

COMPREHENSIVE PLAN



Land Use/Zoning



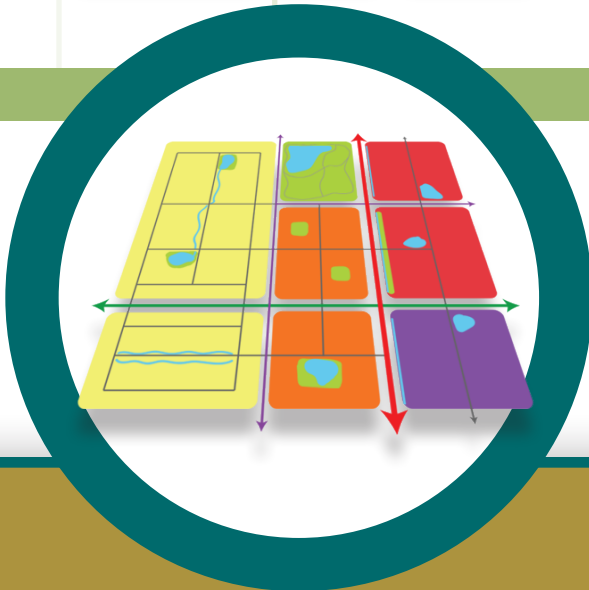
Multimodal Transportation

Parks/Open Spaces

Water Resources

COMPREHENSIVE PLAN

March 2017



An update to the 2010 Williston Comprehensive Plan and Transportation plan

Williston – Williams County Regional Comprehensive Plan

Adopted March 16, 2017

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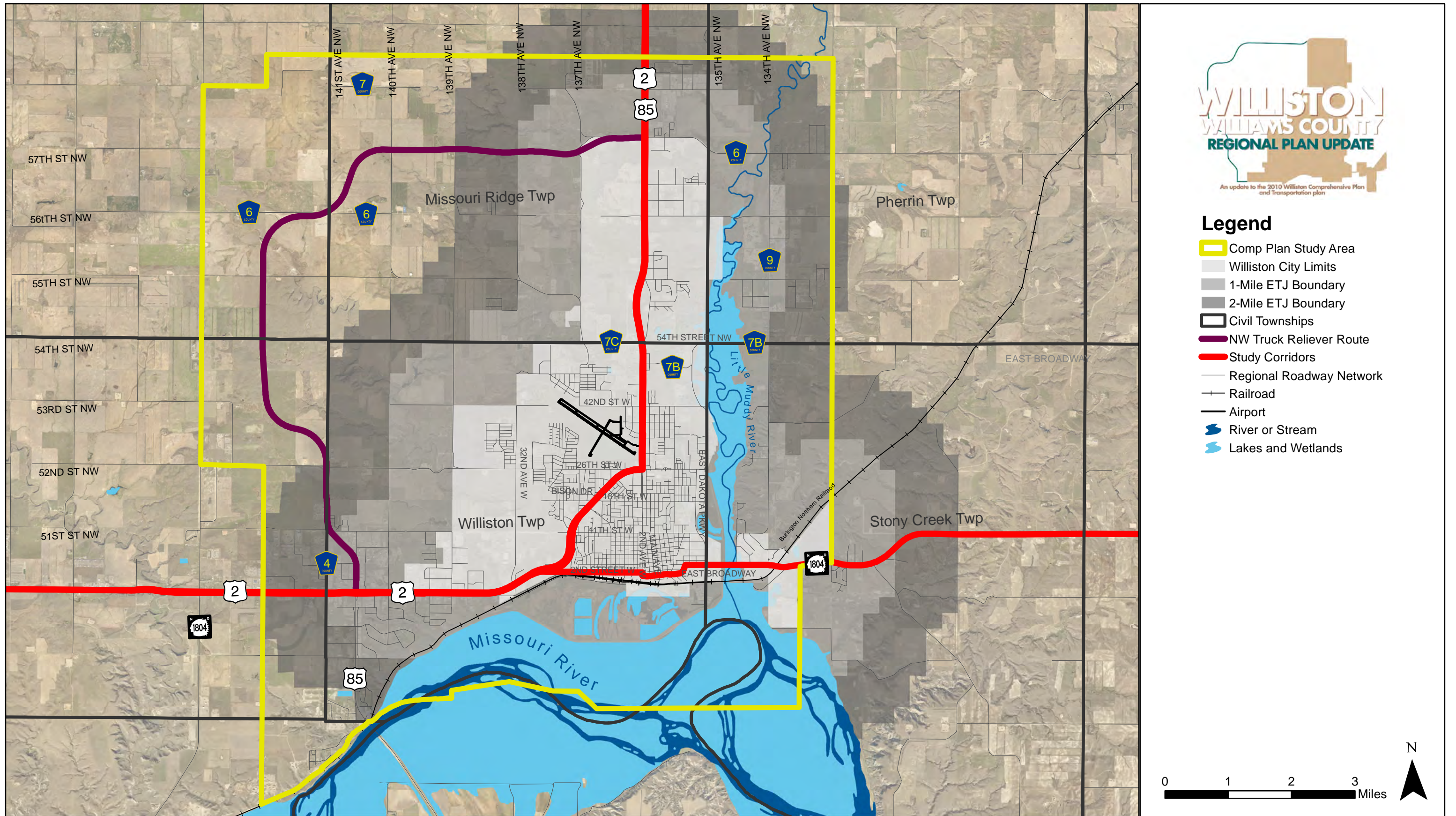
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I. INTRODUCTION

This Comprehensive Plan addresses the City of Williston and the surrounding area in Williams County. The plan is referred to as the Williston and Williams County Regional Plan Update. The plan represents areas that are jurisdictionally regulated as follows:

- In the City of Williston’s corporate boundary,
- In Williams County (in Williston, Missouri Ridge, Pherrin or Stony Creek Townships) but within Williston’s one-mile extraterritorial jurisdiction (ETJ),
- In Williams County (Williston, Missouri Ridge, Pherrin or Stony Creek Townships) and beyond the one-mile ETJ.

The study area boundary is approximately one mile west and north of the Williston NW Bypass (US 85), and one mile east of County Highway 9 on the east side of the study area. The southern boundary of the study area consists of the Missouri River (see Figure 1.1). As of the preparation of this Plan, the outer mile of the ETJ (also referred to as the area of joint jurisdiction) has not been established by the City of Williston, but is shown here for reference.



1 EXISTING CONDITIONS

1.1 Demographic Characteristics

1.1.1 Recent Population Growth

According to the 2010 Census, the population of Williston was 14,716 (See Table 1.1 and Figure 1.1). The 2010 Census data does not even begin to reflect the tremendous explosion of growth experienced by Williston and the surrounding area between approximately 2006 and 2015. In 2008, Williston had reason to believe it was serving an estimated population of 14,500 due to the expansion of the oil industry and the availability of jobs at a time when jobs were difficult to come by in other parts of the country. The results of the 2010 Census were disappointing, because the population did not accurately reflect the demands being placed upon Williston, Williams County, and other agencies and organizations – and on the citizens of the region – as a result of explosive growth. This was the type of growth that resulted in the arrival of hundreds of people every week without a place to live or a job. Of the thousands who found work, many lived in crew camps or RVs, and did not claim Williston as their permanent home, despite the fact that the City was providing services to these individuals, their employers, and sometimes their families. Many housing developments were underway, but not ready for occupation. Thus, the 2010 Census figure of 14,716 was far lower than expected, and too low to serve as an accurate reflection of the demands being placed upon the community. The results for Williams County were similar.

In order to get a more accurate estimate of the population living in or being served by the City, the City Commission turned to North Dakota State University professors Nancy M Hodur and Dean A Bangsund in the Department of Agribusiness and Applied Economics. Bangsund and Hodur estimated a 2012 service population for the City of Williston of 25,983. (Service population refers to the total number of individuals accessing services within the Williston area, including thousands of temporary residents who were not counted by the Census.) An updated population estimate for 2014 increased service population in Williston to 29,958. These estimates were backed up by estimates of the City's Public Works Department, where officials were closely tracking the increase in water usage compared to per capita usage levels prior to the resurgence of the oil industry. Many new housing units were completed after preparation of the 2014 estimates. The drop in oil price during the past year has had a stabilizing effect on Williston's population growth, allowing many agencies and service businesses to catch up to the demand. The projections of the Department of Mineral Resources are that fracking and oil production will surge again in the near future, as the price of oil fluctuates. This is addressed further in Chapter 2, Future Growth.

1.1.2 Historical Population Characteristics

Even though the 2010 Census figure of 14,716 is believed to be inaccurately low, it still reflected a population growth nearly three and a half times the size of Williston's 1920 (4,178) population. The period from 1950-1960 represented the decade with the largest percentage growth. The drastic growth in population during the 1950s corresponded with the discovery of oil near Tioga in 1951. Williston gained 4,488 people from 1950-1960, a change of nearly 61 percent from the previous decade. The 1960s were the decade that experienced the greatest percentage of population decline at -4.9 percent, correlating to the decline in the local oil industry.

1.1.3 Relationship of Williston Population to Williams County

Williston is the largest city in Williams County as well as the county seat. In 1920, the population of Williston comprised 23 percent of the county population. This percentage grew to over 50 percent in 1960, and in 2010 Williston’s population, as represented by the Census, represented more than 65 percent of total population in Williams County. Updated service population estimates identify Williston as having over 57 percent of the total population in Williams County for 2014. This change reflects the dependence of oil industries on temporary crew camp housing located on the outskirts of Williston. As a result of Williston having much of the county’s total population, historical population growth or decline in Williston was generally associated with similar movement in county population.

Dramatic swings in population from one decade to the next in Williston and Williams County, due primarily to the oil industry, were notably different than the more stable population changes in the entire state of North Dakota. North Dakota’s population has experienced small swings in its population since 1920.

Table 1.1 – Historical Population of Williston and Williams County

Year	WILLIAMS COUNTY			WILLISTON		
	Population	Change	State %	Population	Change	County %
1920	17,980	--	2.8%	4,178	--	23.2%
1930	19,553	8.7%	2.9%	5,106	22.2%	26.0%
1940	16,315	-16.6%	2.5%	5,790	13.4%	35.5%
1950	16,442	0.8%	2.7%	7,181	27.4%	44.9%
1960	22,051	34.1%	3.5%	11,866	60.8%	53.8%
1970	19,301	-12.5%	3.1%	11,280	-4.9%	58.4%
1980	22,237	15.2%	3.4%	13,336	18.2%	60.0%
1990	21,129	-5.0%	3.3%	13,131	-1.5%	62.1%
2000	19,761	-6.5%	3.1%	12,512	-4.7%	63.3%
2010	22,398	13.3%	3.3%	14,716	17.6%	65.7%
2012*	N/A	N/A	N/A	25,983	76.5%**	N/A
2014*	52,560	135%	N/A	29,958	104%**	57%

*Based on estimates of the service population prepared by Nancy Hodur and Dean Bangsund, NDSU Department of Agribusiness and Applied Economics.

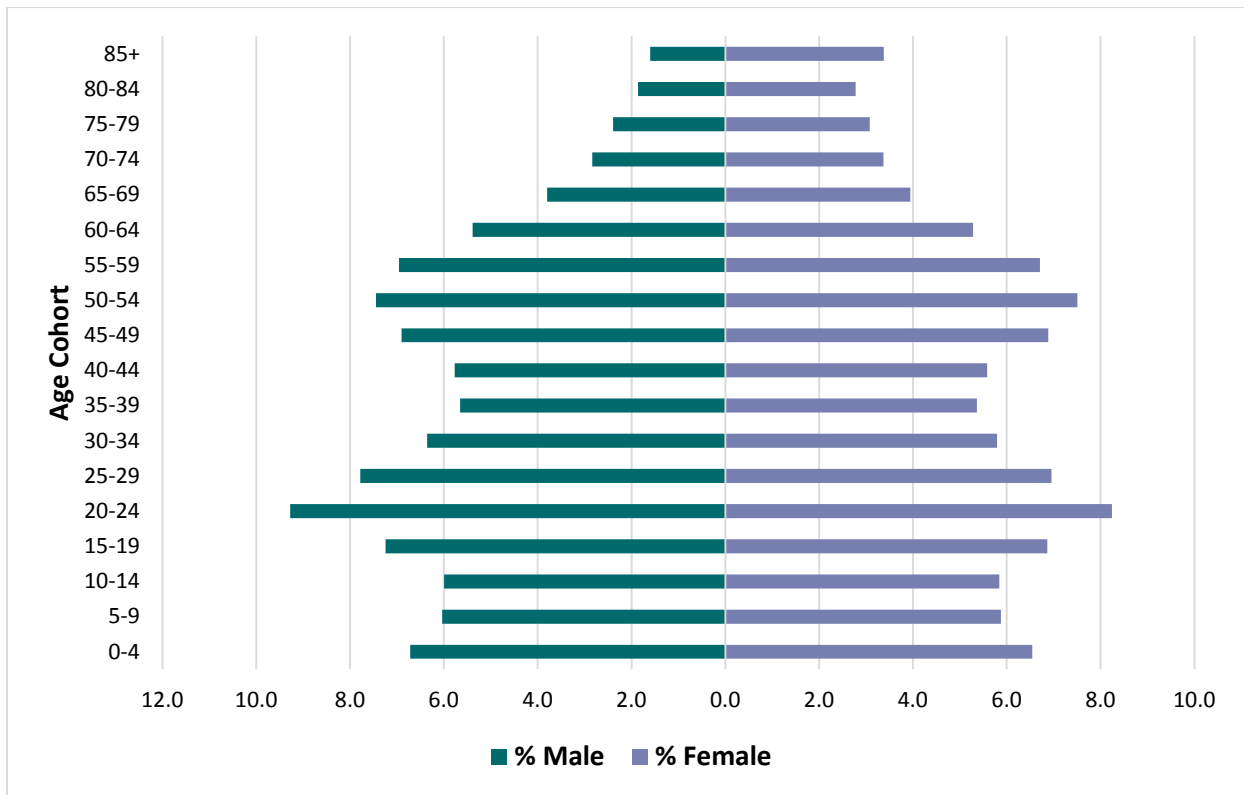
** Percent growth over the 2010 Census figure.

1.1.4 Age Distribution

A population pyramid shows the distribution of males and females across different age groups. A top-heavy pyramid shows a growing elderly population with few births, therefore suggesting a slow or decreasing rate of growth. In contrast, a bottom-heavy pyramid shows an increasing population with a potential for rapid growth.

The population pyramid for the state of North Dakota is shown in Figure 1.1. It represents a society with increasing growth and declining deaths. Two separate swells in population are identifiable in the figure. One swell of population is located near the middle of the figure and represents the baby boomer generation (age 45-59). This is the case in most states throughout the US. A second swell of population located near the bottom of the chart represents the children of the baby boomers (age 15-29).

Figure 1.1 – North Dakota Population Pyramid (2010)

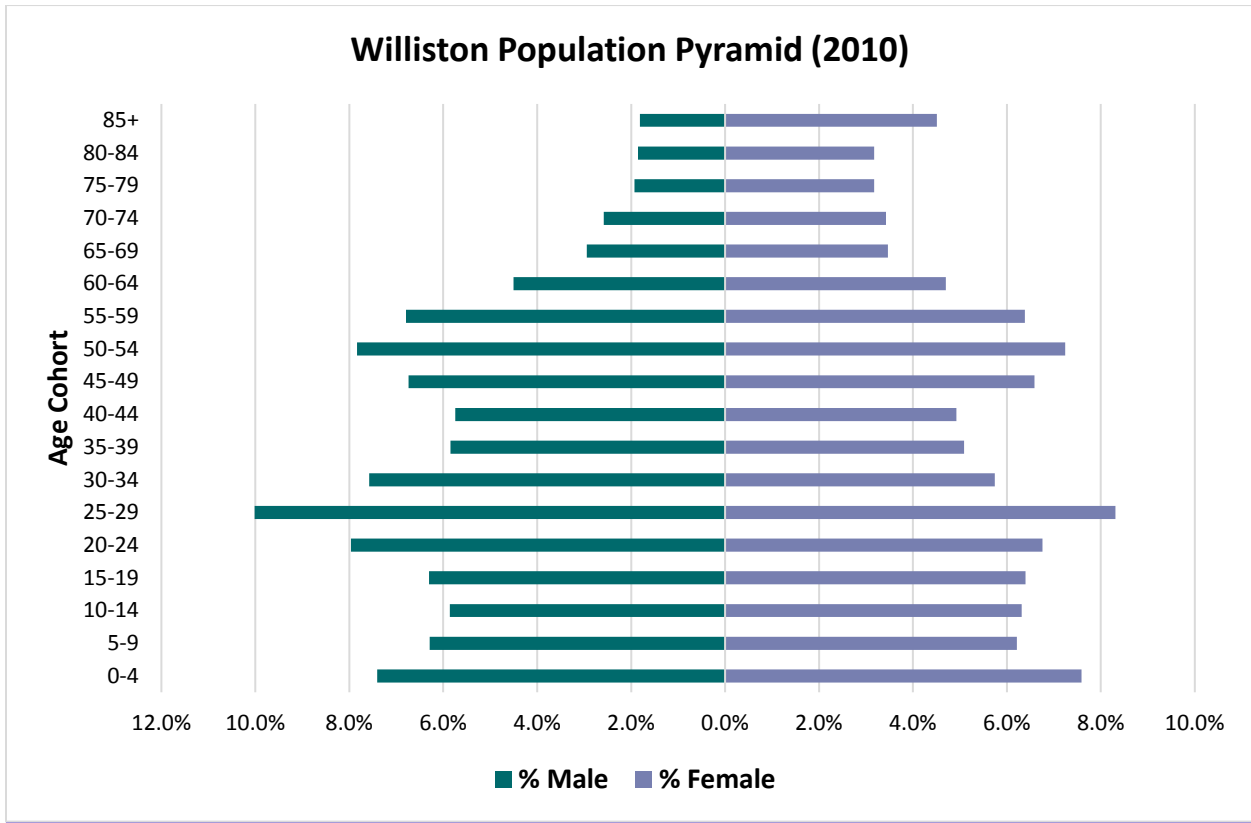


One of the primary reasons for the shape of North Dakota’s population pyramid is due to immigration into the state. From 2000-2010 North Dakota’s population increased 4.7 percent from 642,200 to 672,591 (US Census Bureau, 2010). The 2013 population estimation for North Dakota is listed as 723,393 which represents a 7.6 percent increase from 2010.

The 2010 population pyramid for Williston (Figure 1.2) is similar to that of the rest of North Dakota. There are a few noticeable differences between the two population pyramids. First, Williston has a greater percentage of its population in 0-4 years. Second, Williston has a lower percentage of individuals in the 15-19 and 20-24 age cohorts than the state of North Dakota. This difference may signal outmigration of individuals aged 15-24, or it may simply be that the in-migration of an older population makes other cohorts appear smaller by comparison.

The median age of a Williston resident is 35.5 (33.9 for males and 37.8 for females). Recent growth of the oil industry in the Williston area has affected the population pyramid generated from the 2010 Census. Many of the individuals drawn to work in the oil industry are young males. This trend has had the effect of lowering the median age of the population, increasing the percentage of males in the population, and increasing the percentage of the total population in the working age cohorts, particularly men in their twenties and thirties. The availability of jobs has resulted in young families moving to the area, affecting the lower age cohorts. This trend has been reflected in enrollment numbers for the Williston School District, which had a steady increase of students from the 2008-09 through 2015-2016 school years. Similarly, in 2015, Williston experienced a record number of births at 882, up from 804 in 2014.

Figure 1.2 – Williston Population Pyramid



1.1.5 Total Households and Household Size

Average household size continues to fall in both Williston and North Dakota as a whole. From 1990 to 2000, average household size in Williston dropped from 2.49 to 2.30 persons per household. From 2000-2010, Williston’s average household size (2.31) remained similar to the prior decade (2.30), according to the 2010 Census (See Table 1.2).

While average household size showed a slight decrease, the total number of households took a dramatic jump. The total number of Williston households increased from 5,133 in 1990 to 5,255 in 2000 to 6,180 in 2010. The 2010 data for the number of households is likely more accurate than the population figure because households are easier to count and document. The 2010 Census figure for average household size is misleading, as it does not account for overcrowding that resulted at that time from an undersupply of housing for the growing workforce. A population study prepared by the NDSU Department of Agribusiness and Applied Economics (Bangsund and Hodur) estimated average persons per dwelling unit in Williams County, in approximately 2012, ranging from 1.41 persons per dwelling unit in structures with two to four dwellings, 1.55 persons per apartment (structures with more than five dwelling units), 2.35 person per mobile home, and to 2.38 persons per single family detached homes.

Table 1.2 – Households and Average Household Size

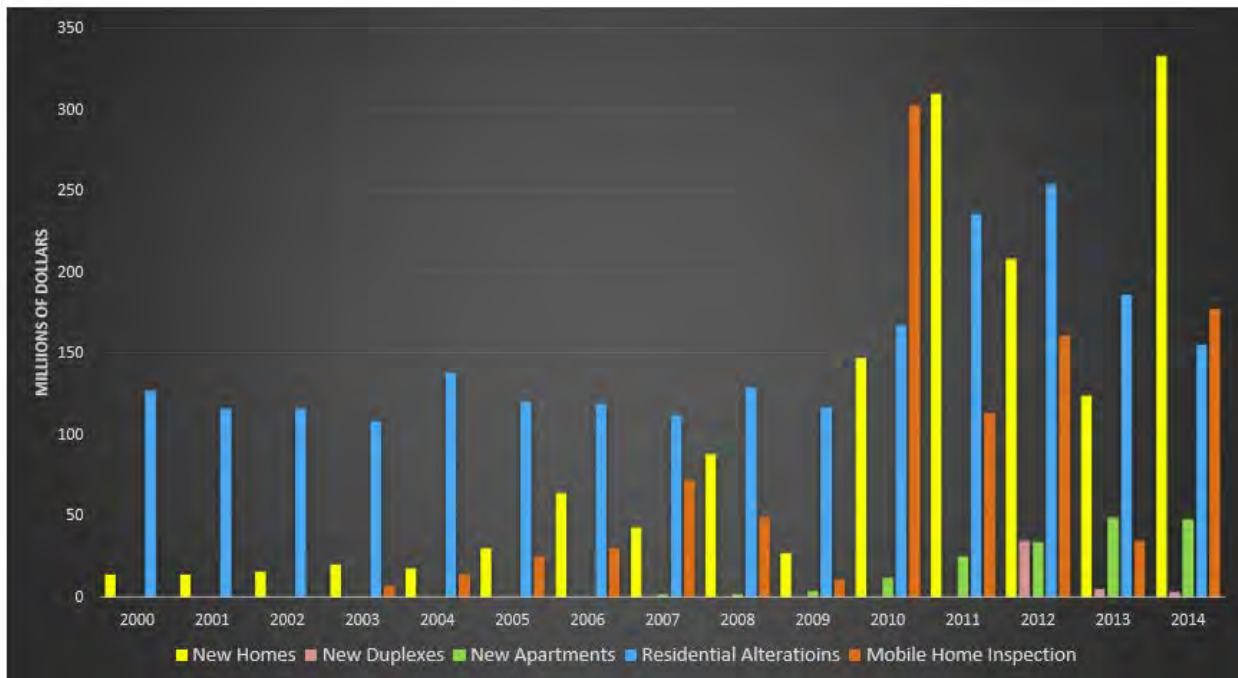
Year	Williston Total HH	Williston Avg HH Size	ND Avg HH Size
1990	5,133	2.49	2.55
2000	5,255	2.30	2.41
2010	6,180	2.31	2.30

For many years, there was very little change in the number of households in Williston. Lots that were platted during the early 1980s were gradually developed. While small numbers of new households were constructed, others were vacated or removed, so even though household numbers increased by 122 between 1990 and 2000, population declined. The resurgence of the oil industry midway through 2000-2010 dramatically increased the demand for housing. Census estimates indicate that the number of households increased by 925 between 2000 and 2010.

1.1.6 Building Permits

Based on the number of residential building permits issued and mobile home inspections since 2010, Williston has clearly continued to experience a dramatic increase in the number of households. It is important to note that each building permit issued for an apartment building represents multiple dwelling units. Figure 1.3 highlights the increase in spending on residential building permits and mobile home inspections.

Figure 1.3 – Value of Residential Issued Building Permits and Mobile Home Inspections



Recent building permit data for housing units shows a marked increase in the number of residential buildings constructed per year, starting in about 2007, and increasing considerably in both 2011 and 2012. Table 1.3 shows the number of building permits that were issued from 2003 through 2015 for residential uses within Williston and the one-mile ETJ. The overall number of residential building permits issued exceeds household growth, indicating extensive construction activity during this period. Steady decline in building permits issued in the ETJ after 2010 reflects a combination of annexations and a higher level of preparedness to extend infrastructure to accommodate development inside city limits. Also, since Williston annexed a considerable amount of land since 2010 but did not extend its ETJ until 2015, a decreasing amount of developable land was available within ETJ.

Table 1.3 – Total Number of Permitted Housing Units, 2003-2015

Year	TOTAL NUMBER OF PERMITTED HOUSING UNITS		
	Williston	ETJ	Total
2003	24	3	27
2004	26	6	32
2005	45	10	55
2006	81	13	94
2007	180	7	187
2008	137	40	177
2009	158	8	166
2010	610	78	688
2011	1,340	33	1,373
2012	1,801	15	1,816
2013	1,665	7	1,672
2014	1,627	3	1,630
2015	687	4	691

1.1.7 Crew Camps and Temporary Housing

Rapid growth in the petroleum industry led to unprecedented expansion in northwest North Dakota. One problem associated with the rapid expansion was housing shortages. Williston’s service population includes a group of workers who are considered a temporary workforce (shift workers) whose permanent residence is elsewhere. The size of this workforce fluctuates, depending upon the level of oil activity. Temporary housing, such as crew camps, is an economical way for the oil industry to accommodate workforce housing needs when housing supply falls short.

Recent action taken by the City of Williston requires that crew camps be terminated by July 1, 2016. This action has been taken because permanent housing supply is available and temporary housing within the city was not intended to continue indefinitely. Hotels, apartments, and other permanent forms of accommodations that have been constructed over the past several years and can meet a significantly higher demand that could not be met when the crew camps were originally permitted. The Williams County guidelines will phase out but not eliminate temporary housing. The NDSU study, Population Estimates for the City of Williston (Bangsund and Hodur), underscores the need for a long-term temporary housing solution to house non-resident workers throughout the Bakken.

1.1.8 Employment

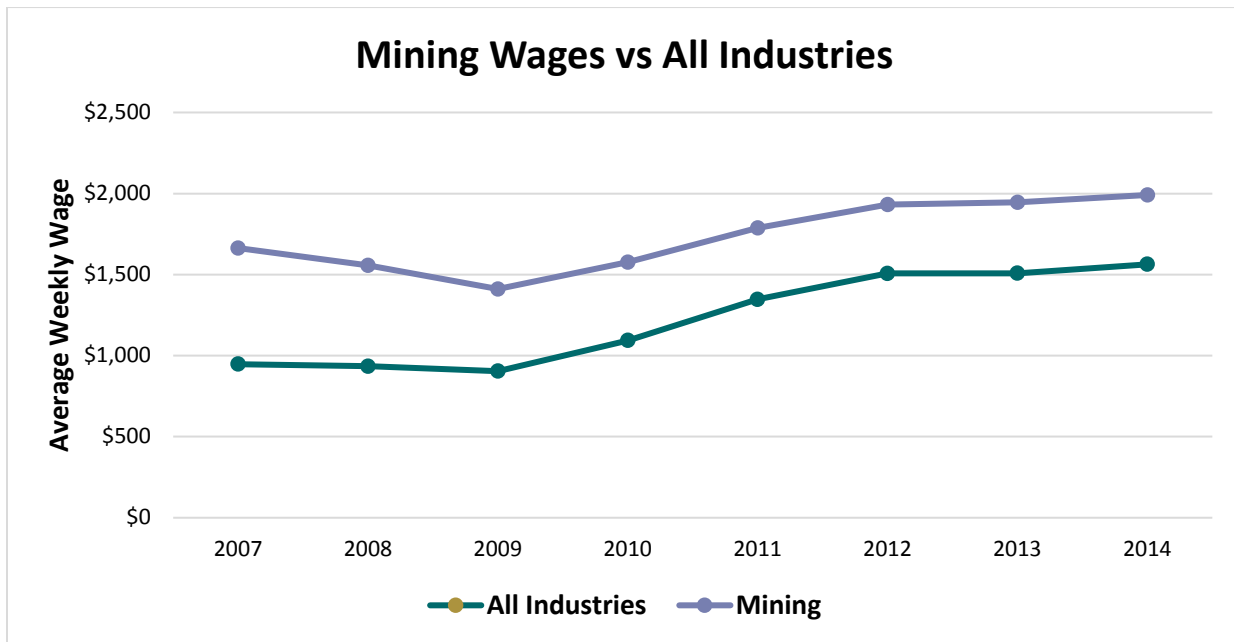
Recent data provided by North Dakota Job Service provides a snapshot of the jobs in Williams County. The trend toward more mining jobs related to the oil industry begins to show up in this information. Table 1.4 shows how the number of mining jobs has changed compared with all other job sectors combined for the same timeframe. The mining, quarrying, and natural gas industry is a broad labor sector that includes exploration, well operations, and numerous support activities.

Table 1.4 – Williams County Mining Growth versus All Other Industries

Year	Mining, Quarrying, and Natural Gas Extraction			All Industries (Mining Excluded)		
	Average 4 th Quarter Employment	Absolute Employment Change	Percent Change	Average 4 th Quarter Employment	Absolute Employment Change	Percent Change
2000	842			8,896		
2001	974	132	51.7%	9,114	218	2.5%
2002	766	-208	-21.4%	9,112	-2	0.1%
2003	931	165	21.5%	9,185	73	0.8%
2004	1,143	212	22.8%	9,488	303	3.3%
2005	1,554	411	36.0%	10,292	804	8.5%
2006	2,048	494	31.8%	11,124	832	8.1%
2007	2,212	164	8.0%	11,575	451	4.1%
2008	3,091	879	39.7%	12,580	1,005	8.7%
2009	3,069	-22	-0.7%	13,055	475	3.8%
2010	4,797	1728	56.3%	16,014	2,959	22.7%
2011	8,047	3250	67.8%	23,770	7,756	48.4%
2012	12,652	4,605	57.2%	34,279	10,509	44.2%
2013	12,937	285	2.3%	37,345	3,066	8.9%
2014	14,943	2,006	15.5%	42,540	5,195	13.9%

Source: U.S. Census Bureau and the State of North Dakota Labor Market Information Center

Figure 1.4 – Average Weekly Wages, Williams County



Oil industry jobs tend to pay higher wages than other job sectors (Figure 1.4). Average weekly mining wages have consistently been about \$500 more than the average weekly wage in other sectors. This wage disparity has caused strain on other job sectors in the Williston/Williams County economy. Many employees leave other jobs for higher paying positions in the oil industry, leaving other sectors short of qualified workers. This is particularly evident in the retail sales and service sector, which tends to offer the lowest paying jobs, but has been experienced by all categories of the labor market. As a result, many businesses have had to pay their workers more in order to keep them. They have also had to cut hours and services due to a shortage of workers, even when there are more potential customers than at any time over the past 25-30 years.

The shortage in housing units has also impacted job growth. As employers have made efforts to fill positions over the past few years, they have advised potential workers to seek housing before accepting a job offer. More recently housing supply has caught up with housing demand, making this less of an issue for the time being.

1.1.9 Race and Ethnicity

Like overall population numbers, census data from 2010 does not entirely capture changing demographics, because the number of temporary workers is under-represented. However, US Census data does provide insight into race and ethnicity for the long-term population. Table 1.6 includes data from the 2000 and 2010 Census counts. Overall, this data shows that the racial composition of the population of Williams County is predominantly white, similar to the rest of the state of North Dakota. Recorded racial composition has not changed significantly in the last decade, although the Hispanic and Latino population did increase by 1 percent.

Table 1.4 – Race and Ethnicity in Williams County

DEMOGRAPHIC		2000		2010	
		Population	Percent	Population	Percent
RACE	Total	19,761	100.0%	22,398	100.0%
	White	18,367	92.9%	20,639	92.1%
	Black	24	0.1%	63	0.3%
	AIAN	869	4.4%	899	4.0%
	Asian	36	0.2%	79	0.4%
	NHPI	2	0.0%	5	0.0%
	Other Races	27	0.1%	69	0.3%
	Two or More Races	436	2.2%	644	2.9%
ETHNICITY	Hispanic or Latino	185	0.9%	436	1.9%
	Not Hispanic or Latino	19,576	99.1%	21,962	98.1%

1.1.10 Income and Poverty

As previously discussed, the rapid expansion of the oil and gas industry in northwest North Dakota has increased income across the board, particularly in urban centers such as Williston, where professional, retail, and service employers compete for workers with the energy sector, driving wages up. Without adjusting for inflation, a dramatic increase in incomes is evident nevertheless. In 2000, per capita income in the Williams County trailed that of the state (Williams County included). More recently, per capita income in Williams County has grown to 130 percent of per capita income in North Dakota, as indicated by the 5-year composite data from the American Community Survey. Although the higher cost of housing and services decreases the spending power of Williams County residents, the poverty rate in Williams County has dropped more than 3 percent since the year 2000.

Table 1.5 – Income and Poverty in Williams County and the State of North Dakota

ECONOMIC INDICATOR	2000		2014 5-YR ACS	
	North Dakota	Williams County	North Dakota	Williams County
Median household income*	\$34,604	\$31,491	\$55,579	\$82,823
Per capita income*	\$17,769	\$16,763	\$30,894	\$41,984
Percent of population for whom poverty status is determined	11.9%	11.9%	11.9%	8.2%
Percent of families for whom poverty status is determined	8.3%	9.6%	7.3%	6.3%

*All incomes are reported as nominal figures.

1.2 Physical Characteristics

1.2.1 Corporate Limits

The corporate limits of Williston encompass 4,751 acres. Sloulin Field International Airport occupies over 600 acres, making up nearly 13 percent of the city’s land area. The airport property combined with other public right of way, such as street and highway right of way, occupies 901 acres, which is nearly 17 percent of the city’s total land area.

1.2.2 Existing Land Use

Table 1.6 provides the breakdown of land use classifications and acreages in the City of Williston. A map of existing land use is provided in Figure 1.5.

Table 1.6 – Land Use Classification, Williston, 2015

Land Use Classification	Parcel Count	Acres	Percent of Total City Land Area	Percent of Total Parcel Acreage*
Low Density Residential	4482	918.0	6.7%	8.1%
Commercial	450	492.6	3.6%	4.3%
Industrial	641	1,131.7	8.2%	9.9%
Public/Institutional	145	489.1	3.6%	4.3%
Agricultural	16	385.2	2.8%	3.4%
Parks/Open Space	21	531.2	3.7%	4.5%
Medium Density Residential	546	87.2	0.6%	0.8%
High Density Residential	163	279.9	2.0%	2.5%
Rural Residential	628	790.7	5.7%	6.9%
Mixed Use	2	2.21	0.1%	0.1%
Vacant	992	1,617.7	11.7%	14.2%
Mobile Home Park	1204	287.8	2.1%	2.5%
Oil Development	41	350.5	2.5%	3.1%
Crew Camp	7	80.9	0.6%	0.7%
Utility	8	42.8	0.3%	0.4%
Natural/Undevelopable	6	49.1	0.4%	0.4%
Nodal Commercial	101	62.1	0.4%	0.5%
Nodal Mixed Use	1	5.8	0.1%	0.1%
Oil Field Development	63	576.9	4.2%	5.1%
Unclassified	735	3,242.2	23.5%	28.4%
All Uses	10,252	11,405.4	82.8%	100.0%

*Airport and ROW excluded

Industrial land uses occupy the greatest percentage of land use within the city at approximately 8.2 percent. All residential uses combined, including mobile homes, occupy 10.4 percent of land (not including unclassified). Residential uses include single-family homes, mobile homes, multi-family residential, and crew camps. Commercial uses comprise 3.6 percent of Williston’s land use. Institutional uses include publically owned parcels such as City Hall, City police and fire stations, parks,

Williams County Courthouse, Williams County Jail, North Dakota Department of Transportation, public and private schools, Williston State College, US Army Corps of Engineers' property, Mercy Hospital and cemeteries.

Agricultural uses occupy a small amount of acreage within city limits, currently totaling approximately four hundred acres (3 percent). Unclassified land use constitutes approximately 3,200 acres, nearly 24 percent of the city's total area. A detailed description of land use categories is provided in Chapter 5, related to the future land use map. Land use categories represented in the existing land use map are similar to those in the future land use map.

