolitan area.

Arrive 2045 must present a reasonable expectation of revenue to fund the improvements identified to meet the transportation needs of the Bismarck-Mandan metropolitan area now and in the future. It must be a fiscally-constrained document. Fiscally-constrained, simply stated, is that the expense of accomplishing the projects identified in the Plan does not exceed what the Bismarck-Mandan metropolitan area can reasonably expect to receive in revenues.

FEDERAL REQUIREMENTS

Arrive 2045 is an integral part of the BMMPO's "continuing, cooperative, and comprehensive" planning process as stipulated by Federal law. This process was established by the Federal government with the intent of fostering better management, operation, and development of the surface transportation system. This Plan is also compliant with the national goals set forth in Fixing America's Surface Transportation (FAST) Act, the current Federal transportation program. Arrive 2045 adheres to all requirements stipulated in the FAST Act.

PLAN DEVELOPMENT PROCESS

The planning process for the development of Arrive 2045 consisted of six phases:

- » Identify the baseline and future conditions which assessed historic growth and development, analyzed the region's transportation system, and evaluated existing issues and needs.
- » Create a transportation vision, goals, and objectives to guide the development.
- » Establish a fiscal constraint.
- » Evaluate options and alternatives that will address the region's transportation issues and needs and help meet the overall transportation vision for Bismarck-Mandan.
- » Prioritize projects based on the fiscal constraint and time line for implementation.
- » Plan review and approval by the Bismarck-Mandan MPO's Policy Board.

The six phases were part of the overall process, as shown on the next page.

THE PROCESS



PUBLIC ENGAGEMENT

The development of Arrive 2045 was conducted with a proactive public involvement process. BMMPO staff also worked cooperatively with decision-makers of its member jurisdictions, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the North Dakota Department of Transportation (NDDOT), and the public to execute a continuous, cooperative, and comprehensive planning process and develop the highest quality public investment plans for our changing society.

STEERING COMMITTEE

A steering committee was established to provide technical direction and guidance of the Metropolitan Transportation Plan (MTP) development. Representation on the committee included:

- » City of Bismarck
- » City of Mandan
- » City of Lincoln
- » Burleigh County
- » Morton County
- » Bismarck International Airport
- » Bismarck Public Schools
- » Bismarck Police Department
- » Bismarck Rural Fire Department
- » North Dakota Department of Transportation

There were ten Steering Committee meetings held throughout the development of the MTP.

INFORMATION AND MARKETING

Project Website

Arrive2045.com was the website established for the MTP to serve as the primary warehouse for all project documents and information as well as a forum to submit public comment. The website included:

- » A home page with the most recent project updates and links for new information and to provide comment.
- » An about page with a general overview, a frequently asked questions section, the schedule, and project partners.
- » A documents page with all documents and newsletters produced during the MTP.
- » A contact page with an email submission form and other relevant contact information.

Social Media

Facebook was used to keep the community engaged throughout the MTP development. Facebook posts were published as appropriate throughout the process, with key stakeholders sharing the posts as they were able.

Throughout the study process, there were more than 25 Facebook posts that were viewed by more than 900 different users.

PUBLIC INPUT MEETINGS

PIM #1: Arrive 2045 Futures Summit

On October 9th and 10th, 2018, the Bismarck-Mandan MPO held the first round of public engagement for the Bismarck – Mandan Metropolitan Transportation Plan (MTP). These were advertised as the Arrive 2045 Futures Summit meetings. The first round included three meetings located across the MPO Planning area. At each meeting there was a brief presentation on the issues identified through the technical analysis; small group prioritization exercise for goals, performance areas, and emerging issues; and a table top exercise to identify future transportation improvements to the transportation network.

PIM#2: Options & Alternatives

A second round of public input was deployed at the midway point of developing Arrive 2045. The second round of public input meetings was structured to provide the public and key stakeholder an opportunity to provide input on the universe of projects which had been developed and evaluated.

Meeting participants were provided with a list and map of identified projects being contemplated for inclusion in Arrive 2045. Each project was identified with a relative technical score that had been previously identified by the project Study Committee. Participants were asked to provide a ranking of their top three projects; and then to provide a general listing of the seven other projects they felt were high priority needs for Arrive 2045.

A total of three input meetings were held the week of July 9, 2019. Each meeting was opened with a short background presentation the Arrive 2045 and provided content and guidance to participants on what input was needed from them at this point in the planning process.

PIM #3: Draft Plan Review

The third public input meeting was held after the draft plan of Arrive 2045 was compiled. This meeting was an open house format for people to review the key findings, constrained projects, and the project phasing. A total of three input meetings were held the week of January 22nd, 2020.

VISION, GOALS, OBJECTIVES & PERFORMANCE MEASURES

TRANSPORTATION VISION

The future of the transportation system in the Bismarck-Mandan metropolitan area will be driven by the vision, goals, objectives, and performance measures developed for Arrive 2045. The vision for Arrive 2045 has been developed as follows:

Arrive 2045 is focused on **preserving** the transportation infrastructure of the Bismarck-Mandan MPO Area. The development of new **funding strategies** will be critical. Future investments in system preservation must be balanced against thoughtful implementation of **new infrastructure** which serve to **expand transportation capacity**. Arrive 2045 establishes a set of **regional priorities** to **balance public expectations** for improved **regional mobility**. Arrive 2045 recognizes the future contains many opportunities to channel **technology** to influence transportation mobility.

ARRIVE 2045 GOALS, OBJECTIVES & PERFORMANCE MEASURES

The goals developed for Arrive 2045 reflect guidance from MAP-21 planning factors, MAP-21 and FAST Act National Performance Goals, the NDDOT statewide transportation plan, and input from project stakeholders and community outreach. The figure below depicts how the performance measure areas are set as part of MAP-21 and the FAST Act and the requirements for which measures and targets are to be set for NDDOT’s Statewide Transportation Plan and the MPO’s MTP – Arrive 2045.

Again, the graphic is inclusive of the required performance measure areas. Additional performance measures and desired target trendlines have been set by the MPO as part of Arrive 2045 that pertain specifically to the MPO’s system.

| Federal Performance Measure Categories | REQUIRED FOR NDDOT STATEWIDE TRANSPORTATION PLAN | REQUIRED FOR MPO MTP – ARRIVE 2045 | ARRIVE 2045 ADDITIONAL LOCAL PERFORMANCE MEASURES |
|---|--|------------------------------------|---|
| PAVEMENT CONDITION ⁽¹⁾ | → ✓ | → ✓ | → ✓ |
| PERFORMANCE ⁽¹⁾ | → ✓ | → ✓ | → ✓ |
| BRIDGE CONDITION ⁽²⁾ | → ✓ | → ✓ | → ✓ |
| SAFETY – FATALITIES & SERIOUS INJURY ⁽³⁾ | → ✓ | → ✓ | → ✓ |
| TRAFFIC CONGESTION ⁽⁵⁾ | → ✓ | → OPTIONAL | → ✓ |
| ON-ROAD MOBILE SOURCE EMISSIONS ⁽⁵⁾ | → ✓ | → OPTIONAL | → NOT INCLUDED |
| FREIGHT MOVEMENT ⁽⁴⁾ | → ✓ | → ✓ | → NOT INCLUDED |

Roadways “Required” for the Federal Performance Categories:

(1) Required for Interstate and Non-Interstate NHS Roadways; (2) Required for all NHS Roadways; (3) Required for all Public Roadways; (4) Required for Interstate System Roadways; (5) Required Roadways Not Specified



ARRIVE 2045 GOAL I:

SAFETY & SECURITY

Goal 1 incorporates the following goals, performance measures, and planning factors:

- » National Performance Goal for safety
- » National Performance Measure for Safety - Fatalities and Serious Injuries
- » MAP-21 Planning Factors to increase the safety of the transportation system for motorized and non-motorized users and to increase the security of the transportation system for motorized and non-motorized users.

All transportation improvements should be developed with safety of the traveling public in mind. Safety should be considered when developing transportation projects for all modes of motorized and non-motorized transportation. These improvements should consider reducing both the severity and overall number of crashes.

Security of the transportation system includes ensuring users of the transportation system are protected from natural or human disaster (ie flooding, acts of terrorism). Security measures for transportation system users are often considered for public transit riders and non-motorized users of the trail systems. Security of our transportation system also considers the mobility of our emergency service vehicles.

PERFORMANCE MEASURES

Existing Metrics and Targets:

STATE SYSTEM FEDERAL REQUIREMENTS

| Safety Performance Measure | NDDOT 5-Year Average (2013 - 2017) | 2019 NDDOT 5-Year Average Target |
|---|---------------------------------------|-------------------------------------|
| Number of Motorized Fatalities | 120.0 | 108.3 |
| ^a Rate of Fatalities per 100 million VMT | 1.2 | 1.106 |
| Number of Motorized Serious Injuries | 458.6 | 413.9 |
| ^a Rate of Serious Injuries per 100 million VMT | 4.59 | 4.23 |
| Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries | 36.2 | 33.4 |

^a The MPO will adapt current NDDOT targets for rate calculated goals

LOCAL MPO SYSTEM OPTIONAL REQUIREMENTS

| Safety Performance Measure | MPO 5-Year Average (2013 - 2017) |
|---|-------------------------------------|
| Number of Motorized Fatalities | 4.6 |
| Rate of Fatalities per 100 million VMT | 0.642 |
| Number of Motorized Serious Injuries | 33.6 |
| Rate of Serious Injuries per 100 million VMT | 4.687 |
| Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries | 5.2 |

**Desired Target:
Reduction in crashes**



HOW WILL WE ACHIEVE THE GOAL?

Objectives:

- » **1A:** Reduce the incidence of all motor vehicle and non-motor vehicle (pedestrian and cyclist) crashes, with an emphasis on serious injury and fatal crashes. This may include implementing improvements that are both proven Crash Reduction Measures at locations with an existing crash history or at locations without an existing crash history as a proactive improvement (SMO)
- » **1B:** Provide a safe and secure environment for transit system riders (PBO)
- » **1C:** Enhance transportation security and reliability by developing strategies to address critical transportation assets identified that will facilitate the rapid movement of first responders and support incident management during times of emergency (SMO)
- » **1D:** Support North Dakota’s State Highway Safety Plan (SHSP) “Vision Zero” as a goal to move toward zero fatal resultant crashes (PBO)

SMO: Scoring Metric Objective | PBO: Policy Based Objective



ARRIVE 2045 GOAL 2:

INFRASTRUCTURE CONDITION

Goal 2 incorporates the following goals, performance measures, and planning factors:

- » National Performance Goals for the infrastructure condition of pavements and bridges.
- » National Performance Measure Categories of bridge condition and pavement condition
- » MAP-21 Planning Factors to emphasize the preservation of the existing transportation system and to promote efficient system management and operations.

As our transportation system ages, maintenance of our existing system is continuously needed to ensure that the condition of our pavements, bridges, bicycle and pedestrian facilities, transit facilities, and any other components of our existing transportation system are maintained and repaired to serve our traveling public. The challenges with maintaining our existing transportation system typically revolve around funding. The cost of transportation maintenance is continuously rising and there is often a competition between maintenance and operations costs of our existing system versus new facilities.

