

4.0 Planning Process

This comprehensive plan process began in October of 2011. This process included a series of meetings that encouraged input from city of Bowman and Bowman County residents, city staff, and city officials. The project began with a kick-off meeting with city staff and city officials and a public meeting in November 2011. In February 2012 meetings were held with property owners, residents and city staff to review draft future land use alternatives. A timeline of the completed tasks is shown in Appendix A.

4.1 Kick-Off Meeting

The Kick-Off Meeting was held on November 21, 2011 to start the project. City staff and city commissioners attended the meeting with members of the SRF Consulting Group, Inc. team. During the meeting, the planning process was described and current issues and existing conditions were discussed.

4.2 Public Meeting #1

The first public meeting was held on November 21, 2011. Over 45 members of the community attended the meeting and were provided an overview of the comprehensive and transportation planning process. Existing demographic, land use, and zoning information was presented. Attendees participated in one individual exercise that identified three characteristics that Bowman should have in the future and two group exercises that defined a community vision and community values and concerns. An optional activity allowed participants to designate areas for future growth through a mapping exercise. Items from the meeting are provided in Appendix B

4.3 Bowman Township Meeting

During a regular meeting of Bowman Township on February 21, 2012, the existing conditions and the comprehensive plan process were presented to attendees. Township board members and residents were given the opportunity to ask questions about the impacts of the project and other related items of concern.

4.4 Commission Meeting #1

Members of the City Commission along with city staff and the consulting team met to review new information collected since the last public meeting. This included existing transportation information, future land use information, and draft goals and objects. The group went through a series of exercises that defined a preferred future land use alternative, draft future truck reliever route alternatives, and revised goals and objectives.

4.5 Property Owner Open House

A property owner open house was held on February 22, 2012. Notice was sent to owners of property within Bowman's one-mile ETA, as allowed by state statutes. At this meeting the preferred future land use alternative, future street extensions, draft truck reliever route alternatives, and draft goals & objectives were available for review, discussion, and comment. Existing conditions information was also available for viewing. The meeting was attended by 86 people. Members of the consultant team were present to answer questions from the public. Information from this open house can be found in Appendix C.

4.6 Public Meeting #2

The second public meeting was held on February 23, 2012, at which over 65 people were in attendance. A one hour presentation was given which covered an overview of comprehensive planning and its importance, examples of oil impacted communities in western North Dakota, existing demographic and future growth information, the preferred draft future land use plan alternative, future street extension and truck reliever route figures, and an overview of the draft goals and objectives. Following the presentation, there was a question and answer session. Presentation materials from this meeting are provided in Appendix D.

4.7 Plan Adoption

A joint meeting of the Bowman Planning and Zoning Commission and the Bowman City Commission was held on May 4, 2013 regarding the Bowman Comprehensive and Transportation Plan. During this joint meeting, the public was invited to provide any comments regarding the plan. The Planning Commission voted in favor of a recommendation of approval of the Comprehensive Plan to the City Commission. Following the Planning Commission's recommendation, the plan was adopted by the City Council contingent on the recommendation that the City would pursue sole zoning and subdivision authority for the first ½ mile of ETA only.