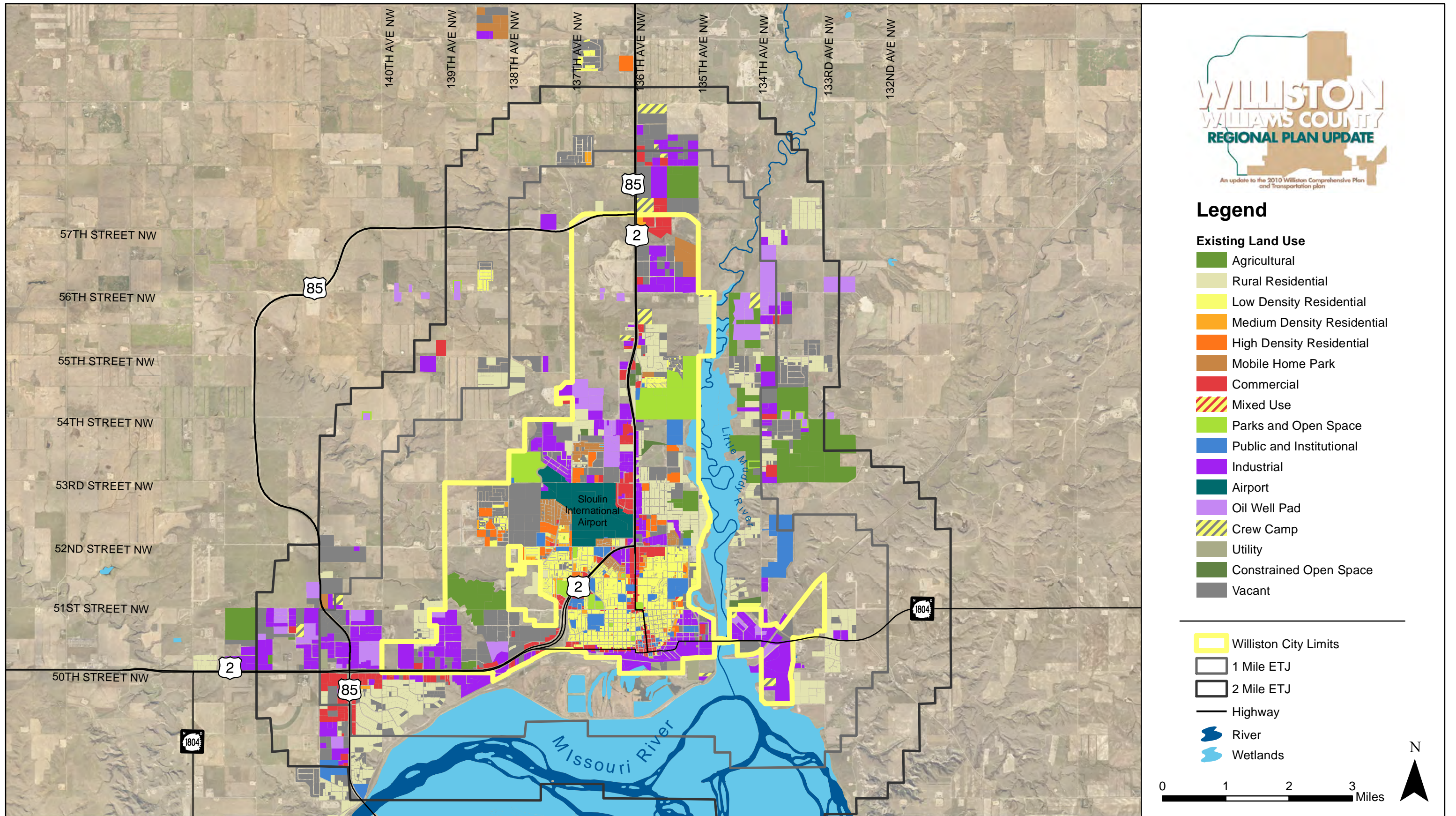
1.2.3 Extraterritorial Jurisdiction

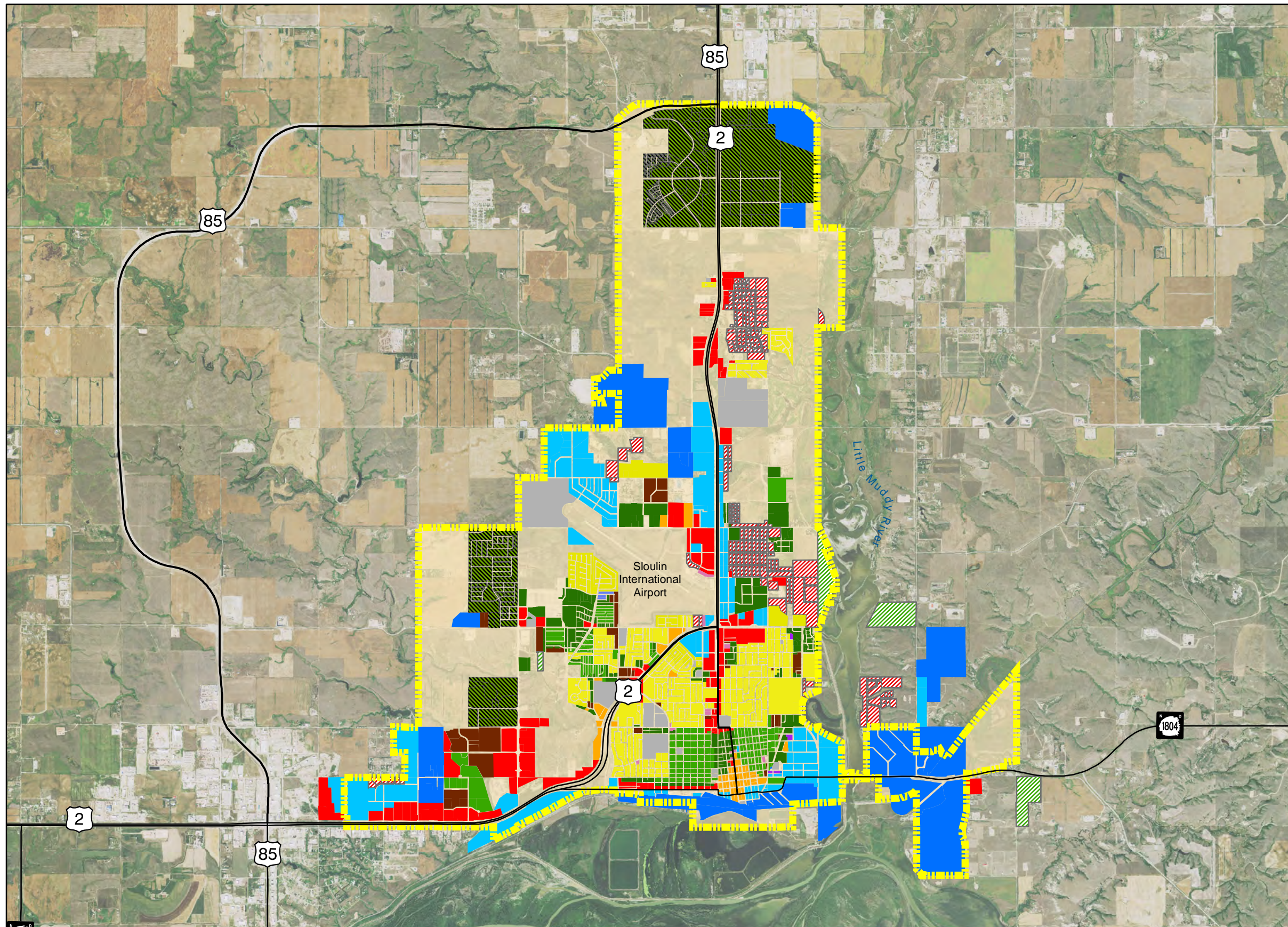
The City of Williston has established a one-mile extraterritorial jurisdiction (ETJ) around its corporate limits. Within this area, the City has subdivision and zoning authority. Along with that authority, the City has the responsibility of land use planning, since state statutes require that a comprehensive plan be used as the basis for zoning and subdivision decisions.

Based on Williston's population, the ETJ could be expanded to two miles, but changes to the North Dakota Century Code would require different administrative procedures for this additional mile of ETJ, involving joint review by the applicable townships. For Williston, this would involve joint review procedures with Williams County. Each of the townships (Williston, Missouri Ridge, Pherrin and Stony Creek) has relinquished zoning authority to Williams County.


















Most of the land within the ETJ is used for agricultural purposes. Other land uses within the ETJ include residential, commercial and industrial. An area located along the western edge of Williston within the one-mile ETJ is made up of large tracts of residential, commercial and industrial land. This area rests along a segment of the Highway 2/85 corridor. A concentration of commercial land exists north of the city boundary along the Highway 2/85 corridor as well. Several areas of single family dwelling residential lands are located along County Rd 9 east of the Little Muddy River. Also east of the Little Muddy River along County Rd 9 exists additional industrial land. This industrial land lies north of the current Williston Rail Industrial Park.

The US Army Corps of Engineers manages a large tract of land associated with the Missouri River (Lake Sakakawea).





Legend

-  Williston City Limits
- Zoning**
-  PUD: PLANNED UNIT DEVELOPMENT
-  NEIGHBORHOOD COMMERCIAL
-  GENERAL COMMERCIAL
-  RESTRICTED COMMERCIAL
-  LIGHT INDUSTRIAL
-  HEAVY INDUSTRIAL
-  INDUSTRIAL PARK
-  PARKS AND OPEN SPACE
-  SINGLE FAMILY RESIDENTIAL
-  RURAL RESIDENTIAL
-  RURAL ESTATE
-  SINGLE FAMILY & TWO FAMILY RES.
-  LOWRISE MULTI FAMILY & TOWNHOUSE RES.
-  HIGHRISE MULTI FAMILY RESIDENTIAL
-  MOBILE HOME COURT
-  MOBILE HOME SUBDIVISION

0 0.5 1 2 Miles



1.2.4 Existing Zoning

The zoning map is grounded in land use. There are important differences between the land use map and the zoning map, however. For example, the land use map identifies vacant lots, whereas no parcels are actually zoned as such. Most importantly, the zoning map is a legal document in that it illustrates the regulations that apply to use and development of land, while the land use map serves as a guide for making future zoning decisions. North Dakota Century Code states that zoning decisions must be consistent with an adopted master plan, which, in most communities, is the land use plan component of their comprehensive plan. Along with the text in the City's zoning ordinance, the zoning map is the broadest and most powerful tool for regulating land use within city limits and the ETJ.

The City of Williston's existing zoning, both within the corporate limits and in the ETJ, is shown in Figure 1.6. Outside the ETJ, Stony Creek, Williston, Missouri Ridge, and Pherrin Townships utilize Williams County zoning.

1.2.5 Williston Cultural Resources

Four buildings within the City of Williston are listed on the National Register of Historic Places. These structures, the James Memorial Library, Old Armory, Old US Post Office, and the Old Williston High School were all built between 1910 and 1931 and remain intact today. Listing in the National Register of Historic Places provides formal recognition of a property's historical, architectural, or archeological significance based on national standards used by every state.

Beyond the formal city limits, there are also significant regional cultural resources in the area. These resources are instrumental in telling the story of Williston and Williams County and are important to the local tourist industry.

1.2.6 Buildings on National Register of Historic Places

James Memorial Library (621 1st Avenue West)

The James Memorial Library served as the City's library for over 70 years from 1911 to 1983. The library was funded by Arthur Curtis James in memorial to his father, D. Willis James, for whom the city was originally named. The structure now serves as both a cultural center for the visual arts and a community meeting space. The James Memorial Library was listed on the National Register of Historic Places in 1979 due to its architectural and historical significance.

Old Armory (320 1st Avenue East)

Located in the heart of Williston, the Old Armory was built in 1915 as an arms storage facility for the surrounding area. Since then, the Old Armory has been converted to performance space with an auditorium and stage. Due to its architectural and engineering significance, the structure was added to the National Register of Historic Places in 1985.

Old US Post Office (322 Main Avenue)

Built in 1915 in the classical revival architectural style, the Old US Post Office served as Williston's main post office for many decades. The structure played a major role in Williston's social history and is of architectural and engineering significance for the period of 1900-1924. The Old Post Office was added to the National Register of Historic Places in 1979.

Old Williston High School (612 1st Avenue West)

Built in 1931, the Old Williston High School was added the National Register of Historic Places in 2011. Its art deco style was thought to be an exceptionally forward thinking design for a school. The structure was rehabilitated in recent years, and now serves as affordable housing units for the elderly.

1.2.7 Regional Cultural Resources

Fort Union Trading Post National Historic Site

This National Historic Site is located 25 miles southwest of Williston. Unlike many other forts, Fort Union was not run by the federal government, but instead by the American Fur Company. From 1828 to 1867, Fort Union was a major trading center in the exchange of furs for guns, cookware, cloth, etc. In 1966, the site was added to the National Register of Historic Places. Much of the site has been reconstructed in order to tell the story of the post.

Fort Buford State Historic Site

Fort Buford is located about 22 miles southwest of Williston and just west of the Missouri-Yellowstone Confluence Interpretive Center. The fort was established in 1866 to protect transportation routes as settlers moved to the area. Of historical significance is the fact that the Lakota chief Sitting Bull surrendered at Fort Buford in 1881. Today, three of the original structures remain and interpretive exhibits detail the site's history. Fort Buford is a North Dakota State Historic Site.

Missouri-Yellowstone Confluence Interpretive Center

The Missouri-Yellowstone Confluence Interpretive Center is located 22 miles southwest of Williston and just east of Fort Buford. Exhibits detail Lewis and Clark's stops in the area in 1805 and 1806. The center provides a picturesque view of the confluence of the two rivers. The site is run by the North Dakota State Historical Society.

Theodore Roosevelt National Park (North Unit)

Theodore Roosevelt National Park is comprised of the South Unit and Elkhorn Ranch Unit (Roosevelt's main home in the Badlands), both near Medora. The North Unit is south of Williston near Watford City. The North Unit was added to the other two units in 1948 as part of the Theodore Roosevelt National Memorial Park (the Memorial Park was given national park status in 1978). This area is significant for its cultural and natural resources. The North Unit has a visitor center, scenic drives, and many miles of hiking trails. The Maah Daah Hey Trail, a popular mountain biking destination, links the North and South Units.

Lewis and Clark State Park

The state park is located 19 miles southeast of Williston on Lake Sakakawea. The park has interpretive markers showing the route that Lewis and Clark took through the area in 1805. The rugged terrain of the North Dakota Badlands can be appreciated along the interpretive route.

Writing Rock State Historic Site

This site is 55 miles northwest of Williston near Grenora. Native Americans pounded designs of thunderbirds on two large granite boulders. Other similar designs found in the northern plains date

from 1000 to 1700 AD. Picnic shelters and other recreational facilities surround the now enclosed rocks.

Cut Bluff Overlook

Cut Bluff Overlook is a historic site located about two miles east of Williston on the south side of Highway 1804. The site commemorates Lewis and Clark's camp site near Cut Bluff on the south banks of the Missouri River.

1.2.8 Natural Resources

Bakken Formation

Williston is near the center of the Bakken Shale Formation of the Williston Basin Province. The Williston Basin Province covers the northeastern portion of Montana, the northwestern portion of North Dakota and the southern portion of Saskatchewan, Canada. According to the U.S. Geological Survey (USGS), the Bakken Formation is the largest continuous oil resource in the lower 48 states. There is a wide range of estimates for the volume of oil reserves in the Bakken formation. The definition of "recoverable" oil has evolved in response to new technologies, fluctuating commodity prices, and the discovery of new reserves. Estimates for the Bakken reserve range from 6 billion barrels of crude as well as another 3 to 4 billion barrels of "undiscovered but technically recoverable" crude oil. Other estimates soar much higher, with various sources citing 24 billion barrels (247.wallst.com/energy-economy/2015/05/10/bakken-formation-still-has-6-billion-barrels-of-oil), or more depending upon the source.

Agricultural Land

Most of the land within Williams County, including Williston's ETJ, is zoned agricultural. Agriculture, in the form of both cropland and grazing land, is also an important element of the Williston and Williams County economy. The top three major cash crops located in Williams County are wheat (1), durum (2) and spring wheat (3).

Lake Sakakawea and the Missouri River

Lake Sakakawea is a man-made lake that was created to relieve the flooding of the Missouri River and to provide an energy source with the Garrison Dam. Lake Sakakawea is the third largest man-made reservoir in the United States. Williston is located at the upper end of the Lake Sakakawea Reservoir near the confluence of the Yellowstone River and the Missouri River. The Missouri River borders the city to the south and is partially within Williston's ETJ. The river is described by the North Dakota Parks and Recreation Department as North Dakota's most prominent river. This unique resource is a source of wildlife habitat, forested area, and recreational opportunities. As part of a much larger river system, it offers Williston and Williams County residents numerous opportunities to observe wildlife, take in the seasonal changes of the riverbank areas, and access the river and areas along the river for recreational purposes. It also serves as an opportunity for tourism.

Little Muddy River

The Little Muddy River borders the east side of the City of Williston. The Little Muddy River flows into the Missouri River. Its size is affected by the water levels in Lake Sakakawea, creating a much wider water body and a larger volume of water at the south end of the Little Muddy River just east of Williston. Thompson Landing Recreation Area is located just north of Highway 1804 on the east side of the river. Amenities such as a dock, picnic tables, and boat launch are provided.

According to *Lewis and Clark in North Dakota*, edited and annotated by Russell Reid, Lewis and Clark called the Little Muddy River the White Earth River. Lewis' journal entry for April 22, 1805 said, "We found that it contained more water than streams of its size generally do at this season. The water is much clearer than that of the Missouri. The banks of the river are steep and not more than ten or twelve feet high; the bed seems to be composed of mud altogether. The salts which have been before mentioned as common on the Missouri, appears in great quantities along the banks of this river, which in many places so thickly covered with it that they appear perfectly white." The Little Muddy River also offers Williston residents recreational opportunities such as fishing.

Other Water Resources

Information reviewed for the City of Williston's water resources included the US Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI). General information about wetland types are based upon the classification system used under NWI. Figure 1.7 portrays the water resources documented in Williston, its ETJ, and the surrounding area by the National Wetlands Inventory.

Williston rests on the glaciated highlands north of the Missouri River and West of the Little Muddy River. Freshwater forested and freshwater emergent wetlands are found along the Missouri and Little Muddy Rivers.

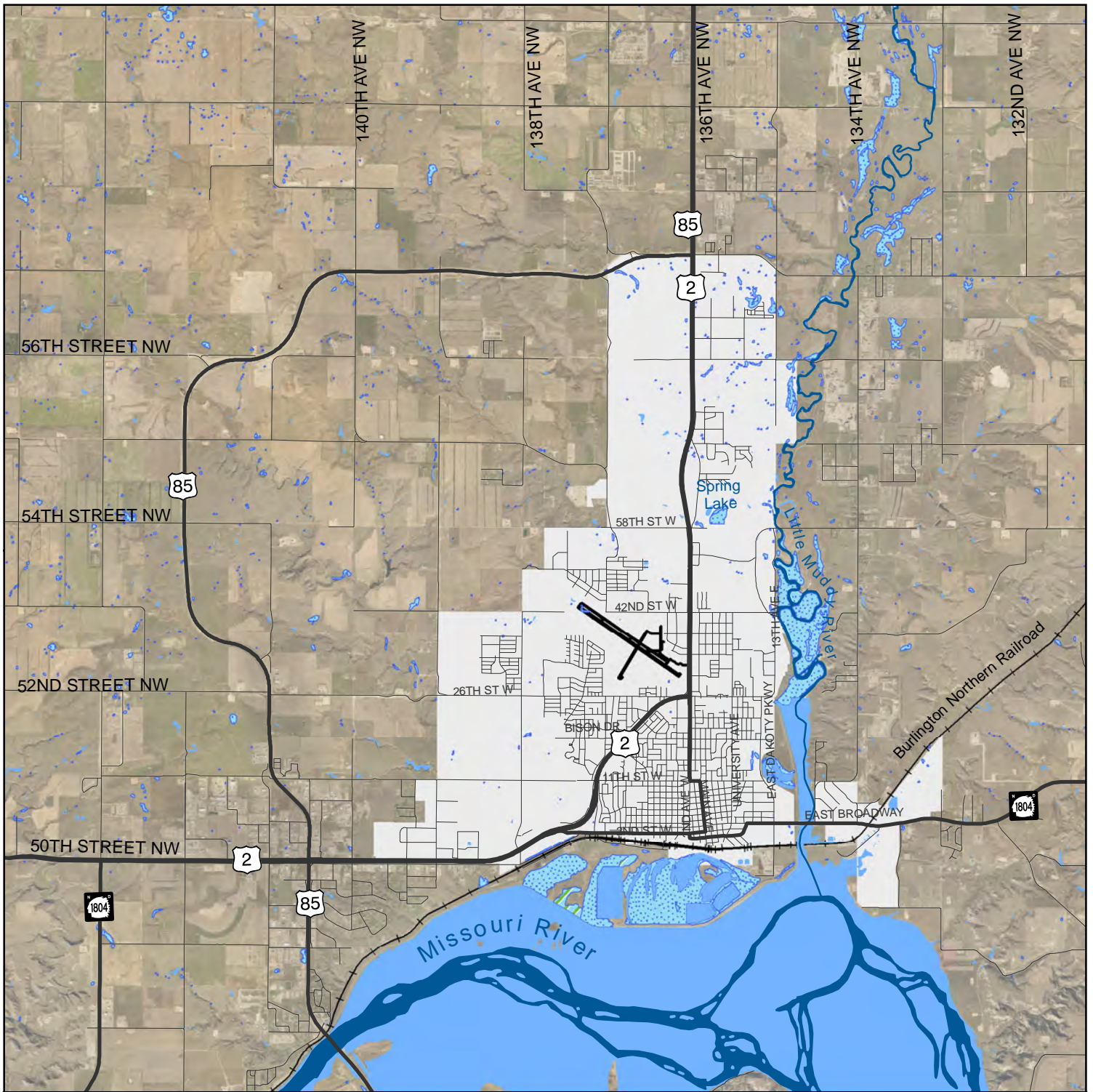
Wildlife and Waterfowl

As shown in Figure 1.8, Publicly Owned Parcel Map, the U.S. Army Corps of Engineers owns land within the southern portion of Williston's ETJ. The protected lands in these areas are important with respect to the abundant waterfowl and wildlife in the area. The publicly owned lands work in concert with the agricultural land and windbreaks to provide habitats and food supplies for wildlife.

Williston and Williams County lie within the Central Flyway. The Central Flyway includes more than one million square miles of land from the eastern Rockies across the Great Plains. This area provides habitat for migratory waterfowl, stretching from Texas to Alberta.

Soils

Information reviewed for the soils section of the Williston Comprehensive Plan is based upon the National Cooperative Soil Survey (NCSS) Web Soil Survey of Williams County, North Dakota. Soil property reports specific to limitations for building of dwellings as well as installation of septic systems were generated to complete the informational mapping for the Plan. Soil properties influence the development of building sites, including the selection of the site, the design of the structure, construction, performance after construction, and maintenance. The information is intended for land use planning, for evaluating land use alternatives, and for planning site investigations prior to design and construction. The information, however, is not site specific and does not eliminate the need for onsite investigation of the soils or for testing and analysis by personnel experienced in the design and construction of engineering works.

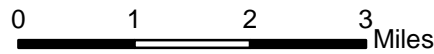


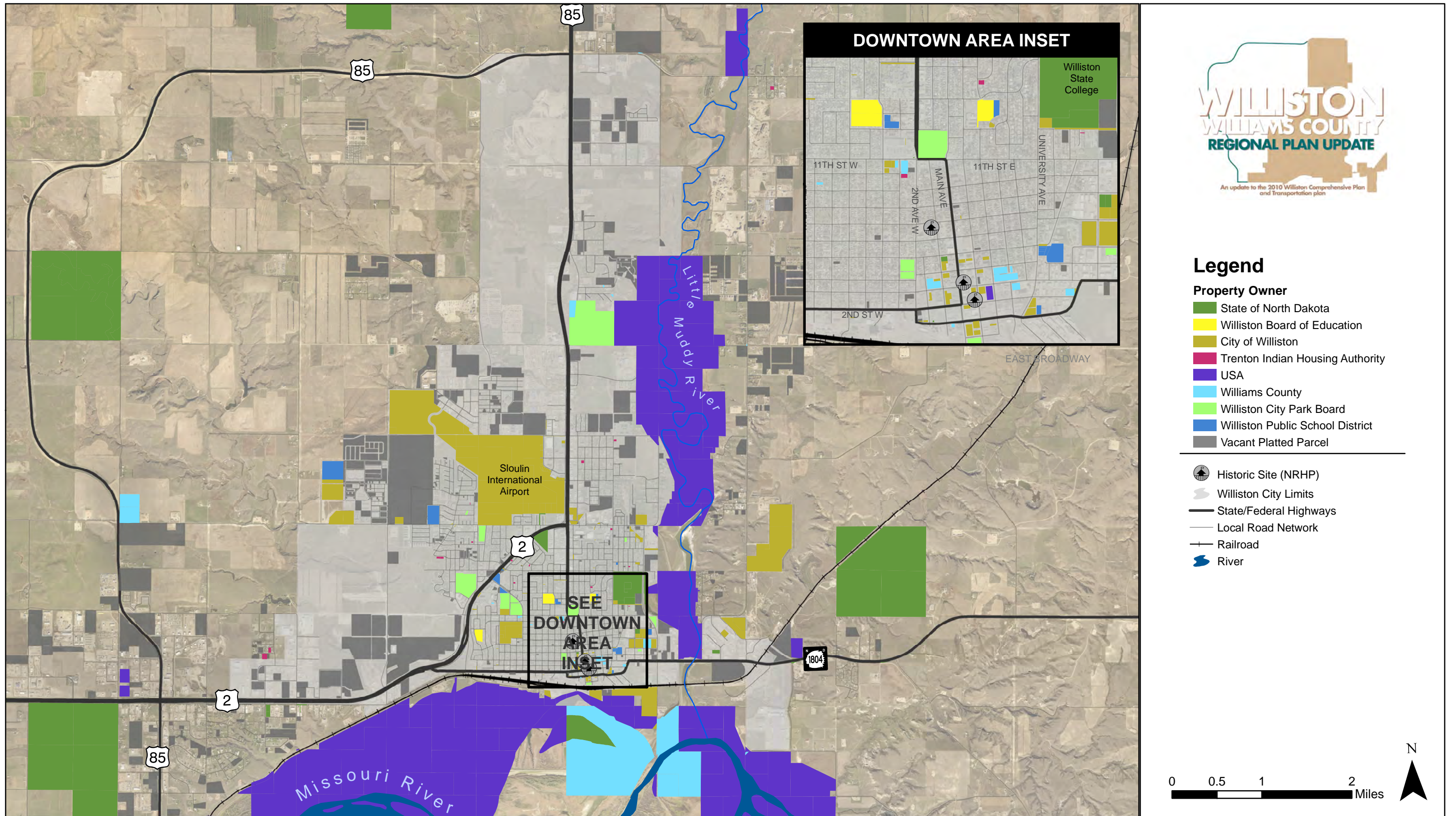
Legend

Wetland Type

- Freshwater Emergent Wetland
- Freshwater Forested or Shrub Wetland
- Freshwater Pond or Lake
- Riverine

- Williston City Limits
- County/Local Roadways
- Railroad
- Airport





1.3 Parks, Open Space, and Recreation Facilities

1.3.1 City Parks

Parks, open spaces, and recreational facilities and programs are, for the most part, the responsibility of the Williston Park District. In North Dakota, park districts are taxing entities with a mill levy separate from city and county property taxes. They have their own elected boards. There are several parks located within Williston (see Figure 1.5, Existing Land Use and 1.8, Publicly Owned Properties). A summary of parks and facilities/attractions is provided below:

West Dakota Parkway Park

Facilities/Attractions: Softball, baseball, playgrounds, picnic area, restrooms, grills, shelters, tennis courts and a basketball court. Youth baseball and softball leagues are held throughout the summer.

Davidson Park

Facilities/Attractions: Baseball, softball, playground, picnic area, restrooms, grills, shelters, tennis courts, outdoor skating, warming house, sand volleyball, horseshoe pit, and a basketball court. Baseball, softball and tennis tournaments are hosted at Davidson Park.

Westlawn Park

Facilities/Attractions: Playground, picnic, restrooms and grills.

Harmon Park

Facilities/Attractions: Playground, picnic area, restrooms, grills, shelters, tennis courts, basketball courts, swimming pool, and a skate park.

Moose Park

Facilities/Attractions: Playground, picnic area, grills, and shelters.

Pheasant Run Park

Facilities/Attractions: Playground and a picnic area.

Railroad Park

Facilities/Attractions: Train engine.

Western Star Park

Facilities/Attractions: Softball, playground, walking trail, restrooms, outdoor skating rink and warming house. Western Star Park hosts youth and adult softball leagues.

Williston Municipal Golf Course

Facilities/Attractions: Golf Course, driving range, locker storage, cart rental.

Spring Lake Park

Facilities/Attractions: Fishing, amphitheater, playground, restrooms, grills, shelters, lake swimming area, and Meriwether Theme Park.

Williston Area Recreation Center (ARC)

The Williston Area Recreation Center (ARC) is a 254,000 square foot facility that opened spring 2014. The ARC is located on campus of Williston State College and is a regional attraction. The facility offers a wide range of amenities for all age groups.

Thompson's Landing Recreation Area

This recreation facility along the east side of the Little Muddy River is a public recreation facility with a fishing dock, picnic area, and a boat launch. It is the terminus for a six-mile canoe trail called the Little Muddy Canoe Trail. The facility is accessed via CR 9 approximately 1/3 mile north of ND Highway 1804. From Thompson's Landing, the trail heads north to a canoe access point and parking area at the White Bridge (CR 11).

1.4 Emergency Services

1.4.1 Law Enforcement

Williston is served by the City Police Department, Williams County Sheriff's Department, and the State Highway Patrol. The City Police Department offers a Citizens Police Academy, and has Crime Prevention, Communications, Detective, and Patrol Divisions.

The Williams County Sheriff's Department is responsible for both law enforcement and the Corrections Center. The department is also responsible for emergency services, service of civil process, concealed weapons permits, fireworks permits, and hazardous waste hauling permits. Williston Police Department offices are located in the Williams County Law Enforcement Center 223 East Broadway Suite #201.

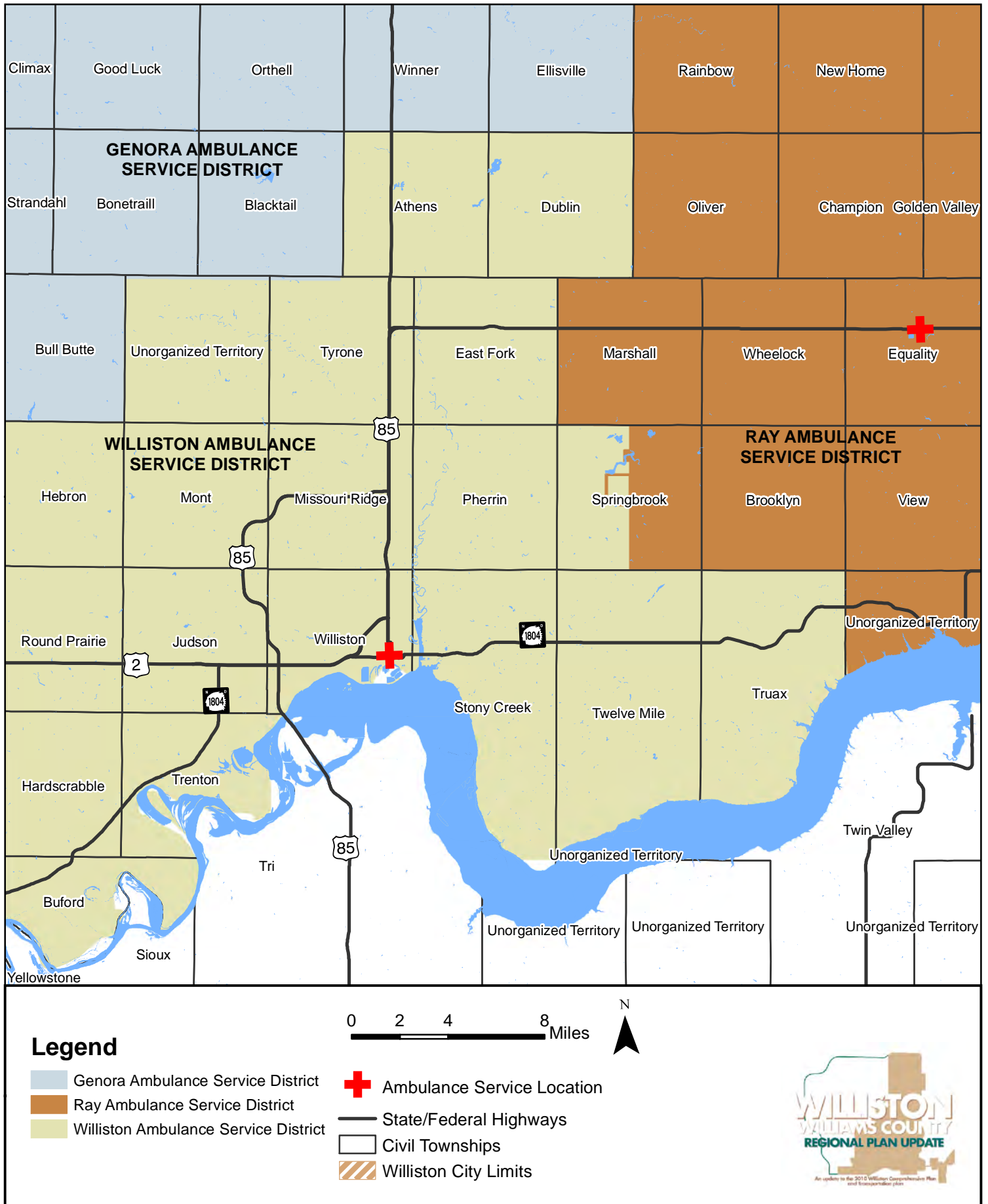
1.4.2 Ambulance Service

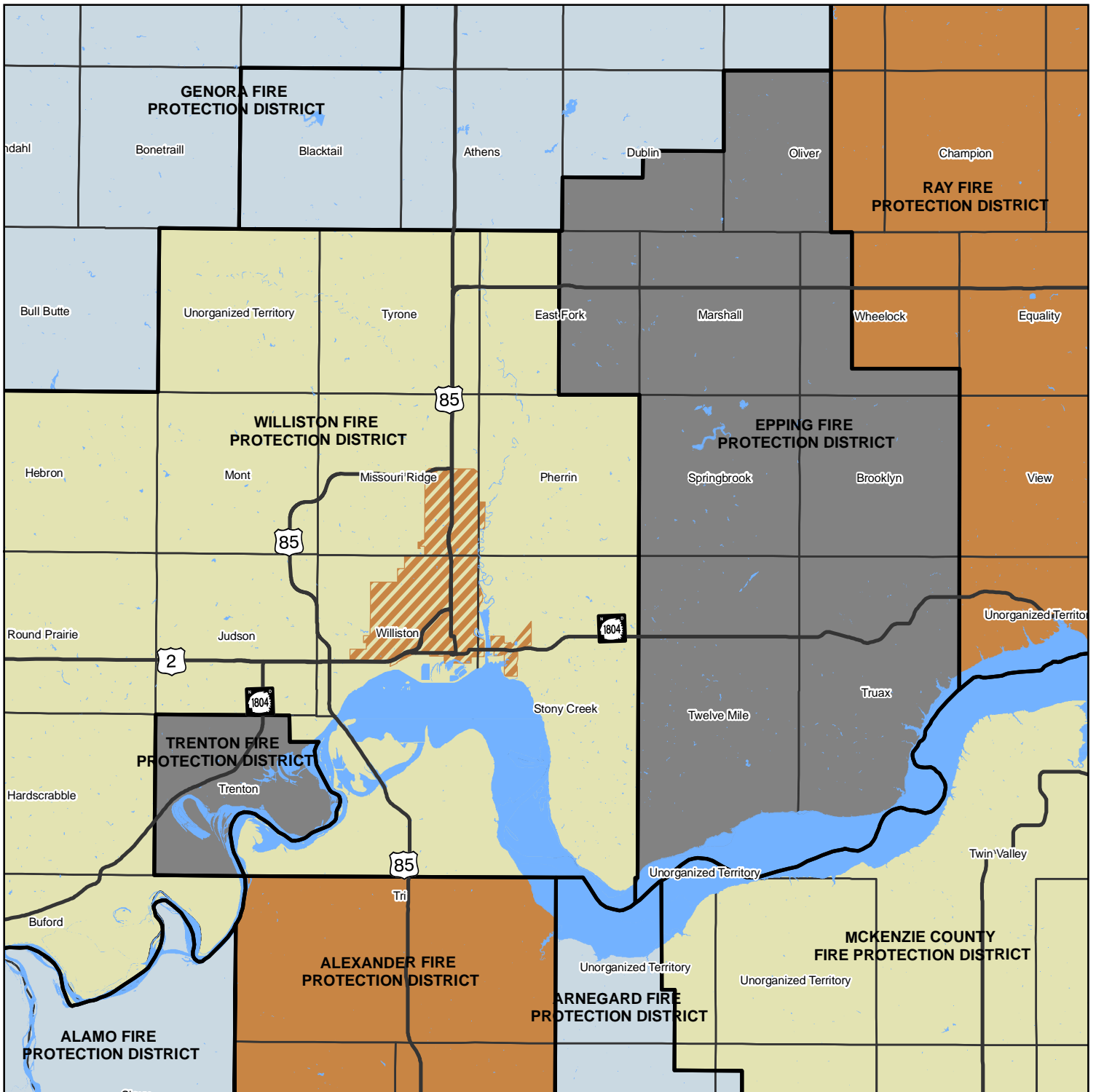
Williston and the surrounding area are served by an ambulance district based in Williston (see Figure 1.9). Patients are typically transported to Mercy Medical Center in Williston. The closest Level II Trauma Center is located in Minot. Williston ambulance service is licensed to provide advanced life support (ALS) with paramedics. The Williston Ambulance Services are located at 317 11th Street West.

1.4.3 Fire Protection

Municipal fire protection is provided by the Williston Fire Department, while the Williston Rural Fire District serves the surrounding townships as well as a small portion of McKenzie County south of the Missouri River (see Figure 1.10). Several fire protection districts serve other portions of Williams and McKenzie County.

The Williston Fire Department and the Rural Fire District maintain a cooperative relationship, providing backup support to each other when assistance is needed. Both departments are currently housed at the fire station located at 317 11th Street West. An additional city fire station is planned at 58th Street and 6th Avenue West. Meanwhile, the Rural Fire District is looking to move to a new facility of its own and is engaged in the site selection process. As they navigate this new expansion period, the fire departments may continue to share some facilities and equipment.





Legend

- Fire Response District Boundaries
- Civil Townships
- Williston City Limits
- State/Federal Highways



1.5 City Government Facilities

City Hall – This building is located at 22 East Broadway in downtown Williston. It provides office space for most city departments as well as for the Williston Economic Development Corporation.

Engineering and Public Works Building and Yard – This facility is located at 809 5th Street East in an industrial area of the city. The facility is shared with Williams County.

Building Safety – This building is located at 517 8th Ave East in Williston. The facility provides office space for building, mechanical, plumbing, fuel and gas piping, moving and demolition permits and inspections for the city of Williston and one mile extraterritorial area.

Center for Development – This facility opened in April 2016, and is located at 113 4th Street East in Downtown Williston. The office building houses the departments of Planning and Zoning, Economic Development, Building Safety, the Williston Convention and Visitors Bureau, Tri County Development, and the North Dakota Small Business Development Center.