PERFORMANCE MEASURES

Existing Metrics and Targets:

STATE SYSTEM FEDERAL REQUIREMENTS

Pavement Conditions Measures and Targets

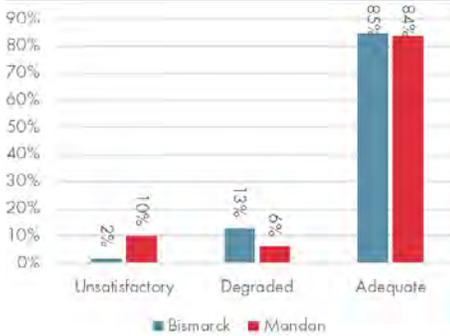
| NDDOT Conditions Performance Measure | Existing Condition | Target Condition |
|--------------------------------------|--------------------|------------------|
| Interstate Good | 80.2% | 75.6% |
| Interstate Poor | 0.1% | 3% |
| Non-Interstate Good | 62.8% | 58.3% |
| Non-Interstate Poor | 0.3% | 3% |

Bridge Conditions Measures

| Conditions Performance Measure | Structures Good | Structures Poor |
|--------------------------------|-----------------|-----------------|
| Target Condition (NDDOT) | 60% | 4% |
| Existing Condition (NDDOT) | 64.44% | 3.67% |

LOCAL MPO SYSTEM OPTIONAL REQUIREMENTS

Pavement Conditions Measures



Desired Target:
Decrease Percent of Unsatisfactory/Degraded Pavement

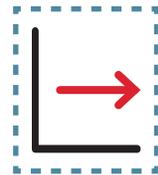


Bridge Conditions Measures

Structures Good:
77.8%

Structures Poor:
5.6%

Desired Target:
Maintain Bridges



HOW WILL WE ACHIEVE THE GOAL?

Objectives:

- » **2A:** Maintain pavement quality and bridges at acceptable levels (SMO)
- » **2B:** Maintain street signage and visibility (SMO)
- » **2C:** Maintain the current bicycle & pedestrian system (SMO)
- » **2D:** Maintain transit fleet, equipment, and facilities in a state of

SMO: Scoring Metric Objective | PBO: Policy Based Objective

- good repair as identified within the Transit Development Plan (TDP) (SMO)
- » **2E:** Maintain traffic signals, lighting, and other transportation ITS assets at acceptable levels (SMO)
- » **2F:** All MPO participating jurisdictions should cost participate in the data collection of pavement system condition on a 5-year cycle (PBO)



ARRIVE 2045 GOAL 3:

CONGESTION REDUCTION

Goal 3 incorporates the following goals, performance measures, and planning factors:

- » National Performance Goals for congestion reduction and system reliability
- » National Performance Measure Categories of traffic congestion and freight movement.
- » MAP-21 Planning Factor to enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Mobility and connectivity of the transportation system allows users to move from one place to another in a direct route with reduced travel times and reduced delays. Connectivity allows people to make decisions based on traffic conditions, access, and desired trip destinations. Connectivity is not only about a direct route from an origin to a destination, it should also allow users to choose multiple transportation modes and to interchange between the modes in a safe and efficient manner.

PERFORMANCE MEASURES

Existing Metrics and Targets:

LOCAL MPO SYSTEM OPTIONAL REQUIREMENTS

Vehicle Miles Traveled (VMT) Per Capita

| County | Population ^a | 2017 Annual VMT ^b | Resultant Annual VMT per Capita ^c |
|----------|-------------------------|------------------------------|--|
| Burleigh | 95,273 | 739,236,000 | 7,800 |
| Morton | 31,095 | 446,409,000 | 14,500 |

^a Data Source: American Community Survey (ACS) 2018 Population Estimates

^b Data Source: 2017 NDDOT Annual Traffic Report per County

^c Rounded to the nearest 500 miles

Desired Target:

Reduction of VMT per Capita



Vehicle Hours Traveled (VHT) Per Capita

| MPO Population ^c | VHT ^d | VHT per Capita |
|-----------------------------|------------------|----------------------------|
| 100,306 | 47,100 | 0.47 hours 28.2 minutes |

^c Data Source: Bismarck Mandan MPO Monitoring Report - US Census, 2010

^d Data Source: 2015 Travel Demand Model

Desired Target:

Reduction of VHT per Capita

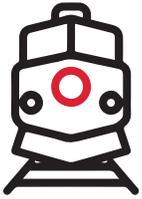


HOW WILL WE ACHIEVE THE GOAL?

Objectives:

- » **3A:** Implement projects and programs that will reduce travel delays on corridors that have an existing or proposed Level of Service (LOS) D or worse, to a LOS C or better after the improvement is made (SMO)
- » **3B:** Provide and maintain corridors functionally classified as minor arterials and above that facilitate longer-distance travel within the region (SMO)
- » **3C:** Improve the continuity of the multimodal systems for pedestrians, cyclists, or transit riders; through improved network connections and reduction of system gaps (SMO)
- » **3D:** Support future development that would result in reduced motor vehicle trips (PBO)

SMO: Scoring Metric Objective | PBO: Policy Based Objective



ARRIVE 2045 GOAL 4:

SYSTEM RELIABILITY FOR FREIGHT MOVEMENT AND ECONOMIC VITALITY

Goal 4 incorporates the following goals, performance measures, and planning factors:

- » National Performance Goals for system reliability and freight movement and economic vitality.
- » National Performance Measure Category of Freight Movement
- » MAP-21 Planning Factors to support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; and increase accessibility and mobility of people and freight.

A transportation system that provides good access for all modes of transportation can promote future development and employment opportunities which will in return stimulate the region's local economy.

A well connected and efficient transportation system that facilitates the movement of goods between freight modes and facilitates the movement of goods and freight to commercial and industrial centers can lower the cost of doing business. This can both support existing business and attract new business to support and enhance the local economy.

PERFORMANCE MEASURES

Existing Metrics and Targets:

STATE SYSTEM FEDERAL REQUIREMENTS

System Performance for the Interstate and Non-Interstate NHS

| Conditions Performance Measure | Travel Time Reliability Non-Interstate National Highway System (NHS) | Travel Time Reliability Interstate | Freight Reliability Index |
|-----------------------------------|--|------------------------------------|---------------------------|
| Target Condition | 85% | 85% | 3.0 |
| Existing Condition (NDDOT - 2017) | 91.6% | 99.4% | 1.15 |

LOCAL MPO SYSTEM OPTIONAL REQUIREMENTS

There is not an MPO desired performance measure or target for this goal.

HOW WILL WE ACHIEVE THE GOAL?

Objectives:

- » **4A:** Enhance the efficient and safe movement of freight and goods including investments in congestion reduction and safety improvements on the critical urban freight corridors and other designated freight corridors (SMO)
- » **4B:** Support transportation investments as identified in the most recent Bismarck-Mandan MPO Regional Freight Study (PBO)
- » **4C:** Promote transportation investments that enhance the local economy (PBO)



ARRIVE 2045 GOAL 5:

ALTERNATIVE TRANSPORTATION MODES TO AUTOMOBILE TRAVEL

Goal 5 incorporates the following goals, performance measures, and planning factors:

- » National Performance Goals for congestion reduction, system reliability and environmental sustainability.
- » National Performance Measure Categories of traffic congestion and on-road mobile source emissions.
- » MAP-21 Planning Factors to increase accessibility and mobility of people and freight; protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic

development patterns; and enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

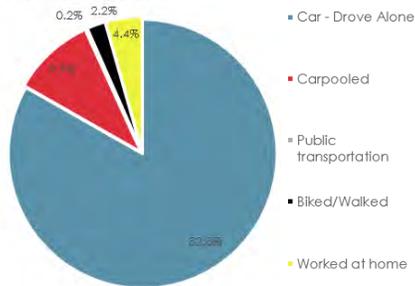
More people are choosing to use alternate modes of transportation to live a healthier lifestyle, reduce their environmental footprint, or spend less money out of their budget on transportation costs. Also, due to various social justice issues, certain portions of the population also are dependent on public transportation or non-motorized transportation. Regardless of the reason, it is important to provide a well-balanced transportation system that supports modes other than a single occupancy motor vehicle. This includes supporting alternative modes of transportation for users of all ages and all abilities.

PERFORMANCE MEASURES

Existing Metrics and Targets:

LOCAL MPO SYSTEM OPTIONAL REQUIREMENTS

Mode Share

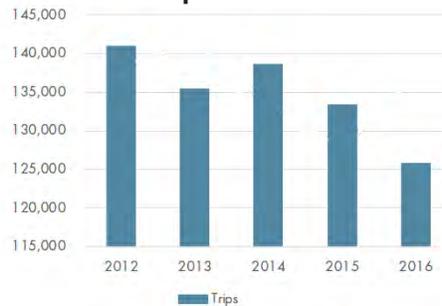


Desired Target:

Decrease single vehicle use

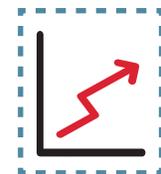


CAT Ridership



Desired Target:

Increase fixed route transit ridership



Miles of Facilities

| Facility Type | Miles | |
|-------------------|----------|----------|
| | Bismarck | Mandan |
| Multi-use Trails | 52 miles | 18 miles |
| Bicycle Lanes | 4 miles | 0 miles |
| Shared-Use Routes | 5 miles | 0 miles |

Desired Target:

Increase miles of bicycle facilities



HOW WILL WE ACHIEVE THE GOAL?

Objectives:

- » **5A:** Consider coordination with transit agencies to improve transit route efficiency, system productivity, and community awareness by implementing transportation investments that support the transit system (PBO)
- » **5B:** Improve transit and rideshare opportunities for travelers commuting into Bismarck-Mandan from outside the urban area (PBO)
- » **5C:** Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments identified in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan (SMO)
- » **5D:** Improve the awareness and safety of bicycling, and educate both bicyclists and motorists on rules and responsibilities (PBO)

SMO: Scoring Metric Objective | PBO: Policy Based Objective



ARRIVE 2045 GOAL 6:

ENVIRONMENTAL SUSTAINABILITY

Goal 6 incorporates the following goals, performance measures, and planning factors:

- » National Performance Goal for environmental sustainability.
- » National Performance Measure Category for on-road mobile source emissions.
- » MAP-21 Planning Factor to promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

Air quality is affected by mobile source emissions resulting from vehicle miles traveled (VMT). Air quality impacts can be reduced through roadway improvements that reduce VMT or provide for transportation modes other than single occupancy vehicles. New and expanded transportation facilities can also negatively impact the environment such as impacting wetlands, historical and cultural resources, existing neighborhoods or properties, and many other potential environmental impacts.

PERFORMANCE MEASURES

Existing Metrics and Targets:

LOCAL MPO SYSTEM OPTIONAL REQUIREMENTS

The performance measures and targets for reduction in VMT/Capita and VHT/Capita as identified in Goal 3 Congestion Reduction, will also support environmental sustainability through reduced on-road mobile source emissions. Please see Goal 3 Congestion Reduction for the performance measures, current system performance, and targets.

HOW WILL WE ACHIEVE THE GOAL?