1.6 Educational Institutions

The Williston area is comprised of two different public school districts (See Figure 1.11). Public School District 1 draws students from within Williston as well as some students from the surrounding townships. There is no public busing of students in District 1. The boundaries of District 1 as shown are very detailed at a parcel by parcel level and have changed frequently over the past few years. They are shown generally in Figure 1.11 and do not represent exact parcel-by-parcel boundaries. The eight schools in District 1 are:

- Williston High School (9-12)
- Williston Middle School (7-8)
- Hagan Elementary School (K-6)
- Lewis & Clark Elementary School (K-6)
- Rickard Elementary School (K-6)
- Wilkinson Elementary School (K-6)
- Del Easton Alternative School (Ages 16-21)
- McVay Elementary School (K-6)

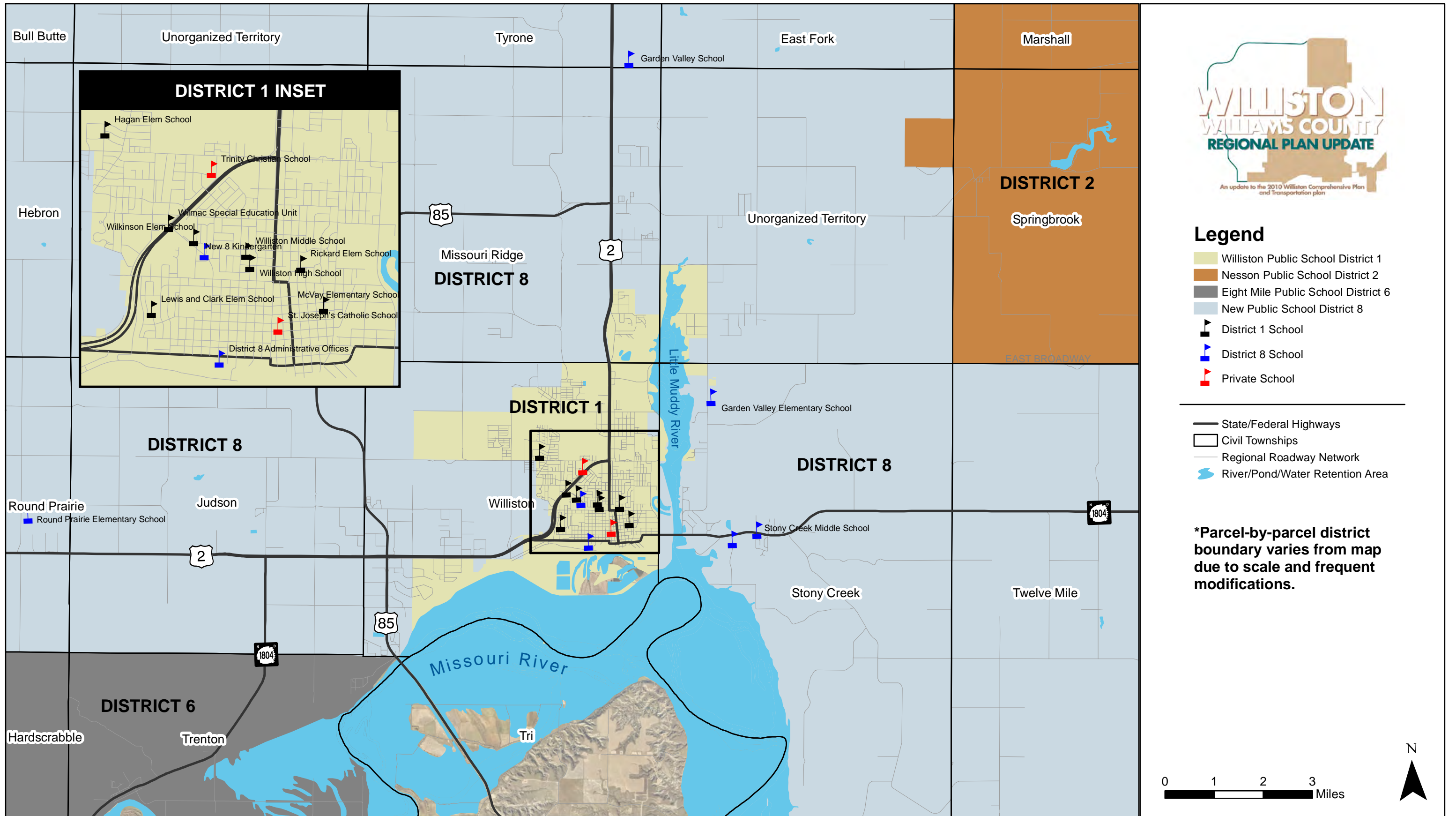
The new Williston High School will be located west of the Harvest Hills subdivision and east of 139th Avenue. The existing high school will become part of the Middle School. Several school building expansions have occurred over the past few years to accommodate increased enrollments.

New Public School District 8 includes much of the rural area surrounding Williston including the townships of Pherrin, Stony Creek, Williston, and Missouri Ridge. Parents have the option to bus their children to school. However, there is no high school in District 8. Instead, students attend grades 9-12 in District 1. The four elementary schools in District 8 are:

- Garden Valley Elementary School (K-5)
- Stony Creek Middle School (6-8)
- New Public School District 8 Kindergarten School (K only)
- Round Prairie Elementary School (K-5)

Williston also has two private schools. Trinity Christian School (K-12), which expanded to a new facility during the 2003-2004 school year, and St. Joseph's Catholic School (Pre K-6).

Williston State College is a public two-year college mainly serving students from northwestern North Dakota. Graduates from local high schools in the surrounding area are eligible for free tuition. In recent years, the college has expanded its oil industry curriculum to include petroleum production technology, welding and transportation technician technology. This, combined with other expanding programs at the college, has resulted in the expansion of residential housing on campus. Frontier Hall opened in the fall of 2011. The building houses up to 170 students. It is now the primary dormitory which offers 4 bedroom suites with modern furnishings, wireless internet, cable television and on-site laundry services.



1.7 Utilities

1.7.1 Water

City of Williston

The City's water treatment plant is located outside city limits along the north bank of the Missouri River and east of US Highway 85. The Williston Water Treatment Plant is a regional facility operated by the City of Williston. Water is distributed to the community via three large water transmission lines which are connected to the rest of the municipal water distribution system and to the Western Area Water System and Williams Rural Water District. A recently completed expansion project increased the city's water treatment capacity to 21 MGD. Over 100 miles of pipelines, pump stations, valves, and meters make up the water treatment system. The city's 21 MGD water treatment plant is designed for a population of up to approximately 100,000.

Williams Rural Water District

The Williams Rural Water District (WRWD) provides water service outside Williston. In the vicinity of the city, much of the association's water supply is purchased from the City of Williston, consisting of water treated at the city's water treatment facility. WRWD and the Western Area Water Supply (WAWS) have an agreement that establishes the terms under which water is purchased. The rural water district serves about 2,000 accounts, using less than 1 million gallons per day of the city's treated water.

1.7.2 Wastewater Treatment

The City of Williston currently treats its waste water in lagoons located between the Missouri River and the railroad tracks. Given the population growth for the City of Williston, the lagoons operate in a reduced capacity. Expansion of the water treatment plant is necessary. This expansion is separated into two phases. Phase I of the water treatment facility expansion is complete. Phase I expansion includes miscellaneous improvements to the existing water treatment plant which consists of a temporary tertiary treatment plant.

Phase II of the expansion is expected to be fully completed in 2017. This phase of the expansion will consist of a permanent mechanical facility which includes a one million gallon reinforced concrete clearwell, a reinforced concrete backwash reclamation basin and six new reinforced concrete gravity filters.

1.7.3 Electricity and Natural Gas

Montana-Dakota Utilities Company provides electricity and natural gas in Williston. Mountrail-Williams Electric Cooperative also provides electricity. Transmission lines are shown in Figure 1.12. According to the Montana-Dakota Utility Company website, MDU is committed to investing resources to expand their growing business. Montana-Dakota Utilities Company recently signed an agreement to purchase a North Dakota wind farm which is anticipated to be completed December 2015.

1.7.4 Telecommunications

A variety of telecommunications providers operate in Williston. They include Nemont, Mastec, Missouri Valley Communications, Horizon Cable Services and Midcontinent Communications. Cellular service is provided by Verizon Wireless, AT&T, Wired Cellular, Virgin Technologies, Alltel, Helpmate Cellular, Kohler Communications, Kotana Communications, Z Wireless and Nemont.

1.7.5 Cable and Internet Service Providers

Cable and internet services are provided by Midcontinent Communications, Nemont, Dish Network and Direct TV.

1.8 Transportation

1.8.1 Roadway System

Figure 1.13 illustrates the existing Williston/Williams County functional classification system. Roadway designations within the functional classification system include principal arterials, minor arterials, and collectors (The county roadway designation of “major collector” applies to collector roadways within Williams County beyond the city’s functional classification system).

Figure 1.13 also shows the Urban Area Boundary, a formal planning area established by the City and NDDOT that defines the area in which the City can extend its functionally classified roadway network. This boundary was recently updated based on urban growth projections. An update of the functional classification system will be carried out by the City and NDDOT as a follow-up step to the recent acceptance of the Urban Area Boundary.

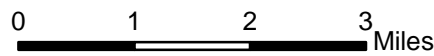
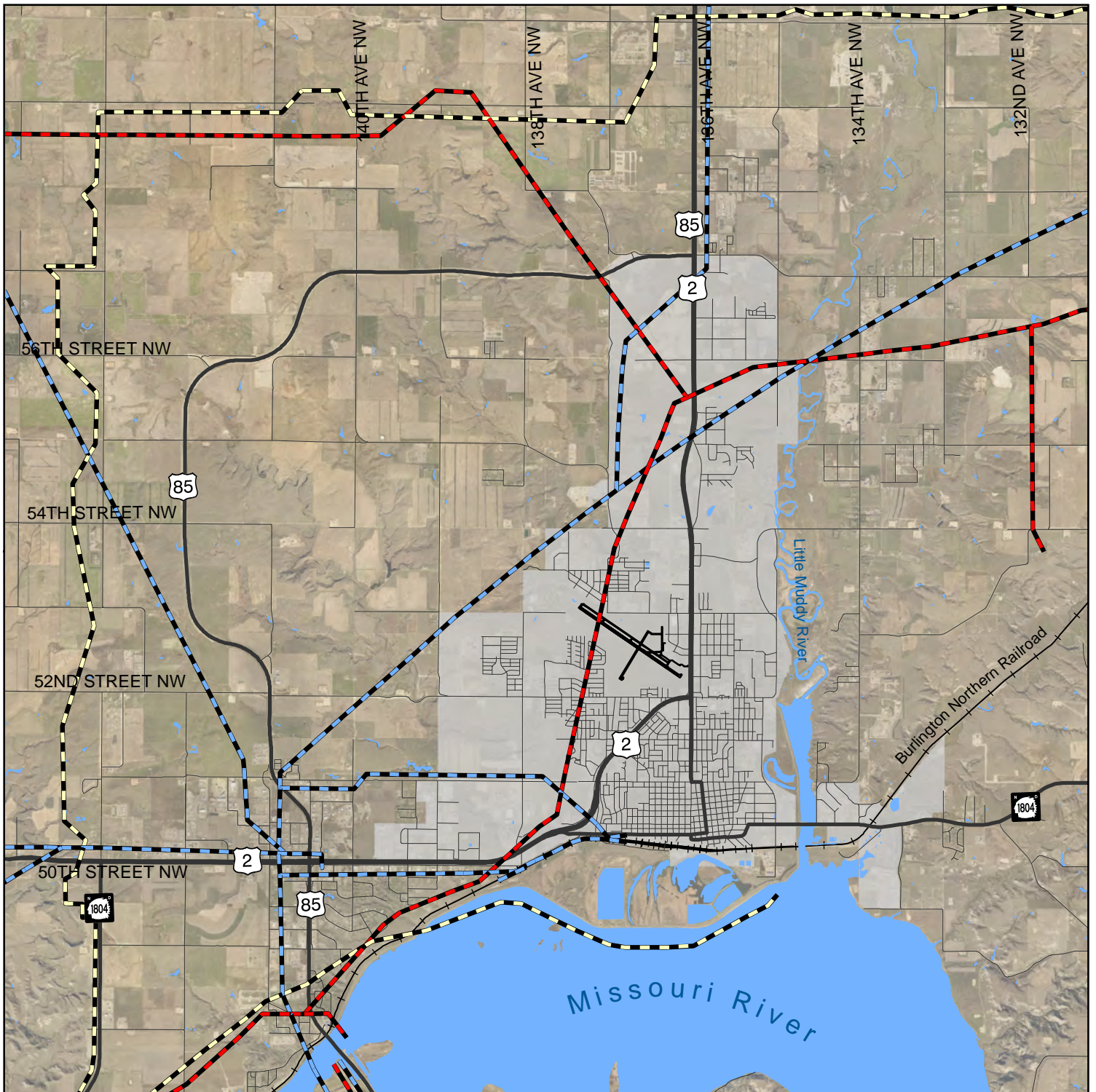
In large part, the strong roadway connections in the Williston area have helped the city become a regional trade center for northwestern North Dakota. US Highway 2 is a major roadway that traverses the northern United States. Major connections for Williston include Minot, Grand Forks, and cities in eastern Montana. US Highway 85 also plays a vital role in meeting Williston’s transportation needs. There are only a few roadways in northwestern North Dakota that cross the Missouri River (Lake Sakakawea). Aside from the US Highway 85 crossing southwest of Williston, the nearest crossings are on ND Highway 58 near Buford, ND which is approximately 20 miles to the west, near the Montana border, and on ND Highway 23 near New Town, ND which is over 50 miles to the southeast. Furthermore, US Highway 85 provides vital north-south connections to Canada to the north, Theodore Roosevelt National Park, I-94, and I-90 to the south. Both US Highways 2 and 85 are utilized extensively by local industries to move equipment and other shipments throughout the region and beyond.

The Northwest Truck Reliever Route was prioritized in the 2010 Transportation Plan. It was designed and constructed to relieve truck traffic and congestion on US Highway 2 through Williston. The

designation given to the new roadway is US Highway 85, which distinguishes it from the US Highway 2 route through Williston. Limited intersections and access points along the route allow this corridor to function as an expressway, enabling through traffic (consisting largely of trucks) to maintain higher speeds. The route uses a portion of the former County Road 6 on the northern edge of the city and runs west and south until it eventually intersects at the junction where US Highway 2 and US Highway 85 divide (four-mile corner).

ND Highway 1804 is also an important roadway for the Williston area. This highway provides an important crossing of the Little Muddy River. The route is used heavily by trucks servicing the many industrial uses along the southern portion of the city. East of the city, the roadway connects Williston to recreation areas on Lake Sakakawea as well as the Fort Berthold Indian Reservation. To the west of Williston, ND Highway 1804 provides a vital connection to some of the area's largest cultural resources and tourist attractions, namely Fort Union Trading Post National Historic Site, Fort Buford State Historic Site, and the Missouri-Yellowstone Confluence Interpretive Center. These important highway facilities are further supplemented with county and township roads that allow good access to most areas around Williston.

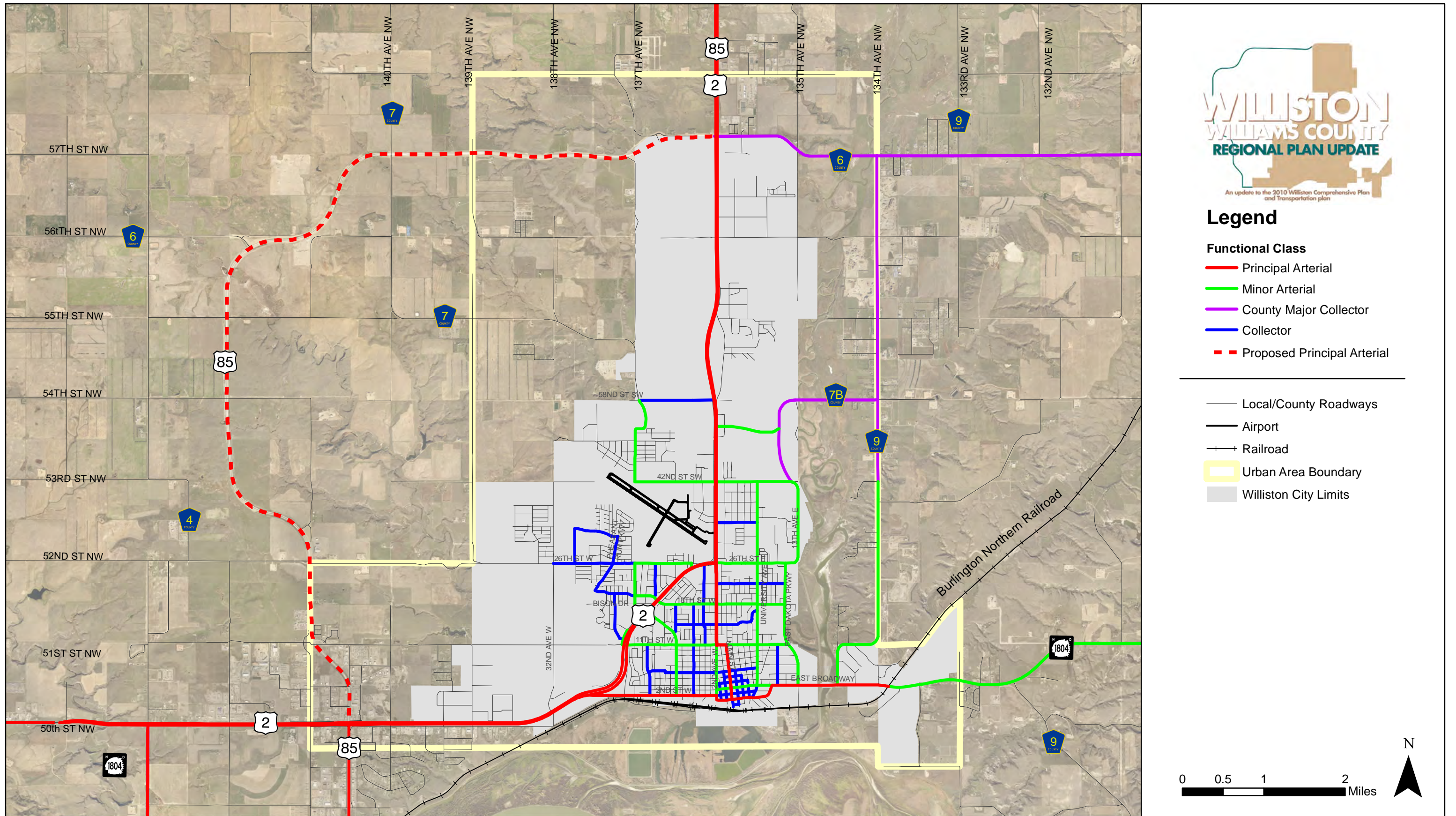
The majority of county and township roadways are gravel. This results in major maintenance concerns once traffic volumes get above 200-300 vehicles per day due to the fact these roads were not engineered to handle the high volume of heavy truck traffic. Both county and township roads are maintained by the Williams County Highway Department.

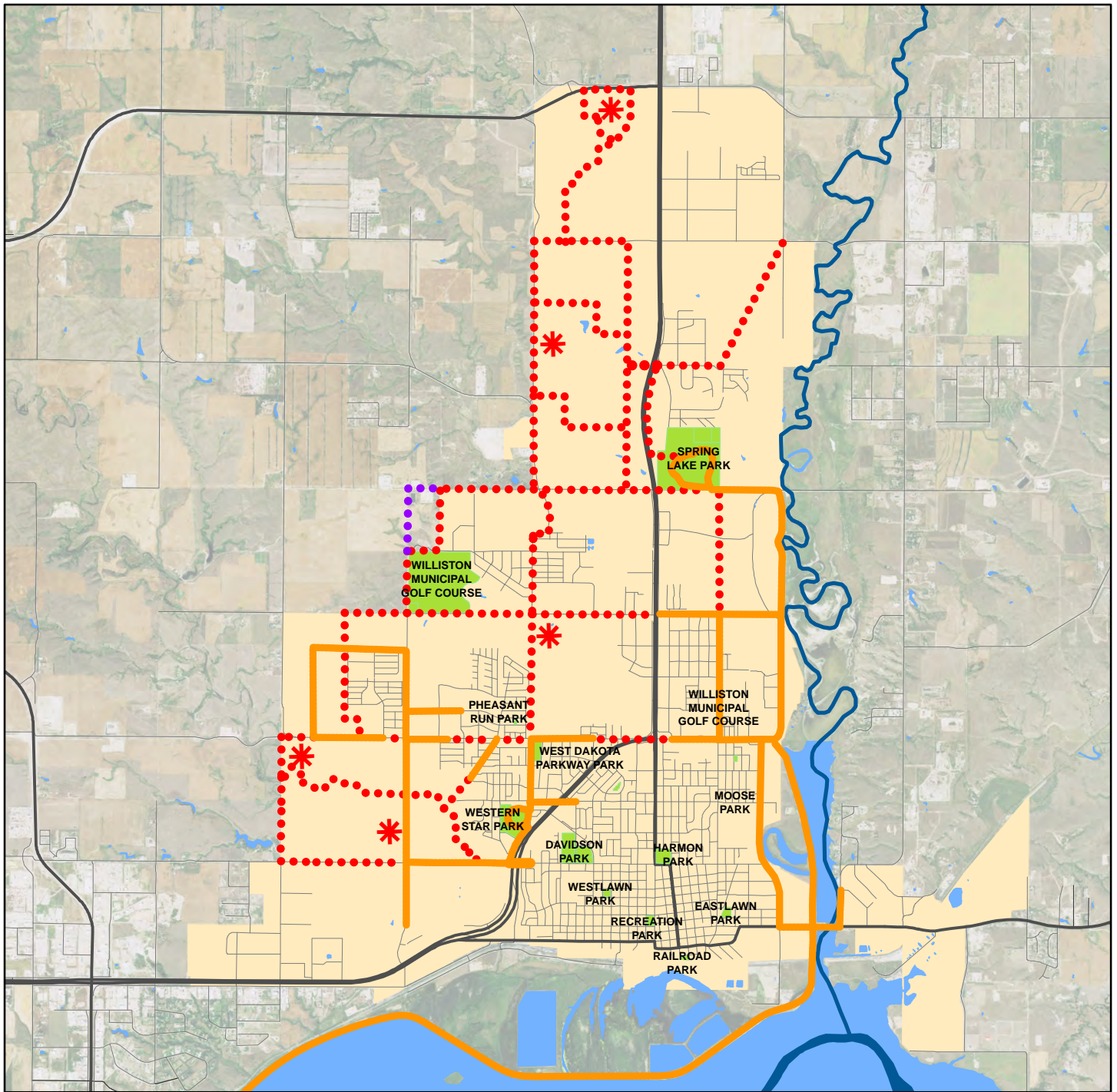


Legend

- Oil Pipeline
- Gas Pipeline
- Electric Transmission Line
- Railroad
- State/Federal Highways
- County/Local Roadways
- Water Resources
- Williston City Limits







Legend

- Current Trails
- Future Trails
- Proposed Outside City Limits
- Existing City Park
- * Future Park
- Williston City Limits
- River

1.8.2 Bicycle and Pedestrian Facilities

Existing off-street trails are shown in purple on the City’s existing and future trails map, Figure 1.14. Most residential streets within Williston have sidewalks on both sides of the street, a practice which continues to be encouraged by this Plan. The downtown commercial area also has consistent network of sidewalks. There are areas within the community where sidewalks are lacking – particularly in the industrial area east of downtown, industrial/commercial areas west of West Dakota Parkway and south of 11th Street West, industrial/commercial areas both east and west US Highway 2 north of 26th Street East and in several of the previously developed areas that were annexed since adoption of the 2010 Plan.

Many of the on-road bike routes that were identified in the 2010 Plan are not shown on the current bike trail map. Due to the increased volume of traffic and trucks using many of these roadways, the on-road bike route designations have either been eliminated, or require further evaluation to determine their level of safety and the extent to which they are practical as bike routes.

1.8.3 Transit

Two agencies provide transit or paratransit service within the Williston Area. A more detailed listing of private organizations that also provide transit assistance is included in the Transportation Plan.

Region 1 Senior Services

Region 1 Senior Services is a Dial-a-Ride service made up of 30 non-profit agencies that provide services to senior citizens throughout the State of North Dakota. Funding for services is provided by state, federal, and local sources. Service runs from 8 a.m. – 4 p.m. (Monday-Thursday) and 8 a.m. – 3 p.m. (Friday). Service is offered on Saturdays upon appointment. There is no service offered Sunday. There is no age limit to use the service. Service is offered to all individuals who request a ride. The cost is \$3 per ride.

Northwest Dakota Public Transit

Northwest Dakota Public Transit is a Dial-a-Ride service offered within Williston city limits. Funding for services is provided by federal and state sources. Service runs from 7 a.m. – 5:30 p.m. (Monday-Friday). Saturday service is provided from 9 a.m. – 2:30 p.m. No Sunday service is provided. The cost is \$3 per ride.

1.8.4 Railroads

The Burlington Northern Santa Fe (BNSF) Railroad track runs east and west along Williston’s southern boundary. The line serves a major regional grain elevator in Williston. There is also a spur that services Williston’s industrial area east of the Little Muddy River. The oil industry also makes use of BNSF’s line to haul crude oil from the Williston Basin to drop off points across the country. The existence of the BNSF line is important to the economic development and prosperity of the area. Many of the city’s industrial uses are near the tracks allowing for movement of goods and products by train and truck.

Amtrak’s Empire Builder also provides daily service to Williston via the BNSF line. Williston has one of only seven stations in North Dakota; the others are Stanley, Minot, Rugby, Devils Lake, Grand Forks, and Fargo. Williston’s station is located at 1 South Main Street on the southern edge of the downtown area. The Empire Builder connects to major cities such as Portland, Seattle, Minneapolis-

St. Paul, and Chicago. According to a fact sheet about Amtrak ridership in North Dakota provided by the National Association of Railroad Passengers, North Dakota's Amtrak ridership peaked in 2012 and 2013 at 153,700 and 153,500 respectively. Of the top eight city pairs by ridership in 2014, four of the routes included Williston:

- #2 – Williston – Spokane, WA
- #3 – Williston – St. Paul, MN
- #4 – Williston – Whitefish, MT
- #5 – Williston – Chicago, IL

Williston logged the most passengers by station in the state from 2012-2014, far surpassing Minot, Grand Forks and Fargo, the three cities with the next highest number of passengers. During those years, the Williston Station experienced passenger volumes of 54,324, 51,076, and 44,013 respectively. The 20 percent drop of passengers in 2014 is likely a reflection of the increasing stability in the region, as more and more dwelling units were completed, allowing workers to move to the area permanently, although the number of passengers was still considerably higher than any other city in the state for that year.

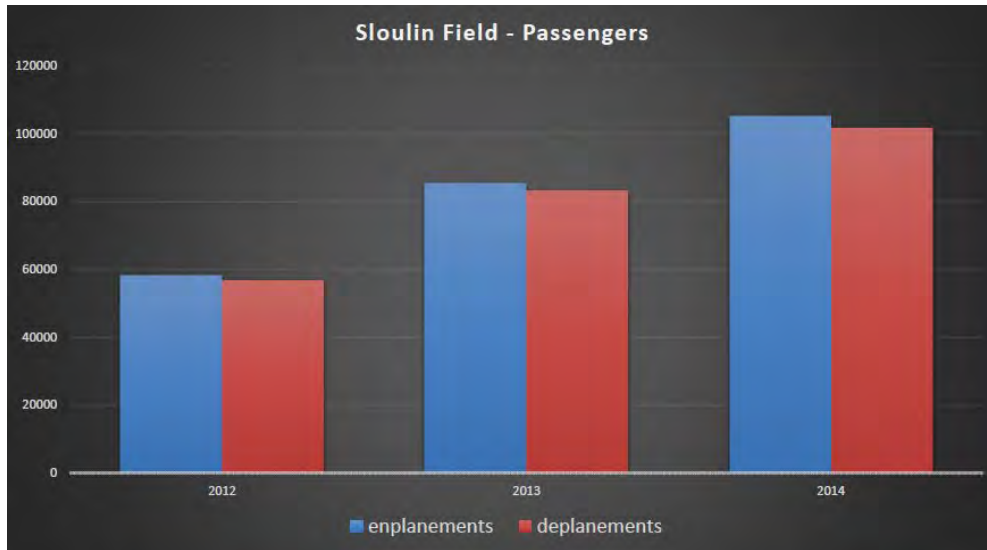
1.8.5 Airports

Sloulin Field International Airport occupies over 600 acres north of 26th Street West and west of US Highway 2 in Williston. The airport offers access to commercial air travel for residents of northwestern North Dakota.

Because of the tremendous increase in air travel into and out of the region combined with the high level of growth experienced in and around the City of Williston, Sloulin International Airport is going through the environmental documentation and design of a new airport. The anticipated future site is located north of the US Highway 85 Bypass and west of County Road 7.

Commercial airlines operating out of the existing Sloulin Field include Delta Airlines, with daily flights to and from Minneapolis, and United Airlines, with daily flights to and from Denver. Sloulin Field International Airport does not have international commercial flights, but can accept private flights from Canada. Sloulin Field sees the fifth most passengers (roughly 15,000-20,000 per month) of all airports in North Dakota behind Fargo, Bismarck, Minot, and Grand Forks. This passenger volume represents an increase of 15 to 20 times the passenger volume of five to six years ago, when passenger volumes were approximately 800-1,000 per month.

Figure 1.15 – Recent Increases in Passenger Emplanements and Deplanements, Sloulin Field



1.8.6 Missouri River

There is no boat access to the Missouri River within the corporate boundaries of the City of Williston. However, boat launch facilities are available just outside city limits at Thompson Landing Recreation Area along the east side of the Little Muddy River, which is connected to the Missouri River. The Missouri River is not used to transport products to or from Williston, but is used as a recreational facility, primarily along stretches of the river that are located east of the city, where the river consistently widens out as part of Lake Sakakawea.

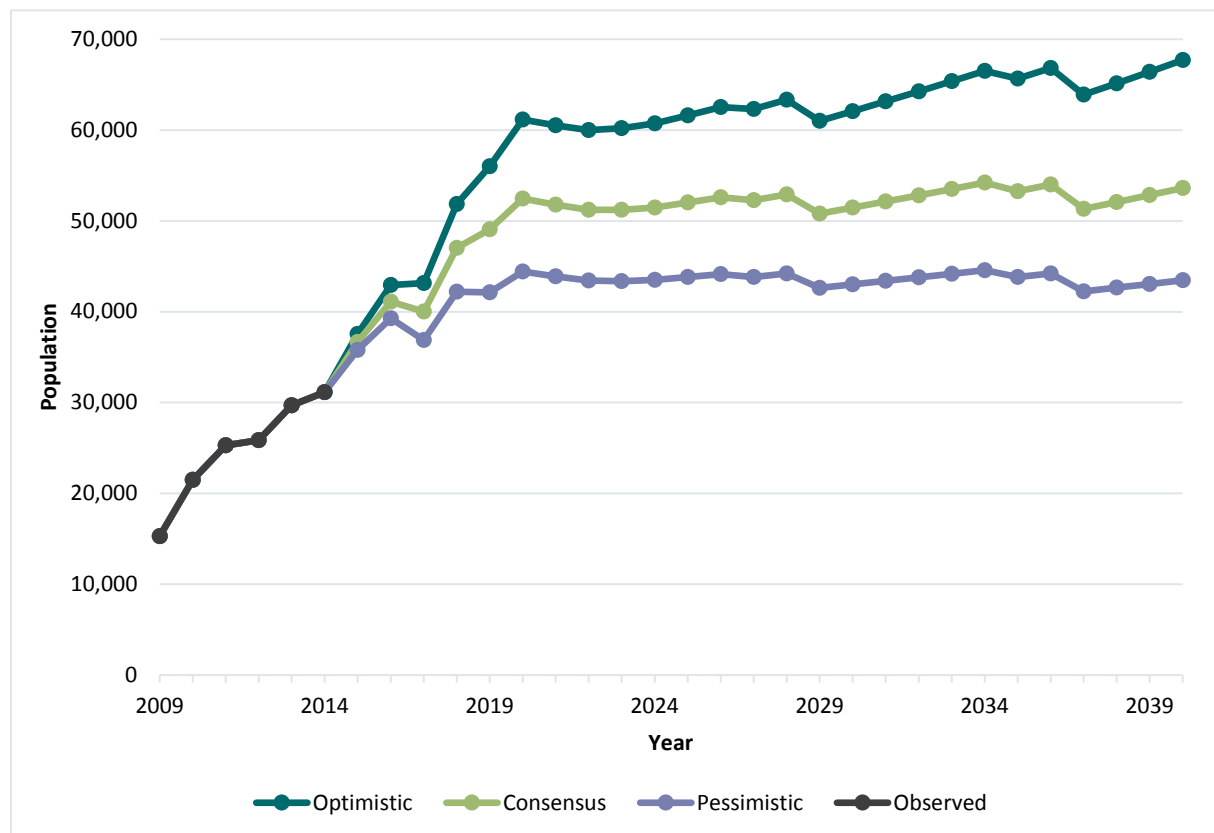
2 FUTURE GROWTH

2.1 Future Population Growth

Population growth projections are an important consideration when developing a comprehensive plan. Cities must manage growth in a manner that will maintain or enhance the quality of life, and in a manner that will fairly distribute the costs of growth. While it seems to be impossible to predict how the volatility of the oil and gas market might influence short term population growth or decline, long range projections can provide an informed starting point to plan for a range of growth scenarios.

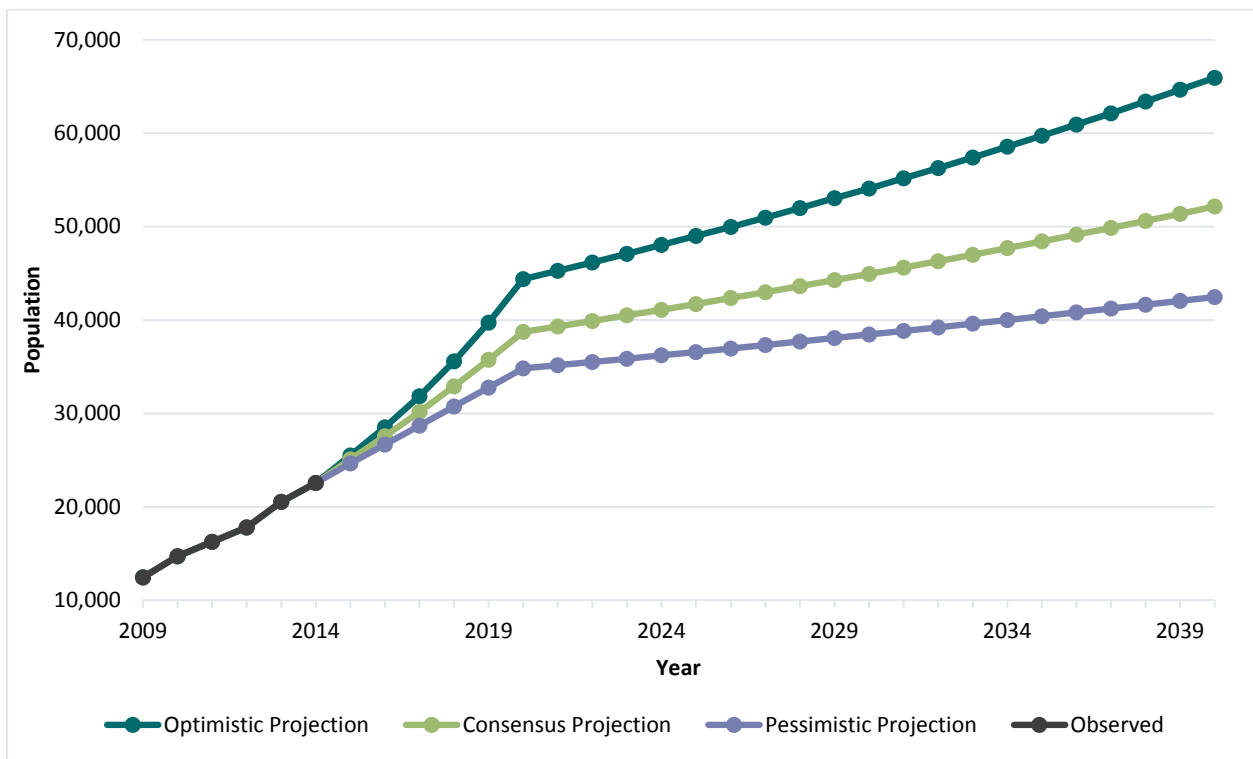
Figure 2.1 shows a series of population growth projections for Williston based on a list of assumptions outlined in Appendix 1. The results show rapid growth until 2020, the assumed peak of the energy boom, followed by steady population growth for the community. A number of sources were heavily relied upon, including recent North Dakota State University (NDSU) population studies and State Department of Mineral Resources (DMR) oil and gas industry estimates. A 2009 estimate of 15,288 residents was used as the base year and a 2014 estimate of 31,143 was used as the launch year for population projections. Since fluctuations of the energy boom can be unpredictable and have a strong relationship to the total population in Williston, three population projection scenarios were conducted for 2040. These scenarios include an optimistic (high) projection (67,712), a pessimistic (low) projection (43,485), and consensus (moderate) projection (53,607).

Figure 2.1 – Total Population Projection Scenarios



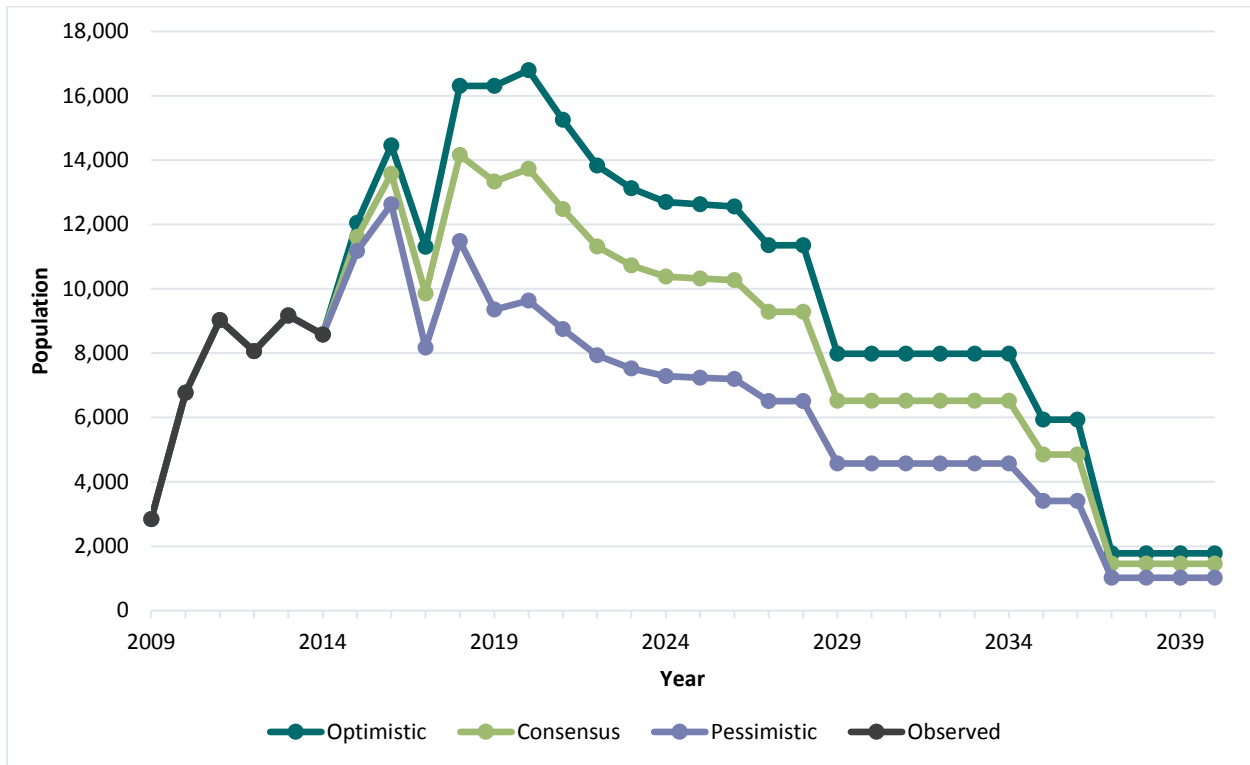
Recognizing that the permanent and temporary populations of Williston often change in dynamic ways, projections for each were calculated in order to produce the total population projection. Figure 2.2 shows the projected permanent population for Williston. The results exhibit rapid growth until 2020, followed by steady population growth for the community. A 2009 estimate of 12,451 residents was used as the base year and a 2014 estimate of 22,564 was used as the launch year for permanent population projections. As is shown for the total population projections (Figure 2.1), pessimistic, consensus, and optimistic scenarios were similarly developed for the permanent population projections. These scenarios include an optimistic projection (65,933), a pessimistic projection (42,465), and consensus projection (52,152). For the steady period of permanent population growth (2020 to 2040), three different rates were applied to each scenario. The rates assumed for each scenario are as follows: optimistic projection (2 percent), pessimistic projection (1 percent), and consensus projection (1.5 percent). These rates were derived from an NDSU study which identified what a stable growth rate for Williston would be in the future, between one and two percent.

Figure 2.2 – Permanent Population Projection Scenarios



Finally, in order to develop a projection of temporary population within Williston, estimates from the DMR and NDSU were applied. Figure 2.3 shows the projected temporary population for Williston. The results reveal rapid growth until 2020, followed by a regression in temporary population for the community. A 2009 estimate of 2,837 residents was used as the base year and a 2014 estimate of 8,579 was used as the launch year for temporary population projections. These scenarios include an optimistic projection (1,779), a pessimistic projection (1,021), and consensus projection (1,455). The decline in temporary population after 2020 is attributed to a reduction in temporary workers after the intense period of drilling and fracking has tapered off, and transitions from temporary to permanent residency.

Figure 2.3 – Temporary Population Projection Scenarios



As the past year has demonstrated, there will be periods within this long range time frame where the price of oil affects the population in the region. The actions taken by the City of Williston to phase out crew camps were not taken due to the absence of temporary workers or the anticipation that the temporary workforce will not be present in the area. Rather, they were taken due to the availability of other housing options that have become available in the city through the development of hotels and apartments.

2.2 Growth Tiers

The land use plan identifies future land uses on hundreds of acres that will not be needed to accommodate Williston’s projected growth in the next 25 years. To identify the more suitable growth areas, two growth tiers were identified (Figure 2.4). The boundaries of these tiers are crafted based on their connection to land that is developed and is already served by city utilities, or likely to be served by 2040. Key utilities and services considered in the development of the growth tiers included existing and planned transportation, water, and sanitary sewer infrastructure. The identification of growth tiers allows the city to manage growth in an effort to reduce infrastructure costs over the long term.

An analysis of Tier 1 reveals that its population capacity (78,122) based on the future land use plan is greater than the most optimistic population projection. Nevertheless, since new growth areas are often initiated prior to complete infill of other developments, it is anticipated that some growth will be initiated in Tier 2 prior to 2040. The population projections of the study area correlate closely with the job and household forecasts used in the update of the regional travel demand model for the Williston and Williams County Regional Transportation Plan Update. Those projections are shown below in Table 2.1.

Table 2.1 – Williams County Study Area 2040 Population Growth

Location	2014 Population	Population Attainable at Buildout	2040 Modeled Population (in Travel Demand Model)
Tier 1 ⁽¹⁾	31,143	78,178	65,337
Tier 2 ⁽²⁾	383	50,321	4,645
Total Tiers 1 and 2	31,526	128,499	69,982
Other (outside Tiers 1 and 2)	6,377	45,373	7,804
Regional Total	37,903	173,872	77,786

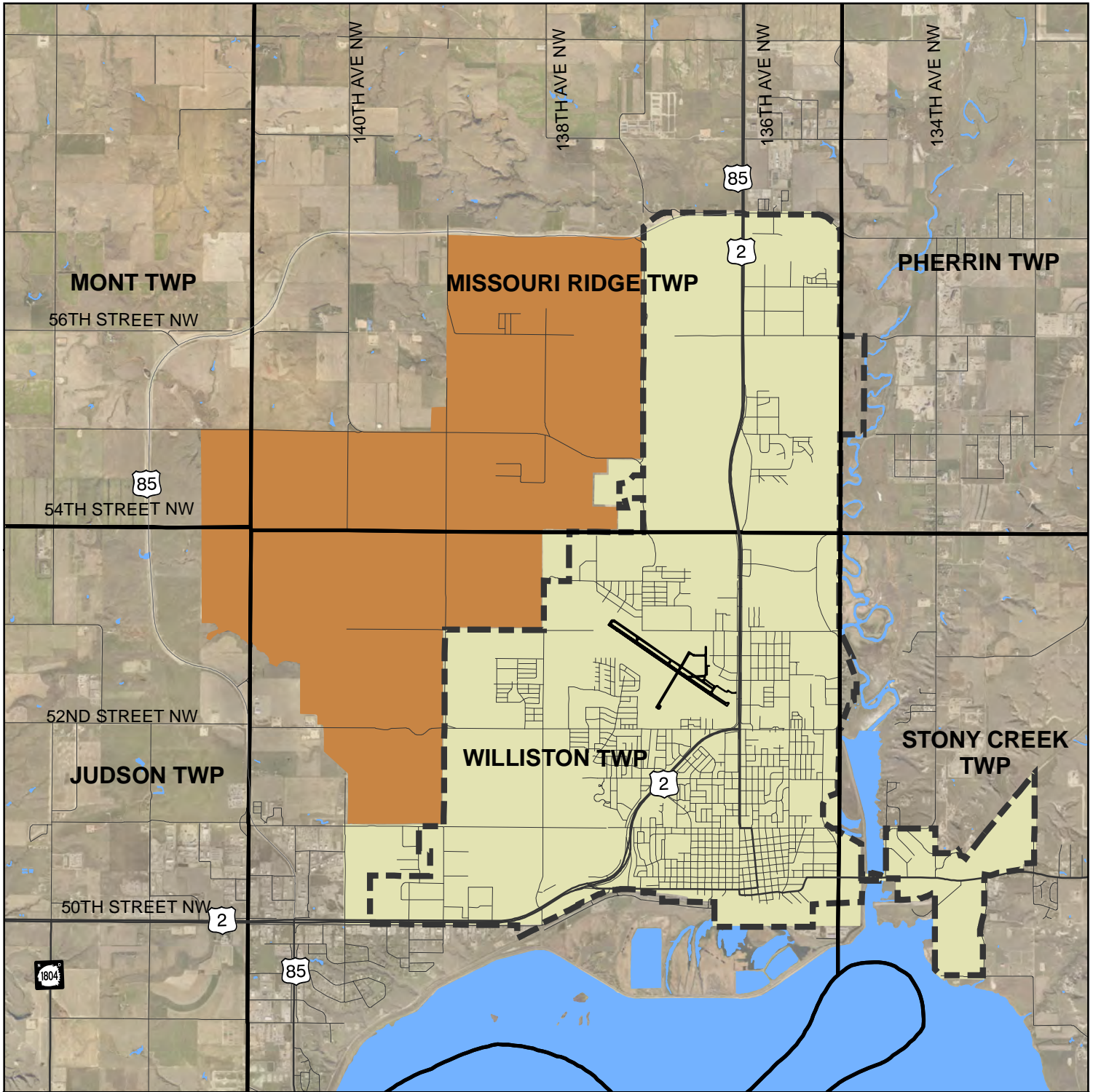
(1) Future development assumed for 2040 equates to 80% to 85% of attainable Tier 1 growth at buildout.

(2) Future development assumed for 2040 includes ≈10% of attainable growth in Tier 2 at buildout.

2.2.1 Development Status

To determine the amount of developable acreage within the city and the growth tier boundaries, the 2014 development status was mapped for existing parcels (Figure 2.5). Parcels are categorized as developed, platted, and not developed:

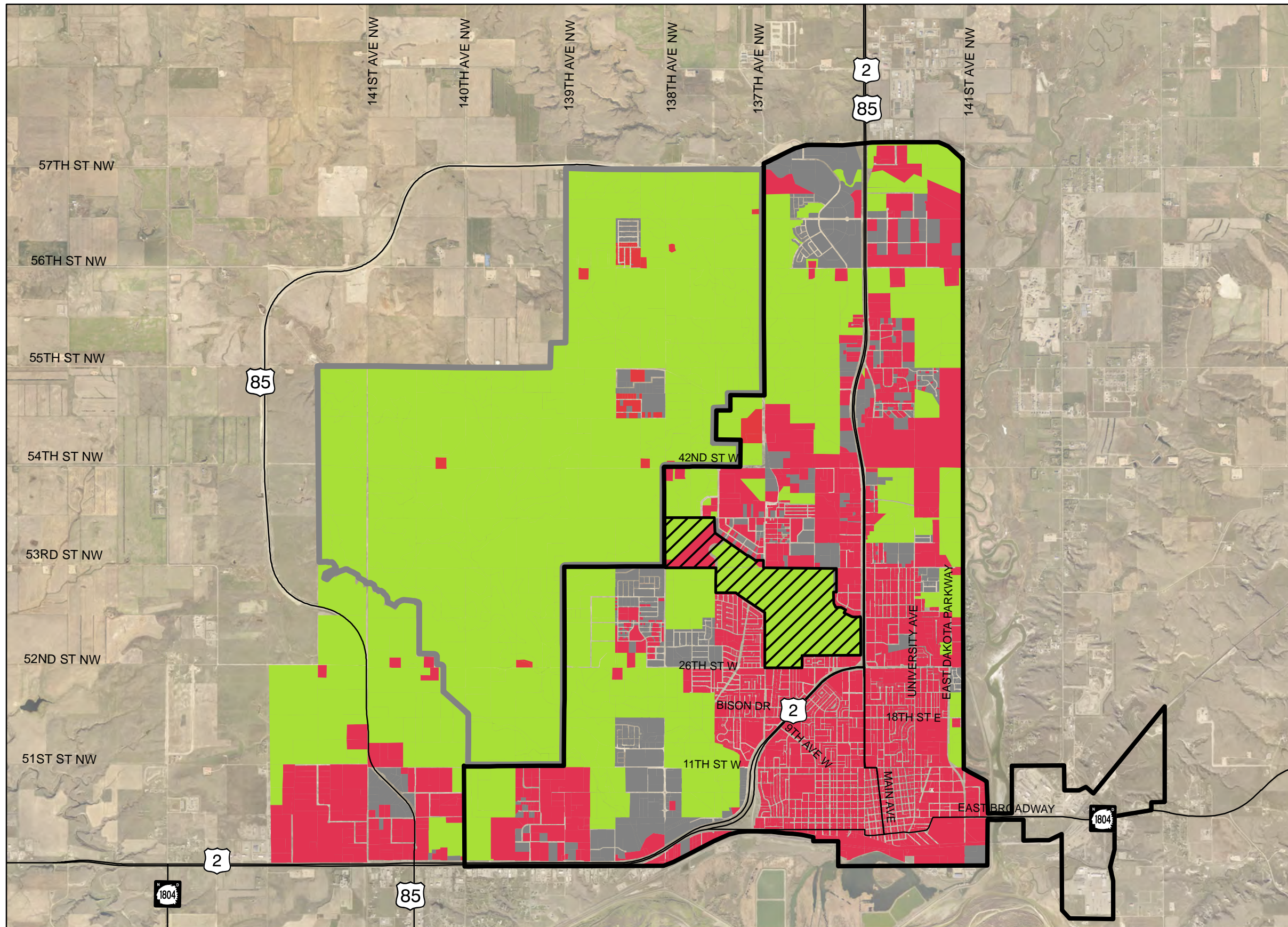
- **Developed Areas** (red) – These areas were fully built out and city infrastructure and services were in place as of late 2014 or early 2015. Open space and recreational areas such as parks and golf courses are included as developed. Areas improved with above ground oil and gas infrastructure are also considered developed.
- **Platted Areas** (gray) – These areas had been platted and zoned but not built out as of late 2014 or early 2015, and city infrastructure and services may or may not be in place. These are the areas that have been, to a large extent, developing throughout 2015 and into 2016.
- **Not Developed** (green) – These areas represent land which had not been platted as of late 2014 into early 2015 and city infrastructure and services were not in place. Sloulin Field International Airport is designated as not developed since, as of 2016, plans are in progress to relocate the airport and redevelop the property. The City of Williston Economic Development Department is coordinating the city’s work with a development team to plan future development of the land occupied by Sloulin Field.



Legend

- Tier 1 Growth Area
- Tier 2 Growth Area
- Williston City Limits
- Civil Townships
- County/Local Roadways
- Water Resources



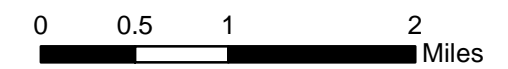


Legend

Development Status

- Developed Parcels
- Platted Parcels
- Undeveloped Parcels

- Tier 1 Growth Boundary
- Tier 2 Growth Boundary
- Airport Redevelopment Site
- State/Federal Highways



2.3 Housing Projections

Increases in population naturally cause a demand for more housing units. If the demand for housing is not met, new residents must live in temporary accommodations, such as hotels, recreational vehicles, or employee provided housing that is not intended to meet long-term housing needs. Williston and Williams County are very familiar with this situation due to the shortage of housing over the past several years, and are now far better equipped to handle applications for crew camps and enforcement related to crew camps and other forms of temporary housing. Due to the “boom and bust” nature of the oil and gas industry and its significant impact on the community, the Williston housing market is highly variable. During peak oil drilling activity that occurred after the adoption of the 2010 Plan, the housing supply was not keeping pace with the housing demand, and the cost of housing sharply increased.

The housing projections provided in the Comprehensive Plan are correlated with the population growth projections discussed previously in this chapter. Available within Appendix 1, the housing projections are based on average persons per household which is dependent upon the type of land use designation. A breakdown of the 2014, 2040 attainable, and 2040 projected housing is provided for both Tiers 1 and 2 in Table 2.2. Estimates from NDSU revealed that in 2014 there were approximately 11,796 dwelling units and 464 crew camp units within the Tier 1 growth area. An analysis of the Tier 1 growth area concluded that the area is capable of accommodating up to 40,040 dwelling units based on the breakdown of residential land use categories in the future land use plan. With an understanding of the projected optimistic population (67,712), the projected housing under the same optimistic scenario is 35,314 dwelling units. It was assumed that crew camp units will likely be phased out as a significant housing option long before 2040, and recent actions taken by the City and the County have shown a strong conviction to move in this direction.

Table 2.2 – Williston/Williams County Study Area 2040 Household Growth

Location	Housing Type	2014 Dwelling Units	2040 Dwelling Units (Attainable)	2040 Dwelling Units (Modeled)
Tier 1 ⁽¹⁾	Dwelling Units	11,796	40,040	33,507
	Crew Camp Dwelling Units	464	0	0
Tier 2 ⁽²⁾	Dwelling Units	236	19,572	1,807
	Crew Camp Dwelling Units	0	0	0
Total	Dwelling Units	12,032	59,612	35,314
	Crew Camp Dwelling Units	464	0	0

(1) Future development assumed for 2040 equates to 80-85% of attainable Tier 1 growth at buildout.

(2) Future development includes ≈10% of attainable growth in Tier 2 and buildout.

Over the next 25 years, it will be important to monitor the annual change in the number of new households as well as trends in household size. Average household size is a significant indicator of both the number of households and the types of households needed in the community.

2.4 Job Projections

The approach taken for arriving at job projections was similar to that taken for housing projections. Job growth is likely to settle into a more sustainable long term growth rate once the energy industry has stabilized in the area. Table 2.3 shows the breakdown of the 2014, 2040 attainable, and 2040 projected jobs for planning area. Estimates from 2014 revealed a total number of jobs within Tiers 1 and 2 to be approximately 21,560. When compared to the total estimated population of Williston for 2014, the overall rate of employment is roughly 70 percent (percentage of the total population employed). This is above the national average at around 60 percent. These percentages are derived from total population, meaning infants, children, seniors who have retired, and anyone in-between who is unemployed are accounted for in the remainder. Using the future land use plan as a framework, the attainable jobs for Tiers 1 and 2 is 67,730. After applying the optimistic population projection of 67,712, the projected jobs for Williston was determined to be 52,657 for Tiers 1 and 2.

Table 2.3 – Williston/Williams County Study Area 2040 Job Growth

Location	2014 Jobs	2040 Jobs (Attainable)	2040 Jobs (Modeled)
Tier 1 ⁽¹⁾	21,115	60,268	50,487
Tier 2 ⁽²⁾	445	7,462	2,170
Total	21,560	67,730	52,657

(1) Future development assumed for 2040 equates to 80% to 85% of attainable Tier 1 growth at buildout.

(2) Future development assumed for 2040 includes ≈10% of attainable growth in Tier 2 at buildout.

The job projection should also be monitored and updated on a regular basis. Small, short-term shifts in the job market may not justify revisions to these projections. However, significant industry trends, job creation programs, or diversification in the local economy may warrant review of projections to determine if they need to be modified. Census data and interim job service data can provide an updated basis from which to revise future projections.

2.5 Relationship of Land Use Data to Williston Transportation Plan

Demographic and socio-economic data are key elements in transportation planning. This data informs the travel demand model (TDM) which is used to forecast traffic volumes. Based on those projected volumes, roadway improvement recommendations are developed recommended improvements.

The TDM is a trip-based model that follows the standard four-step process of trip generation, trip distribution, mode choice, and trip assignment. The TDM works by assigning household and employment data to a series of traffic analysis zones (TAZs) that cover the study area. Households generate trips and activity centers – offices, industries, schools, commercial areas, etc. – attract trips. Average daily trips are calculated for each TAZ pair based on household density, average household size, employment density, and a variety of other factors. The TDM is a gravity model that makes small adjustments to account for driver behavior: as the model assigns trips to the roadway network, it assumes that drivers select the fastest route, with the fastest route changing as congestion increases or decreases for various roadway links. The results of the TDM are addressed in the Transportation Plan Component of the Williston – Williams County Regional Plan Update.

2.6 Land Consumption Projections

Additional land must be converted to urban development to accommodate anticipated growth in the number of households, jobs, and the population as a whole. Given anticipated densities, the total acreage that would be needed to support this population at anticipated densities was calculated. As noted in an earlier section, Tier 1 is approximately 14,800 acres and Tier 2 is roughly 10,400 acres. Existing development within Tier 1 is roughly 5,900 acres (40 percent) which does not include land that is platted and zoned but mostly undeveloped as of 2015, while only 245 acres (2 percent) have developed in Tier 2. Assumed densities for future growth are outlined in Chapter 5. Based on the optimistic projections and future land use plan, it is anticipated that Tier 1 will be approximately 85 percent consumed by 2040, while buildout of Tier 2 will only be approximately 10 percent. As a result, a total of 12,580 acres of Tier 1 would be consumed under the 2040 optimistic projection, which means an additional 6,680 acres of Tier 1 would be developed over the course of the projection horizon not including land for right-of-way. For Tier 2, a total of 1,040 acres would be consumed under the 2040 optimistic projection, resulting in an additional 795 acres would be developed through 2040 excluding land for right-of-way.

3 PUBLIC INVOLVEMENT

3.1 Public Involvement Activities

Successful development of a Comprehensive Plan and Transportation Plan requires that the public be informed and engaged during the planning process. Public engagement ensures that a plan that is supported and implementable. The Williston-Williams County Comprehensive and Transportation Plans are long-range planning documents that will allow the City of Williston and Williams County to make zoning and subdivision decisions that are consistent with an adopted plan, extend utilities to areas within priority growth areas (i.e. Tier 1), dedicate staff efforts to identified needs and priorities, preserve right of way for roadways and trail improvements, increase roadway connectivity; and plan for bicycle and pedestrian features.

The public involvement process that accompanied this planning effort allowed planners to understand the issues and needs of both residents and property owners within the study area. It was important to consult with the public and stakeholders at key points within the planning process. Since the comprehensive and transportation planning processes are intertwined, committee and public input was, for the most part, combined for the two studies.

The public involvement process included numerous focus groups, public open houses, a public planning survey that was administered via Survey Monkey, and on-going communication with the Study Review Committee (SRC) and the Technical Committee.

3.2 Focus Group Meetings

Six focus groups meetings were held over a two-day period in February of 2015. These meetings were held at the beginning of the planning process to identify issues and concerns for each group that could be addressed during the planning process. The focus groups included individuals with a high level of involvement and expertise in:

- Economic development (Williston Downtowners Association, Williston Chamber of Commerce and Williston Area Builders Association)
- Sloulin Field International Airport (Airport Director and Assistant Airport Director)
- Housing needs and concerns (Williston Apartment Association and other housing representatives)
- Transportation/Public Works and Maintenance officials,
- Oil industry representatives
- Law enforcement and first responders (Williston Police Department)
- Township and county representatives (Williston, Missouri Ridge, Stony Creek and Pherrin Townships)

These groups were helpful to the planning team, as they provided insight on opportunities and challenges faced by their particular area of service or their industry. These insights were useful in the development of the plans. Summaries of information gathered at these meetings are provided in Appendix 2.

3.3 Public Open Houses

Early in the planning process, two public information and input opportunities were provided. Sign-in sheets, comment forms, and a summary of responses to questions are provided in Appendix 3. At the first meeting, held at the Area Recreation Center (ARC) in January, 2015, the changes that have occurred since adoption of the 2010 Plans were presented. This included information about the tremendous growth in population, households and jobs and the immense spike in demands placed on the City for services. The meeting also highlighted the accomplishments of the City and County over the past five years. Despite overwhelming demands on the time and attention of local officials, many steps were taken toward addressing the strategies identified in the 2010 Plans. In addition, extensive progress was made on improvements to water and waste water treatment facilities to accommodate growth, utilities were extended to provide services to new growth areas and financial strategies were developed to allow these accomplishments. City and County departments were expanded to provide adequate law enforcement, fire protection, zoning enforcement, building inspections and street maintenance. These significant strides were recognized. To solicit input about the public's satisfaction with the quality of life in the community and identify issues to address in the updated plans, participants were asked to provide input both individually and in groups. The following requests were made of the meeting participants:

1. In one word, describe something you like about Williston and the surrounding area.
Responses are shown in Appendix 3 and in the following word cloud.



2. In one word, describe something you don't like about Williston and the surrounding area. Responses are shown in Appendix 3 and in the following word cloud.



3. Describe a change you want to see in Williston and the surrounding area. Responses are shown in Appendix 3 and in the following word cloud.



4. List the recreational activities, retail shopping, and services that you can do or get in Williston in 2015 that you could not do or get in 2010.
Responses are shown in Appendix 3 and in the following word cloud.



Questions 5-8 were group discussion questions. A summary of responses is provided in Appendix 3.

5. What are two words you would use to describe Williston and Williams County?
6. How has the quality of life changed over the past five years?
7. What are the three key transportation improvements that would improve traffic flow, safety and user-friendliness in the project study area?
8. What is your vision for the look and feel of the community, based on:
 - a. examples of existing development in the study area?
 - b. developments you've seen in other places?
 - c. amenities you've seen or thought of that would enhance aesthetics or quality of life?

The second meeting, held in February, 2015 was more specifically focused on issue identification for the corridor studies, which include US Highway 2 and ND Highway 1804. These meetings introduced transportation planning and traffic engineering concepts to the general public and solicited public input on the corridor studies. An open house meeting at the Williston Public Library included a PowerPoint presentation, general discussion, and more focused interactions with attendees after the presentation. Sign-in sheets and comment forms are provided in Appendix 4. Corridor input is documented more specifically in the individual corridor studies.

Public input meetings were held on November 9 and 10, 2016 to present the content of the Draft Comprehensive and Transportation Plans (November 9, 2016) and the Draft Corridor Studies (November 10, 2016) and to solicit input prior to finalizing the documents and entering the adoption process. Sign-in sheets and comment forms from this meeting are provided in Appendix 5.

3.4 Survey

In March of 2015, an internet survey was released that asked respondents to share their thoughts and feelings about the City of Williston and surrounding Williams County. There were 406 total responses, and respondents represented a robust cross-section of the Williston/Williams County population. The following are their characteristics:

- 76% of respondents live in Williston; the remaining 24% live in Williams County.
- 40% of respondents live in 1-2 person households and 45% live in 3-4 person households.
- 82% of participants are under age 55, 34% are under age 35, and 2 percent are over age 65.
- 56% of respondents have lived in Williston/Williams County for at least 10 years, while 36% of respondents have lived in Williston/Williams County for five years or less.
- 54% of respondents plan on living in Williston for at least 10 more years.

A concerted effort was made to advertise the survey, which was available online for 31 days between March 20th and April 20th. A link to the survey was published in the Williston Herald and posted on both the City's Facebook page and website. In addition, various community leaders, community groups, employers, and organizations were emailed with a link to the survey. Individuals within these organizations helped increase survey response by forwarding the survey to their contacts, members and staff. This included requests to the Chamber of Commerce, the Williston Downtowners Association, Williston Area Builders Association, Williston State College, and the Williston school district, among others. This survey distribution strategy proved effective and yielded a high number of responses.

3.5 Planning Advisory Committee Meetings

There were four Planning Advisory Committee (PAC) meetings over the course of this project. The PAC is made up of representation from the City, County, and various business and development related interests. They included representatives from the following groups:

- Williams County Board of County Commissioners
- Williams County Planning and Zoning Commission
- Williston City Commission
- Williston Planning and Zoning Commission
- Williston Park District
- Community at large representatives
- Chamber of Commerce
- School District 1
- School District 8
- Home Builders Association
- Williston Board of Realtors
- Williston Rural Water District

Staff members from the Technical Advisory Committee attended PAC meetings and served in an advisory role.

Meeting #1 – January 15, 2015

This was the introductory meeting of the PAC, which allowed PAC members to identify planning issues, challenges, and opportunities. Because of the unprecedented growth the city and surrounding county had experienced in the time since the 2010 Comprehensive Plan and Transportation Plan were adopted, it was important to collect background information from PAC members to understand how the City and County were responding to growth impacts. To that end, presentations were made to facilitate discussion of existing conditions and known changes to land use and the roadway network.

Time was allotted for discussion during and after each presentation, as well as at the end of all the presentations.

Meeting #2 – February 19, 2015

This PAC meeting focused on updating the group on the progress of the corridor studies and explaining the approach to the corridor plans. The committee was also updated on the comprehensive planning approach to developing alternatives for a future land use plan. Committee input was sought on corridor issues.

Meeting #3 – December 11, 2015

A significant amount of analysis was completed between this meeting and the previous PAC meeting. The committee was updated on the progress of the Comprehensive Plan and the Transportation Plan.

Comprehensive Plan

A presentation was given about the land use, population, housing, and employment forecasts. Significant analysis was conducted to determine the level of development for the primary growth tier (Tier 1) and the future growth tier (Tier 2) and the results of this analysis were presented to the PAC. The future land use plan for the study area was presented, along with an explanation about the more innovative land uses included in the plan (build-thru residential, local mixed use, and developing corridor transition areas). Committee members were asked for input and general agreement about the future land use plan.

Transportation Plan

The land use plan informed the development and refinement of the Williston travel demand model (TDM). The TDM was originally developed for the 2010 transportation plan, refined in 2012 for the development of traffic forecasts for the NW Bypass, and then updated for the 2016 Transportation Plan. The presentation to the PAC included a comparison of traffic forecasts based on the existing roadway network and the anticipated roadway network in 2040. This presentation included the results of a sensitivity analysis that was conducted to evaluate the 2040 roadway network with the absence of a future north/south connection of 16th Avenue West from approximately 70th Street West to the southern boundary of the Northstar Addition, and as the addition of the proposed Eastern Bypass in combination with the extension of 58th Street East between the existing bridge over the Little Muddy River (the White Bridge) and the East Bypass. Model output and performance were discussed.

A strong emphasis was placed on seeking input from the PAC about their level of comfort with the future land use plan and roadway network moving forward into the development of the draft plan documents. The PAC asked a number of questions and overall indicated their agreement with the approach and the direction of the future land use plan and the future roadway network.

Meeting #4 – November 9, 2016

A fifth and final meeting of the PAC was held jointly with the TAC on November 9, 2016 to discuss the Draft Plans prior to the public input meetings, finalization, and adoption.

A presentation was provided to update the groups about the major components of the Comprehensive Plan and Transportation Plan. Sign-in sheets from the Policy Advisory Committee and Technical Advisory Committee meetings are provided in Appendix 6.

3.6 Technical Advisory Committee Meetings

The Technical Advisory Committee is made up of staff from various departments of the City of Williston, Williams County, and NDDOT. They included:

City of Williston

- Planning Department
- Engineering
- Public Works
- Economic Development
- Police Department
- City Auditor
- Sloulin Field International Airport
- Fire Department
- City Attorney

Williams County

- Development Services
- Planning Department
- Highway Department
- Communications Department

North Dakota Department of Transportation

- Local Government Division
- Planning/Asset Management Division
- Williston District

The TAC's function was to review the work and progress of the Regional Plan updates and give guidance on technical aspects of the process and the analysis. The technical committee ensured that the methods were appropriate and that the final product was robust and technically sound.

There were eight Technical Committee meetings:

Meeting #1 – February 19, 2015

At this meeting, the Technical Committee began work on all three planning products. They were briefed on the corridor planning process. They discussed corridor termini outside the urban area, data such as traffic volumes and crash data, methods for forecasting, and the operations and safety analysis. The committee then discussed issues for the individual corridors, anticipated deliverables, and the final product.

The committee discussed the joint planning approach and the relationship between the comprehensive and transportation plans. Discussion of the comprehensive plan centered around land use, specifically regarding industrial uses and zoning. For the Transportation Plan, the committee discussed updating the travel demand model, including the existing roadway network, and what a future network might look like. Land use was discussed in terms of the socioeconomic data that was used in the model, such as the number, type, and location of jobs.

Meeting #2 – March 25, 2015

This meeting with the technical committee was conducted remotely via Go To Meeting. This meeting focused on early inputs to the Transportation Plan and Comprehensive Plan. The meeting began with a presentation on other relevant plans including the Park System Master Plan, sub-area master plans, and Downtown Plan. Both natural and manmade barriers to development were discussed, as well as temporary land uses currently in place such as man camps and areas where the land use is transitioning. Water and sewer infrastructure limitations were also discussed.

Three land use alternatives were discussed, as well as next steps for the project, including refinements to the land use plan and the establishment of growth tiers.

Meeting #3 – October 26, 2015

This meeting was conducted using Go To Meeting and was attended by Technical Committee members from the City of Williston and NDDOT. During the course of development of the Transportation Plan, the transportation model for the City of Williston was updated. Consequently, it was necessary to coordinate with another transportation project, a US Highway 2/ND Highway 1804 Intersection Study, which was determining the extent to which US 2 needed to be upgraded south of 11th Street West and through the realigned intersection of ND 1804.

During the meeting, a presentation was made about the US Highway 2/ND Highway 1804 Study was made. The Williston Transportation Plan, travel demand model, and future ADT volume projections were discussed. There was also discussion about how to integrate the traffic growth projections with other projects.

Meeting #4 – December 11, 2015

This meeting of the Technical Committee was held in conjunction with Meeting #3 of the Planning Advisory Committee that was described in the previous section.

Meeting #5 – May 17, 2016

The TAC held a meeting on May 17, 2016 to review and discuss the draft Comprehensive Plan. Williston and Williams County Planning Commissioners, City Commissioners, and Williams County Board members who were appointed to the PAC were also invited to the meeting. The draft

Comprehensive Plan was reviewed and discussed. The draft plan was revised based on comments received during the meeting and in the days shortly following this meeting.

Meeting #6 – May 23, 2016

The TAC held a meeting on May 23, 2016 to review and discuss the draft Transportation Plan. Williston and Williams County Planning Commissioners, City Commissioners, and Williams County Board members who were appointed to the PAC were also invited to the meeting. The draft Transportation Plan was reviewed and discussed. The draft plan was revised based on comments received during the meeting and in the days shortly following this meeting.

Meeting #7 – June 2, 2016

The TAC held a meeting on June 2, 2016 to review and discuss the draft Corridor Studies for US Highway 2 and ND Highway 1804. Williston and Williams County Planning Commissioners, City Commissioners, and Williams County Board members who were appointed to the PAC were also invited to the meeting. The draft studies were reviewed and discussed. The documents were revised based on comments received during and after the meeting.

Meeting #8 – November 9, 2016

A fifth and final TAC meeting was held jointly with the PAC on November 9, 2016 to discuss the Draft Plans prior to the public input meetings, finalization, and adoption. Sign-in sheets from the Policy Advisory Committee and Technical Advisory Committee meetings are provided in Appendix 5.

3.7 Williston and Williams County Planning Commission Recommendations

A joint meeting of the Williston Planning and Zoning Commission and the Williams County Planning and Zoning Commission was held on February 16, 2017, where both Commissions recommended approval of the plans.

3.8 Williston and Williams County Adoption

The City Commission adopted on March 16, 2017, and the County Board of Commissioners adopted on May 2, 2017.

4 GOALS AND OBJECTIVES

Goals, objectives, and policies can be viewed as statements of a community’s values. They are generally directed at the elements of a community that enhance the quality of life for its residents. A goal is a broad statement of a desired accomplishment or direction in which a community wishes to move. Objectives identify specific needs of a community relative to an overall goal. Objectives often identify specific actions that can be taken to move toward a goal. Once adopted, the goals and objectives provide a “map” which allows the community to move deliberately and thoughtfully toward achievement.

Williston’s goals and objectives focus on the following subjects:

- Institutional Coordination
- Housing, Residential Development, and Neighborhoods
- Land Use and Economic Development
- Parks and Recreation
- Public Facilities and Services
- Environmental Preservation and Resiliency Planning
- General Transportation
- Youth, Families, and Senior Citizens

The transportation goals and objectives are further developed in the Williston Transportation Plan, which was completed during the preparation of the Comprehensive Plan.

The goals and objectives are not meant to be stagnant. As Williston changes and new issues emerge, city officials and leaders should consider updating the goals and objectives. Broad goals may stay the same, while specific objectives may require revision.

4.1 Institutional Coordination

Goal 1: Develop a process for internal and external coordination of important planning and land use decisions.
A. Develop a Memorandum of Agreement between Williston and Williams County establishing a review process for developments up to an agreed upon distance outside the ETJ.
B. Establish regular schedule of joint meetings between Williams County and Williston Commissions.
C. Establish a common notification procedure between the City and County for developments inside and outside the Extraterritorial Area.
D. Maintain interdepartmental coordination to review development applications that affect multiple City departments.
E. Maintain interdepartmental coordination on an agreed upon regular basis to discuss progress on Comprehensive and Transportation Plan implementation.
F. Coordinate development within the city and ETJ such that all potential stakeholders, including the Park District and School Districts are represented in the development process.
G. Maintain regular coordination between the City, the School Districts and Park District to ensure coordination on facility plans and to identify areas where collaboration would be beneficial.

4.2 Housing and Residential Development

Goal 1: Provide a diverse and adequate housing supply for the existing and future citizens of Williston.

- A. Supply a suitable mix of housing types, sizes, and prices that meet a variety of incomes and consumer preferences.
- B. Encourage mixed-use buildings, which may include a combination of residential, commercial, and institutional uses in areas that are zoned appropriately.
- C. Monitor vacancy rates and housing market information so information can be shared with prospective developers and for the purpose of coordinating with Williston Economic Development, the oil industry, and other employers on housing needs.

Goal 2: Improve the quality of the existing housing supply.

- A. Establish a rental housing inspection program.
- B. Establish a home improvement loan program for neighborhoods with deteriorating housing stock.
- C. Prepare an inventory of existing dwelling units and non-residential buildings that are vacant or under-utilized. Identify those that could be redeveloped or rehabilitated for residential use.
- D. Use financial tools such as tax increment financing (TIF) or a Revolving Loan Fund to make redevelopment of under-utilized or blighted properties financially feasible.

Goal 3: Improve neighborhood connectivity.

- A. Require a complete network of sidewalks in all residential and commercial subdivisions.
- B. Encourage compact development form.
- C. Avoid leapfrog development by concentrating new residential growth in locations contiguous to city water and sewer infrastructure, police and fire services, and schools.

Goal 4: Create and maintain safe, vibrant neighborhoods.

- A. Restrict the development of residential lots with frontage on arterial or collector streets.
- B. Utilize buffer techniques to smooth transitions between land uses that are functionally or visually different.
- C. Maintain healthy boulevard trees, and replace trees that are dead or prone to disease with sustainable tree species on a continual basis.
- D. Enforce tall grass and weeds ordinances, junk ordinances, dilapidated housing ordinances, and others; modify ordinances as needed.
- E. Establish a Local Mixed Use Zoning District that reflects the future land use plan.

4.3 Land Use and Economic Development

Goal 1: Develop a full range of commercial activities to serve the existing and projected populations.
A. Maintain a land use plan that identifies an adequate supply of future commercial land in a variety of locations and sizes.
B. Locate Neighborhood Commercial zones to serve major neighborhoods and large multi-family developments without the risk of incompatible, large-lot commercial development.

Goal 2: Improve and preserve the central business district.
A. Market the Renaissance Zone to property owners and potential investors.
B. Implement the recommendations of the Williston Downtown Plan.

Goal 3: Promote commercial development that enhances the aesthetics of the community.
A. Maintain and enforce on-site landscaping and planting requirements for boulevard and street trees.
B. Establish design standards for corridor transition areas, and apply development standards to sites along US Highway 2 and other existing and future gateways to the community to ensure that future development and redevelopment contributes to a positive image of the community.

Goal 4: Diversify industrial businesses to create a stable, long-term supply of jobs in the community.
A. Plan and zone for an adequate supply of industrial land with a variety of lot sizes.
B. Consider all industrial opportunities that provide economic benefit to the community and utilize Williston’s labor force and existing resources.

Goal 5: Regulate the location of industrial facilities to preserve public health and welfare.