Objectives:

- » **6A:** Minimize the transportation system's impacts on the natural and built environment (PBO)
- » **6B:** Ensure that projects located within Environmental Justice (EJ) areas have no negative impacts or have identified mitigation measures (PBO)
- » **6C:** Promote transportation investments that support infill, mixed use development patterns (PBO)
- » **6D:** Provide transportation infrastructure design guidance that fits within the context of the built environment (PBO)
- » **6E:** Plan for and address multimodal transportation system impacts/sufficiency when planning new developments (PBO)



ARRIVE 2045 GOAL 7:

REDUCED PROJECT DELIVERY

Goal 7 incorporates the following goals, performance measures, and planning factors:

- » National Performance Goals for reduced project delivery delay.
- » MAP-21 Planning Factors to support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; promote efficient system management and operation; and emphasize the preservation of the existing transportation system.

A well developed MTP will consider fiscal constraint and develop, prioritize, and program projects to ensure they are within the means of each jurisdiction’s transportation budget. This first includes consideration of maintenance and operation costs of the existing transportation system.

Secondly, lower cost alternatives should be considered to improve the performance of the transportation system before more expensive projects such as extending and widening the system are considered.

PERFORMANCE MEASURES

Existing Metrics and Targets:

LOCAL MPO SYSTEM OPTIONAL REQUIREMENTS

There is currently no data available for this performance measure. The MPO, when able, will commit to collecting these data following the completion of this plan. Baseline data will be available in 2020.

Possible Performance Measures:

- » Track the number of projects that are delivered on time (as scheduled).

Possible Desired Target:

Reduction of the number of delayed projects



HOW WILL WE ACHIEVE THE GOAL?

Objectives:

- » **7A:** Identify Non-Federal funding opportunities (public or private) to support transportation needs to fund entire projects or greater than the required Federal project match (PBO)
- » **7B:** Leverage the existing transportation system by emphasizing low-cost, high impact solutions that may include incremental system improvements, system preservation, and technology applications to achieve congestion in lieu of more expensive projects such as roadway widening (SMO)
- » **7C:** Develop policies to support consistent application of development-related improvement requirements and streamlined project development (PBO)

SMO: Scoring Metric Objective | PBO: Policy Based Objective

EXISTING SYSTEM PERFORMANCE

The Existing System Performance analysis evaluated the current conditions for all modes of transportation and was used to identify issues and opportunities for investment over the life of Arrive 2045.

TRAFFIC OPERATIONS

The travel demand model provides level of service for the functionally classified roadways. Areas of existing concern based on deficient LOS include many of the metro's most heavily traveled arterial roadways:

- » Washington Street
- » State Street
- » I-94
- » Divide Avenue
- » Bismarck Expressway
- » Centennial Road
- » 19th Street N
- » 7th Street
- » 3rd Street (Mandan)
- » Memorial Highway
- » Downtown Bismarck and Mandan (various streets)

ASSET MANAGEMENT

Highways, roads, and bridges are an integral part of the community. These assets keep the economy moving, connect to daily destinations, and provide access in case of an emergency. Asset management is defined as a strategic and systematic process of operating, maintaining, and improving physical assets based on engineering and economic analysis. For Arrive 2045 asset management includes pavement conditions and bridge structures.

- » Pavement Conditions
 - 75.6 percent of the Interstate in the MPO area is in good condition and 3 percent in poor condition.
 - 58.3 percent of the Non-Interstate National Highway System in the MPO area is in good condition and 3 percent in poor condition.
 - 85 percent of Bismarck's roadways have an adequate pavement condition and 2 percent in unsatisfactory condition.
 - 84 percent of Mandan's roadways have an adequate pavement condition and 10 percent in unsatisfactory condition.
- » Bridge Conditions
 - 70 percent of bridge structures in the MPO area are in good condition and just 2 percent in poor condition.

ROADWAY SAFETY

The last five years of crash data was analyzed to understand roadway safety patterns and high crash locations. During this timeframe there were 15,039 motorized vehicle and 238 non-motorized crashes. This includes 23 fatal crashes, of which six occurred at intersections, and 186 serious injury crashes.

Bismarck has 17 of 50 high crash urban locations across North Dakota. Mandan, Lincoln, Burleigh, and Morton County had none.

OTHER HIGHLIGHTS

- » Vehicle miles traveled (the sum of the length of each trip driven by every person on the transportation network) has grown faster in Burleigh County than in Morton County, likely associated with larger population growth and suburban style development.
- » Vehicle hours traveled (the sum of the travel time for each trip driven by every person on the transportation network) increased 21 percent between 2010 and 2015.
- » Passenger trips on Capital Area Transit's fixed routes have declined nearly 11 percent between 2012 and 2016 and about eight percent on the paratransit and demand response service. The Transit Development Plan was recently completed and outlined a variety of potential service improvements and funding mechanisms.
- » The Cities of Bismarck and Mandan have 516 miles of bicycle and pedestrian facilities. The 2017 Bicycle and Pedestrian Plan identified priority routes and intersections to improve walking and biking in the Bismarck-Mandan metro.

GROWTH, TRENDS, AND FORECASTS

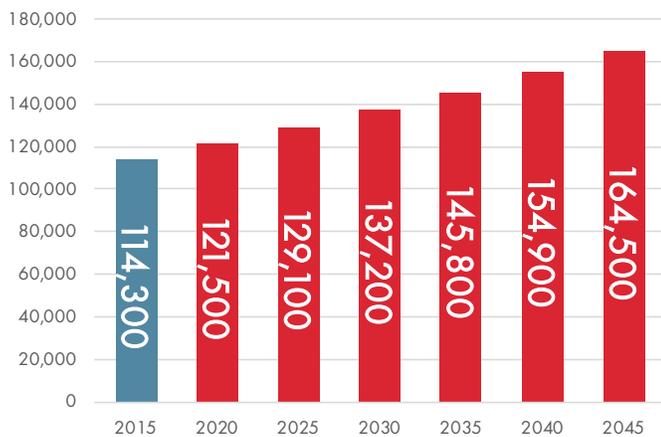
DEMOGRAPHIC TRENDS

Population, household, and employment growth in the Bismarck-Mandan metro area are directly related to the demands placed on the transportation network. As more people and jobs are located in the region, there are more commuting and freight trips. This section includes a review of the population, household, and employment forecasts developed for the Bismarck-Mandan metro area as part of the Bismarck-Mandan Model Review and Socio-Economic Update Study.

Population Growth

The Bismarck-Mandan metro area population has historically grown at a rate of 1.2 percent per year (1985 to 2015), however more recent trends have shown a more significant growth rate, around 2.4 percent per year (2010 to 2015). Recently, the 2045 socioeconomic forecasts were approved using the historic growth rate around 1.2 percent per year, on average, resulting in more than 50,000 new people by 2045, for an expected population of 164,500.

Current and Projected Population

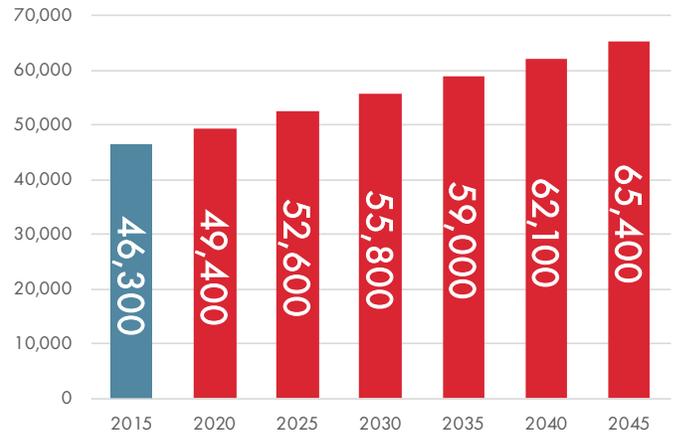


Household Growth

The population growth forecasted through 2045 is allocated to new households based on household size, which reflects a variety of factors, including age and housing type (single-family/multi-family). Household size has declined since the 1970s (3.37) to 2005 (2.39), but has recently stabilized. The demographic forecasts expects a slight increase in household size through 2045.

This results in around 65,400 total households in the Bismarck-Mandan metro area by 2045, an increase of more than 19,000 new households. This forecasts is lower (10.5 percent) than previous 25-year forecasts.

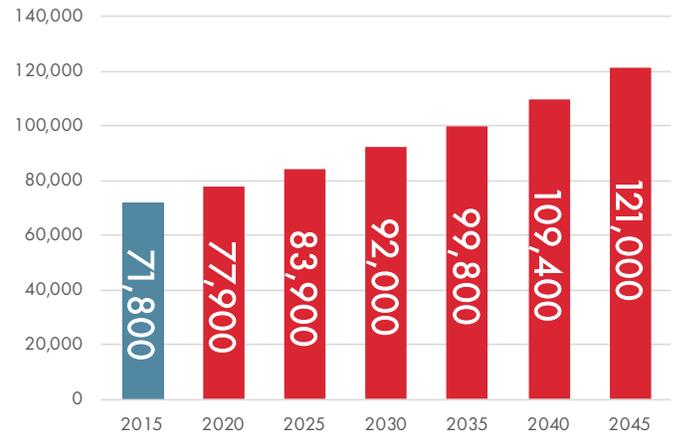
Current and Projected Households



Employment Growth

Employment growth in the Bismarck-Mandan metro area is expected to grow around 1.8 percent per year through 2045, resulting in more than 49,000 new jobs, for a total of 121,000 jobs. This forecast is slightly lower (2.6 percent) than previous 25-year forecasts, likely associated with the uncertainty surrounding energy development in western North Dakota.

Current and Projected Employment



Current and Forecasted Change in Socioeconomic Data

| | 2015 | 2020 | 2025 | 2030 | 2035 | 2040 | 2045 | 2015-2045 Percent Change |
|------------------|---------|---------|---------|---------|---------|---------|---------|--------------------------|
| Metro Population | 114,300 | 121,500 | 129,100 | 137,200 | 145,800 | 154,900 | 164,500 | 43.9% |
| Metro Households | 46,300 | 49,400 | 52,600 | 55,800 | 59,000 | 62,100 | 65,400 | 41.3% |
| Metro Jobs | 71,800 | 77,900 | 83,900 | 92,000 | 99,800 | 109,400 | 121,000 | 68.5% |

FUTURE SYSTEM PERFORMANCE

The 2020 to 2045 Bismarck-Mandan Metropolitan Transportation Plan uses a year 2045 planning horizon to provide a 25-year time period after plan adoption for prioritizing regional transportation improvements. This chapter provides a performance assessment of the future transportation system.

2030 FUTURE NETWORK PERFORMANCE

By 2030, the Bismarck-Mandan metro area will add nearly 10,000 households and 20,000 jobs. Even with this anticipated growth, the network will continue to operate effectively through most of the metro, however, there are some areas of growing congestion. Vehicle hours traveled (VHT) by all vehicles on the network will increase 30.3 percent, while vehicle miles traveled (VMT) by all vehicles on the network will increase 28.5 percent. VHT growing at a faster rate than VMT indicates increasing congestion, however mild through 2030.

The 2030 LOS is shown in below. Many of the metro’s most heavily traveled arterial roadways will continue to see growing congestion, especially in the northeast.