- A. Develop industrial performance standards to regulate harmful agents from industrial activity, including odor, smoke, noise, light, and waste-water discharge.
- B. To the extent allowed by federal and state regulations, establish ordinances that regulate the placement of energy-related facilities such as wind turbines and oil related infrastructure to provide flexibility for future development.
- C. Plan and zone for industrial facilities to limit the adverse effects of truck traffic, noise, and pollution on the community.
- D. Discourage isolated industrial sites in agricultural areas to reduce the likelihood of disruptive travel patterns and pressure to expand the industrial land uses in areas that are not set up to accommodate the traffic and other impacts, such as storm water runoff.
- E. Scale the amount of future industrial land to the community's need and appropriately consolidate it at locations compatible with surrounding land uses.
- F. Provide a variety of lot sizes and locations to suit a variety of industrial needs.

4.4 Parks and Recreation

Goal 1: Establish ongoing communication between the City of Williston, Williams County, the Park District, and the School District.

- A. Collaborate with the Park District to maintain an up-to-date Park Master Plan which ensures that the City, County, Park District, and School District have a common goal for locating, designing, and funding parks.
- B. Collaborate with the County, Park District, and School District to develop an integrated multi-use trail network, and establish a maintenance plan.

Goal 2: Expand and maintain the park system to meet the needs of all residents.

- A. Dedicate 6 percent of residential land to parks and open space, subject to acceptance by the Park District, and 10 percent for PUDs.
- B. Utilize in-lieu fees when necessary to develop parks on available land, following the 6 percent policy.
- C. Identify existing neighborhoods where parks are lacking. Coordinate with the Park and Recreation District to identify land that could be acquired to address this and establish parks that better serve these areas.
- D. Follow best management practices to limit development in the 100-year flood plain; allow natural wetlands to perform their functions of storm-water retention and filtration.
- E. Coordinate with the Park and Recreation District to designate a range of small, medium, and large parks to serve varying needs, while maintaining an efficient maintenance strategy.
- F. Coordinate with the Park and Recreation District to provide an adequate amount of playground equipment for all ages of children.
- G. Facilitate collaboration between the Park and Recreation District and the School District to ensure that school grounds meet the needs of both students and other neighborhood children.
- H. Connect trail systems with existing trails and designated pedestrian/bicycle routes.

Goal 3: Protect appropriate natural, historical, and archaeological resources of the community.

- A. Support local efforts to register historic sites and historic districts with the North Dakota Historical Society and the National Register of Historic Places.
- B. Pursue grants to obtain State and Federal funds for restoring identified historic buildings and historic districts.
- C. As the city grows, coordinate with the Park and Recreation District to identify potential trail corridors along preferred creeks and coulees, and acquire contiguous land for the establishment of public greenways with trails.

4.5 Public Facilities and Services

Goal 1: Provide economical and efficient construction, operation, and maintenance of public facilities and services in both existing and future developments.

- A. Monitor the needs of emergency responders in the community, and implement the identified plans for future satellite fire stations.
- B. Establish and maintain updated policies that clearly identify 1) development and infrastructure standards, and 2) the services the City and County will provide versus those that need to be provided privately.

4.6 Environmental Preservation and Resiliency Planning

Goal 1: Maintain adequate open space/pervious surface coverage within urbanized area.

- A. Preserve and protect fragile lands with steep topography, creeks, and fragile plant communities by requiring protection from disturbance during the subdivision process or dedication to the Park District.
- B. Seek funding to purchase designated open space areas, or acquire them during the development process.
- C. Establish and enforce land development regulations and city practices that prevent surface erosion and mitigate the effects of airborne dust, such as parking lot paving requirements, city street sweeping schedules, and requirements for living ground cover.
- D. Encourage landscaping with drought-resistant plants on private property to reduce water dependency; provide information about plant species with low water needs.

Goal 2: Reduce public and private consumption of fossil fuels.

- A. Pursue compact development to reduce auto dependency.
- B. Provide and maintain a complete system of sidewalks and trails to encourage alternative transportation.
- C. Adopt plug-in requirements to accommodate electric vehicles and block heaters in certain parking areas.
- D. Provide incentives to retrofit aging buildings with efficient insulation.
- E. Allow solar and wind power adaptations to residential units.
- F. Apply mixed use zoning districts, where appropriate, which allow a combination of residential, commercial, and office land uses for uses.
- G. Establish an internal parking lot landscaping requirement to incorporate shade and plant life into large parking lots.

Goal 3: Establish environmentally-friendly City practices and adopt green technologies for municipal services.

- A. Seek opportunities to incorporate alternative energy to power City facilities and vehicles.
- B. Increase the rate of recycling and reduce the volume of material that is disposed in the landfill.
- C. Pursue LEED certification for new and remodeled City buildings.
- D. Explore economic development opportunities associated with formation of a business that recycles discarded vehicles and abandoned oil field equipment.
- E. Maintain a strategy for planting and replacing a variety of boulevard tree species to increase the amount of shade and cooling of homes, business, streets, and parking areas.
- F. Seek opportunities to promote and allow shared parking lots.

Goal 4: Encourage the citizens of Williston to engage in environmentally friendly practices.

- A. Pursue a curbside recycling service.
- B. Incentivize property owners to install renewable energy heating and cooling systems; work with electric power utilities to establish a conversion program.
- C. Facilitate farmers markets and community gardens to increase consumption of locally sourced foods.
- D. Encourage landscaping that utilizes resilient plant species; encourage landscaping that reduces water dependency; provide information about plant species with low water needs.
- E. Maintain and enforce the existing policy that prohibits the use of artificial turf as a substitute for vegetation in required on-site landscaping areas and in areas where ground stabilization is needed, and prohibit the use of rock or other non-living ground cover as a substitute for vegetation on public roadway boulevards.

Goal 5: Establish review criteria for zoning changes and conditional use applications to ensure that environmental impacts are considered, understood, and addressed.

- A. Establish a finding of fact that ensures adequacy of city services and water supply to a proposed land use change or development.
- B. Establish a finding of fact that addresses the adequacy of the city's storm water management facilities to handle additional run-off from a proposed land use change or development.
- C. Follow best management practices for maintaining adequate permeable surface coverage or alternative storm water management practices within zoning districts.
- D. Establish requirements for erosion control on developed properties and vacant properties.
- E. Ensure adequate staffing to enforce the City's MS4 regulations (storm water management).
- F. Follow standards for industrial land use relative to air quality impacts.
- G. Establish thresholds (decibel levels and hours of operation) for noise impacts of industrial and commercial development where they impact residential or recreational land uses.
- H. Prevent the development of large lot rural residential subdivisions in City growth areas.
- I. Preserve emergent wetlands and riparian habitat to retain and filter runoff from rooftops, streets, and parking surfaces.

4.7 General Transportation

Goal 1: Ensure ongoing consistency in the implementation of the Comprehensive Plan and the Transportation Plan.

- A. Review updates to the Comprehensive Plan and the Transportation Plan to determine if an amendment to one creates the need to amend the other.

Goal 2: Establish a hierarchy of streets.

- A. Plan for and implement continuity of collectors and arterials.
- B. Emphasize travel efficiency on arterial corridors.
- C. Design the street system and adjacent land uses to avoid the impact of non-residential traffic on residential streets.
- D. Adopt and enforce access management guidelines.
- E. Observe connectivity requirements for local roads.

Goal 3: Design and manage a transportation system that complements the land use plan and promotes economic development.

- A. Support industrial land use with roads designed to accommodate heavy freight and vehicles with large turning radii.
- B. Support commercial land use with roads of adequate capacity and traffic controls to handle peak hour traffic volumes at an acceptable level of service.

Goal 4: Seek external funding for maintenance and improvement to arterials and collectors which are especially impacted by heavy truck traffic imposed by private industry.

- A. Ensure that land uses which generate a significant amount of truck traffic have access to a truck route. If this is not possible, arrange a funding partnership to ensure appropriate design and construction of streets leading to truck routes.

4.8 Youth, Families, and Senior Citizens

Goal 1: Retain community youths and attract young families.

- A. Collaborate with groups and individuals to educate community leaders about community characteristics that attract young residents.
- B. Involve youths and young adults in committees that are charged with setting priorities for community improvements.
- C. Coordinate with the Park District, School Districts, and Williston State College regarding issues affecting youths and young families.
- D. Promote Williston as a small city with a high quality of life via social networking sites and inform young adults and families about opportunities in Williston.
- E. Provide opportunities for young residents to inform the City planning process via social networks.

Goal 2: Support the School District, Park District, youth organizations, and small businesses in their efforts to provide excellent education, extracurricular activities, and child care opportunities for Williston's children.

- A. Facilitate the creation of daycare centers and home daycares to address the current shortage of child care providers.
- B. Balance support for athletics, the arts, and career-based programs.

Goal 3: Improve the quality of life for senior citizens.

- A. Develop additional subsidized senior housing to retain senior citizens who are cost-burdened by housing expenses.
- B. Locate senior housing in areas that allow for safe and accessible pedestrian access to goods, services, and social opportunities.
- C. Inform senior citizens about public and private transportation services available to them, and work with local providers to monitor supply and demand for services.
- D. Coordinate with medical providers to ensure availability and accessibility of services to senior citizens.
- E. Pursue opportunities for life-cycle housing (single family, step-down "empty nester" housing, assisted living) in neighborhoods where seniors would prefer to remain.
- F. Establish a regular schedule of coordination with senior service providers to identify needs for facilities, programs and services that would improve the quality of life for senior citizens.

5 PLAN ELEMENTS

5.1 Introduction

The land use plan consists of two components: 1) a map that identifies the designated land use categories for Williston's growth tiers and 2) this supporting text, describing the character of each land use category. The purpose of the land use plan is to serve as the basis for the city's zoning decisions, which is required by the North Dakota Century Code (NDCC). This chapter of the plan addresses future plans and recommendations with respect to the following:

- Future Land Use Distribution
- Interpreting the Future Land Use Map
- Future Land Use Map
- Land Use Density and Intensity
- Land Use Designations
- Land Use Plan Development Capacity
- Land Use Plan Relationship to Zoning
- Process for Amending the Land Use Plan
- Buffer Concept
- Future Airport Site
- Abandoned Mine Lands

5.2 Future Land Use

5.2.1 Future Land Use Distribution

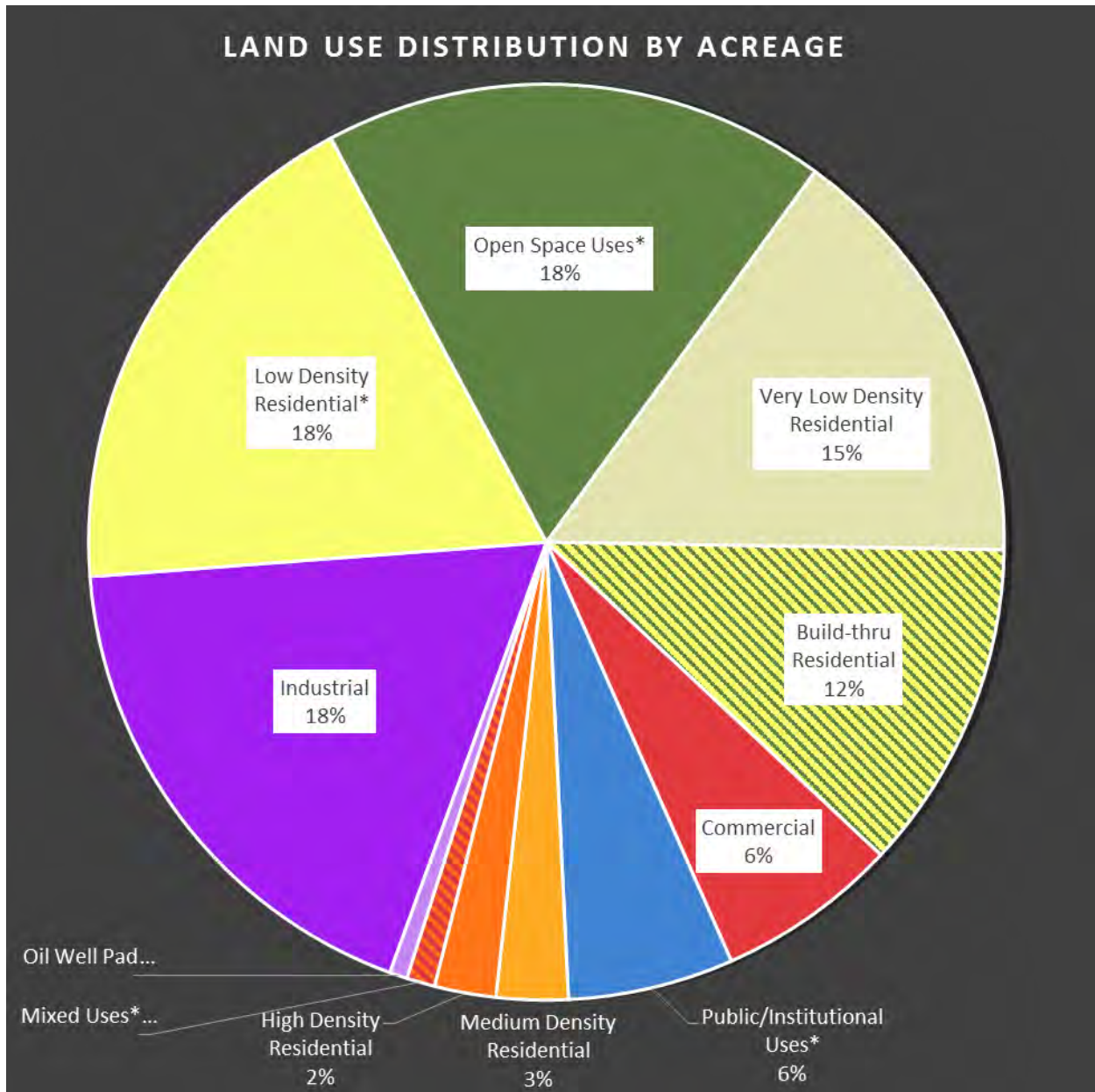
Figure 5.1 illustrates the distribution of future land uses. It includes the new uses that have been planned for the growth and infill areas, land use transitions in areas that are already developed, as well as the existing land uses which are not expected to change. The most prevalent land use designation in the future land use plan is low density residential, which was cited in the community survey as the most desired type of housing for the future. Overall, residential land uses cover almost 50 percent of the planning area. The second most common land uses are industrial and open space uses. Such uses are expected due to the energy industry's presence and their need for large tracts of property, as well as the overall topography of the planning area. The third most prevalent land use designations are commercial and public/institutional land uses. The remaining land use designations consist of mixed uses and oil well pads as shown in Figure 5.1.

The land use plan designates a change in existing land use for areas that are already developed in a few key areas. For example, in the 2010 plan, industrial land uses along US Highway 2 north of 26th Street are identified as transitioning from industrial to commercial land. This transition is carried over into the updated future land use plan. Aside from areas where a change is desired in the future land use, areas shown in gray are already developed, or have been platted and zoned for development.

5.2.2 Interpreting the Future Land Use Map

Figure 5.2 shows the Future Land Use Map. The future land use map is more flexible than a zoning ordinance; nevertheless, it is intended to guide subdivision and zoning decisions, and according to the ND Century Code, zoning and subdivision decisions must be consistent with the city's adopted plan. The land use plan is a conceptual representation of how the city could look in 25 years, and shows what aspects of the community will be enhanced and maintained to meet projected needs for housing, employment, and services. The land use plan also describes the planned distribution and development intensities of all land uses in Williston, and how the City's land use goals will be achieved both citywide and within the planning area.


















Figure 5.1 – Future Land Use Breakdown












Notes: Low Density Residential* includes mobile and manufactured homes.
 Open Space Uses* includes park and open space (POS) and constrained open space (COS).
 Public/Institutional Uses* includes public/institutional (PI) and utilities (U).
 Mixed Uses* includes local mixed use (LMU) and gateway mixed use (GMU).
 Agricultural Uses are not included in the distribution due to abundance within planning area.

Future Land Use Plan

Legend

-  Future Industrial Corridor Route
-  Truck Route Development Nodes
- Future Land Use**
-  Agriculture
-  Very Low Density Residential
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Public/Institutional
-  Commercial
-  Industrial
-  Oil Well Pad
-  Utilities
-  Park/Open Space
-  Constrained Open Space
-  Local Mixed Use
-  Developing Corridor Transition Area
-  Build-thru Residential

-  1 Mile ETJ
-  2 Mile ETJ
-  Tier 1 Boundary
-  Tier 2 Boundary
-  Future Airport Site
-  Outer Extent of Airport Zoning
-  Existing/Platted Development
-  Future Arterials and Collectors
-  River/Pond/Water Retention Area

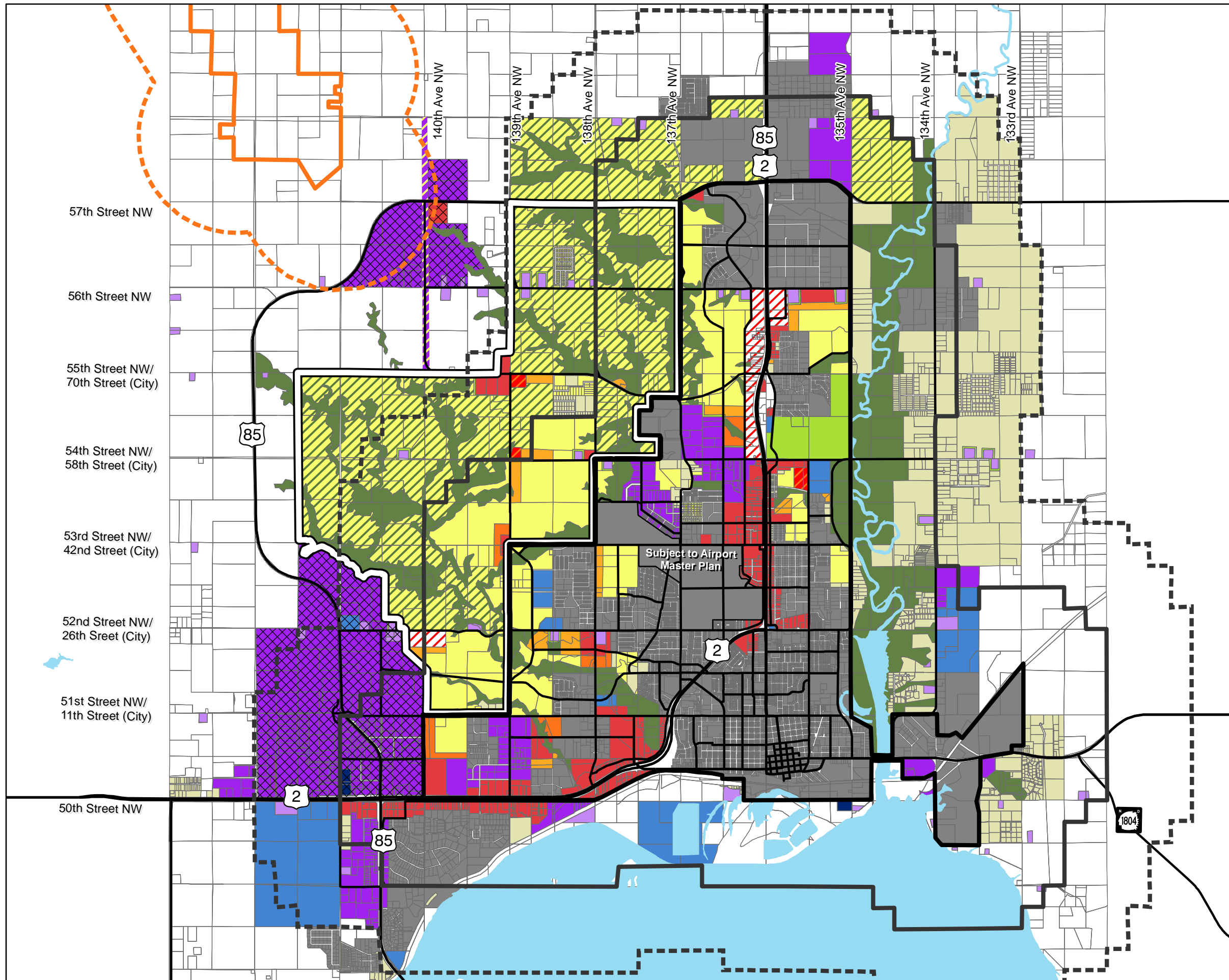
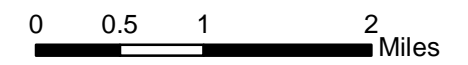


Figure 5.2

5.2.3 Land Use Density and Intensity

In the context of the future land use plan, density and intensity describe the extent to which properties can be or are developed. Density applies to residential uses and refers to the population and development capacity of a given parcel or group of parcels. Density in the Comprehensive Plan is described in terms of dwelling units per acre (du/acre).

Development intensity applies to non-residential uses and refers to the extent of development on a parcel of land or lot. Intensity can also be used to describe overall levels of mixed residential and non-residential development. The measurement of intensity in this plan is the floor-area ratio (FAR). The FAR represents the ratio between the total floor area of all buildings on a lot and the total land area of that lot. For example, a 10,000-square-foot building on a 20,000-square-foot lot yields a FAR of 0.50. A 0.50 FAR describes a single-story building that covers half of a lot, a two-story building covering a quarter of a lot, or a four-story building covering one-eighth of a lot. A breakdown of the assumed FARs for each non-residential land use is provided in the following section.

5.2.4 Land Use Designations

The land use categories included in the plan are described below. Table 5.1 presents descriptions of each land use designation and the corresponding range of density or intensity of development typical for each, and the assumed average. The maximum allowable development on any individual parcel is governed by these measures of density or intensity, with the anticipated yield influenced by the physical characteristics of a parcel, by access and infrastructure issues, and by compatibility considerations. Average development intensities are expected to be lower than the maximum allowed by zoning, based on market factors and past development trends.

Agricultural

<i>Agricultural (A)</i>	
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Agricultural is shown as white on the future land use plan. This land use primarily consists of the raising of crops or livestock, as well as farm dwellings. In some cases, this land use consists of open space that is not being farmed, particularly if development is expected in the short term. Areas designated as agricultural on the land use plan include areas outside of the planning area or areas which are expected to remain as agricultural into and beyond the 2040 planning horizon of this plan.

Residential Uses

Six residential categories allow for a variety of housing types representing the diverse residential character of the planning area. Lower density housing is typically located in areas further away from downtown and major thoroughfares. Conversely, medium and high density residential are predominately established closer to major roads or serving as a transitional land use between lower density residential land use and commercial or other more intense uses. In Williston, medium and high density residential land uses have been important land uses for meeting the housing demand over the past several years, and sizeable medium and high density residential land use areas are shown on the land use plan in some areas as a result of the need for housing.

Very Low Density Residential (VLDR)

Maximum of 1 du/acre

Very low density residential is shown as a light shade of yellow-brown on the future land use plan. Very low density residential uses are typically found near the outward boundary of the planning area. City infrastructure and services may be limited in these areas due to their proximity to the city and/or the large sizes of the lots, and the extension of city utilities is not anticipated within the 2040 planning horizon. Limited access and topography are additional factors that limit density.

Build Thru Residential (BTR)

0.1 to 5 du/acre

Build thru residential (BTR) is shown as yellow with green stripes on the future land use plan. The concept of this land use is to allow residential development of a rural nature on up to 50 percent of the developable acreage in areas that are not likely to be provided with urban services within 25 years. The intent of reserving 50 percent of the buildable acreage is to preserve the physical and economic feasibility of extending city water and sewer services into these areas at some point in the future, beyond the horizon of this plan. By reserving half of the acreage for densities typical of an urban growth area, the costs of water and sanitary sewer mains and distribution systems can be spread across a higher number of dwelling units. Homeowners in the initial development areas would have the option to set up their on-site systems in a manner that would facilitate eventual hook-ups to city services.

This land use category will need to be tied to zoning and subdivision regulations and other implementation policies that set forth the regulatory framework within which land owners may apply for rezoning and subdivision of land. Of particular concern is that this framework:

- Accommodates rural residential development with a minimum one acre lot size on up to 50 percent of the developable property. The one acre minimum lot size is the minimum acreage required by the State of North Dakota to allow the use of an individual on-site sewer system.
- Establishes criteria for developable versus undevelopable acreage, recognizing that each area needs to be evaluated on a case by case basis to some extent. Steep slopes, drainage channels, and wetlands, for example – areas that are typically not considered developable – would not be included in the calculation of the 50 percent developable acreage.

- Sets forth the requirement for the applicant to provide an “area plan” for the full acreage, showing developable land, undevelopable land, and a development layout that provides a buildable connection into and through which water and sanitary sewer utilities can eventually be extended to serve development with urban density. The area plan should also show the relationship of the proposed BTR development to adjacent properties, and address how the proposal relates to or influences both agricultural operations and prospective BTR proposals on those properties.
- Sets forth the requirements of establishing a homeowners association and/or covenants, conditions and restrictions that will run with the land and be tied to the subdivision.

The creation of a zoning district and subdivision regulations for a Build Thru Residential area will require close coordination between planning and engineering at the city level, and with Williams County, to ensure that the City and County both solidly understand the intent of this land use category.

Low Density Residential (LDR) <i>1 to 8 du/acre</i>	
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Low density residential is shown as yellow on the future land use plan. This designation accommodates more conventional single family detached and twin home type suburban development. An average of five units per acre was utilized based on a continued trend for smaller lots (6,000 – 8,000 SF). This also represents an average density for the R-1A, R-1, and R-2 zoning districts. Zoning districts for manufactured homes are also included in this designation, including the R-5 and R-6 zones.

Medium Density Residential (MDR) <i>9 to 19 du/acre</i>	
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Medium density residential is shown as light orange on the future land use plan. This designation provides primarily for single family attached homes and multiple family buildings. Allowable zoning districts include R-2A and R-3. As of 2015, recent development has been built on the higher end of the R-3 density allowance (18-19 dwelling units/acre); however, by 2040 it can be expected that the average MDR density will decrease. With a range of nine to 19 dwelling units per acre (du/acre), an average of 14 du/acre is assumed for 2040 development.

High Density Residential (HDR) <i>Maximum of 30 du/acre</i>	
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High density residential is shown as orange on the future land use plan. Multiple family buildings are primarily expected in this designation. As of 2015, recent development has been built on the higher end of the R-4 density allowance (29-30 du/acre); however, by 2040 it can be expected that the average HDR density will decrease. With a range up to 30 du/acre dwelling units per acre (du/acre), an average of 26 du/acre is assumed for 2040 development.

Mixed Use

Specific areas on the future land use map have been identified to allow mixed use commercial and residential development. Mixed use development allows for flexibility that is increasingly desired by the development community in response to the evolving market. Apart from traditional commercial and residential mixed use design as experienced in downtown Williston, mixed use designations provided on the land use map are not intended to be limited to traditional “main street” mixed use design (commercial at the street level or lower floors and residential above).

The following are important criteria that mixed use development in the future land use map should adhere to:

- **Allow vertical and horizontal mixed use:** The flexibility between vertical and horizontal mixed use arrangements is encouraged within future land use mixed use designations. With vertical mixed use arrangements, commercial retail and/or office is encouraged to be the primary use on the ground floor, with a blend of residential and/or office above. Alternatively, live-work designs are also encouraged that allow office as the primary use on the ground floor and residential above. Horizontal mixed use arrangements should emphasize commercial retail along the street frontage and residential and/or office to the rear.
- **Allow flexible site design:** The application of conventional yard setbacks, restrictive height limitations, and limiting area requirements can make the implementation of a mixed use development challenging or even impossible in some situations. Such standards should be carefully considered to allow for flexible site design that allows a developer to effectively mix uses within a project area and to consider site constraints and/or opportunities related to adjacent development, environmental issues, the maximization of project thoroughfare frontage, and access issues.
- **Encourage a balance of uses:** A balance of residential and commercial uses (no more than 50 percent of a single land use) should be encouraged within each development in an area designated as mixed use. From a traffic perspective, a mixed use development with a relatively even balance between trips produced by residential areas and trips attracted to retail and non-retail employment areas, at least conceptually, helps to balance the directional distribution of trips in and out of a development. Additionally, a balanced development can result in an increased number of local trips that remain within the development (home to gas station or work to lunch). Although a balanced approach is encouraged, it is anticipated that balance cannot occur in all cases, thus the original purpose of the designation to provide for flexibility.

Local Mixed Use (LMU)
Max 19 du/acre; 0.25 FAR

Local mixed use areas are shown as red with orange stripes on the future land use plan. This designation provides for local- and neighborhood-supporting mixed-use activity centers and corridors. This designation provides for integrated commercial retail, low-rise office, housing, and civic uses. Walkability and pedestrian access are key considerations. Within a given site, the blend of commercial and residential uses is intended to be flexible to respond to market demand, yet fairly balanced to ensure that a development is largely composed of complimentary uses. LMU areas are intended to be oriented to the local community or

neighborhood and as such are expected to support neighborhood-oriented retail and similar commercial uses.

As compared to the Developing Corridor Transition Area (DCTA) designation, LMU is located along minor arterial and collector routes and is expected to both generate and attract a higher percentage of pedestrian traffic. The LMU designation is also intended to be more compatible with local residential areas to a much greater degree than DCTA designated areas. The LMU residential density is expected to be greater than DCTA areas, and is also a function of compatibility with surrounding neighborhoods.

The LMU designation on the land use plan is intended to be a city-applied designation, applied where the designation is warranted based on the need for land use transitions and the insertion of diversity of land uses and residential styles into a neighborhood. There are three areas within the future land use plan that are currently designated as LMU. All three areas designated LMU are intended to be local neighborhood focal points due to their location at major intersections within largely residential areas.

139th Avenue NW and 58th Street

Approximately 30 acres are designated LMU at the future northeast corner of 139th Avenue NW and 58th Street. This location is designated as LMU due to the site’s potential to become a commercial node and an extension of the MDR designations in the area.

139th Avenue NW and 55th Street

Approximately 10 acres are designated as LMU at the intersection of 139th Avenue NW and 55th Street. Comparable to the site at 139th Avenue and 58th Street, the site has the potential to become a commercial node and an extension of the MDR designated area to the east.

53rd Street NE/Upper Missouri Valley Fairgrounds

Approximately 40 acres are designated LMU north of 53rd Street directly west of the Upper Missouri Valley Fairgrounds. This area is designated as LMU due to its location at a convergence of commercial, residential, and public uses around the site which makes the site ideal for a neighborhood node.



The DCTA designation on the land use plan is intended to be a city-applied designation, applied where the designation is warranted based on the need for land use transitions and the insertion of diversity of land uses along major developing corridors. These areas are shown as white with red stripes on the future land use plan. This designation is provided along major regional routes, such as US Highway 2. It provides for integrated commercial retail, professional office, housing and civic uses. These uses are intended to be planned and designed into an urban, high-intensity, or regionally-oriented setting. Design considerations should be given for bus transit access, innovative housing options, and pedestrian-oriented design. The ground floor abutting major thoroughfares should be reserved for retail and office opportunities, where visibility and access can be maximized. Pedestrian access must be a key

consideration between commercial uses fronting major thoroughfares and commercial and residential uses to the rear.

As compared to the Local Mixed Use (LMU) designation, DCTA is primarily located along arterial routes and is expected to attract a higher volume of vehicular traffic due to the location along “gateway” routes into the City of Williston. A greater intensity of commercial uses is also expected to cater to motorists and to allow greater flexibility in how commercial uses may be designed on a particular site. DCTA areas are intended to allow a greater emphasis on commercial use than LMU in order to take advantage of frontage along major thoroughfares. However, residential uses are intended to compliment and support adjacent commercial uses.

There are two areas within the future land use plan that are currently designated as DCTA.

US Highway 2 between County Road 7C) and 56th Street NW

Approximately 240 acres are designated as GMU along the west side of US Highway 2 between County Road 7C (the REC road/58th Street) and 56th Street NW, which runs along the south side of North Star Addition and the Bakken Industrial Park. Another area of approximately 80 acres has been designated as DCTA along the east side of the highway just south of the Bakken Industrial Park. These locations are designated as DCTA in order to take advantage of this key thoroughfare entering the city from the north.

52nd Street NW and 140th Avenue NW

Approximately 80 acres are designated as DCTA located south of 52nd Street NW on the eastern and western side of 140th Avenue NW. This area is designated as DCTA, since 52nd Street NW is expected to be a major thoroughfare from the US Highway 85 Bypass from the west into the city. More importantly, the site can provide a gateway transition between a major employment area planned at the southwestern edge of the city and residential uses in the area.

Commercial

Commercial (C)
0.1 to 0.8 FAR

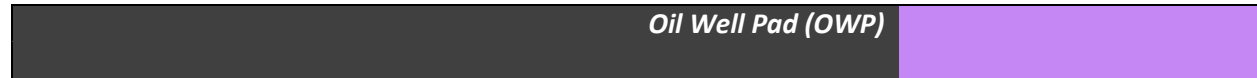
Commercial areas are shown as red on the future land use plan. This land use designation is intended for retail sales and service and office development. It is not intended for industrial sales and service or other activities of an industrial nature. Commercial businesses such as stores and restaurants generate higher volumes of traffic than residential and open space uses, and are, for the most part, not fully compatible with residential neighborhoods. Many commercial businesses need and want to be visible to high volumes of traffic, which allows them to easily attract both local and regional clientele. For these reasons, commercial land use is placed along higher volume roadways such as arterials or collectors.

Industrial development fronting on the US Highway 2 corridor has, in the past, resulted in a negative impression of the city as a place to live or visit. This is typically due to low levels of site maintenance, unpaved parking lots and storage areas, stockpiling of materials, and lack of landscaping. This manner of site development and maintenance is typical of many industrial businesses and meets their needs. The issue is one of location, since most industrial businesses do not need frontage along highly visible corridors. In response to input from residents about the negative appearance of gateways to the community, the land use plan includes a significant amount of commercial land use along the US Highway 2 corridor.

Industrial



Industrial is shown as purple on the future land use plan. This designation consists of manufacturing, wholesale sales, warehousing, distribution, industrial service, waste-related uses, and mining. Ideally, this district should prohibit less intense commercial uses such as retail sales and service, restaurants, office buildings, and so forth that would be incompatible in an environment with industrial land uses.



Oil well pad areas are shown as light purple on the future land use plan. This designation is for areas utilized for oil and gas extraction.



A future industrial corridor route is shown along three miles of 140th Avenue NW (County Highway 6) from one mile north of US Highway 85 to County Highway 7. This north/south corridor is a good connection between the future airport site, US Highway 85, and the east/west route of County Highway 7 which carries traffic to and from the northwesterly growth area of Williston. The intent of identifying this corridor is to indicate that, in the future, when other designated industrial areas have been developed or are no longer meeting the needs of prospective industrial developers, this corridor could serve adjacent industrial land use. Within the 2040 planning horizon, industrial land use shown on the future land use plan is expected to meet the industrial development needs of the region. However, in the event of an even larger surge in drilling and fracking activity that that experienced over the past five years, this corridor could serve the need, and is conveniently located close to the bypass. Close coordination with airport officials is needed with respect to any industrial development in the vicinity of this corridor to ensure that appropriate development restrictions are in place to limit uses that could be in conflict with the airport approach zone.



Truck route development nodes are shown with a light crosshatch overlay on the future land use plan. Development of these areas was initially triggered by industrial need for large lots with proximity to US Highways 2 and 85. Eventually, planning and construction of the Northwest Truck Reliever Route generated more interest in development of these areas. The truck route development nodes are not located within City limits – although portions are contained within the 2-mile extraterritorial jurisdiction – and thus are not served by Williston’s water, sewer, and utilities systems. It is assumed that additional highway-focused industrial or commercial development, as indicated by the land use plan, will occur in these areas through 2040, but the City currently has no plans to annex or provide utilities to such territories within this timeframe.

Public/Open Space

Utilities (U)

Utilities areas are shown as dark blue on the future land use plan. This designation is applied to those areas appropriate for development with public/private utility uses, including pipelines, utility lines, power lines, water and wastewater facilities, electrical substations, and telephone facilities.

Public/Institutional (PI)

Max 2.0 FAR

Public/Institutional is shown as blue on the future land use plan. Government and institutional-type uses are included in this designation. The assumed floor area ratio is 0.20, which reflects an average between higher intensity uses such as government buildings and very low intensity uses such as cemeteries. Land uses considered in public and institutional include schools, religious institutions, colleges and universities, hospitals, government facilities, public facilities, and in some cases, major event facilities.

Park and Open Space (POS)

Parks and open space are shown as light green on the future land use plan. This designation is for areas where open space or parkland is desirable. This designation is also used as a land use buffer between incompatible land uses such as oil well pads and low density residential uses.

Constrained Open Space (COS)


Constrained open space is shown as green on the future land use plan. This designation is for areas deemed unsuitable for development due to topography or drainage conditions. The land use is mainly found along corridors that follow natural features such as creeks, rivers, and steep topography. Constrained open space areas also include areas documented by the State of North Dakota as visibly impacted by historic mining activity or areas at a high risk to impacts from former mining activities as a result of historical documentation.