2030 Model Outputs

| | 2015 | 2030 | 2015-2030 Percent Change |
|--------------------------|-----------|-----------|--------------------------|
| VHT | 28,605 | 37,265 | 30.3% |
| VMT | 1,753,850 | 2,253,430 | 28.5% |
| % of Links Over Capacity | 1.2% | 5.1% | 322.3% |

2045 FUTURE NETWORK PERFORMANCE

From 2030 to 2045, the Bismarck-Mandan metro area will add another 10,000 households and 29,000 jobs. This anticipated growth begins to overload the network, with many of the functionally classified roadways over capacity. VHT increases far outpace VMT increases, indicating significant congestion on the network. The percent of roadway links over capacity increases more than 10 times when compared to 2015. Many of the metro’s most heavily traveled arterial roadways will continue to see growing congestion.

2045 Model Outputs

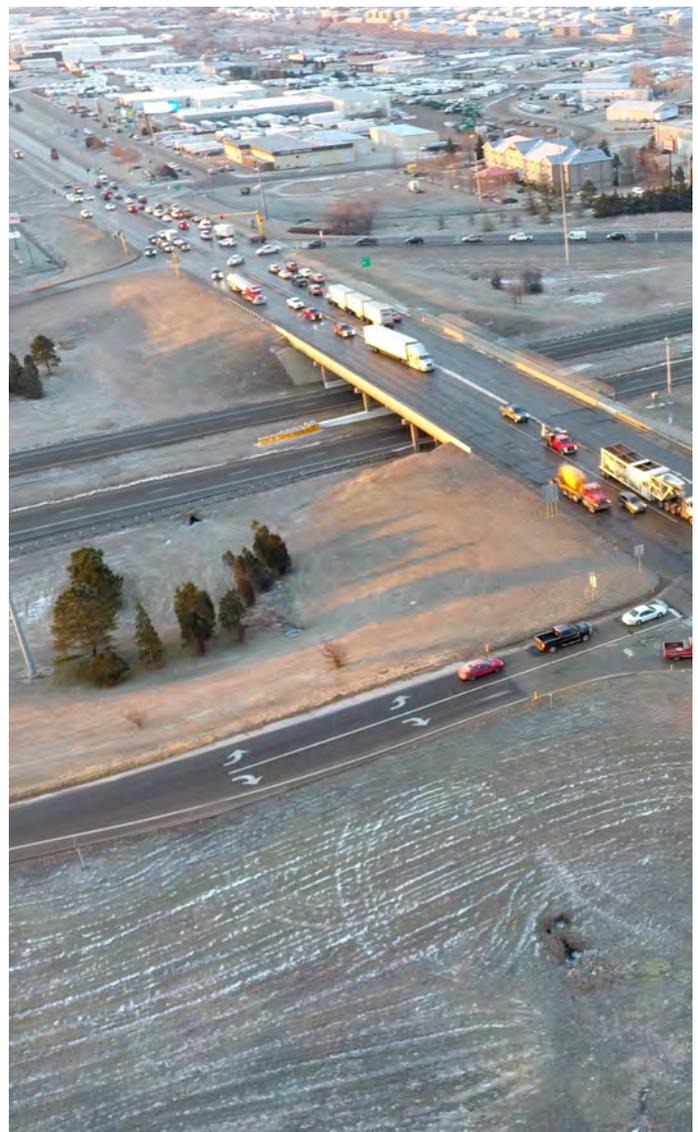
| | 2015 | 2045 | 2015-2045 Percent Change |
|--------------------------|-----------|-----------|--------------------------|
| VHT | 28,605 | 55,650 | 94.5% |
| VMT | 1,753,850 | 2,932,685 | 67.2% |
| % of Links Over Capacity | 1.2% | 13.6% | 1,033.3% |

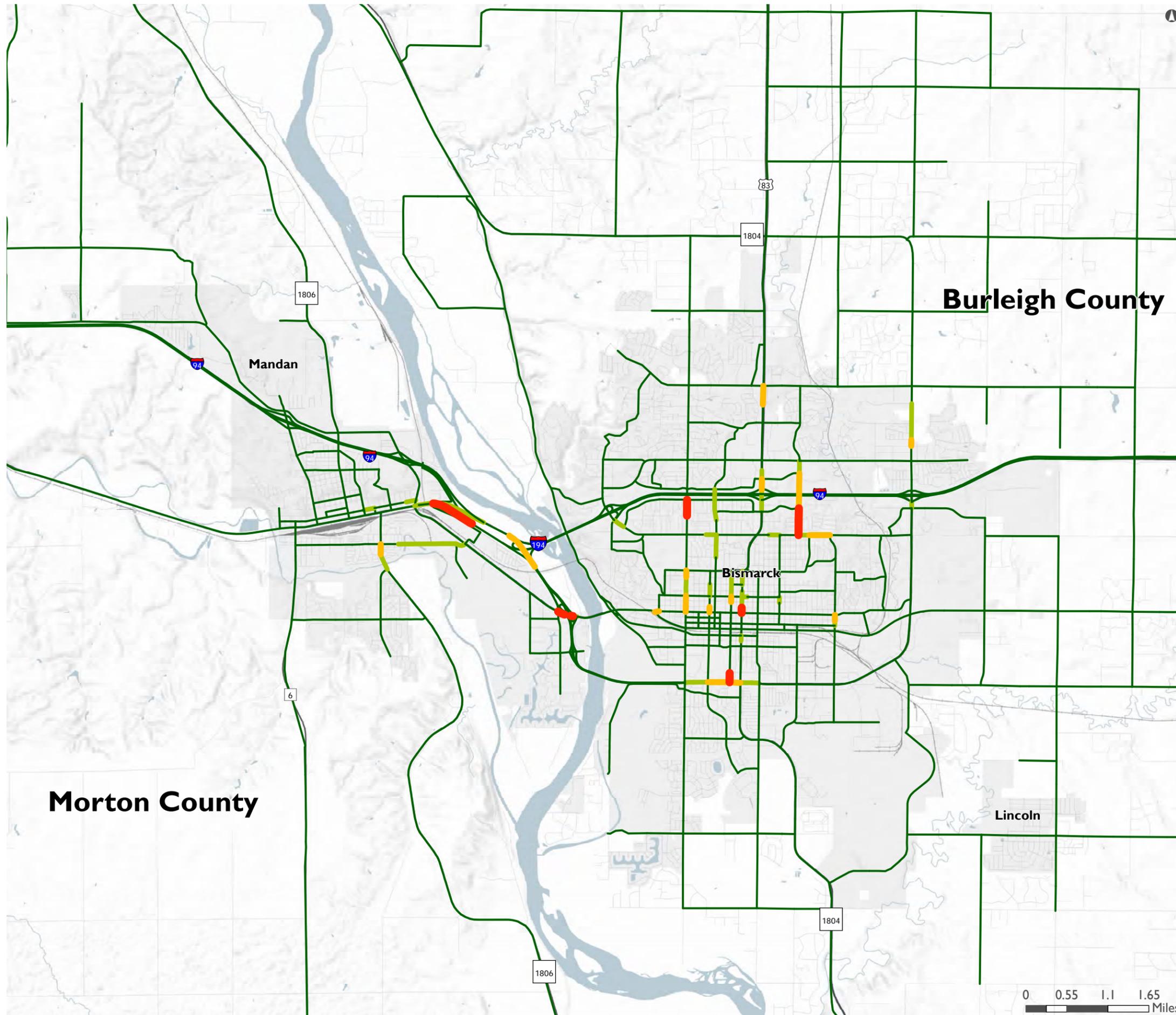
ALTERNATIVE ANALYSIS

The alternatives analysis for Arrive 2045 was a multi-phased approach to assist in the identification of projects that should be evaluated and prioritized through 2045. This process included the following analyses:

- » The Macro-Level Analysis evaluated large project concepts that would potentially address some of the most significant transportation issues, like new river crossings, interchanges, and other major connections.
- » The Interstate Analysis completed a more detailed evaluation of the I-94 and I-194 mainline and existing interchanges.
- » Smart Mobility workshop evaluated the impacts connected and autonomous vehicles and technology solutions could have on the transportation network.
- » Project Evaluation and Prioritization scored and ranked the universe of projects included in this MTP.

Growing Traffic Demands Along Centennial Road





Existing and Committed Projects Only

Level of Service 2015

Level of Service

LOS F

LOS E

LOS D

LOS A-C

Morton County

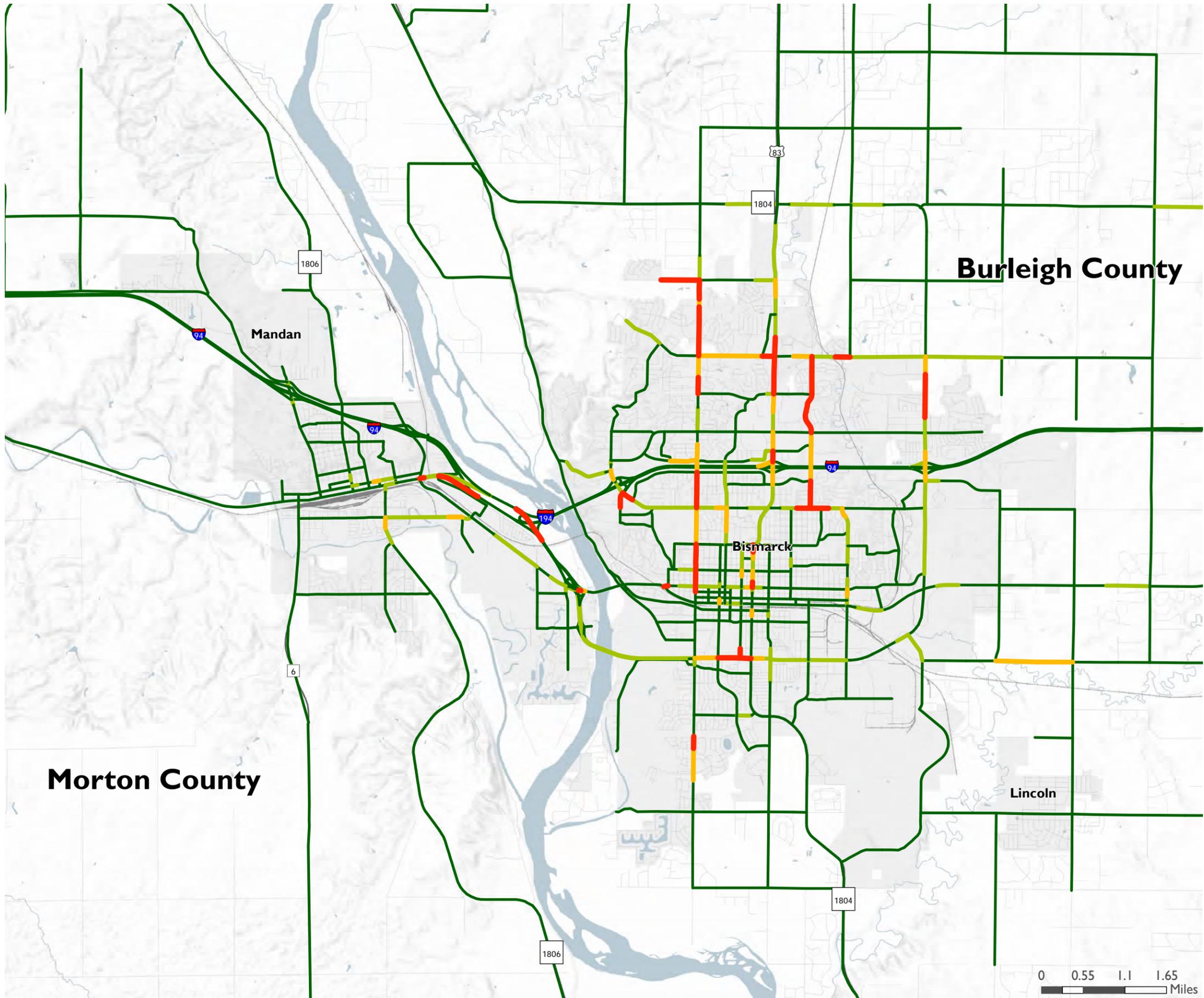
Burleigh County

Bismarck

Lincoln



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Existing and Committed Projects Only

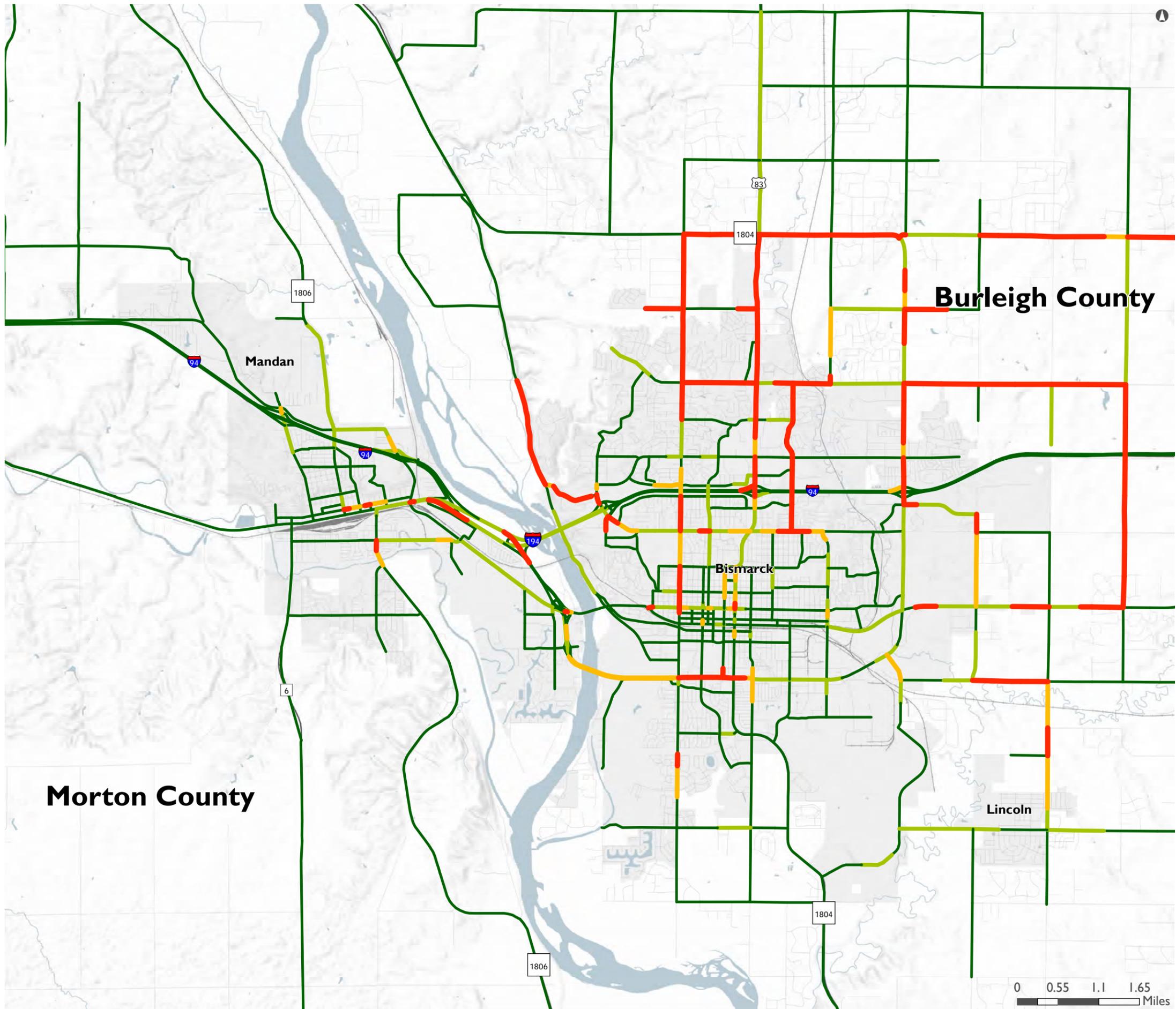
Level of Service 2030

LOS 2030

- F
- E
- D
- A-C



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Existing and Committed Projects Only

Level of Service 2045

- LOS 2045**
- F
 - E
 - D
 - A-C

Morton County

Burleigh County



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FISCALLY CONSTRAINED PLAN

DEVELOPMENT OF THE FISCAL CONSTRAINT

Development of the project list for Arrive 2045 must be based on an established fiscal constraint agreed to between the Bismarck-Mandan MPO and NDDOT. Development of a fiscal constraint can be based on a variety of scenarios and data points regarding transportation funding programs. Five potential scenarios were evaluated based on historical spending and future programmed funds from the current Transportation Improvement Programs. These trends were extrapolated to 2045 and allocated to the different funding programs, including Urban Roads, Regional Roads, Interstate, Safety, and Transportation Alternatives. The scenario selected was reduced by expected preservation and maintenance costs and operations costs to ensure the fiscal constraint is sufficient to manage the existing transportation network before expansion projects were considered. The table below shows the funding available across all project areas and across the short-term (2024-2031), mid-term (2032-2038), and long-term (2039-2045).

PRIORITIZATION OF PROJECTS

To determine which projects would be selected given limited funds and in what time period the project would be proposed, all projects were prioritized through a three-step process including

- » Technical project evaluation based on the project goals and evaluation criteria. A composite score was calculated for each project based on the goal score times the goal weight which was developed as part of the public involvement process.
- » Public involvement during the second round of public meetings where the public could select their top priorities.
- » Steering Committee review of technical needs and construction feasibility.

| Year | Urban | Regional | Interstate | Safety (State) | Safety (Urban) | TA + RTP |
|------------------|---------------------|---------------------|---------------------|---------------------|---------------------|--------------------|
| Base Year | \$3,936,368 | \$4,581,824 | \$5,120,750 | \$699,713 | \$651,250 | \$233,750 |
| 2024 | \$4,172,550 | \$428,524 | \$3,321,051 | \$741,695 | \$690,325 | \$247,775 |
| 2025 | \$4,235,138 | \$399,247 | \$3,318,193 | \$752,821 | \$700,680 | \$251,492 |
| 2026 | \$4,298,666 | \$366,977 | \$3,313,186 | \$764,113 | \$711,190 | \$255,264 |
| 2027 | \$4,363,145 | \$331,568 | \$3,305,912 | \$775,575 | \$721,858 | \$259,093 |
| 2028 | \$4,428,593 | \$292,866 | \$3,296,250 | \$787,208 | \$732,686 | \$262,979 |
| 2029 | \$4,495,022 | \$250,712 | \$3,284,073 | \$799,016 | \$743,676 | \$266,924 |
| 2030 | \$4,562,447 | \$204,939 | \$3,269,248 | \$811,002 | \$754,831 | \$270,928 |
| 2031 | \$4,630,884 | \$155,372 | \$3,251,638 | \$823,167 | \$766,154 | \$274,992 |
| Subtotal | \$29,967,507 | \$2,430,206 | \$26,359,550 | \$6,254,597 | \$5,821,400 | \$2,089,447 |
| 2032 | \$4,700,347 | \$1,976,831 | \$3,231,098 | \$835,514 | \$777,646 | \$279,117 |
| 2033 | \$4,770,852 | \$1,919,128 | \$3,207,477 | \$848,047 | \$789,311 | \$283,303 |
| 2034 | \$4,842,415 | \$1,857,064 | \$3,087,523 | \$848,047 | \$789,311 | \$283,303 |
| 2035 | \$4,915,051 | \$1,790,436 | \$3,055,866 | \$860,768 | \$801,150 | \$287,553 |
| 2036 | \$4,988,777 | \$1,719,029 | \$2,926,125 | \$860,768 | \$801,150 | \$287,553 |
| 2037 | \$5,063,608 | \$1,642,620 | \$2,885,684 | \$873,679 | \$813,168 | \$291,866 |
| 2038 | \$5,139,563 | \$1,560,977 | \$2,745,356 | \$873,679 | \$813,168 | \$291,866 |
| Subtotal | \$28,298,190 | \$12,466,086 | \$21,139,129 | \$6,000,502 | \$5,584,903 | \$2,004,562 |
| 2039 | \$5,216,656 | \$1,473,859 | \$2,695,322 | \$886,784 | \$825,365 | \$296,244 |
| 2040 | \$5,294,906 | \$1,381,012 | \$2,640,890 | \$900,086 | \$837,746 | \$300,688 |
| 2041 | \$5,374,329 | \$1,282,174 | \$2,581,847 | \$913,587 | \$850,312 | \$305,198 |
| 2042 | \$5,454,944 | \$1,177,072 | \$2,517,971 | \$927,291 | \$863,066 | \$309,776 |
| 2043 | \$5,536,769 | \$1,065,420 | \$2,449,034 | \$941,201 | \$876,012 | \$314,423 |
| 2044 | \$5,619,820 | \$946,920 | \$2,374,794 | \$955,319 | \$889,153 | \$319,139 |
| 2045 | \$5,704,117 | \$821,264 | \$2,295,002 | \$969,648 | \$902,490 | \$323,926 |
| Subtotal | \$30,144,852 | \$8,147,721 | \$17,554,860 | \$6,493,916 | \$6,044,144 | \$2,169,395 |
| Total | \$88,410,549 | \$23,044,013 | \$65,053,539 | \$18,749,015 | \$17,450,447 | \$6,263,404 |

FISCALLY CONSTRAINED PROJECT LIST

Projects are assigned a time period based on their relative need. So, even if a project could be funded in a later phase, it is kept in the phase at which it is needed and would be listed as “illustrative” which allows for a better representation of unmet funding needs.

Short-Range Projects

The most significant time period and project list is the short-range list, which reflects projects from which to choose for developing the next five TIPs until Arrive 2045 is updated in 2025. Projects with a yellow fill are recommended for inclusion in the constrained plan and would reflect the MPO’s prioritized list.

Based on the identification of short range projects, below reflects the financial analysis for the years 2024 to 2031 of Arrive 2045, with a summary of the revenue programs below.