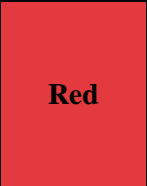




5.2.5 Land Use Relationship to Zoning

As noted earlier, the purpose of the land use plan is to guide the growth of community as land is zoned, subdivided, and developed. Zoning decisions should be consistent with the intent of the land use plan. Table 5.1 lists each of the land use categories described above and each of the zoning districts in Williston's zoning ordinance, and indicates each zoning district that is consistent with the land use designations. **It is important to note that each rezoning application must be reviewed, analyzed, and considered as part of a public process on a case by case basis to determine the most appropriate zoning district for that particular location, and the information provided in the table below is a general guideline.**

Table 5.1 – Relationship of Land Use Categories to Zoning Districts

Land Use Designation		Density or Intensity		Definition	Typical Zoning	Color
		Range	Expected			
Residential						
BTR	Build Thru Residential	0.1 – 5 du/acre 50% Build at rural density/ 50% Hold for future	Up to 5 du/acre	Allows residential development of a rural nature in areas that may not urbanize within 25 years. Land owners are allowed to develop rural residential, large lot development with a minimum one acre lot size. However, the site plan must be designed to support and accommodate higher-density levels in the future as infrastructure and growth allows. For that reason, 50 percent of this area will be held for future urban density development.	R-1E, PUD	Yellow w/Green Hatch
VLDR	Very Low Density Residential	1 du/acre up to 1 du/10 acres	1 du/acre	Allows residential development near the outward boundary of the planning area. City infrastructure and services may be limited in these areas due to their proximity to the city and/or the large sizes of the lots. Limited access and topography are additional factors that limit density.	R-1E, R-1A	Yellow-Brown
LDR	Low Density Residential	1 – 8 du/acre	5 du/acre	Provides areas for single family detached homes and two-family homes (duplexes/twin homes), and directly related complementary uses such as educational, religious and recreational facilities.	R-1A, R-1, R-2, R-5, R-6	Yellow
MDR	Medium Density Residential	9 – 19 du/acre	14 du/acre	Provides areas for single family detached homes, two-family homes (duplexes/twin homes), single family attached (townhomes), and multiple family buildings. Directly related complementary uses such as education, religious and recreational facilities are allowed.	R-2A, R-3	Light Orange
HDR	High Density Residential	Max 30 du/acre	26 du/acre	Provides areas for single family attached (townhomes) and multiple family buildings. Directly related complementary uses such as education, religious and recreational facilities are allowed.	R-4	Orange
Mixed Use/Transition Area						
LMU	Local Mixed Use	Max 19 du/acre; 0.2 - 1.0 FAR	19 du/acre; 0.25 FAR	Provides for local- and neighborhood-supporting mixed-use activity centers and corridors. This designation provides for integrated commercial retail, low-rise office, housing, and civic uses.	Residential Mixed Use District and PUD	Red w/ Dark Orange Hatch

Land Use Designation		Density or Intensity		Definition	Typical Zoning	Color
		Range	Expected			
DCTA	Developing Corridor Transition Area	Max 19 du/acre; 0.3 – 2.0 FAR	19 du/acre; 0.5 FAR 50/50 mix	Provides for high-intensity, regionally-oriented activity centers that define the character of surrounding areas and serve as gateways to the City. This designation provides flexibility for uses such as integrated commercial retail, high-rise office, housing, and civic uses as well as standalone apartment buildings. Density maximum of R-3 assumed.	Developing Corridor Transition District	

Commercial						
C	Commercial	0.1 – 0.8 FAR	0.25 FAR	Allows for a variety of commercial uses and service-oriented businesses at scales ranging from large retail stores serving the community and region to smaller businesses oriented towards neighborhood activity. This designation is not intended for sales and service or other activities of an industrial nature.	C-1, C-2	
Industrial						
OWP	Oil Well Pad	-	-	Areas utilized for oil and gas extraction.	M-2, AG	
I	Industrial	0.05 – 0.4 FAR	0.2 FAR	Uses consist of manufacturing, wholesale sales, warehousing, distribution, industrial service (repair or servicing of industrial, business, or consumer machinery, equipment, products, or by-products), and waste-related uses.	M-1, M-2	
Public/Open Space						
PI	Public/Institutional	Max 2.0 FAR	0.2 FAR	Includes uses such as schools, religious institutions, colleges and universities, hospitals, government facilities, public facilities, and in some cases, major event facilities. The maximum FAR of 2.0 is intended to reflect P/I types of uses in the downtown area or other multi-story, higher density developments. An average of 0.2 is assumed, reflecting that most public/institutional uses would be of a lower density.	Various	
POS	Park and Open Space	-	-	Public lands used for passive and active recreation and other areas utilized as a buffer between conflicting land uses. Buffers typically consist of landscaping and terrain features that block the line of sight and noise impacts.	P	

Land Use Designation		Density or Intensity		Definition	Typical Zoning	Color
		Range	Expected			
COS	Constrained Open Space	-	-	Areas where development is unsuitable or where open space is desirable. Open space corridors follow natural features such as creeks and rivers. The outline of these areas roughly follows the boundary lines of land with a 10 percent or greater slope, making it less desirable for development and more prone to erosion and instability. Areas documented to have been undermined historically are also designated as constrained open space. The intent of these corridors would be to leave them as largely unmaintained natural areas.	To be Determined	Green

5.2.6 Tier 1 Development Capacity and Allocation of 2040 Growth

The Tier 1 growth area is the area designated for annexation and priority city expansion. This area is within the city's priority water and sewer service area. Tier 1 is also contiguous with the developing area and adjacent to or in line with city utilities (water sewer lines and street extensions). This area is intended for urban density development within annexation on urban services (water, sewer, paved streets).

Tier 1 West Side Industrial Growth Area

The industrial development located west of city limits and north of 4-mile corner is not included in either the Tier 1 or Tier 2 growth areas. This development is designated as a Truck Route Development Node on the Future Land Use Plan. By not extending the Tier 1 boundary to this growth area, the City has clarified that the area is not intended to be annexed at this time. The area began to develop prior to the extension of the 1-mile ETJ and is expected to continue to fill in and expand without the extension of city services. The location of this development node benefits from proximity to the city without impinging on other land uses. Roadways in new industrial subdivisions should be paved to minimize road degradation, maintenance, and airborne dust.

Based on future development conditions, this area could be considered for annexation and extension of urban services. However, the City is not obligated to initiate annexation of this area or approve a request for annexation. Annexations will be reviewed by the City Commission based on the ability at time of consideration to serve the proposed area with City services and roadway extensions based on the specifics of the proposal.

Infill of the Tier 1 area is desired by the City and County to direct growth to existing infrastructure and to allow for the orderly expansion of infrastructure on land within the Tier 1 growth area.

Tier 1 to Tier 2 Transition

Based on the land use evaluation described below, the amount of unplatted buildable property plus the platted property that currently remains to be developed within Tier 1 is ample to support expected growth to the year 2040. The Tier 1 growth area is not constrained or inadequate to accommodate a population of well over 70,000, based on the land use categories and densities assumed in the future land use plan. Infill of the Tier 1 area is desired by the City and County to direct growth to existing infrastructure or to allow for the orderly expansion of infrastructure on land within the current Tier 1 growth area.

As long as development potential remains within Tier 1, the City intends to pursue substantial buildout of Tier 1 prior to annexing or extending utilities beyond Tier 1 into the Tier 2 growth area. Prior to the City initiating the expansion of Tier 1 into Tier 2 through further annexation, the following criteria should be evaluated in order to determine if an applicant's proposal for annexation is prudent and should be recommended for consideration by the City Commission:

- All expenses to expand water, sewer and streets are at the developers cost. Documentation that this is understood and agreed to by the party petitioning for annexation must be provided.
- Developments must be served off paved arterial and collector streets. Dirt roads shall not be used to access the city from the development area. All internal subdivision roads must be paved.
- Traffic studies must support adequacy of the proposed street network for connectivity to the city and capacity to carry the proposed density.
- Police, Fire and Public Works Departments must provide documentation that they possess adequate capacity with existing staff, facilities and equipment to serve the proposed area of annexation. An analysis of the need for any additional services must be reviewed, evaluated and approved by the City Commission.
- The affected Township would need to give a recommendation of approval for the proposal.

Tier 1 Development Capacity

Table 5.2 identifies the development capacity for growth in Tiers 1 and 2 by acres, dwelling units, and population. Comparable to the future land use distribution, this table is derived from a combination of existing and future land uses. For the Tier 1 growth area, the population capacity is approximately 79,000 and the capacity for dwelling units is roughly 42,000. This suggests that the Tier 1 growth area can encompass even the most optimistic 2040 population projection of 67,712. For the Tier 2 growth area, the population capacity is approximately 52,000 and the capacity for dwelling units is roughly 22,000. Inclusively, Tier 1 and two at maximum capacity can contain a population of 131,000 people and 64,000 dwelling units. As a note, these quantities are the estimates of maximum capacities Tier 1 and Tier 2 based on the future land use plan if all areas were entirely built-out, not what is projected or expected to occur within the 2040 horizon of this Plan.

Table 5.2 – Tier 1 and 2 Growth Area Capacity

Tier 1 and 2 Growth Area Capacity												
Land Use*	Tier 1						Tier 2					
	Developed Acres	Platted Acres	Undeveloped Acres	Total Acres	Dwelling Units	Population	Developed Acres	Platted Acres	Undeveloped Acres	Total Acres	Dwelling Units	Population
VLDR	0	0	0	0	0	0	0	0	0	0	0	0
BTR	0	0	61	61	183	458	0	0	3,111	3,111	9,334	23,335
LDR	1844	285	1,439	3,568	15,557	38,893	78	119	1,960	2,157	10,080	25,200
MDR	93	171	296	560	7,837	11,756	0	0	97	97	1,357	2,036
HDR	307	245	117	669	17,384	26,076	0	0	21	21	539	809
LMU	0	0	26	26	172	258	0	0	20	20	127	191
C	923	667	573	2,163	0	0	0	0	116	116	0	0
DCTA	0	51	171	222	999	1,499	0	0	38	38	171	256
OWP	75	0	0	75	0	0	87	0	0	87	0	0
I	1,493	306	281	2,080	0	0	103	0	888	991	0	0
U	90	0	0	90	0	0	0	0	0	0	0	0
PI	334	22	109	465	0	0	0	0	25	25	0	0
POS	553	25	107	685	0	0	0	0	40	40	0	0
COS	49	141	954	1,144	0	0	0	0	2,278	2,278	0	0
Total	5,761	1,913	4,134	11,808	42,132	78,938	268	119	8,594	8,981	21,608	51,825

*Land use categories are from Future Land Use Plan, Figure 5.

5.2.7 Tier 1 Development Capacity and Allocation of 2040 Growth

The analysis described above was used to determine the level of Williston’s 2040 population that is attainable within Tier 1, based on the land uses identified in the land use plan. As stated above, the attainable Tier 1 population at build-out is approximately 78,000. Since areas of growth typically do not completely build out before growth begins in a new area, it is anticipated that a small amount of growth will begin in Tier 2 during the 2040 planning horizon, even though “infill” development will still be occurring within Tier 1. Table 5.3 below shows the allocation of 2040 population, jobs, and households within Tiers 1 and 2, and beyond (shown as Other). This allocation was mainly made for the sake of preparing traffic projections for the Transportation Plan, but also serves the purpose of demonstrating the significant capacity for growth within Tier 1 where utilities are more readily available and less costly to provide due to proximity of existing utilities.

The column entitled Attainable at Buildout shows the estimated total amount of growth that can be accommodated within Tiers 1 and 2, and the column entitled 2040 Modeled refers to the manner in which 2040 population, job and household growth is geographically distributed between Tier 1, Tier 2, and Other for purposes of travel demand modeling.

Table 5.3 – Williston 2040 Growth – Allocation of Population, Employment, and Households

	ALLOCATION GROUP	2014	ATTAINABLE AT BUILDOUT	2040 MODELED
TIER 1	Population	31,143	78,178	65,337
	Dwelling Units	11,796	40,040	33,507
	Crew Camp Dwelling Units	464	0	0
	Employment	21,115	60,268	50,487
TIER 2	Population	383	50,321	4,645
	Dwelling Units	236	19,572	1,807
	Crew Camp Dwelling Units	0	0	0
	Employment	445	7,462	2170
TOTAL TIER 1 AND 2	Population	31,526	128,499	69,982
	Dwelling Units	12,032	59,612	35,314
	Crew Camp Dwelling Units	464	0	0
	Employment	21,560	67,730	52,657
OTHER	Population	6,377	45,373	7,804
	Dwelling Units	1,283	14,035	2,139
	Crew Camp Dwelling Units	2,113	0	0
	Employment	7,130	21,807	9,055
REGIONAL TOTAL INCLUDING OTHER	Population	37,903	173872	77,786
	Dwelling Units	13,315	73,647	37,753
	Crew Camp Dwelling Units	2,577	0	0
	Employment	28,690	89,537	61,712

Williston's recent growth has necessitated significant annexations since the adoption of the 2010 Comprehensive Plan. The annexed area is all within the city's Tier 1 growth area with the exception of an industrial area east of County Highway 9 and two small areas of rural residential development along the Little Muddy River. In addition, the City has expanded its ETJ. Figure 5.6 shows four areas of the City's one-mile ETJ. Each of these areas has different characteristics relative to land use and the level of existing development.

The City's stated intent with respect to each of the areas identified in Figure 56 is described below.

Area 1(Gray): Long Range Projected Growth Area (ETJ):

This area is not promoted for immediate City expansion or annexation, but is intended for long term City Growth and expansion. The zone in this area is Agriculture. The primary uses for this area will be uses permitted in the Agriculture zone or Special Permitted Uses listed in the agriculture zone that go through the designated review process and receive approval. The land uses identified in the future land use plan will be considered for this portion of the ETJ. Zoning and subdivision ordinance amendments will need to be completed to implement the BTR overlay designation of the plan.

Within the gray shaded area of the land use plan (Figure 5.2) east of Highway 2/85 and north of the truck reliever route, there are few properties that were not rezoned with the surrounding development. This area was part of a previous employment area on the County comprehensive plan. The area began to develop prior to the extension of the 1-mile ETJ and is expected to continue to fill in and develop without the extension of city services. The future of the area in gray with frontage along Highway 2/85 should develop as commercial under the City zoning ordinance. An amendment for a light industrial zoning designation could be considered with developments having buildings, improved parking areas and landscaping fronting the highway. Buildings and improved parking should be facing the highway with storage to the rear of the building away from the highway. Any storage toward the highway would need to be fully screened with trees, landscaping, or a combination of landscaping and opaque fencing to create an urban entryway.

The properties within the gray area on the land use plan (Figure 5.2) that remain zoned agriculture and not along the Highway 2/85 frontage would be considered for the M-1, Light Industrial zoning district and in line with other properties that were rezoned as part of the ETJ rezoning for Missouri Ridge Township.

Areas within the Tier 1 and Tier 2 boundaries will be evaluated according to the Tier 1 to Tier 2 Transition Criteria listed above in Section 5.2.6.

Area 2(Blue): Southwest ETJ

North of US Highway 2 (Williston Township Section 19):

This is the existing/developing Industrial area along the US Highway 85 Bypass and west of 140th. In the updated land use plan, this area is defined as an industrial node and includes additional property to the west and northwest outside the 1-mile ETJ boundary. It aligns with truck access routes and with the city's potential service area for water and sewer. This area is also more readily accessible under the city's long term fire and emergency response planning. The City is not obligated to annex this area at this time or approve requests for annexation. The inclusion of this industrial area is to indicate this node as a primary area for current industrial development in line with the City's future service area that, based on future development conditions, could be considered for annexation and extension of urban services (see Tier 1, Section 5.2.6)

Requests for rezones and platting of lots will be evaluated based on the surrounding development pattern and compatibility with adjacent uses.

South of US Highway 2:

This area is not in the long range projected growth area and is substantially built. Lots adjacent to the frontage road on the south side of the US Highway 2 corridor have been developing more toward highway commercial uses and are less industrial in nature. The intent of the land use plan is to consider this area along the highway for a transition of industrial intensive uses to more commercial/ highway commercial oriented uses.

Zoning: This frontage primarily has a zoning of Industrial in Williams County. A new zoning district is being considered for this area. The intent of this new zone will be to allow for a mix of commercial to light industrial uses and development standards to work with the development that has occurred and to meet the input of the community to transition the corridor into more of an urban corridor entryway and less of an industrial park corridor.

Development standards: Commercial development standards will be applied for building permits that are submitted prior to the rezoning being completed. The commercial development standards would be most consistent with the intent of the corridor. Applying the Commercial development standards should not create any hardship and in some instances such as signs will allow some additional flexibility.

Area 3(Violet): Southeast ETJ

This area is not in the long range projected growth area. Requests for rezones and platting of lots would be evaluated based on the surrounding development pattern and compatibility with adjacent uses. The area at large would be suited to large lot residential due to service limitations. The ND Highway 1804 corridor east of 133rd Avenue and the approved industrial rail yards have not been evaluated or intended for industrial or commercial uses. Existing permitted commercial uses would be considered legal existing. Future uses would be considered based on the compatibility of surrounding properties, natural limitations and public utility service limitations.

Area 4(Green): East ETJ (along County Road 9 from County Road 6 South to the North Side of the Williston Rail Industrial park)

This area is not in the long range projected growth area. The land use plan indicates the area is planned for continued development of very low density residential land use, with the exception of the area north of the city's solid waste facility, which is identified as industrial land use to establish a buffer adjacent to the solid waste facility. The commercial/industrial uses that have been permitted will remain per the requirements of their legal permitted status.

With the annexations completed by the City over the past five years, fewer areas of existing development and fewer areas that are suited for urban growth remain outside city limits. If development occurs outside city limits, these areas are likely to become a barrier to the city's ability to grow if they are not addressed and annexed into the city. They are where they are because of the city, and they benefit from their close proximity to the city. It is ultimately important for them to become part of the city. Annexation of existing development generally becomes controversial, unless it is done at the request of property owners who need assistance with failing septic systems and road

maintenance. When the city surrounds areas of existing development, property owners in the unannexed area sometimes become more aware of the higher levels of service provided by city government. Home buyers who were not aware of the property being outside city limits are sometimes disappointed to find out that they do not receive the same services as their municipal neighbors.

In the future, when Tier 1 is nearing buildout, City leaders will look for ways to annex undeveloped areas with or without the existing development. Annexation of existing development sometimes improves the contiguity and connectedness of city services, however, a city's inability to complete such a process should not hinder it from annexing only the undeveloped area.

Existing home and business owners may have an interest in annexation, but may be under the impression that they will be immediately confronted with costly utility extensions and roadway improvements. For these reasons, City leaders will continue to work with existing home and business owners before formally starting the process of annexation to clearly outline their intentions and their willingness to shield these property owners from costs of this nature. The City intends to provide information about what it must do upon annexation, and what can be put off until such time as the City receives a request from the majority of property owners.

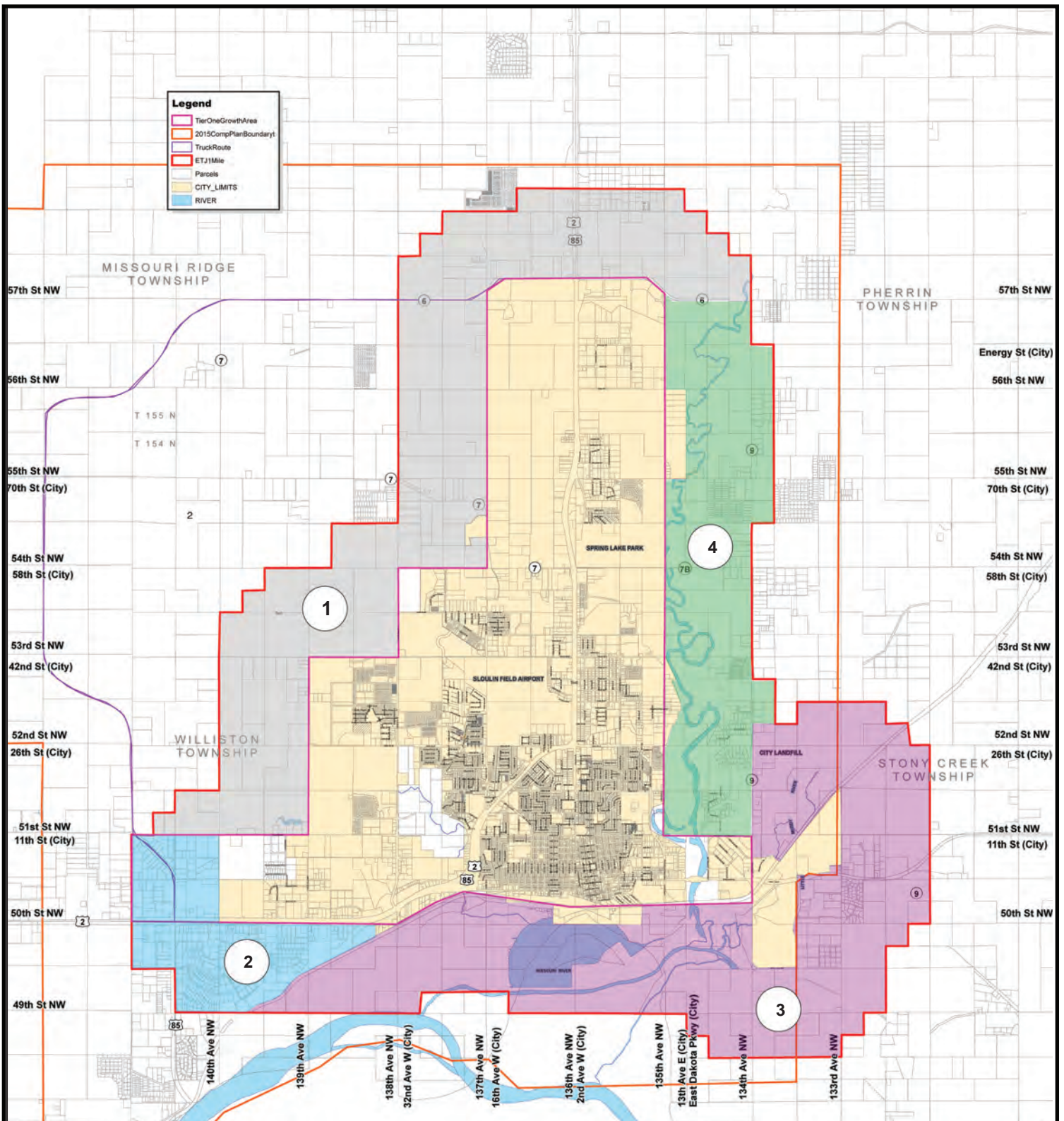


Figure 5.3 - Growth Area Map

- Tier One Growth Area
- 2015 Comp Plan Boundary
- Truck Route
- ETJ 1 Mile
- Parcels
- City Limits
- River

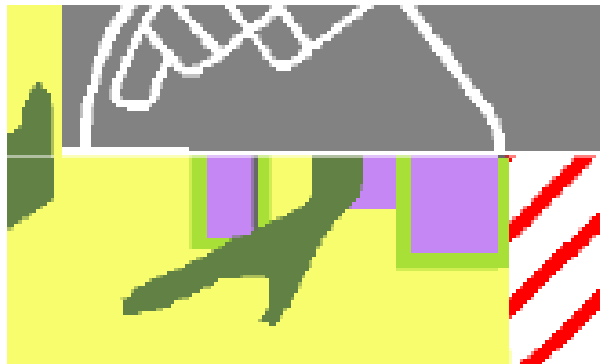


Another future action that will be considered by the City is the expansion of the ETJ from one mile to two miles. This will require zoning transition meetings with each of the townships in the surrounding area, similar to the coordination carried out prior to the expansion of the one-mile ETJ subsequent to recent annexations (Williston, Missouri Ridge, Pherrin, and Stony Creek Townships). This action will increase the workload on Williston’s City officials and City leaders, as more zoning, subdivision and building permit requests will need to be addressed, but it also ensures the city has the ability to carry out planning within its growth area and respond to requests that are largely generated as a result of the close proximity of the city.

5.2.8 Buffer Concept

As Williston continues to expand over the years, the city will likely experience land use compatibility conflicts between existing industrial uses such as oil and gas infrastructure and less intense uses such as residences. To moderate the presence of such conflicts, buffers have been shown on the land use plan around the perimeter of oil well sites and existing oil-related industrial properties such as pipe yards (see example in Figure 5.4). Buffers of this type are appropriate in cases where residential or other lower intensity uses may be significantly impacted by external impacts, such as oil and gas wells or waste disposal sites.

Figure 5.4 – Example of Buffer Location on Land Use Plan



5.2.9 Future Airport Site

The future land use map identifies the location of the planned airport site and the outer extent of the airport’s zoning. A table providing a detailed description of each proposed airport zone is provided in Appendix 6. The zones that extend the farthest from the airport boundaries (Zone 4 – Outer Approach/Departure Zone and Zone 5 – Traffic Pattern Zone) have been outlined on the land use map. It is recommended that land uses in all airport zones be restricted to agricultural to the greatest extent possible. This recommendation is reflected in the land use plan, with the exception of industrial and commercial uses at the intersection of the US Highway 85 Bypass and 140th Avenue NW.

The limited commercial and industrial areas shown at the intersection of the US Highway 85 Bypass and 140th Avenue NW reflect the City’s understanding that zoning for an industrial business was approved by Williams County in the northeast corner of the US Highway 85 Bypass and 140th Avenue NW. As such, industrial land use is anticipated in this area. The additional commercial area is intended to support the potential long term demand for highway-serving and potential airport related

commercial uses. In the long term, industrial development in the area could also spur the demand for commercial land use. The airport’s representatives noted that the future airport itself will support accessory commercial uses (car rental, restaurants, etc.) for the foreseeable future. The representatives also mentioned that the demand for commercial uses beyond what will be supported on the airport property is expected to be minimal.

5.2.10 Existing Airport Site

Sloulin Field International Airport is currently the subject of a redevelopment proposal. Once the new airport is completed, all airport related operations and associated commercial enterprises will be relocated to the new facility. The Williston Economic Development Office is acting as facilitator in an effort to prepare a redevelopment plan for the existing airport property, which is approximately 800 acres in size. This effort consists of a public/private development relationship between the City and a private development partner. The property is located near the heart of the city, northwest of the key intersection of US Highway 2, 26th Street and West Dakota Parkway.

The existing location of the airport has been instrumental in limiting roadway connectivity west of US Highway 2 and limiting development options on land in or near the runway protection zone. Relocation of the facility opens up a major opportunity for the community to create connectivity between developed areas of the city and address several needs of the community at the same time. The city’s objectives for redevelopment of Sloulin Field are laid out on the Williston Economic Development Office’s website, and are as follows:

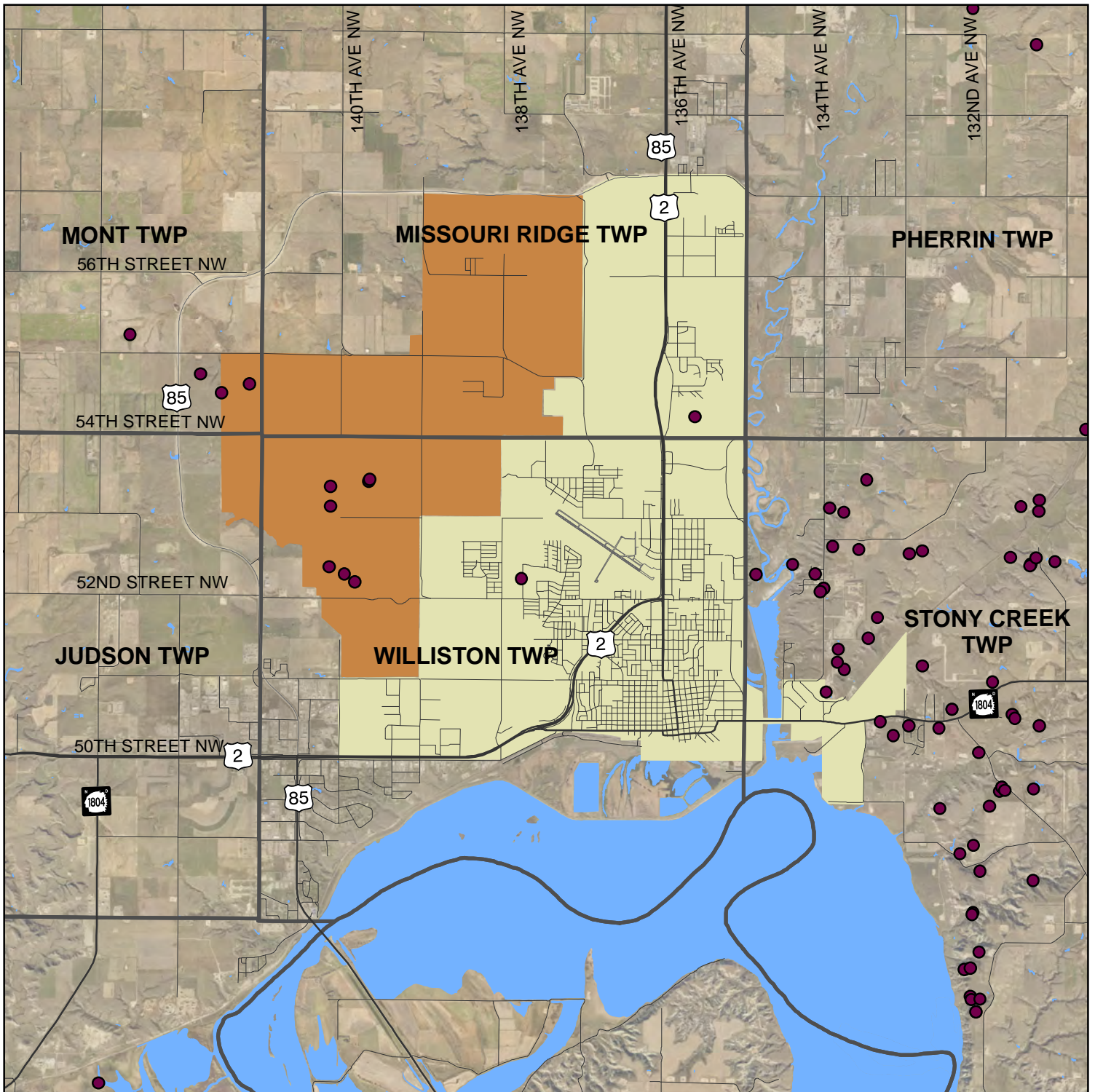
- The need to be timely, efficient and innovative in terms of assuring the overall City’s planning objectives relating to the redevelopment of Sloulin Field are achieved and preserved in harmony with private sector expansion;
- The determination of where limited community-based investments should be prioritized, placed and minimized, as necessary to facilitate the maximum involvement of private sector investment and ownership;
- The need to overcome and swiftly address the significant need for affordable and mixed-use housing options within Williston;
- The need to assure the presence of master planning in pursuit of such objectives; the desire to implement “best practices”, as observed nationally within public/private partnerships with the goal of assuring Williston is not only successful in physically advancing development within the community, but also the overall benefits to our community are realized.

At such time as a land use plan is approved for the redevelopment of the airport, the land use plan contained herein will be amended to incorporate the land use plan for the redevelopment of Sloulin Field International Airport.

5.2.11 Abandoned Mine Lands

Areas impacted by abandoned mines are expected to be minimal within the Tier 1 growth area as illustrated in Figure 5.5. Locations where abandoned mines are expected to be most prevalent are within the Tier 2 growth area and east of the Little Muddy River. At this time, the City of Williston uses a “hold harmless” agreement in cases where development is proposed in areas known to have had past undermining activity. The City intends to continue to this practice.

In order to reduce the risk of damage to property and life that may be caused by subsidence of the land surface over underground mines, recognition of abandoned mined lands is imperative. The Public Service Commission, Division of Abandoned Mine Lands (AML) is an available source for estimating footprints of areas impacted by historical mining. Areas where undermining has occurred may require geotechnical investigation of subsurface conditions prior to issuance of construction permits. Undermining conditions in a particular area may also lead to the restriction of development in specific areas or result in the need for specialized construction techniques. As data on estimated mining footprints is collected from the State and/or other investigations, areas which are found to be undermined could be identified on the future land use plan as constrained open space (COS) through a land use plan amendment. Corresponding zoning or subdivision regulations could also be put in place to reduce risk and ensure proper site evaluation in areas identified as historical mines.



Legend

- Abandoned Mine Site
- Civil Townships
- Tier 1 Growth Area
- Tier 2 Growth Area
- County/Local Roadways
- Water Bodies



5.2.12 Process for Amending the Land Use Plan

The North Dakota Century Code requires zoning decisions to be consistent with the comprehensive plan. As a living document, however, the land use plan can and should be amended occasionally. It is important to formalize a process for considering amendments so that all stakeholders understand how to address development proposals which are inconsistent with the plan (i.e., by amending the plan, if not the proposal.)

When a proposal is made that is not consistent with the plan, this should be identified prior to the project being placed on an agenda for a zoning change or subdivision. Land use inconsistencies could relate to the land use designation or the size and density of the development. In addition, proposed developments could be inconsistent with planned arterial or collector roadway alignments, or be poorly integrated with the local roadway network. For example, if a subdivision is proposed that does not include right of way for a collector street connection that is shown in the plan, the plan must be amended, the proposal revised, or the proposal denied.

The process of amending the land use plan is as follows:

1. Prepare a sketch of the proposed land use change and identify the inconsistency.
2. Application for Amendment
If inconsistencies are present, the developer must apply for an amendment to the land use plan. Issues should be discussed between the developer and the City Planner and Engineer. Surrounding property owners should be notified of the application prior to adding the item to the agenda of the Planning Commission meeting.

As part of the review for a land use plan amendment, the City will consider the following:

- a. Is the proposed land use compatible with existing land uses, existing zoning designations, or approved subdivisions?
 - b. Is the proposed change compatible with surrounding future land uses, or does it result in the need for other land use plan changes to bring about future land use compatibility? If so, have those changes been included in the proposed amendment?
 - c. Does the proposed change result in the need for changes to streets and roadways to bring about existing or future continuity and connectivity? If so, have those changes been included in the proposed amendment?
 - d. Can the proposed change be accommodated by the surrounding infrastructure (roadways and utilities)?
 - e. Is the proposed change consistent with the goals and objectives of the comprehensive plan and with other adopted plans and policies of the city?
3. Planning Commission Public Hearing
Based on the staff findings and recommendations, combined with the input received at the public hearing, the Planning Commission determines whether to approve or deny the application. The item may be discussed at multiple meetings if revision is necessary. Meeting proceedings should be documented and shared with the City Commission along with a recommendation for approval or denial of the requested land use plan amendment.

4. City Commission Public Hearing
Based on the staff findings and recommendations, along with those of the Planning Commission and the input received at the public hearing, the City Commission votes to approve or deny the application. Meeting proceedings should be documented.
5. Modify the Land Use Map
If the land use plan amendment is approved, the map is redrawn to show the approved change.

5.3 Transportation

5.3.1 The Transportation and Land Use Relationship

The Williston Transportation Plan addresses the highway and street system, freight issues, pedestrian and bicycle needs, and transit in detail. For the purpose of the Comprehensive Plan, it is important to acknowledge the relationship between land use and transportation. The two documents were prepared together, and changes to one should not be made independently from the other. Transportation decisions should be based on existing land use and future land use plans. Land use decisions should be respectful of existing and planned transportation facilities and avoid placement of residents and businesses in situations that will either reduce their quality of life or result in unsafe ingress and egress.

Although they are two separate documents, amendments to the land use or transportation plan should be reflected and carried over from one plan to the other.

5.3.2 Hierarchy of Streets

A well-functioning street system consists of a hierarchy of streets that range from regional highways designed for high speeds and lengthy trips to quiet local streets that provide access to homes and serve as neighborhood gathering places. It is the City's intent to maintain or improve upon the condition, connectivity, capacity (where needed), and safety of City's roadway network.

Arterial roadways are those with the highest level of continuity in a community. They carry traffic the greatest distances, and are designed for efficiency. They are not meant to provide direct property access which, if allowed, reduces their efficiency and increases the number of conflict points. There is a direct relationship between the number of conflict points (intersections and driveways) and the number of crashes experienced along arterial roadways.

Collector streets gather the traffic from residential neighborhoods and commercial/industrial areas and bring them to and from the arterial roadway system. These roadways are designed for slower speeds and lower volumes of traffic than arterials, but are typically not ideal for residential access. They may serve as points of access for large developments such as apartment complexes, and can also be appropriate for providing access to commercial and industrial developments. It is important that collector streets have good continuity and connectivity between the neighborhoods and developments where traffic is generated and the arterial roadway system where most of the traffic needs to go in order to complete their trip. If the collector streets do not have good continuity and connectivity, drivers will frequently seek out local streets as substitutes, resulting in neighborhood complaints and requests for stop signs, traffic calming, or dead ends.

It is important to avoid fronting low density residential property on collector streets. Since they typically carry more traffic at slightly higher speeds than local streets, collector streets are a frequent cause for complaints from homeowners who front along them.

Local streets primarily serve the purpose of providing access to property. These streets are typically designed for lower speeds and less traffic, and as such are narrower in width. On-street parking is usually allowed on one side or both sides, and driveways are provided to adjacent properties. Preferably, sidewalks exist on both sides and are eventually shaded by boulevard trees. These streets can serve as social meeting and gathering areas.

Alleys are recognized as an important element of the roadway network that are appropriate when used strategically. The City currently adheres to a policy that does not allow alleys. However, the community may reconsider its current policy regarding alleys to allow them to be strategically employed. For example, in some cases, lower density detached or attached residential units are most appropriate, even though they are along a collector street, where individual driveways are not desirable. Alleys, which provide ingress and egress via the rear of the property, can make it possible to use low or medium density residential land uses when they may otherwise be unacceptable from a property access perspective. In other cases, alleys are desirable because they allow for a more aesthetically pleasing street frontage that is not dominated by garages and driveways.

The Transportation Plan further discusses the importance of the hierarchy of streets and access management.

It is important that the details of the transportation system are attended to from the broad scale of the land use planning phase to the intricacies of zoning and subdivision design.

5.3.3 Sidewalks

Sidewalks are an important element of the urban transportation network. They provide a safe location for pedestrians and joggers, and accommodate those pushing strollers and using wheelchairs. They connect residential neighbors to one another.

Sidewalks are compromised when driveways are too short to accommodate a parked vehicle, causing it to block all or part of the sidewalk. The typical setback of a dwelling unit is established based on the needed distance in which to park a vehicle between the garage door and the sidewalk. Zoning districts in Williston need to account for the over-sized pick-up trucks that are frequently used in the oil industry and other related industries, and establish minimum setbacks (i.e. driveway lengths) accordingly.

Minimum front yard building setbacks in Williston need to account for the over-sized vehicles that are frequently used in the oil industry to prevent the blocking of sidewalks.

5.4 Quality of Life

Many factors contribute to a community's quality of life – not just those addressed within this section of Chapter 5. For example, compatible land use and a safe and efficient transportation network contribute to quality of life. This section addresses issues of aesthetics and appearance that are frequently perceived by residents as characteristics that add or detract from the overall quality of life in their city or their neighborhood.

Often, it is a combination of the factors described below that contribute to a negative perception of a community. For example, during the public engagement for Williston's 2010 Comprehensive Plan, industrial development fronting on US Highway 2 was brought up as a significant issue related to the public's perception of Williston as a place to live, work, and visit. While this has improved to some extent, it remains an issue and an area for improvement. In the land use section of this chapter (5.2.4, Land Use Designations), the designation of commercial land use along US Highway 2 is discussed as one strategy to address this issue. This section of the plan addresses site specific improvements that have the ability to improve aesthetics and appearance of development for all land use categories.

5.4.1 Boulevard Trees

One of the most valued characteristics of any neighborhood is the boulevard trees. Boulevard trees provide a neighborhood with a sense of calm and beauty, softening the effects of the streets, providing shade to yards, streets, and buildings, separating the vehicular realm from the pedestrian realm, and visually tying the neighborhood together. Boulevard trees are a proven form of traffic calming, causing drivers to travel more slowly down streets lined with trees. A boulevard tree planting program needs to focus on three phases of city development:

- New development – boulevard trees should be planted prior to occupancy or, if limited by the season, within a practical timeframe after building occupancy.
- Infill planting programs – city-led efforts to plant boulevard trees along streets where they were never planted.
- Replacement programs – city-led efforts to replace boulevard trees in neighborhoods where dead, diseased, or damaged trees are removed. Williston has already initiated one aspect of a boulevard tree replacement effort called the Re-leaf Program.

The first step toward achieving a consistent boulevard tree planting program – establishing a requirement for boulevard trees in the city's development code – has been accomplished with the adoption of a new landscaping ordinance, and will be reinforced with a more comprehensive update of the zoning ordinance, referred to as the Unified Development Code (UDC). Appropriate tree species for Zone 3 are listed on the city's website. This list is maintained by the City Forester.

The second step is to ensure that a program is in place to plant boulevard trees in areas of existing development where boulevard trees were never planted, and to replace trees that are being removed due to disease or pests, such as Dutch Elm Disease or the Emerald Ash Borer. This action can also be reinforced by the UDC, but is more successfully handled by a city forestry program that establishes an annual planting plan to replace diseased trees and provide boulevard trees in areas where none were planted. A primary goal of such a program should be the use of a variety of species to avoid a monoculture of boulevard trees, which could be devastated by a single disease.

In areas that have already been developed and no consistent or complete tree planting program was carried out, the city's role will be to facilitate and provide information. The city's program can inform property owners along these streets of the benefits of boulevard trees, and can offer assistance with organized planting days. One or two neighborhoods might be amenable to serving as a demonstration project. Once the program is up and running, these efforts will typically be organized by someone in the neighborhood. The city's role will be to request ND One Call to mark the utilities, and to stake the tree locations. The city may also work with the neighborhood to select the tree choices, and could offer a tree discounts or partial reimbursements similar to the current Re-Leaf program. City staff can be present on planting day to demonstrate the proper technique for tree planting and care, and can assist home owners with planting of their trees.

5.4.2 Landscaping Requirements

The City's UDC will provide an updated landscaping code and buffering requirements. These elements of city code were strongly supported by public input gathered during the development of the 2010 Comprehensive Plan. The City continues to pursue improvements to the landscaping code that will add to the aesthetic quality of the community while being considerate of site maintenance.

Of greatest priority at this time is improving upon the landscaping elements of the code to establish interior parking lot landscaping requirements. Landscaping within parking lots helps to break up the visual expanse of pavement, provides shade, and generally adds to the aesthetics of development, particularly in an auto-oriented environment where parking lots dominate the front yard of commercial and industrial sites. It is the City's intent to improve upon its landscaping code by adding requirements for interior parking lot landscaping, while being reasonably considerate of site maintenance (particularly snow removal) and flexible in the application of these requirements relative to the placement of landscaping. Pedestrian movements within parking lots can also be enhanced with the addition of interior parking lot landscaping. Requirements for the inclusion of pedestrian spines (sidewalks) which project into parking lots can facilitate the movement of pedestrians from off-site to the front door of the establishment, as well as between parking areas/cart corrals and the front door of the retail establishment.

5.4.3 Problem Properties

Problem properties fall into a few main categories: 1) dilapidated buildings, 2) junk and/or tall weeds and grass, land use or other zoning violations, sign enforcement, and overcrowding (i.e. the number of unrelated people residing in a dwelling unit). In many cases, more than one of these problems exist on a given site at the same time. In recent years, the City of Williston has significantly increased its ability to address problem properties. The City currently has a total of four staff (a combination of inspectors and administrative assistants) who are dedicated to code enforcement. These staff currently reside within the Building Department. The work of code enforcement continues to require a significant amount of time. Whether the community is growing or stabilizing, code enforcement is viewed by the City as critical to maintaining or improving the quality of life in the community and surrounding area.

Despite the addition of thousands of housing units over the past few years, the city still experiences overcrowding issues due to the lack of affordable housing. Enforcement of the occupancy limit will continue to be important. The city's ability to address overcrowding could be better addressed through the establishment of a rental housing inspection program.

As businesses attempt to get a foothold in the community, they often take liberty with signs, creating the need for enforcement of the sign code. In December 2016 the City adopted a new sign code. This will bring the sign code up to date from a technology standpoint, and will allow it to address types of signs that are currently not addressed by the code. Enforcement will be an important aspect of realizing the full benefit of the updated code.

Prior to 2010, some of the buildings constructed during the 1970s and 1980s had been vacant for a number of years, and had fallen into a state of disrepair. Some of these buildings have been repurposed and updated, while others remain unchanged, even if they are occupied. A few of these buildings are located along US Highway 2, which is a primary arterial roadway through the community. As the city continues to grow in size and in capability to address some of these issues, redevelopment of these sites, or acquisition and demolition of buildings to make way for redevelopment, may become a priority.

5.4.4 Building Materials

Williston's residents, property owners, and business owners benefit from a high-quality, visually appealing building stock. The urgency of construction that has shaped Williston in recent years has favored structures with low initial costs, short lifespans, and high lifecycle (maintenance) costs over those with longer lifespans and low lifecycle costs. In the short term, this erodes the degree to which the community feels permanent to residents and visitors, and the literal permanence of its structures in the long term. The repercussions on morale, economic prosperity, community character, and sense-of-place can be devastating to a community trying to sustain success for decades to come.

Development standards such as those pertaining to building materials promote a high level of aesthetics and encourage long term investment in the development of property. Building materials contribute to the overall feel and quality of life by communicating a sense of permanence and pride in the community. This will continue to be a priority for the City of Williston moving forward. Many new buildings in Williston have included higher-end building materials and finishes over the past few years. An abundance of metal buildings were also constructed, particularly in industrial areas. The City has made strides in some areas of regulating building materials in recent years. For example, fabric structures, which are frequently used by the oil industry, construction companies, and road maintenance entities, are only allowed in industrial areas and out of view from major corridors. Incentives related to building aesthetics and architectural interest are provided for certain types of structures, such as apartment buildings, which allow for longer building facades. There are certain zoning districts, corridors, and areas of the city where the city may wish to implement additional incentives or limitations on the types of building materials that are allowed on the exterior of buildings. For example, in the downtown area, the use of metal siding could be prohibited except as an architectural metal panel or accent material. Some applications of wood and residential siding are also out of character with a downtown area. The City is currently in the process of setting up a Design Review Board for Downtown Williston. This Board will function best if design standards are established for the downtown area.

Building material limitations could also be made a part of select commercial zoning districts, or as an overlay zone, to be applied in key locations (gateway corridors, neighborhood commercial areas, etc.). The Developing Corridor Transition Area and Local Mixed Use land use categories are intended to correlate with mixed use zoning districts that will set standards or guidelines for building materials.

The following are mechanisms which the City may consider for promoting quality construction depending on zoning district and land use.

Commercial

Zoning districts that permit commercial construction deserve special attention as they typically occur in areas of high traffic and near community entrances, uniquely shaping the impressions of visitors, potential business investors, and potential residents.

Critical issues related to commercial construction include:

- Building materials, particularly on street-facing facades.
Durable, low-maintenance, visually appealing materials should predominate on prominent facades.
- Transparency, especially at street level.
The liberal use of glass is encouraged to improve transparency into street-level storefronts, break up wide facades, and add dimension to the space.
- Screening of utilities, rooftop mechanical, trash receptacles.
Parapet walls and decorative cornices on rooftops, along with ground-level screening can effectively hide necessary but unattractive equipment.
- Façade interruption and articulation.
Wide facades are generally more attractive when interrupted at least every 40 feet with projections or recessions in the wall plane, windows, entrances, or façade material transitions. Changing visual cues encourage pedestrian activity and business.

The adoption of basic design standards, implemented administratively, will help ensure that community design expectations are met. Regarding façade materials, a good approach to guide the use of aesthetic materials is to classify all the materials that are likely to be proposed in a hierarchy and then allocate them differently in each zoning district. For example, the City might require all street-facing facades in commercial districts to be constructed of 75% “class 1” materials, up to 25% “class 2” and “class 3” materials, and no more than 10% “class 4” materials – although the ultimate breakdown may differ. The same materials classification would apply to all districts (C-1, C-2, and C-3), but the proportions of materials could be adjusted according to the community’s desires. This approach is easily and objectively administered, and gives builders a great deal of flexibility in exactly how design expectations will be met.

Industrial/Light Industrial

Zoning districts that permit industrial or light industrial uses necessarily include large, utilitarian structures. Compared to commercial buildings, aesthetic enhancements are less crucial for industrial buildings, given the nature and scale of these structures. The community’s character is nonetheless dramatically impacted by the effectiveness with which leaders balance the economic benefits of industry with its visual drawbacks.

Critical issues related to industrial construction include:

- Strategic use of building materials, particularly on façades adjacent to major corridors.

A mix of materials should be used, with preferred materials – glass, fired clay brick, and natural or manufactured stone – concentrated at primary building entrances. Facades adjacent to major corridors should utilize preferred materials or textured and integrally colored versions of concrete masonry units (CMU) or concrete panels.

- Step-backs and articulations to make large structures less imposing.
Mixes of materials, single-story entrance and reception areas, wainscots and pilasters of contrasting materials, and projections and recessions in building facades all contribute toward bringing large structures down to a more welcoming human scale.
- Screening of outdoor storage areas.
Adjacent to major corridors, the preferred view is that of a building wall that meets community design expectations, rather than an outdoor storage area. Where outdoor storage of equipment, products, or supplies must abut a major corridor, a vegetated berm or wall constructed of preferred materials should be utilized.
- Placement of large scale industrial uses.
Since industrial land use is rarely dependent upon a high level of visibility from major highway corridors, the appearance of major corridors can often be improved upon by transitioning from industrial land uses to commercial land use or other land uses that improve the gateway aesthetics and appearance of the city, particularly along gateway corridors such as US Highway 2.

Multi-Family Residential

In districts that permit multi-family residential uses, steps can be taken to ensure that structures are visually appealing and resistant to lapses in maintenance that may occur as properties change hands from one owner to the next. Good design and durable, low-maintenance materials can reassure neighbors that their investments in their own properties will be protected.

Critical issues related to multi-family residential construction include:

- Building materials, particularly on street-facing facades and adjacent to uses/districts other than multi-family residential.
Preferred materials are glass, fired clay brick, and natural stone. Appropriate secondary materials are integrally-colored split-face block, manufactured stone, and fiber-cement board. Exterior Insulation and Finish System (EIFS), vinyl siding, wood, and metal should make up no more than a minor portion of building facades. When permitted these should not be used in areas of heavy use with potential for damage (e.g. near entrances, trash receptacles, bicycle parking, etc.), at ground level, or on street-facing facades.
- Screening of utilities, rooftop mechanical, trash receptacles.
Parapet walls and decorative cornices on rooftops, along with ground-level screening built with the same preferred materials utilized on building facades, can effectively hide necessary but unattractive equipment.
- Façade interruption and articulation.

Wide facades should be interrupted at least every 40 feet with projections or recessions in the wall plane, windows, entrances, or façade material transitions. Doing so adds visual interest to otherwise dull facades, and prevents large buildings from taking on a boxy, monotonous look.

5.4.5 Exterior Lighting

Exterior lighting on buildings and building sites is important for safety and security. However, consideration must be given to the impact of exterior lighting on adjacent properties and adjacent public roadways. It is important that the level of illumination and the spillover of light (i.e. light trespass) onto adjacent properties be limited to a reasonable level. Excessive lighting has a negative impact on the nighttime quality of life in adjacent residential properties, hotels, nursing homes, and other land uses that rely on a positive environment for sleeping. It can also detract from the visibility of signs, traffic signals, and headlights on adjacent public roadways, and can create pools of brightness followed by pools of darkness that can limit night vision of drivers. The night sky is also considered a natural resource, and preserving the visibility of the night sky has become a priority among many members of the public. In response to these concerns, lighting standards will help to prevent light trespass and preserve the night skies in and around Williston.

Lighting levels are generally measured in terms of foot-candles. Ordinances adopted by other communities can be used as an example for establishing an ordinance that reasonably limits the brightness and spillover of exterior lighting. A light meter is used to measure the brightness and spillover of light. Once an ordinance is adopted, architects and engineers will use these standards as a guideline for selecting lighting fixtures and designing lighting systems. For example, lighting fixtures that direct light onto the site rather allowing it to spill over onto adjacent properties can be selected as part of the site design. Fixtures that direct light down and prevent light from extending away from the ground can help preserve the night sky.

Preparation and adoption of an exterior lighting ordinance is intended as an action item of the Comprehensive Plan to address the appearance and quality of life of the City and adjacent development areas.

5.4.6 Signage

The matter of signs was addressed in the 2010 Comprehensive Plan, and the City of Williston has addressed the issue through zoning ordinance updates, code enforcement, and more recently, a new sign ordinance that was adopted in December 2016. The new sign code is consistent with current sign technology. Zoning enforcement relative to signs will continue to be important. Enforcement that is not vigilant will encourage an increase in sign code violations. On-going enforcement is critical to sending the message that following the sign code is a high priority for the community and is recognized as contributing to aesthetics and quality of life.

The use of temporary signs inside the City and its ETJ is intended to be for the identification of very specific short term on-premise purposes. These signs are not intended for long term use or off-premise use, and it is the City's intent to limit the use of temporary signs accordingly.

5.5 The Public Realm

The public realm includes areas such as parks, public properties and facilities, highway right of way, and city street right of way. The appearance and functionality of these areas are extremely important when it comes to the community's quality of life.

When a city street or state highway reconstruction project is in the early stages of being planned, community leaders have an opportunity to discuss aesthetic features that could be carried out with the project. For example, property owners along an older residential street may be supportive of street lighting that fits with the context of their neighborhood. A landscaped boulevard along a new or reconstructed street, or high quality development such as the Area Recreation Center (ARC), conveys that civic leaders and their constituents consider the community important enough to pay attention to the details of its appearance. The recent reconstruction of Main Avenue in downtown Williston incorporated aesthetic features that help set downtown apart from other areas of the city. These features help reflect the level to which the community values this area of the city. All of these features add to the "sense of place", whether that place is downtown, a neighborhood park, a school, an arterial corridor, a civil building, or a residential neighborhood.

5.5.1 Public Facilities

As a growing community, the City of Williston has experienced tremendously increasing demands on its public facilities. Over the past several years, the City of Williston, along with agencies such as the Williston Park District, Williams County, the North Dakota Department of Transportation, and many other public or quasi-public agencies, has worked extremely hard to address the needs of growth, and has completed, initiated, or planned a huge number of important public projects. The City and County will continue to experience increasing demands, at varying degrees of intensity. It is important to anticipate the need for new or expanded facilities.

Water Treatment Plant

Williston has aggressively expanded its water treatment plant to accommodate the needs of new commercial, residential and industrial development. The City is partnered with the Western Area Water System (WAWS) in an effort to meet the needs of the City and the region. The water treatment plant is considered a regional facility operated by the City of Williston. It is located west of the city at US Highway 85 and the Missouri River. The source of water for the plant is the Missouri River.

The water treatment plan has been under continuous construction since 2011, expanding the plant from its previous capacity of 7 MGD. In Phase 3 of the water treatment facility's expansion, it is designed to treat 14 million gallons per day (MGD). Phase 4 is design to handle 21 MGD. The treatment process consists of pre-sedimentation basins, Actiflo and conventional filtration, lime softening, and disinfection via chlorine and ultraviolet light.

The city's reservoirs currently have a total storage capacity of 11 MG. The water distribution system consists of over 100 miles of pipeline, pump stations, valves, and meters. This expansion will accommodate significant city growth. Ultimately, the planned expansions will have the ability to serve a total population of approximately 100,000 consisting of an estimated 82,000 within Williston with the remainder in the surrounding rural area.

Water Resource Recovery

The City's wastewater treatment capacity, also considered water resource recovery, has been under expansion as part of a construction project spanning from 2014 – 2017. Early components of the project will become operational in 2016. This project is also aimed at serving long term future population and job growth.

City Hall and Public Works Building

In any growing city, the demands on city staff usually result in the hiring of additional personnel. This has been the case in the City of Williston since adoption of the Comprehensive Plan in 2010. The City has more than doubled in size since then, and has experienced a sensational increase in development activity and growth. Since that time, the City has expanded its space by moving departments to leased buildings. There are no definite plans to construct a new City Hall or to adaptively reuse another facility to consolidate all services within City Hall, but those discussions are currently taking place. The 2010 plan supported a downtown location for an expanded or relocated City Hall. This remains the case in 2016. Downtowns are traditionally the hub of local government. Removing City Hall from downtown would be counter to the values of the community. Public input in 2010 indicated strong support for the downtown area, strongly agreeing that downtown is a place that contributes to the energy and economy of the community. Having both the city and county offices located downtown provides a high level of convenience for the public and for city/county officials which must interact on a frequent basis. The Williston Downtown Plan, adopted in 2014, also received public input in support of the construction of a new City Hall in Downtown Williston as an aspiration for the community. The Plan identified downtown as the commercial, civic and cultural heart of the community.

The City Public Works Department is located only one mile to the east on 5th Street East. This is a large site that also serves as the storage area for the city maintenance vehicles, equipment, repair shop and materials. Ideally, additional space needs would be met on this property or on adjacent property rather than relocating. Williams County shared some of these facilities in the recent past, but completed the construction of a new public works facility in the northeast corner of the US Highway 85 Bypass and 52nd Street (future extension of 26th Street West).

Williston Center for Development

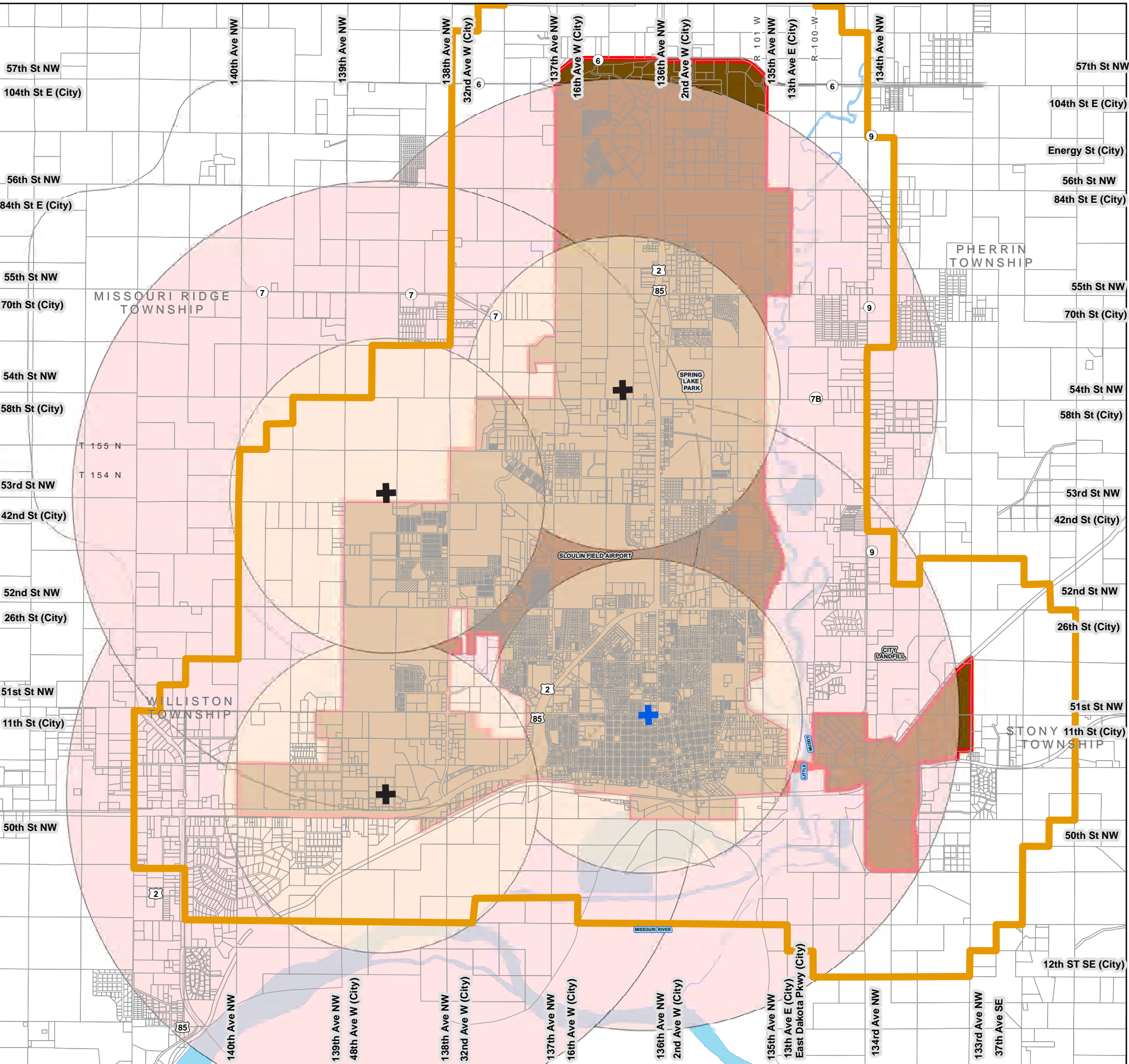
To provide more space for its growing staff, the City of Williston purchased and remodeled the Hess building, located in Downtown Williston adjacent to Public Works. Opened in November 2015, this facility houses the Planning and Zoning Department, Economic Development, and Building Inspections, among others. This example of adaptive reuse will increase the City's public service capacity and improve coordination between the various arms of government planning.

Fire Stations

The growth of the City has created the need for a second fire station and the planning for additional stations as growth and infill continues to the west. Figure 5.6 shows the location of the existing fire station at 11th Street West and 2nd Avenue W. This location was approximately the geographic center of the community prior to the most recent growth cycle. A new station is currently being constructed

six miles to the north at 58th Street and 6th Avenue W. This will provide significantly greater proximity to the city's northerly growth areas such as the North Star development and the Bakken Industrial Park, among others. In addition, the Williston Rural Fire District, which currently shares the municipal fire station with the Williston Fire Department, is planning to move to its own facility soon and is engaged in selecting a site within city limits. The map shows the approximate location of two additional stations that would be needed between 138th Avenue NW and 139th Avenue NW in order to satisfactorily achieve the desired response times and distances from existing and future growth areas. The spacing of fire stations impacts response times for both first responders and firefighting personnel and equipment.

Figure 5.6 - Firehouse Locations with 1.5 and 3 Mile Buffer



Legend

- + Existing Fire Hall Location
- + Proposed Fire Hall Locations
- ETJ
- Parcels
- 1.5 Mile Buffer
- 3 Mile Buffer
- City Limits
- Arterial Roads
- River
- River Island



5.5.2 Parks

The City currently coordinates with the Williston Park District to ensure that parks become part of new neighborhoods. The Park District has specified that six percent of the land in subdivisions should be dedicated as public parks, but also has the policy of requiring cash in lieu of land when subdivisions are small enough that six percent of the land area would result in a park that is smaller than the desired size for a park, or is in a location that is not optimal for the area. In Planned Unit Developments (PUDs), the amount of parkland dedication is 10 percent of the site area due to the nature of PUD developments, which are often more intense from a density standpoint. The Williston Park District desires a minimum park size of six to eight acres. This size of park helps to ensure the space for recreational facilities, playgrounds, and general open space, and allows for greater spacing between activity areas and adjacent residences. Generally, the City and Park District have been collaborating to provide larger parks, as opposed to small pocket parks, trying to ensure that all residential areas are within a one-mile walking distance to one of these parks. The City has maintained the policy that pocket parks can be provided within residential developments, but must be owned by a homeowners association (HOA), and be the maintenance responsibility of the HOA. These small pocket parks are not considered a substitute for land dedication or cash in lieu of land to the Park District. Maintaining this policy is important to the city's quality of life as more growth is experienced in the future.

The provision of a complete and adequate park system depends on on-going coordination between city officials, park district officials, and school district officials. It is important for city staff to include the Park District in its review and deliberations about proposed subdivisions. When interest in a new development area is first made known to the city, or even before that time, city and park district staff should prepare by determining the needs for parkland in that particular area and identifying any prime locations for parkland. A meeting of all property owners in close proximity should be held to discuss park facilities that would serve all development in that particular area.

It is important to consider the physical characteristics of the land being dedicated for parkland. Low, wet areas or areas designated for storm water detention do not make good parkland, and should not be accepted. Areas of natural beauty and varied topography will make interesting and inviting open spaces, but it is also important to seek out relatively flat areas that can be used for practice and play fields and a parking lot if one is needed.

5.5.3 Park Designations

As the city grows and expands its park system, it will need to keep in mind the different types and purposes of parks and coordinate with the Williston Park and Recreation District. A brief summary of park designations to consider in the planning of new growth areas is provided below. Each park designation has an important role in the community, and can be referenced when coordinating about plans for future park facilities with the Williston Park and Recreation District.

Neighborhood Parks

These parks can be small in size (from less than one acre to five acres). They typically serve an area that is viewed as a neighborhood, which often involves a population within ½ mile of the park, with no major physical barriers between the residences and the park. Ideally, everyone in the neighborhood should be able to walk to a neighborhood park within 10 minutes. Sometimes the grounds of an

elementary school serve as a neighborhood park. These parks should be centrally located within the area they serve, and should be visible from residential streets to provide security (i.e. “eyes on the park”). Optimally, adjacent residences will not just back up to the park, but some will front on the park, also for security. Facilities in a neighborhood park typically include a tot lot, benches, and some open play areas at a minimum. A parking lot would typically not be provided in a neighborhood park. A high level of pedestrian connectivity should be provided from the surrounding neighborhood.

Community Parks

These parks are typically larger, ranging in size from 5 to 15 acres, and are often adjacent to a school. This type of park typically serves an area that is up to two miles from the park. It is important that community parks have good roadway access. Community parks typically have some sports facilities, such as soccer fields, hockey rinks, basketball and tennis courts, but they are minimally booked by organized sports groups and are therefore available for use by residents of the surrounding area. Typically, fields are not lit, and use of fields, sports equipment, and playgrounds is from dawn to dusk to minimize the impacts to surrounding residents. Recommended base level facilities in a community park include playground equipment, picnic tables and shelters, restrooms and a potable water source, open space for play, bicycle racks and small scale sports activities. If adequate parking is not available on surrounding streets, a parking lot may be needed. A high level of pedestrian and bicycle connectivity should be provided to the park from the surrounding neighborhoods and street system.

Regional Parks

These parks are typically larger (15 acres or more) and have special significance of some kind, and therefore attract people beyond the city boundaries. This description applies to all of the parks located along waterfronts, such as Spring Lake Park and Thompson Landing Recreation Area. Regional parks can be either passive in nature, reflecting a focus on ecological or natural features, or they can be active with features and events that attract large crowds of people from the region, and even nationally or internationally. Base level features for a regional park would typically be the same as for a community park. Specialized features are oriented toward the unique nature of each particular park, and can include:

- Natural features such as a waterfront, forest, etc.
- Interconnected bike trail or hiking trail facilities
- Camping facilities
- Natural or historical interpretive features
- Sports facilities, as in a sports complex or a sports facility that requires specialized equipment (i.e. disc golf, baseball complex, etc.)
- Recreational attractions such as an amusement park, outdoor art attraction, sledding hill, ice skating rink or pond and warming house, cross-country ski trails and ski rental equipment, or community center.

The greenways recommended in the land use plan, such as the area along the Sand Creek, could be considered regional parks. Their specialized features would include interconnected pedestrian and bicycle trails. They could also include camping facilities, and natural or historical interpretive features. In the winter, the greenways could become a regional cross country skiing attraction. The intent is that the areas would remain very natural and require low maintenance.

Public input during the development of the 2010 Plan indicated a high level of interest in a recreational center and/or aquatics facility. The Williston Park District received further input about the need for a recreational facility during the development of its Park and Recreation Master Plan and through approval of a city-wide vote on a sales tax to raise funds for the facility. The Area Recreation Center (ARC) opened in 2014 and has become an extremely popular and heavily used facility. The support for this facility along with other input received over the past few years have shown strong support for park and recreational facilities. Because of Williston's distance from other larger communities, indoor and outdoor recreational facilities become even more important for the community and the surrounding area than they are in larger urban areas that offer more recreational options. Since these facilities are used by residents from the surrounding area, it is important to seek funding partnerships with the school districts, Williams and McKenzie Counties, and other nearby communities.

5.5.4 Schools

Over the past few years, the Williston School District has been strongly challenged to meet the demands of growth. The increase in enrollment has been difficult to predict. In response to the growing student body, the community has expanded schools, provided temporary housing for teachers, and is currently in the process of constructing a new high school. As the community grows, it will be important for the city, the park district, and the school district to work together to determine when new elementary schools are needed, and where those facilities are most appropriately located. The placement of a new school has the ability to influence the direction of residential growth. For this reason, it is extremely important that the city and school district work together closely to ensure that the placement of a new school supports and is consistent with the preferred direction of growth for the community. This relates to the ability of the city to extend utilities and a transportation network to adequately serve the school.

Elementary schools are best located on the collector street system, and their boundaries should avoid the need to cross principle arterial roadways, although that is not always feasible, especially for a school designed to handle a large enrollment. A high level of coordination between the city and the school district relative to the placement of a new elementary school facility will help to prevent circulation and access issues and land use incompatibilities.

Schools and high schools are very different from elementary schools in that most of the students do not live in the adjacent neighborhood. Middle school students are often dropped off or picked up by parents or siblings. Bus volumes are typically higher at middle schools than at elementary schools since they serve a larger geographical area. In high schools, most students have the ability to drive. These facts, combined with the larger school sizes, result in significantly higher trip generation for middle schools and high schools. These schools are best placed adjacent to a minor arterial roadway on the edge of a neighborhood rather than in the midst of one. As with elementary schools, their placement will influence the development of the surrounding area. Therefore it is critical that the school district and city coordinate on the placement of the school far in advance of site acquisition and construction to avoid circulation and access problems and land use incompatibilities. Any such coordination should also include the park district to ensure that park and recreational facilities, pedestrian and bicycle connections, and other related matters can be coordinated with the school district and city.

5.6 Housing

Housing has been one of the biggest issues faced by Williston as a result of the oil industry resurgence. The community has worked closely with developers, the oil industry, public and quasi-public agencies to implement a variety of creative solutions to the housing shortage and the high cost of housing. In the initial years of the oil drilling resurgence (prior to and after adoption of the 2010 Plan), crew camps were allowed by both Williston and Williams County to accommodate the demand for housing.

Now that housing supply has caught up with housing demand, at least for the 2015-2016 time frame, the City has chosen to phase out crew camps. In 2015, commissioners voted to close crew camps by July 1, 2016, and require their removal by September 1, 2016. After legal challenges by Target Logistics and its parent company, Halliburton, the deadline for removal was pushed back to May 1, 2018, giving operators until Aug 1, 2018, to reclaim their sites. Updated crew camp ordinances will help to address this type of housing if a cycle of rapid growth creates the need for them in the future.

As the supply of housing grows to accommodate future growth, the City must constantly think long term with respect to the make-up of its housing market and the needs of its population both now and in the future. Input received from the public in an on-line survey indicated strong support for additional single family dwelling units in the future as opposed to higher density types of housing. The need for affordable housing also remains a significant need in Williston. Related to this, is the need to define what “affordability” means in Williston. The cost of housing in Williston has been dropping slightly over the past year, as supply has caught up with demand, but remains significantly higher than what many individuals and families can comfortably afford. Yet, the HUD Section 8 categories of Extremely Low Income, Very Low Income, and Low Income in Williams County are very comparable or even less than those of North Dakota counties where housing is known to be significantly less expensive. For this reason, the City will continue working to pursue affordable housing options for a variety of household sizes. Successful implementation will be aided by the following actions:

- Completion of a Housing Needs Assessment,
- Monitoring of vacancy rates and rental prices,
- Monitoring of home sales and sale prices, and
- Monitoring of area median income in comparison with housing costs and HUD designations of extremely low, very low, and low income levels for Williams County

The housing needs assessment will help identify groups of households for which needs are not currently met, or for which shortages are expected in the future. These could consist of housing choices for first-time home buyers, step up housing, or for empty nesters and senior citizens. A healthy, “life cycle” housing market is one that meets the needs of households of all sizes, ages and income levels.

5.6.1 Meeting the Demand for Housing

The menu of housing choices can consist of a wide variety of housing styles. Williston continues to encourage workers who have moved to the area to remain in Williston and make the community their permanent home. A housing supply with a variety of choices and affordability is critical if the city wishes to capture a share of the population growth brought about by the oil industry. This effort has

required a multi-pronged approach and will continue to do so in the future. Suggested efforts should include a combination of the following:

Prepare New Areas for Development

When existing residential subdivisions are under construction, home lots are selling quickly and apartment buildings are reasonably occupied, it is important for the city and development community to start working toward the next subdivision. In this way, new subdivisions will become ready for housing construction by the time lots become extremely limited in existing developments. It is important for the city to work with property owners and developers to bring new subdivisions to the point where they're ready for housing construction. This process can take the better part of a year, starting with the zoning and subdivision approval process and transitioning into design, bidding, and construction of streets and utilities. In some cases, annexation is a necessary step leading up to the zoning and subdivision process.

It is also the responsibility of the city to ensure that they have not over-extended their bonding obligations to pay for installation of streets and utilities in subdivisions that will not be developed in a reasonable period of time. If Williston uses its GIS database to record and monitor the residential lots for which building permits have been issued, they will constantly have an up-to-date inventory of available lots. Taking this a step further, the city can monitor the number of lots for which building permits are likely to be issued by reviewing the number of lots which have been sold to prospective homeowners or builders. In many cases, the developers themselves will gladly provide this information to city officials.

If the city suddenly finds itself with two years' worth of available residential lots and a slow-down in the sale of those lots, it may need to delay further street and utility construction until only a year's worth of the lots remain unsold.

Redevelopment Opportunities

Many different types of buildings can be rehabilitated and reused as residential properties. This has occurred in several locations throughout Williston. For example, the former junior high school located on 1st Avenue West was converted to 43 senior housing units. Through the Renaissance Zone, the use of TIF, or other financial incentives, the city can encourage redevelopment of underutilized or vacant buildings or sites for this purpose. Former warehouses, schools, retail or office buildings can also be successfully converted to residential uses and typically do not require the extension of new streets and utilities. These units offer variety in the housing market and represent an investment in the community that ultimately increases the tax base of both Williston and Williams County.

Manufactured Housing Subdivisions

Williston has a zoning district that is specifically directed toward manufactured housing. One advantage of this zoning district is that it allows small residential lots of 50 feet in width and 6,000 square feet. The lot width of 50 feet, as compared with wider lots, helps cut down on infrastructure costs.

Mobile Home Developments

The city facilitated the redevelopment of Cimmaron Heights for use by mobile homes. The redevelopment filled up very quickly, helping to meet the housing needs during the most critical time

of oil industry expansion. Combined with F-M Parkway, Glenn Villa, Schatz, Sand Creek and other mobile home parks in the city and surrounding area, mobile homes have remained popular housing options for employees in the region.

Temporary Workforce Housing Options

Many temporary housing options have been implemented in Williston since adoption of the 2010 Plan. Those include:

- Crew Camps
- RV Parks (considered a form of crew camp)

A variety of crew camps and temporary workforce housing options were allowed within Williston over the past 10 years. These options have taken on a wide range of styles and sizes. Some were aimed at simply meeting the demand for housing while others were aimed at providing affordable housing for essential employees in the public or quasi-public sector. In 2015, Williston began the initiative to phase out the special permitted use permits for crew camps within the city and in the extraterritorial area. The City is now prepared with ordinances and procedures that will allow it to address the need for temporary workforce housing if the energy industry surges again in the future. Innovative temporary housing options will necessitate that the City stays familiar with new trends and responds accordingly with ordinances that protect the health, safety and welfare of the prospective residents and the community.

New Housing Trends

The City and County acknowledge that new housing trends will arise and be proposed within the City of Williston and the Williams County portion of the planning area at multiple times during the planning horizon. Any housing trend would need to be evaluated to determine if the type of unit can truly be considered a dwelling unit, if it meets a need within the community, if the public is in support, and if City has the capability of creating applicable standards and taking on the responsibility of permitting and enforcement. Over the past few years, the City and County have added greatly to the diversity of housing options in and around the City, resulting in recent input from the public that was very supportive of balancing the housing options out with additional single family development.

5.6.2 Affordable Housing

Affordable housing is typically defined as housing that costs no more than 30 percent of a household's gross income. This can be a difficult threshold to achieve for low and very low income households. While Williston's average wages have been increasing over the past decade, there are still many residents whose income has not increased at the same pace as the cost of living – particularly the cost of living in Williston where housing costs have risen so significantly over the past ten years. Many of these people include senior citizens who are living on social security and people who are working low wage service jobs. Even workers that appear to have high-paying jobs sometimes struggle to afford housing in the community. This has led to a higher average number of people per dwelling unit than that experienced in other parts of the region. This is difficult to document, since the data is not available through the Census Bureau or the American Community Survey. The City has documented

this characteristic by comparing water usage volumes over time. This has become the community's most reliable source of data regarding the number of people living within the city's service area.

Continued efforts by the Housing Authority of the City of Williston and the Williston Community Action Partnership will be needed to ensure the city's affordable housing units are keeping pace with the level of people who need them.

Affordability is also an issue for households who have moderate income levels. It is important to provide housing at the price point of these households. In some communities, this is an overlooked group in the housing market. They do not qualify for low income subsidized housing or housing vouchers, yet it is difficult for them to find affordable market-rate housing. Several approaches can be taken to address this sector of the market:

New Owner-Occupied Housing Stock

Attached housing such as twin homes and townhomes have characteristics that make them more affordable housing options than single family detached. Their shared walls, narrow lots, and smaller yard sizes typically make them more affordable. If builders specifically direct their efforts toward keeping the price point on these units within reach of low to moderate income households, they are good housing options. Single family detached homes can also be designed to be affordable for low to moderate income households. They can be placed on narrow lots for the purpose of lowering the street and utility costs, and lots of smaller than average square footage to reduce land costs. Efficient use of space and open floor plans can meet the needs of a family with fewer square feet.

There is no doubt that designing good-quality, energy efficient, durable housing to be affordable for low and moderate income families is a challenge. Affordability depends upon finding the right land, the right floor plans, and the right building supplies. Incorporating smaller lots in strategic areas could enable the city to introduce a variety of new, more affordable housing styles. This change would depend on the willingness of the city to amend its zoning ordinance, as narrower and smaller residential lots would not be allowable through a variance. If enough of the dwelling units in a development meet the standard of affordable for low income households, a development may qualify for capital grants, tax credits, or tax waivers that all contribute to an affordable end product.