- » Urban Program
 - Requires \$16M to \$19M in Bismarck sales tax to balance program.
 - All Bismarck projects are sales tax eligible; sales tax benefit to the urban system is not fully shown in MTP financial analysis.
- » Regional Program
 - Program is balanced; however, P&M revenues needed to support low cost improvements on State Street.
 - Assumes constraint of low cost improvements on State Street while high cost improvements on State Street remain illustrative.
- » Interstate Program
 - Generally balanced, includes reconstruction of Exit 161.

Mid Range Projects

Projects with a yellow fill are recommended for inclusion in the constrained plan. Unlike the short-range project lists, there is no Urban Program priority. These projects can be prioritized as necessary.

Mid-Range Financial Analysis

Based on the identification of mid-range range projects, below reflects the financial analysis for the years 2032 to 2038 of Arrive 2045, with a summary of the revenue programs below.

- » Urban Program
 - Program slightly out of balance, likely balanced with use of Bismarck Sales Tax.
- » Regional Program
 - Program is balanced; however, requires use of P&M revenue to support program.
 - Assumes constraint of low cost improvements on State Street but high cost improvements on State Street remain illustrative.

- » Interstate Program
 - Requires more capacity investment to support reconstruction of Exit 159; program still balanced.

Long-Range Projects

Projects with a yellow fill are recommended for inclusion in the constrained plan and can be prioritized as necessary.

Based on the identification of long-range range projects, below reflects the financial analysis for the years 2039 to 2045 of Arrive 2045, with a summary of the revenue programs below.

- » Urban Program
 - Program balanced.
- » Regional Program
 - Program is balanced; however, requires use of P&M revenue to support program.
 - Assumes constraint of low cost improvements on State Street while high cost improvements on State Street remain illustrative.
- » Interstate Program
 - No capacity programmed in long range (e.g. 66th Street Interchange not included in constrained MTP).

FISCALLY CONSTRAINED PROJECTS AND FUTURE NETWORK PERFORMANCE

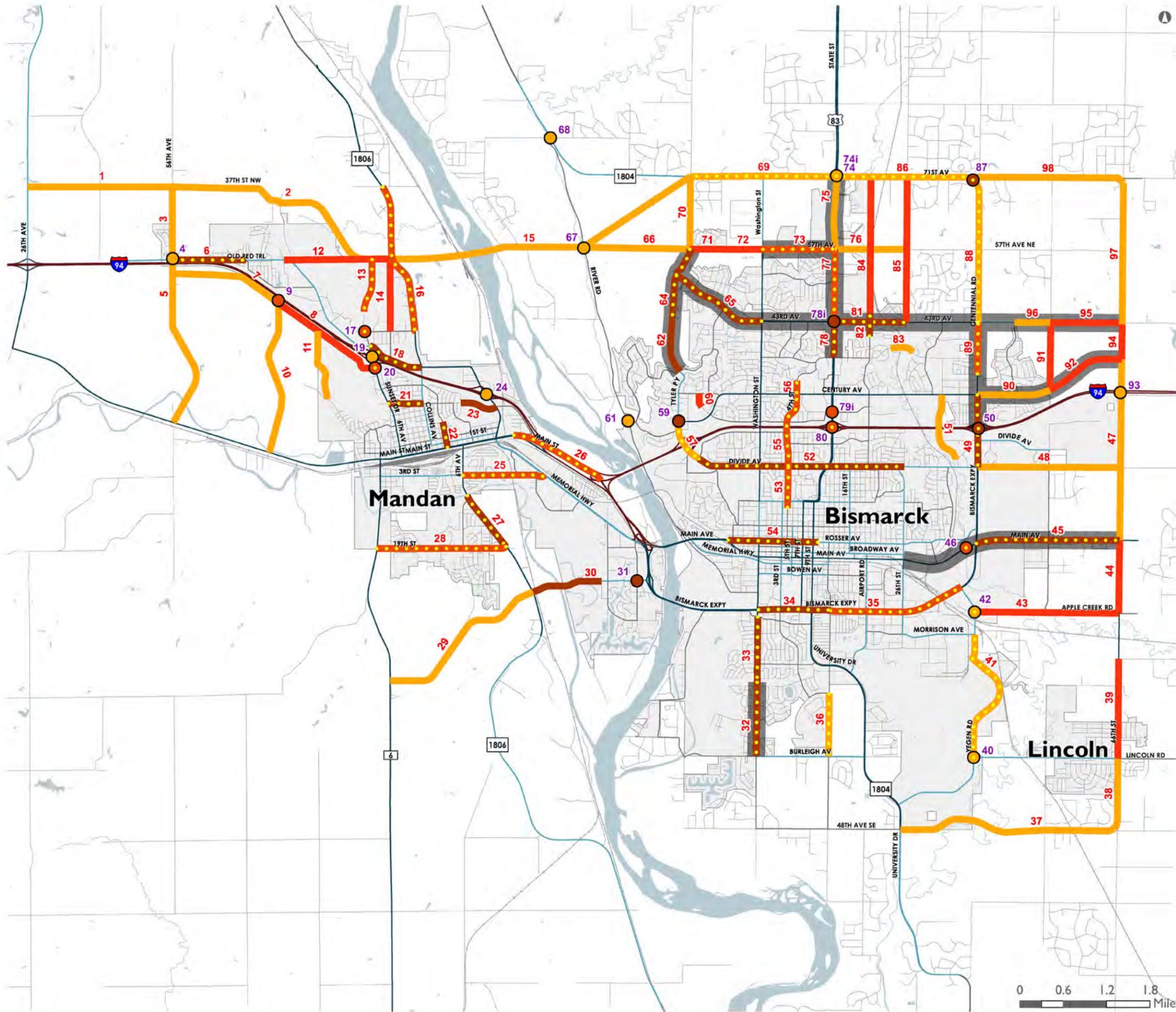
Projects that were cost constrained in the short-, mid-, and long-term were applied to the travel demand model. The prioritized and constrained projects reduce congestion, when compared to the 2030 and 2045 networks without these projects, but increase vehicle miles traveled.

2030 Fiscally Constrained Projects Model Outputs

| | 2015 | 2030 | 2015-2030 Percent Change |
|--------------------------|-----------|-----------|--------------------------|
| VHT | 28,605 | 37,415 | 30.8% |
| VMT | 1,753,850 | 2,489,035 | 41.9% |
| % of Links Over Capacity | 1.2% | 2.8% | 133.3% |

2045 Fiscally Constrained Projects Model Outputs

| | 2015 | 2045 | 2015-2045 Percent Change |
|--------------------------|-----------|-----------|--------------------------|
| VHT | 28,605 | 49,235 | 72.1% |
| VMT | 1,753,850 | 3,291,190 | 87.7% |
| % of Links Over Capacity | 1.2% | 7.6% | 533.3% |



Project Phasing

-  Short Range Projects
-  Mid Range Projects
-  Long Range Projects
-  Short Range Projects for Constrained Plan
-  Mid Range Projects for Constrained Plan
-  Long Range Projects for Constrained Plan
-  Bismarck Sales Tax Eligible Corridors



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Short-Range Project List

| ID | Location | Termini | Termini | Description | Phase | Cost | Year of Expenditure [YOE] | Program | Urban Program Priority |
|-----|---------------------------------------|--------------------------------|--------------------------|---|-------|--------------|---------------------------|-------------|------------------------|
| 6 | Old Red Trail | 56th Avenue | 40th Avenue NW | Reconstruct as 3-lane urban section. | Short | \$8,400,000 | \$9,826,812 | Urban | 2 |
| 18 | Old Red Trail | Sunset Drive | ND 1806 / Collins Avenue | Restripe for 3-lane urban section. | Short | \$39,500 | \$46,209 | Safety | |
| 21 | Division Street | Sunset Drive | ND 1806 / Collins Avenue | Reconstruction. | Short | \$2,500,000 | \$2,924,646 | Urban | 5 |
| 22 | 3rd Avenue NE | Main Street | 5th Street | Reconstruction. | Short | \$2,500,000 | \$2,924,646 | Urban (P&M) | 7 |
| 23 | Division Street | 8th Avenue E | Mandan Avenue | Construct as 2-lane urban section. | Short | \$2,880,000 | \$3,369,193 | Urban | |
| 27 | Highway 1806 | 19th Street | Heart River Bridge | Pavement preservation project, including addition of turn lanes and signals at 8th Avenue and 19th Street. | Short | \$1,750,000 | \$2,047,252 | Regional | |
| 30 | McKenzie Road | Highway 1806 | 39th Avenue E | Construct as 2-lane rural section. Include new bridge across Heart River. Add signals at McKenzie Drive/ Bismarck Expressway ramps and at McKenzie Drive/40th Avenue. | Short | \$15,650,000 | \$18,308,286 | Urban | |
| 31 | McKenzie Road | 46th Avenue SE | | Intersection capacity improvement. | Short | \$2,500,000 | \$2,924,646 | Urban | |
| 32 | Washington Street | Burleigh Avenue | Drainage Channel | Reconstruct as 3-lane urban arterial. | Short | \$8,720,000 | \$10,201,167 | Urban | 3 |
| 33 | Washington Street | Drainage Channel | Denver Avenue | Turn lane improvements including restripe south of Reno Avenue as 3-lane section. | Short | \$39,000 | \$45,624 | Safety | |
| 34 | Bismarck Expressway | Washington Street | 12th Street | Safety improvements. | Short | \$5,000,000 | \$5,849,293 | Safety | |
| 45 | Main Avenue | Bismarck Expressway | 66th Street | Widen from 2-lane to 3-lane section (including intersection improvement at 52nd Street). | Short | \$10,020,000 | \$11,721,983 | Urban | 6 |
| 49 | Bismarck Expressway / Centennial Road | Divide Avenue | Century Avenue | Widen from 5-lane to 6-lane section. | Short | \$3,960,000 | \$4,632,640 | Mix | |
| 50 | Bismarck Expressway / Centennial Road | I-94 | | Interchange reconstruction. | Short | \$25,000,000 | \$29,246,464 | Interstate | |
| 52 | Divide Avenue | Turnpike Avenue | 26th Street | Restripe as 3-lane urban section. | Short | \$143,500 | \$167,875 | Safety | |
| 54 | Rosser Avenue | Main Avenue | 10th Street | Restripe as 3-lane urban section. | Short | \$62,000 | \$72,531 | Safety | |
| 59 | Century Avenue | Tyler Parkway | | Intersection capacity improvement. | Short | \$2,500,000 | \$2,924,646 | Urban | |
| 62 | Tyler Parkway | Valley Drive | 43rd Avenue | Construct as 2-lane urban section. | Short | \$4,260,000 | \$4,983,597 | Urban | |
| 64 | Tyler Parkway | 43rd Avenue | 57th Avenue | Overlay existing roadway to 2-lane rural section. | Short | \$500,000 | \$584,929 | Urban | 8 |
| 65 | Ash Coulee Drive | Tyler Parkway | Washington Street | Widen from 2-lane to 3-lane urban section. | Short | \$5,240,000 | \$6,130,059 | Urban | 4 |
| 78 | State Street | Calgary Avenue | 43rd Avenue | At grade improvements: Calgary Avenue and 43rd Avenue; widening to 6-lane urban section from Calgary Avenue through 43rd Ave intersection. | Short | \$15,185,000 | \$17,764,302 | Regional | |
| 78i | State Street | 43rd Avenue | | Grade separation. | Short | \$30,000,000 | \$35,095,757 | Regional | |
| 81 | 43rd Avenue | State Street | 26th Street | Construct 3-lane or 5-lane urban section. | Short | \$10,000,000 | \$11,698,586 | Urban | 1 |
| 82 | 19th Street | North Valley Loop/Yucca Avenue | 43rd Avenue | Reconstruct as 3-lane urban section. | Short | \$1,380,000 | \$1,614,405 | Urban | 1 |
| 87 | 71st Avenue | Centennial Road | | Intersection capacity improvement. | Short | \$2,500,000 | \$2,924,646 | Safety | |
| TBD | State Street | Calgary Avenue | 43rd Avenue | Shared use path. | Short | \$1,000,000 | \$1,169,859 | Regional | |

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Mid-Range Project List

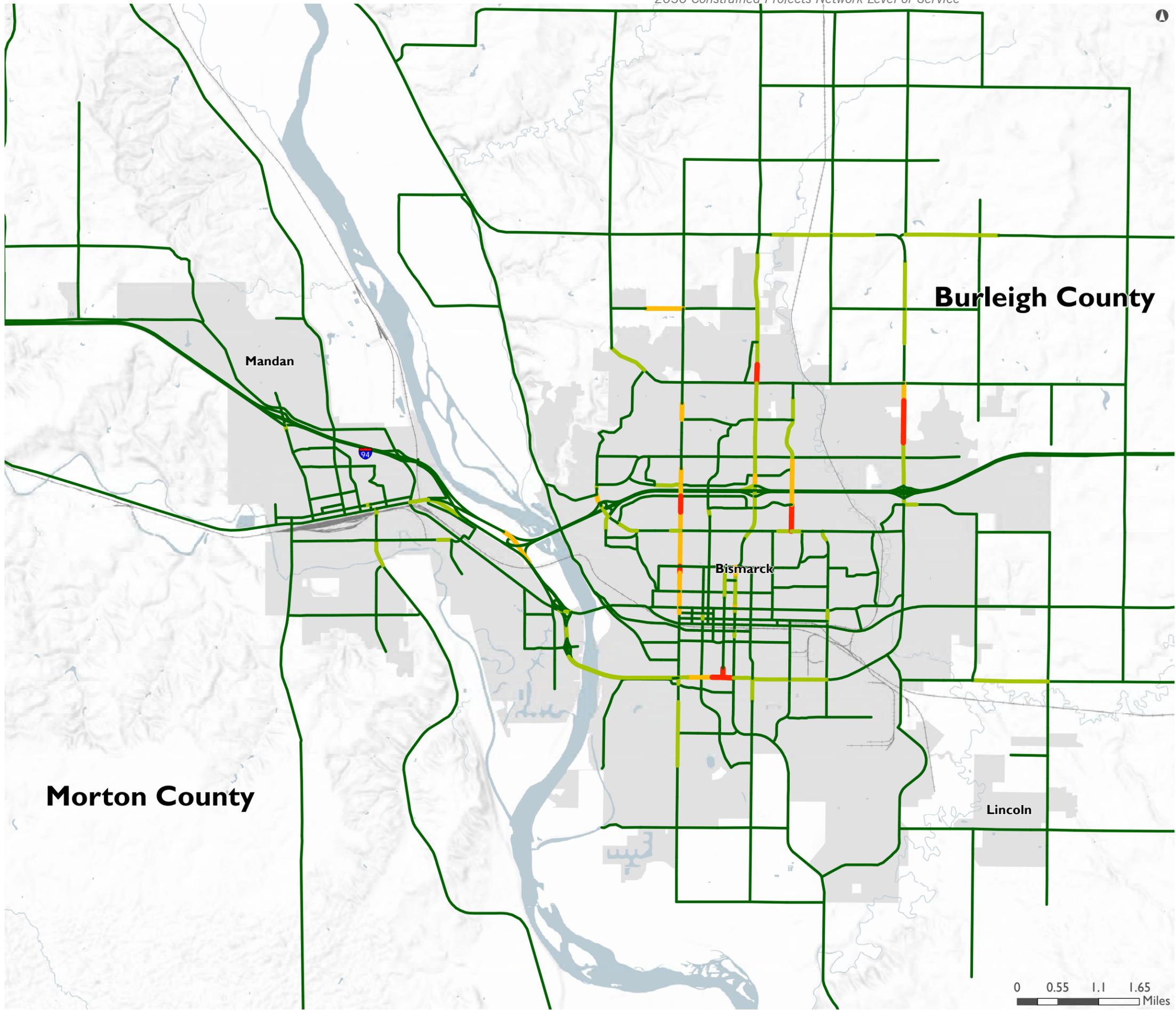
| ID | Location | Termini | Termini | Description | Phase | Cost | Year of Expenditure [YOE] | Program |
|-----|---|----------------------|-----------------------------|---|-------|--------------|---------------------------|----------------|
| 8 | Boundary Road | 32nd Avenue | Sunset Drive | Construct as 3-lane urban section. | Mid | \$12,640,000 | \$20,237,047 | Urban |
| 9 | 32nd Avenue | I-94 | | Grade separation. | Mid | \$15,000,000 | \$24,015,483 | Urban |
| 12 | 38th Street NW | Old Red Trail | Collins Avenue / ND 1806 | Construct as 2-lane urban section. | Mid | \$8,700,000 | \$13,928,980 | Urban |
| 13 | Sunset Drive | Middle School | 38th Street | Construct as 2-lane urban section. | Mid | \$4,500,000 | \$7,204,645 | Urban |
| 14 | 8th Avenue NW | 27th Street | 38th Street | Construct as 2-lane urban section. | Mid | \$6,000,000 | \$9,606,193 | Urban |
| 16 | ND 1806 | Old Red Trail | 37th Street | Intersection capacity improvement, add turn lanes at key intersections. (Assume minor intersection improvements to match new 37th St section) | Mid | \$2,711,000 | \$4,340,398 | Regional (P&M) |
| 17 | 27th Street N / Sunset Drive Intersection | Sunset Drive | | Intersection capacity improvement. | Mid | \$2,500,000 | \$4,002,581 | Safety |
| 20 | Boundary Road | Sunset Drive | | Signalize and stripe turn lanes on all approaches. | Mid | \$350,000 | \$560,361 | Safety |
| 25 | 3rd Street | 6th Avenue / ND1806 | Memorial Highway | Restripe to include turn lanes or restripe to 3-lane section with center turn lane and no parking. | Mid | \$57,000 | \$91,259 | Safety |
| 26 | I-94 | I-194 | | Additional westbound lane from I-94/I-194 to Main St/Exit 155. | Mid | \$6,000,000 | \$9,606,193 | Interstate |
| 28 | 19th Street SE | ND 6 | ND1806 | Reconstruct as 3-lane urban section. | Mid | \$14,400,000 | \$23,054,864 | Urban |
| 35 | Bismarck Expressway | 12th Street | Yegen Road | Implement 3/4 access control at 5 intersections and add right turn at Airport Road. | Mid | \$500,000 | \$800,516 | Regional (P&M) |
| 39 | 66th Street | Lincoln Road | Northgate Drive | Widen from 2-lane to 3-section. | Mid | \$5,480,000 | \$8,773,657 | Urban |
| 43 | Apple Creek Road | Yegen Road | 66th Street | Intersection capacity improvements at all intersections. | Mid | \$5,000,000 | \$8,005,161 | Urban |
| 44 | 66th Street | Apple Creek | Highway 10/ Old Main Avenue | Widen from 2-lane to 3-section. | Mid | \$4,040,000 | \$6,468,170 | Urban |
| 46 | Main Avenue | Hay Creek Crossing | | Structural replacement. | Mid | \$500,000 | \$800,516 | Regional (P&M) |
| 53 | 4th Street | Boulevard Avenue | Divide Avenue | 4th Street signal timing Improvements, stripe turn lanes at key intersections, potential new signal at Turnpike. | Mid | \$278,500 | \$445,887 | Safety |
| 55 | 4th Street | Divide Avenue | Century Avenue | 4th Street signal timing Improvements, stripe turn lanes at key intersections, potential new signal at Turnpike. | Mid | \$303,000 | \$485,113 | Safety |
| 56 | 4th Street | Century Avenue | Montreal Street | 4th Street signal timing Improvements, stripe turn lanes at key intersections, potential new signal at Turnpike. | Mid | \$275,000 | \$440,284 | Safety |
| 60 | Interstate Avenue | Country West Road | Country West Road | Construct as 2-lane urban section. | Mid | \$1,140,000 | \$1,825,177 | Urban |
| 71 | 57th Avenue | Tyler Parkway | Crested Butte Road | Construct as 3-lane rural section. | Mid | \$3,150,000 | \$5,043,251 | Urban |
| 72 | 57th Avenue | Crested Butte Road | Washington Street | Construct as 3-lane rural section. | Mid | \$3,710,000 | \$5,939,830 | Urban |
| 73 | 57th Avenue | Washington Street | State Street | Construct as 3-lane rural section. | Mid | \$7,000,000 | \$11,207,226 | Urban |
| 77 | State Street | 43rd Avenue | 57th Avenue | Widen to 6-lanes from N of 43rd through 57th; intersection improvement at 57th. | Mid | \$11,350,000 | \$18,171,716 | Regional |
| 79i | State Street | Interstate Boulevard | | Grade separation. | Mid | \$23,000,000 | \$36,823,741 | Regional |
| 80 | State Street | I-94 | | Interchange reconstruction. | Mid | \$21,000,000 | \$33,621,677 | Interstate |
| 84 | 19th Street | Skyline Boulevard | 71st Avenue | Construct as 3-lane urban section. | Mid | \$15,040,000 | \$24,079,525 | Urban |
| 85 | 26th Street | 43rd Avenue | 71st Avenue | Construct as 3-lane rural section. | Mid | \$16,000,000 | \$25,616,515 | Urban |
| 89 | Centennial Road | Jericho Road | 43rd Avenue | Widen from 3-lane to 5-lane urban section. | Mid | \$2,800,000 | \$4,482,890 | Urban |
| 91 | 52nd Street | Century Avenue | 43rd Avenue | Reconstruct as 3-lane rural section. | Mid | \$7,440,000 | \$11,911,680 | Urban |
| 92 | Century Avenue | 52nd Street | 66th Street | Construct 3-lane urban section. | Mid | \$9,040,000 | \$14,473,331 | Urban |
| 94 | 66th Street | Century Avenue | 43rd Avenue | Reconstruct as 3-lane urban section. | Mid | \$4,190,000 | \$6,708,325 | Urban |
| 95 | 43rd Avenue | 52nd Street | 66th Street | Widen from 2-lane to 3-lane or 5-lane urban section. | Mid | \$8,000,000 | \$12,808,258 | Urban |

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Long-Range Project List

| ID | Location | Termini | Termini | Description | Phase | Cost | Year of Expenditure [YOE] | Program |
|-----|--------------------------------------|----------------------------------|------------------------|--|-------|--------------|---------------------------|------------|
| 1 | 37th Street NW | ND 25 | 56th Avenue | Construct 2-lane urban section. | Long | \$12,060,000 | \$24,431,347 | |
| 2 | 37th Street NW | 56th Avenue | ND 1806 | Construct 3-lane urban section. | Long | \$27,920,000 | \$56,560,797 | |
| 3 | 56th Avenue | Old Red Trail | 37th Street | Reconstruct as 3-lane urban section . | Long | \$8,000,000 | \$16,206,532 | Urban |
| 4 | 56th Avenue NW | I-94 | | New interchange. | Long | \$25,000,000 | \$50,645,413 | Interstate |
| 5 | 56th Avenue NW | I-94 Business Loop (Main Street) | Old Red Trail | Construct as 3-lane urban section. | Long | \$19,280,000 | \$39,057,742 | Urban |
| 7 | Boundary Road | 56th Avenue / I-94 Interchange | 32nd Avenue | Construct as 3-lane urban section. | Long | \$13,200,000 | \$26,740,778 | Urban |
| 10 | 32nd Avenue W | I-94 Business Loop (Main Street) | Boundary Road (Future) | Construct as 2-lane urban section. | Long | \$12,660,000 | \$25,646,837 | Urban |
| 11 | 31st Street | Lohstreter Road | Boundary Road (Future) | Construct as 2-lane urban section. | Long | \$5,940,000 | \$12,033,350 | Urban |
| 15 | Northern Bridge Corridor | 38th Street (Mandan) | River Road | Construct as 2-lane rural section. Include new bridge across Heart River. Add signals at McKenzie Drive / Bismarck Expressway ramps and at McKenzie Drive / 40th Avenue. | Long | \$62,450,000 | \$126,512,241 | |
| 19 | Sunset Drive | I-94 | | Interchange reconstruction. | Long | \$25,000,000 | \$50,645,413 | Interstate |
| 24 | Mandan Avenue | I-94 | | Interchange reconstruction. | Long | \$25,000,000 | \$50,645,413 | Interstate |
| 29 | McKenzie Road | ND 6 | ND 1806 | Construct as 2-lane rural section. | Long | \$12,550,000 | \$25,423,997 | Urban |
| 36 | 12th Street | Burleigh Avenue | Santa Fe Avenue | Add turn lanes at Santa Fe Avenue and Burleigh Avenue. | Long | \$1,000,000 | \$2,025,817 | Safety |
| 37 | 48th Avenue S | University Drive | 66th Street | Construct 2-lane rural section and structure improvements at Apple Creek crossing. | Long | \$19,800,000 | \$40,111,167 | Urban |
| 38 | 66th Street | 48th Avenue S | Lincoln Road | Reconstruct as 2-lane urban section. | Long | \$5,880,000 | \$11,911,801 | Urban |
| 40 | Lincoln Road | Yegen Road / Airway Avenue | | Intersection capacity improvement. | Long | \$2,500,000 | \$5,064,541 | Safety |
| 41 | Yegen Road | Lincoln Road | Morrison Avenue | Add 6 new turn lanes in key locations. | Long | \$1,500,000 | \$3,038,725 | Safety |
| 42 | Apple Creek Road | Yegen Road | | Intersection capacity improvement. | Long | \$2,500,000 | \$5,064,541 | Safety |
| 47 | 66th Street | Highway 10 / Old Main Avenue | Century Avenue | Construct as 3-lane urban section (tied with project for interchange with I-94 at 66th Street). | Long | \$19,920,000 | \$40,354,265 | Urban |
| 48 | Divide Avenue | Bismarck Expressway | 66th Street | Reconstruct as 3-lane urban section. | Long | \$15,200,000 | \$30,792,411 | Urban |
| 51 | Hamilton Street / Channel | Divide Avenue | Century Avenue | Construct as 2-lane urban section with grade separation. | Long | \$20,940,000 | \$42,420,598 | Urban |
| 57 | Tyler Parkway | Schafer Road | Burnt Board Drive | Intersection capacity improvement. Add turn lanes and include safety improvements. | Long | \$750,000 | \$1,519,362 | Urban |
| 61 | Burnt Boat Drive | River Road | | Intersection capacity improvement. | Long | \$2,500,000 | \$5,064,541 | Urban |
| 66 | 57th Avenue | River Road | Tyler Parkway | Construct as 3-lane rural section. | Long | \$10,220,000 | \$20,703,845 | Urban |
| 67 | Burnt Creek Loop South (57th Avenue) | River Road | | Intersection capacity improvement. | Long | \$2,500,000 | \$5,064,541 | Urban |
| 68 | Burnt Creek Loop North / River Road | ND 1804 | | Intersection capacity improvement. | Long | \$2,500,000 | \$5,064,541 | Regional |
| 69 | 71st Avenue/ ND 1804 | 15th Street/Tyler Parkway | State Street | Widen from 2-lane to 4-lane section. | Long | \$10,150,000 | \$20,562,038 | Regional |
| 70 | Tyler Parkway | 57th Avenue | ND 1804 / 71st Avenue | Construct as 3-lane urban section. | Long | \$7,920,000 | \$16,044,467 | Urban |
| 74 | 71st Street | State Street | | Intersection capacity improvement. | Long | \$2,200,000 | \$4,456,796 | Regional |
| 74i | 71st Street | State Street | | Grade separation. | Long | \$25,000,000 | \$50,645,413 | Regional |
| 75 | State Street | 57th Avenue | 71st Avenue | Widen to 6-lanes from 57th Avenue to ND 1804/ 71st Avenue. | Long | \$12,600,000 | \$25,525,288 | Regional |
| 76 | 57th Avenue | State Street | 26th Street | Construct 3-lane urban section. | Long | \$7,680,000 | \$15,558,271 | Urban |
| 83 | Calgary Avenue | DMVW Railroad | Haycreek Road | Construct 2-lane urban section across DMVW RR with grade separation. | Long | \$36,980,000 | \$74,914,695 | Urban |
| 86 | 71st Avenue | State Street | Centennial Road | Widen from 2-lane to 3-lane rural section. | Long | \$7,280,000 | \$14,747,944 | Urban |
| 88 | Centennial Road | 43rd Avenue | 71st Avenue | Widen from 2-lane to 3-lane rural section. | Long | \$7,960,000 | \$16,125,499 | Urban |
| 90 | Century Avenue | Centennial Road | 52nd Street | Reconstruct as 5-lane urban section. | Long | \$10,875,000 | \$22,030,755 | Urban |
| 93 | I-94 | 66th Street | | New interchange. | Long | \$25,000,000 | \$50,645,413 | Interstate |
| 96 | 43rd Avenue | Roosevelt Drive | 52nd Street | Widen from 2-lane to 3-lane urban section. | Long | \$1,960,000 | \$3,970,600 | Urban |
| 97 | 66th Street | 43rd Avenue | 71st Avenue | Reconstruct/New Construct as a 3-lane urban section. | Long | \$15,600,000 | \$31,602,738 | Urban |
| 98 | 71st Avenue | Centennial Road | 66th Street | Reconstruct as a 3-lane urban section. | Long | \$16,160,000 | \$32,737,195 | Urban |

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Constrained Projects

Level of Service 2030

LOS 2030

- F
- E
- D
- A-C

Morton County

Burleigh County

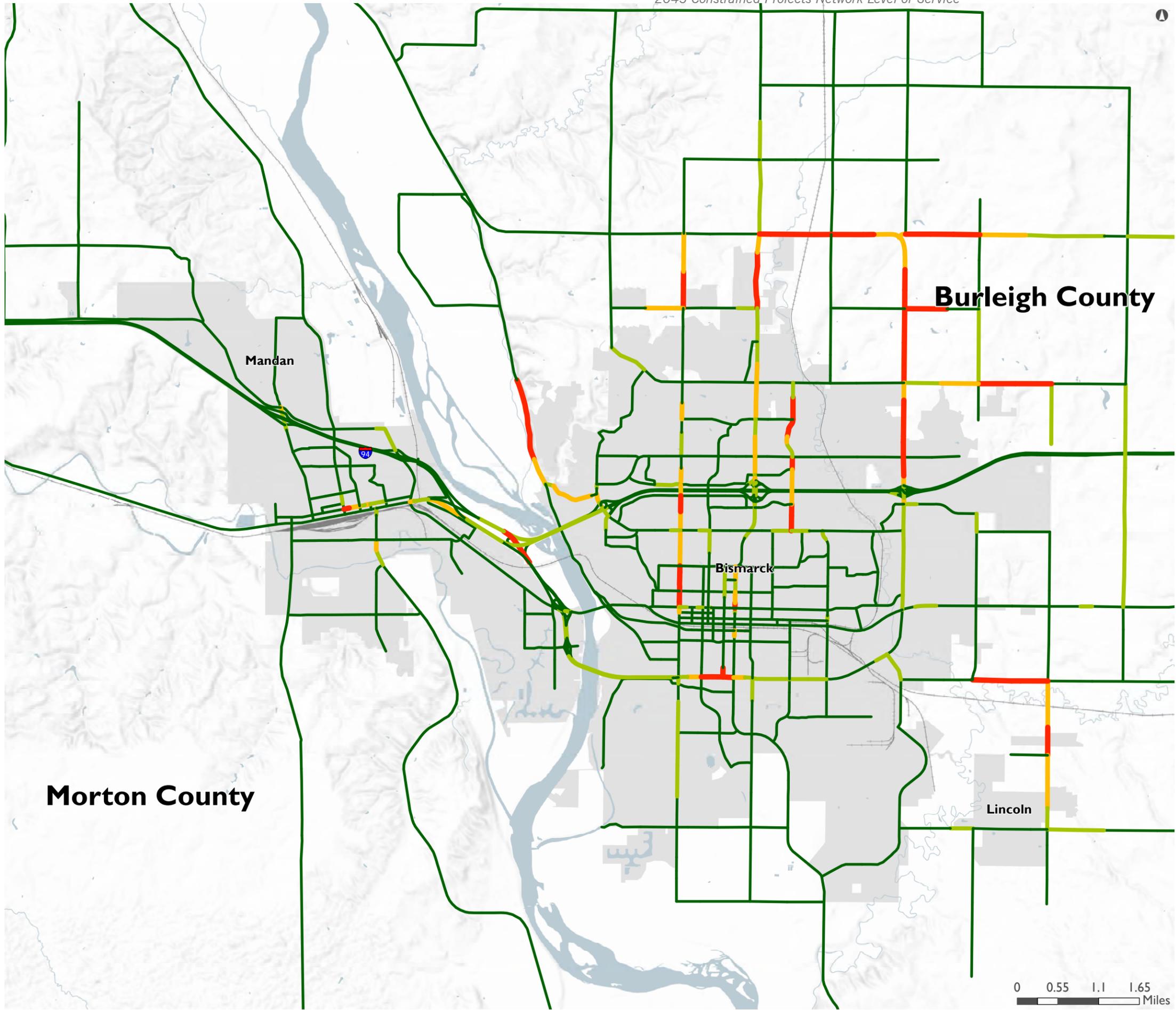
Mandan

Bismarck

Lincoln



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Constrained Projects

Level of Service 2045

LOS 2045

- F
- E
- D
- A-C

Morton County

Burleigh County

Mandan

Bismarck

Lincoln



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