Existing Housing Stock

For this sector of the housing market, older single family homes or duplexes are often most affordable for purchase. Many homes built in the 1940s through 1960s were of a modest size and were very functional. Many of these homes have detached garages. Their smaller size and their age have a tendency to make them some of the most affordable as starter homes or homes for small families.

It is important that the city take whatever steps are necessary to protect the integrity of the neighborhoods where these homes are located. Sometimes, older zoning districts allowed incompatible uses within or adjacent to these neighborhoods. Ensuring the proper zoning district is in place to protect these neighborhoods is an important step in protecting them from incompatible uses.

Over time, homes in older neighborhoods can become dilapidated properties, with deteriorating buildings, tall grass and weeds, or an accumulation of items in the yard that can be classified as junk.

If not addressed, this can create a domino effect, causing multiple homes in an otherwise stable affordable neighborhood to become problem properties.

When the city experiences a deteriorating neighborhood, they can also endeavor to stop further deterioration by establishing a revitalization program aimed at a defined area. Within the boundaries of the neighborhood, the city can offer low interest loans for home improvement or home purchase, and short term property tax exemptions for home improvements that add value to a property. The programs can offer incentives to convert homes that are chopped up into apartment units back into single family dwellings. Cities sometimes partner with a local or regional financial institution to make this type of program feasible, and in doing so they are able to offer both private and public financing to make the program feasible and more flexible. In the long run, these programs add to the tax base of the community.

Programs and enforcements such as those described here work hand in hand. Incentives to invest in older neighborhoods will not be as successful if enforcement of problem properties is not carried out. Enforcement will not be as effective or lasting without evidence that the community is willing to invest in the neighborhood. Effectiveness depends on both efforts being carried out consistently. The strategies described above typically require additional staffing resources in the building inspections division (for inspection and enforcement programs). A low interest loan program aimed at revitalizing older neighborhoods could be administered through a community development division within the Planning Department. Additional staff resources, training and procedures are important to the success of these programs.

New Rental Housing Stock

Rental housing in the form of apartments and townhomes is an important element of the affordable housing market, and overall, tends to be more affordable than buying a home. The availability of rental housing has significantly increased since the adoption of the 2010 Plan. It is anticipated that the need for both workforce housing and housing for senior citizens will grow over the next 10 years. These two groups have different needs and preferences, and a balance of different styles of rental units must be provided.

Older Rental Housing Stock

Despite the development of thousands of new apartment units in Williston over the past few years, many dwelling units were built in the 1970s and 1980s. These units have experienced times of high occupancy and times of low occupancy. Over the past ten years, they have been in high demand. It is likely that rental units have been occupied by more people per unit than they otherwise would have been, particularly during the time when the supply of housing had not caught up with the demand. This heavy use of rental property, combined with the age of some of the properties can result in a combination of tenant, landlord, and neighborhood issues. Left unchecked, they can escalate into issues that have a negative effect on the whole community.

Strategies for addressing these issues and maintaining an affordable, yet decent-quality stock of rental housing, include two programs: 1) a landlord training program and 2) a rental housing inspection program. A **landlord training program** is administered through the city's police department. The program is directed at landlords, property managers and others involved with rental housing. The objective of the program is to keep illegal activity out of rental property through the combined efforts

of landlords, neighbors, and law enforcement. The program helps property managers and landlords to understand that good property management can greatly benefit the overall health of the community, and that illegal activity on rental property needs to be stopped and can be stopped.

When an owner or manager of rental housing signs up for this program, they receive training from the police department, with assistance from other city departments. The training covers topics such as potential tenant screening techniques, rental agreements, management techniques, fair housing, and the eviction process. This program benefits not only the community, but the residents of rental property, and the property managers and owners, who experience greater stability of their tenants, more tenant satisfaction, fewer maintenance and repair costs, improved safety, fewer crises, and appreciation from neighbors and tenants.

A **rental housing inspection program** is typically managed by the Building Inspections Department, with occasional involvement from the Police Department, Fire Department, and Planning Department. This program is typically based on property maintenance regulations such as the 2012 International Property Maintenance Code. The goal of the program is to protect the health and safety of tenants. Once rental property enters the program, it gets inspected anywhere from annually to every five years, depending on the issues associated with the property. A fee schedule is established to address multiple re-inspections that are required as a result of an unresponsive landlord. The rental inspections program also responds to complaints from tenants, landlords, or neighbors about property conditions or overcrowding.

The combination of these two programs requires an investment on the part of the city to provide additional staff necessary to set them up and administer them on a day-to-day basis. The benefit to the city can be measured in terms of fewer police calls, fewer neighborhood complaints, fewer tenant complaints, improved community image, and higher property values.

5.6.3 Neighborhood Design

The design of neighborhoods is not simply a housing issue. It is also a matter of economics, environmental, and public health concern. As such, it is discussed here in terms of housing, as well is in the Economy and Environmental sections of this chapter.

Mix of Housing Styles and Affordability

Mixing housing styles and options within a new neighborhood helps to create diversity of ages, incomes, and household sizes. At the land use planning stage, low/medium and high density land uses are identified on a broad scale. This is just the beginning of ensuring a mix of housing styles and levels of affordability in every neighborhood. It is important to achieve this mix at the outset, when zoning and subdivision design are taking place. Diverse neighborhoods offer built-in support systems, with broader ranges of ages and household sizes. They help to ensure a community-wide blending of income levels. Family members with very different housing needs can live within walking distance of each other.

This mix can be achieved through the design of subdivisions that have seamless transitions from larger, more expensive single family lots, to moderate and small sized lots, twin home lots, town home areas, and apartments or condominiums. Not every subdivision will have all of these components, but the details of every neighborhood plan should try to achieve some level of this diversity.

Some may disagree with the idea of housing diversity, particularly in expensive high end residential subdivisions. However, townhomes, twin homes and condominiums can fit very well into such neighborhoods, and while they may not be considered “affordable”, they offer housing options for residents who do not want to live in or maintain a single family detached home. Examples of good subdivision design show that all of these housing components, ranging from high end single family housing to rent subsidized townhomes can happily co-exist in the same neighborhood.

5.7 Environment

Public input on the 2010 Comprehensive Plan expressed strong support for a plan that helps move the city in the direction of environmentally friendly practices. With that in mind, the 2016 Plan continues to be directed at measures that help to create a sustainable community. There are a number of practices, projects, and programs, the city, county, residents and businesses can put in place that will result in the city having less impact on the environment. In many ways, Williston is well poised to benefit its own environment and that of the surrounding area.

5.7.1 Reducing Urban Sprawl

By providing development locations for commercial, industrial, residential, and public land uses, the city is helping the region to retain its rural character, outdoor recreational opportunities, and its agricultural land base. This also facilitates further oil drilling and pipeline activity in surrounding rural areas that are free from incompatible non-farm developments. Development inside the Tier 1 growth area has the benefit of centralized waste water treatment, city water, and roadways constructed and maintained for multiple users. Since Williston is part of Williams County, growth of the city’s tax base is also beneficial to the county.

5.7.2 Protect Fragile Areas

The designation of the Sand Creek and the adjacent creek banks as open space is a good example of protecting fragile areas. Development in these areas would require cutting into steep slopes to construct roads and buildings. By preserving the area as open space, the city is protecting a fragile land form that is susceptible to erosion, protecting the quality of the water in the Sand Creek and the Missouri River, providing a significant amenity to its residents, and enhancing the city’s ability to attract new residents and visitors. By designating open space around the Little Muddy River, a low-lying area with poor drainage is protected from development that would worsen the situation with impermeable surfaces.

Currently, the City does not own property along Sand Creek, nor does it control land along the Little Muddy River, so it may be limited in the extent to which it can preserve these ecologically sensitive areas. Nevertheless, these amenities are a public good, and the City has a large stake in guiding the protection and enhancement of these features.

When the city grows beyond the river valley and develops in areas with slopes, it will need to address this issue with erosion control design and construction standards to prevent excessive erosion, protect water quality, prevent city infrastructure from damage due to erosion, and protect property owners from investing in a potentially unstable location. This is typically accomplished through the creation and adoption of a Hillside Development Ordinance. The purpose of a Hillside Development Ordinance would be to minimize the adverse effects of grading, to avoid grading in environmentally sensitive areas, to ensure the safety and welfare of the community, and to protect public and private

investment. Preparation and adoption of such an ordinance is a recommended implementation measure of the Comprehensive Plan.

5.7.3 Storm water Drainage and Detention

Storm water runoff contributes to the contamination of rivers, streams, and wetlands due to the sediment and chemicals that are washed away with the runoff. City codes can require new subdivisions and building projects to have storm drainage and detention systems that are designed and built to prevent downstream changes in the speed of runoff, the quantity of runoff, and the cleanliness of runoff before it is allowed back into surrounding rivers and streams. Drainage and detention improvements need to become a cost of development and should be required either through a master storm water plan for a large development or on individual development sites.

5.7.4 Reuse and Recycle

The City of Williston currently offers recycling services, at its recycling center (409 1st Street East). Corrugated cardboard, newspaper, office paper, magazines, tin & steel cans, aluminum cans, rechargeable batteries, and old cell phones are accepted. Residents can have their recycling picked up for a very small fee (currently \$2.00) upon request. Taking the recycling program a step further would include the placement of recycling sites in two or three other places around the community to increase convenience. These sites can be planned in new developments. In existing areas of the city, sites must be leased or acquired, and must be sited in a way that does not generate complaints about litter and odor.

Beyond additional recycling centers, Williston could consider a curbside recycling program. Such a program is recommended to achieve maximum participation. Curbside recycling requires additional equipment and personnel. The benefit to the community is that increased recycling results in less demand on the solid waste landfill, meaning the landfill will not need to be expanded as soon.

Public or private agencies sometimes serve as clearinghouses for people in need of used household items. These services arrange to pick up used items from households or businesses that no longer need them. The items are stored in a protected place until someone is in need of such items. Churches and social services agencies typically operate these programs. The reuse of household items helps cut down on the volume of useable items that end up in the landfill.

5.7.5 Environmental Pollutants

Clean Williston is a city-wide event that has been held on a Saturday every spring and fall for the past few years. The City teams with volunteers (residents, employers, and service groups) to pick up and haul away debris, discarded items and litter around the community. Information about City cleanup events can be found at www.cleanwilliston.com.

Composting of grass clippings is already an activity carried out by the City of Williston. This service helps prevent the dumping of grass clippings into the trash, which is against City regulations, and in road ditches or water bodies where they contribute to the nitrogen load and encourage the growth of algae. A landscaping brochure available on the city's website encourages the use of mulching mowers that do not require bagging of grass. Information about alternatives to commercial lawn fertilizers is also a helpful way to cut down on nitrogen runoff into the city's storm water collection system.

5.7.6 Reducing Vehicle Miles Traveled

Reducing the amount that the average person or household drives each day is another way to make the community more environmentally friendly. (One Internet resource, the Fehr and Peers VMT & Greenhouse Gas Emissions Estimator, can be used to calculate current VMT and a future forecast based on a land use plan.) Through street and neighborhood design principles, the city can work in the direction of reducing vehicular miles traveled, and in doing so, help to create a more physically active and healthier community:

Pedestrian and Bicycle Facilities – The Williston Transportation Plan emphasizes the provision of sidewalks on both sides of all streets and bike paths or lanes on collector and arterial streets. The principles of Complete Streets are recommended for all street construction and reconstruction. Complete Streets is a philosophy and practice of designing streets with equal consideration given to all modes of transportation – walking, bicycling, transit riders, and vehicles.

Traffic Calming – The calming of traffic on neighborhood streets can be achieved by the planting of boulevard trees and by making local streets and neighborhood collector streets no wider than necessary. These conditions encourage walking and bicycling.

Mixed Land Use – Mixed land use can be achieved through the thoughtful application of zoning districts within the UDC, through the application of a Planned Unit Development (PUD) aimed at walkable design, or through the application of mixed use zoning districts. The purpose of blending land uses is to place compatible commercial land uses in close proximity to residential land uses to create a vibrant walkable neighborhood. Typically a high level of residential density is applied to add to the feasibility of the commercial uses, and the arrangement of the land uses is such that the commercial uses are visible and accessible to other surrounding neighborhoods as well as the development in which they are located. Open space is another desirable land use blended into the mixture of commercial and residential uses.

Mixed land use doesn't need to be approached within a single development. It can also be approached through the application of the city's zoning districts and subdivision design in a way that ensures close proximity of open space and land use patterns that provide for convenience and walkability.

Compact Urban Form – Within its boundaries, Williston has done a good job of developing with a compact urban form over the years. As the city grows, it will need to avoid sprawling forms of development within its city limits and seek cooperation with Williams County to avoid sprawling forms of development surrounding the city. This would include excessively large residential lots (lot sizes over 15,000 square feet), individual development sites that string out along arterial corridors, and large industrial sites that serve as barriers between one part of town and another. A compact urban form results in fewer vehicle miles travelled by residents of the community.

The principles of compact development have not been followed in the areas surrounding the city where sprawling industrial sites have resulted an area that is extremely auto and truck-oriented. The extensive pipe yards and drilling equipment sites needed for the oil industry are extremely truck oriented, and require huge amounts of land. For this reason, the Planning Advisory Committee felt that more of these uses should be directed into one area away from the city, at least as far west as 141st

Street West (County Road 4), where the Transportation Plan designates this corridor as part of a beltway route trucks around the city of Williston and back to US Highway 2/85. The peripheral location and general use of these industrial parks makes them poorly suited for destination-oriented pedestrian and bicycling activity. This is not to say that walkability and pedestrian facilities should be ignored in all industrial areas. Many industrial parks can be conducive to recreational activity if sidewalks and bike paths are provided. Currently, the City does not require sidewalks in industrial parks unless there is a major connectivity issue.

5.8 Economy

The economy of an area is very complex, and while the Williston area in general is thriving and growing, there are people whose financial situation is unchanged by the economy with the exception of the higher costs they experience for housing, property taxes, and various services. Their income may stay the same, but they find themselves competing with very high wage earners for housing. This is part of the economic situation in Williston. Steep increases in home prices have resulted in higher property values, which result in higher property taxes. Those employed by the oil industry and related businesses are experiencing relatively high incomes, and average wages have grown significantly, bringing economic benefits to many.

Williston and Williams County are caught in a situation where the demands on their services for roadway maintenance, law enforcement, requests for property records, building permits, building inspections, and social services have increased dramatically. However, similar to residents on a fixed income, the city receives limited benefit from the economic activity. Building permit fees, zoning applications, and other city fees generally do not cover the city's costs to provide these services. There is a delay between the demand for these services and the city's revenue stream in the form of an increased property tax base. During that time, the city experiences difficulty meeting the on-going needs of its long term residents and the new demands created by the oil industry and related businesses. In the midst of all this, city government is called upon to solve problems such as housing shortages and the demand for restaurants and retailers. These supply and demand issues are normally addressed by the private sector in a market-driven economy.

During the comprehensive planning process, a community can look ahead and determine what it should be doing now and in the next few years to prepare itself for the long-term future. Many of the elements of the plan that have been discussed in this chapter have economic ramifications. Some cost money to implement in the near future, but are aimed at reducing the cost of city services and increasing property values in the long term. Others are aimed at not settling for short term solutions that do nothing to enhance the city's physical environment or tax base in the long term. Economically speaking, the following measures can be taken to the benefit of the city and its residents:

Compact forms of development – This reduces the per capita cost of city services for street maintenance, snow plowing, and street lighting.

Establish and enforce property maintenance regulations – This eventually reduces the demands on city staff to respond to complaints and maintains or increases the property tax base.

Avoid leapfrog development – By concentrating new growth in locations contiguous to existing development, the city does not incur the expense of lengthy extensions of city water and sewer infrastructure, high school busing costs, and greater distances for police and fire services.

Annex growth areas – This gives the city the ability to ensure orderly, compact development which is less expensive to provide with city services.

Expand extraterritorial areas – This will provide Williston with the oversight of zoning, subdivisions, and utility installation, which also ensures orderly compact development and allows the city to plan for future service areas and expenditures. The ND Century Code allows Williston a two-mile ETJ.

Seek non-city funding sources for street, highway, and infrastructure improvements – Continue working with the North Dakota Department of Transportation to resolve issues associated with crossing US Highway 2/85 and seek state and federal funding sources transportation improvements. Seek state and federal funding sources for expansion of the waste water treatment lagoon system. It is important to continue bringing the impacts of the oil industry to the attention of state and national leaders and to ask for financial assistance to deal with those impacts.

Seek funding partnerships with and funding assistance from the oil industry – Encourage the oil industry corporations and related businesses to become partners in the community and acknowledge the impacts they have on housing, transportation, and aspects of community life and public service.

Promote the development of a diversified economy – Non-oil related industries such as agricultural processing and technology industries will help to secure jobs and economic activity that is not dependent upon potential future fluctuations of the oil industry. To attract these types of businesses, the city can work with property owners of land near the industrial park to complete the zoning and subdivision process for expansion to the industrial park. The design process can be completed for streets and utilities so construction can begin as soon as necessary.

Enhance Williston's tourism potential – The outdoor amenities in Williston, Williams County, and the surrounding area are an attraction to the area, and could be even more so. Fishing and hunting are already an attraction and could be expanded upon. Cross country bicycle groups travel through Williston in the summer, looking for food and lodging. The natural topography lends itself well to hiking, cross-country skiing, downhill skiing, and sledding. Downtown Williston has the potential to be an attraction to the area. High school sports tournaments draw visitors to the area.

To capitalize on regional tourism opportunities, it is important to provide sufficient lodging. Currently, the supply of hotel vacancies meets demand. However, hotels were recently overcrowded when oil activity was high and many workers substituted hotels for housing. While this high rate of occupancy is good for hotels, it leaves potential tourists with few lodging options and can affect local businesses that depend on tourism. It will be important to monitor lodging shortages and identify available land

so that additional accommodations can be attracted to the city, when needed, and integrated with the City's land use plan when oil activity begins to pick up.

5.9 Intergovernmental Coordination

The City of Williston and its neighboring and partnering governmental entities will benefit greatly from cooperation, communication, and coordination. Many of the measures addressed by the Williston Comprehensive Plan and the Transportation Plan involve coordination and cooperation with other governmental entities within Williston. Other efforts involve cooperation and coordination with regional and state government entities.

5.9.1 The Williston Park District and School District

These local government entities are directly affected by the city's growth and development related decisions. On one hand, they both experience increased revenue when the city's taxable value is increased by growth, redevelopment, or economic factors. On the other hand, they also experience increased responsibility and service area as a result of growth. It is important that the City of Williston work closely with the Park District and School District to address the need for additional facilities and services in a manner that best serves the citizens of Williston.

5.9.2 Williams County

Williston's growth impacts Williams County. Increased population always results in additional law enforcement duties, which involve the County Sheriff's Department. Increased travel to and from Williston results in the need for additional road maintenance. Increased income disparity and higher housing costs result in higher demands on social services. As Williston's taxable value is increased by growth, redevelopment, and economic factors, the County's revenue stream is also increased. With increased revenues, there are increased expectations for services. One of the important improvements recommended in the Transportation Plan is the Northeast Truck Reliever Route, currently being studied around the east side of Williston. This project will continue to require a significant amount of participation from and cooperation with Williams County.

5.9.3 North Dakota Department of Transportation (NDDOT)

Several major improvements to the roadway system are recommended in the Williston Transportation Plan. These projects will require federal funding, which is prioritized and distributed by NDDOT. It is essential that the City of Williston work with the NDDOT District Engineer to ensure that its priority projects are included in the list of projects submitted for funding in the State Transportation Improvement Program (STIP). This is the first step toward seeking federal funding for these improvements. The development of the STIP has a public involvement process, and the City should participate in this project and lend its full support to any project for which it seeks funding. This will involve actively working at the local level to address any issues related to the proposed projects.

5.9.4 Federal Legislative Delegation

With the need for a new transportation funding bill at the legislative level, there are opportunities for specially funded projects to be included in that legislation. Projects that are brought about by a community's unique situation, such as Williston's role in reducing the United States dependence on foreign oil may be more successful in securing this type of funding, which is also known as earmarks. The federal legislative delegation also needs to understand the statewide needs for transportation projects and funding.

6 IMPLEMENTATION

Each element of the Comprehensive Plan requires follow-through on the part of city and county leaders, citizens, businesses and both public and private organizations to achieve progress and work toward the goals and objectives of the plan. This chapter identifies short range (up to two years), mid-range (2 to 5 years), and long range (5+ years) actions that are needed to implement the plan’s goals, objectives, and strategies. Time frames for implementation fall approximately within these ranges, but flexibility is needed, as priorities evolve over time. Some actions are much more complicated than others, and naturally require more time due to the level of effort, coordination, or funding. The following tables identify actions that correlate with the needs and strategies identified in Chapter 5. These tables should be periodically reviewed to assess progress towards plan implementation and re-emphasize or restructure priorities as needed.

6.1 Future Land Use

	ACTION	TIME RANGE			PRIMARY/SECONDARY ENTITIES RESPONSIBLE
		Short	Medium	Long	
1	Act in accordance with land use plan by approving zoning categories consistent with the adopted land use plan . (on-going)	X	X	X	City of Williston and Williams County, development community
2	Create, adopt and apply, as deemed appropriate, mixed use zoning districts that correlate with the LMU and DCTA land use categories. (in progress)	X			City of Williston Planning Department, Planning & City Commissions
3	Industrial to commercial land use transition – work with owners in areas where this is a priority on the land use map both proactively and when opportunities arise.	X	X	X	City of Williston Planning Department, Planning & City Commissions, property owners
4	Pursue the creation and adoption of Build Thru Residential (BTR) regulations.	X			City of Williston Planning & Engineering Departments, other departments, Planning & City Commissions, Williams County
5	Codify buffer requirements around oil well pads.	X			City of Williston Planning Department, Planning & City Commission
6	Amend the land use plan to reflect the final redevelopment plan for the existing airport .	X	X		City of Williston Planning Department, Planning & City Commission / Airport developer

6.2 Transportation

ACTION	TIME RANGE			PRIMARY/SECONDARY ENTITIES RESPONSIBLE
	Short	Medium	Long	
1 Maintain consistency between the Comprehensive Plan and the Transportation Plan	X	X	X	City of Williston and Williams County/development community
2 For the purpose of access management, prepare regulations that recognize alleys as an acceptable element of the roadway network.	X			City of Williston Planning & Engineering Departments, Planning & City Commissions
3 With all new commercial and residential developments, include the requirement for sidewalks along both sides of all public streets, and evaluate the need for wider multi-purpose trails along collector and arterial streets.	X	X	X	City of Williston Planning & Engineering Departments, Planning & City Commissions
4 Prepare and adopt regulations that ensure adequate front yard (i.e. garage) setbacks for over-sized vehicles to prevent the blocking of sidewalks by vehicles parked in driveways.	X			City of Williston Planning & Engineering Departments, Planning & City Commissions

6.3 Quality of Life

	ACTION	TIME RANGE			PRIMARY/SECONDARY ENTITIES RESPONSIBLE
		Short	Medium	Long	
1	Establish boulevard tree plantings where none were planted and where tree replacements are needed.	X	X		City Forester & City Commission/property owners
2	Establish standards for interior parking lot landscaping and movement of pedestrians within parking lots and to/from buildings.	X			City of Williston Planning Department, Planning & City Commissions
3	Establish a program to address dilapidated buildings .	X	X	X	City of Williston and property owners
4	Adopt new sign code (on-going) and enforce sign regulations.	X			City of Williston Planning and Inspections Departments, Planning & City Commissions, developers, property owners
5	Prevent overcrowding in dwelling units. Consider implementing a rental housing inspection program to facilitate enforcement of persons per unit regulations.		X		City of Williston Planning and Inspections Departments, Planning & City Commissions, developers, property owners
6	Consider building design standards along priority corridors and development/redevelopment areas, or within certain zoning districts.	X			City of Williston Planning Department, Planning & City Commissions/Design Review Board
7	Establish UDC standards for exterior lighting to ensure adequate lighting as well as to prevent excessively bright light, light trespass, and light pollution. Ensure adequate training and equipment to enforce standards.	X			City of Williston Planning and Inspections Departments, Planning & City Commissions, developers, property owners

6.4 The Public Realm

	ACTION	TIME RANGE			PRIMARY/SECONDARY ENTITIES RESPONSIBLE
		Short	Medium	Long	
1	Consider streetscape opportunities with each new roadway corridor construction or reconstruction and incorporate into design where an enhanced streetscape is consistent with the city's goals for the corridor.	X	X	X	City Forester, City Planning & Engineering Departments, Planning & City Commission /NDDOT, property owners
2	Monitor and maintain adequacy of water treatment and water resource recovery facilities after completion of on-going upgrades.	X	X	X	City of Williston Public Works Department, City Commissions
3	Maintain City Hall space in downtown Williston. The Williston Development Center and improvements to City Hall have already implemented this goal for the short term, but in the longer term, it may be desirable to seek a downtown site for development of new City Hall to consolidate city functions into a single facility.		X		Williston Planning and Economic Development Departments, City Commission
4	Collaborate with the Williston Park District and School District to incorporate parks within new subdivisions.	X	X	X	City of Williston Planning Department, Williston Park District, Williston School District/developers
5	Seek funding partnerships for park and trail planning and for park and recreation facilities from surrounding Counties due to use by both city and non-city residents.			X	City of Williston Planning Department, Williston Park District, Williston School District, Williams County, McKenzie County

6.5 Housing

	ACTION	TIME RANGE			PRIMARY/SECONDARY ENTITIES RESPONSIBLE
		Short	Medium	Long	
1	Maintain an inventory of platted residential lots available for development.		X	X	City of Williston and Williams County
2	Monitor vacancy rates of rental property and rental prices, home sales and home prices, as well as area income levels (particularly HUD designations of low income) in comparison with housing costs.		X	X	City of Williston Planning & Economic Development Departments, Planning & City Commissions/housing agencies, developers, realtors
3	Use redevelopment opportunities to increase housing units; catalog potential redevelopment buildings or sites; apply Renaissance Zone or TIF when project meets the criteria of these programs.		X	X	City of Williston Planning & Economic Development Departments, Planning & City Commissions, developers
4	Only use temporary workforce housing options during periods when other forms of housing are inadequate due to meet demand.	X			City of Williston Planning Department, Planning & City Commissions
5	Monitor the need for low income subsidized housing or housing vouchers.	X	X	X	Housing Authority of the City of Williston, City Commission, developers
6	Protect existing housing stock from becoming problem properties by creating enforcement task force.	X	X		City departments, City Commission
7	Prevent existing housing stock from becoming problem properties by preparing neighborhood plans in older neighborhoods in core areas of the city.		X		City of Williston Planning Department and other departments, Planning & City Commissions, neighborhoods
8	Conduct a comprehensive housing needs assessment and implementation plan.	X	X		Housing Authority of the City of Williston, City of Williston Planning Department (The City can help guide this study, but it is not equipped to perform a specialized housing plan.)

6.6 Environment

	ACTION	TIME RANGE			PRIMARY/SECONDARY ENTITIES RESPONSIBLE
		Short	Medium	Long	
1	Efficiently manage land consumption by limiting extension of city services and development to the Tier 1 growth area.	X	X	X	City of Williston and Williams County/development community
2	Protect fragile areas by adopting a hillside development ordinance.	X			City of Williston Planning & Engineering Departments, Planning & City Commissions
3	Protect fragile areas by applying agricultural or public/institutional zoning districts to areas both inside city limits and in the ETJ; work with the Park District and property owners to determine how to preserve land as greenway or open space.	X	X	X	City of Williston Planning Department, Planning & City Commissions, Williston Park District, Williams County
4	Reuse and recycle more waste products by placing an adequate number of recycling drop-off facilities in convenient locations around the city.		X		City of Williston Planning & Public Works Departments, Planning & City Commissions
5	Work with public or private agencies to encourage reuse of household items that might otherwise be placed in the landfill. Publicize programs on the city website.	X	X	X	City of Williston Public Works Departments, City Commission
6	Support and participate in city-wide clean-up weeks ; during these times, provide drop-off locations for hazardous waste and equipment that cannot be placed in the landfill.	X	X	X	City of Williston Public Works Department, City Commissions/service clubs, neighborhoods, citizens
7	Continue to provide bins for placement of grass clippings . Provide information on City website about environmentally friendly lawn maintenance .	X	X	X	City Forester, Public Works Department
8	Help reduce vehicle miles traveled by: providing a complete sidewalk and trail network, implementing traffic calming design principles, mixing land uses, and providing a compact urban form.	X	X	X	City of Williston Planning & Engineering Departments, Planning & City Commissions/developers

6.7 Economy

ACTION	TIME RANGE			PRIMARY/SECONDARY ENTITIES RESPONSIBLE
	Short	Medium	Long	
1 Develop a compact urban form to reduce per capita costs of city services for street maintenance, snow plowing and street lighting. Annex, zone and subdivide in a manner that results in an orderly, compact urban form.	X	X	X	City of Williston Planning & Engineering Departments, Planning & City Commissions/developers
2 Abide by the policy articulated in Chapter 5 that prioritizes development in the Tier 1 growth area .	X	X	X	City of Williston Planning & Engineering Departments, Planning & City Commissions/ developers
3 Ensure that Build Thru Residential regulations are strong in their requirement to maintain viable paths for city services to serve areas of future urban growth to make utility extensions economically and physically feasible.	X			City of Williston Planning Department, Planning & City Commissions, Williams County/developers
4 Expand the ETJ as needed to maintain appropriate management for orderly urban expansion and compatibility with the city.		X	X	City of Williston Planning Department, Planning & City Commissions
5 Seek state and federal funding sources for transportation improvements.	X	X	X	City and County Engineering/Highway Departments, City & County Commissioners
6 Seek funding partnerships and funding assistance from the oil industry.	X	X	X	City and County Departments, City & County Elected Leaders/community organizations
7 Promote development of non-oil related industries such as agricultural processing and technology industries to diversify and stabilize the local economy .	X	X		Williston Economic Development & Planning Departments, Planning & City Commissions.

8	Enhance the area’s tourism potential by creating outdoor amenities such as hiking, cross-country skiing, downhill skiing, fishing, boating, kayaking, canoeing, and hunting that expose people to the natural outdoor amenities, and promote the area.	X	X	Williston Economic Development, Williston Park District/Williston Planning Department
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6.8 Intergovernmental Coordination

ACTION	TIME RANGE			PRIMARY/SECONDARY ENTITIES RESPONSIBLE	
	Short	Medium	Long		
1	Maintain consistent coordination with the Williston Park District and School District.	X	X	X	City of Williston Planning & Engineering Departments, Planning & City Commissions
2	Establish and maintain regular coordination with Williams County.	X	X	X	City of Williston Planning & Engineering Departments, Planning & City Commissions
3	Work closely with NDDOT both at the district and central office level to ensure that needs are communicated and that the city is aware of NDDOT plans and funding availability.	X	X	X	City of Williston Planning & Engineering Departments, Planning & City Commissions
4	Seek assistance of State Health Department to address dilapidated properties.	X			City of Williston Planning & Inspections Department, Planning & City Commissions
5	Maintain close contact with State Legislators and Federal Congressional Delegation to ensure that these individuals are fully aware of the needs of the community.	X	X	X	City and County Commissioners and staff, citizens, development community and local organizations

APPENDIX 1 – RESOLUTIONS OF ADOPTION

RESOLUTION 17-008

A RESOLUTION TO ADOPT THE WILLISTON - WILLIAMS COUNTY REGIONAL PLAN UPDATE (2017), CONSISTING OF THE COMPREHENSIVE PLAN AND TRANSPORTATION PLAN AND RELATED CORRIDOR STUDIES AND EXPRESSLY INCORPORATING THE PREVIOUS ADOPTED AMENDMENTS TO THE COMPREHENSIVE PLAN FOUND WITHIN RESOLUTION 14-020 AND RESOLUTION 15-020.

WHEREAS, the Williston City Commission is the duly elected governing body for the City of Williston, the County Seat of Williams County, and wishes to plan for orderly future growth and development and a safe and functional transportation system; and

WHEREAS, the City of Williston and surrounding area in Williams County has experienced unprecedented growth since the Comprehensive and Transportation Plans were last updated (2010), and the City of Williston has annexed land that goes beyond the area studied in the 2010 Plans and has extended its extraterritorial jurisdiction accordingly; and

WHEREAS, the City of Williston has implemented many of the recommendations of the 2010 Comprehensive and Transportation Plans and has worked collaboratively with Williams County and NDDOT to plan for and complete transportation improvements lying outside city limits within Williams County; and

WHEREAS, the Williston City Commission, in partnership with Williams County and NDDOT has undertaken the task of updating its Comprehensive Plan (2017) and Transportation Plan (2017), along with the study of five corridor segments including three on US Highway 2 and two on ND Highway 1804; and

WHEREAS, the planning process was guided by a Planning Advisory Committee composed of a wide cross-section of local officials, community representatives and technical experts including public officials, elected officials, planning commissioners, agency representatives and citizens at large; and

WHEREAS, the Williams County Board of Commissioners, the Williams County Planning Commission and Williams County technical staff participated in the process of updating the Williston – Williams County Regional Plan Update (2017); and

WHEREAS, public and private organizations representing numerous interests, both within the City of Williston and in the surrounding area of Williams County, were invited and encouraged to become involved in the preparation and review of these Plans and Corridor Studies; and

WHEREAS, the Williston - Williams County Regional Plan Update (2017), consisting of the Comprehensive Plan and the Transportation Plan and associated Corridor Studies provide a comprehensive, coordinated program of projects and strategies that will allow for orderly growth and development and continue to improve continuity and connectivity of the urban and extraterritorial transportation system of the Williston and its future growth area in Williams County; and

WHEREAS, the Williston Planning Commission unanimously recommended adoption of the Williston – Williams County Regional Plan Update (2017) at their public hearing on February 16, 2017.

WHEREAS, the Williston - Williams County Regional Plan Update (2017) replaces the Williston Comprehensive Plan (2010) and Transportation Plan (2010) Resolution 10-44.

NOW, THEREFORE BE IT RESOLVED, that the Board of Commissioners for the City of Williston does hereby adopt the Williston - Williams County Regional Plan Update (2017) including the Comprehensive Plan, the Transportation Plan and accepts the recommendations of the Corridor Studies, and in particular, accepts the recommendations of Corridor Study A (US Highway 2 through Williston) and Corridor E (ND Highway 1804 through Williston). In addition, this resolution expressly incorporates the previous adopted amendments to the comprehensive plan found with resolution 14-020 and resolution 15-020.

Commissioner Cymbaluk moved on the adoption of the foregoing resolution. The motion was seconded by Commissioner Brostuen. On roll call vote of the Commissioners, the following Commissioners voted "AYE": Piesik, Cymbaluk, Brostuen, Bekkedahl and Klug; and the following Commissioners voted "NAY": none. Absent and not voting: none.

WHEREUPON, the motion was passed and the Resolution declared adopted this 16th day of March, 2017.



HOWARD KLUG, President
Board of City Commissioners

ATTEST:

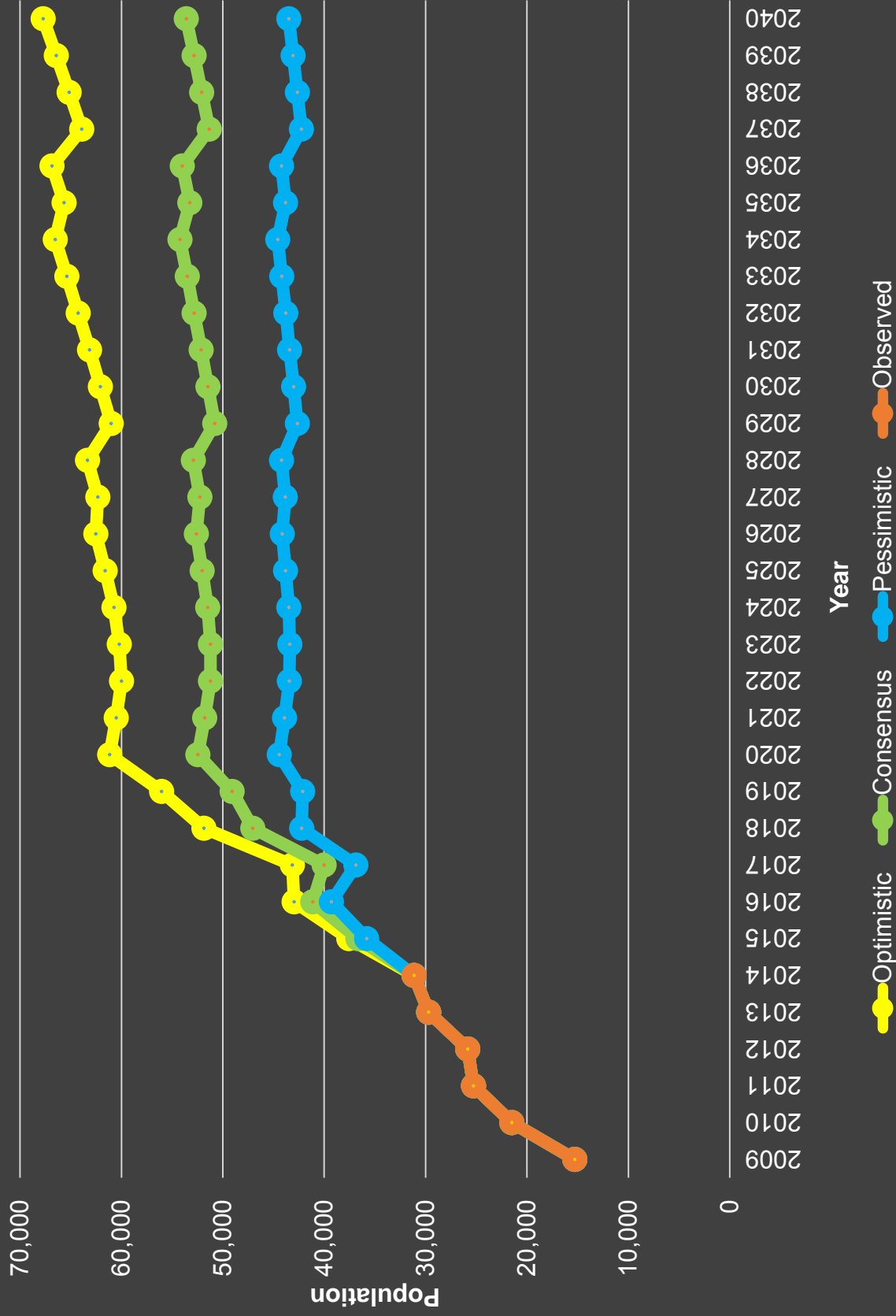


JOHN KAUTZMAN, City Auditor

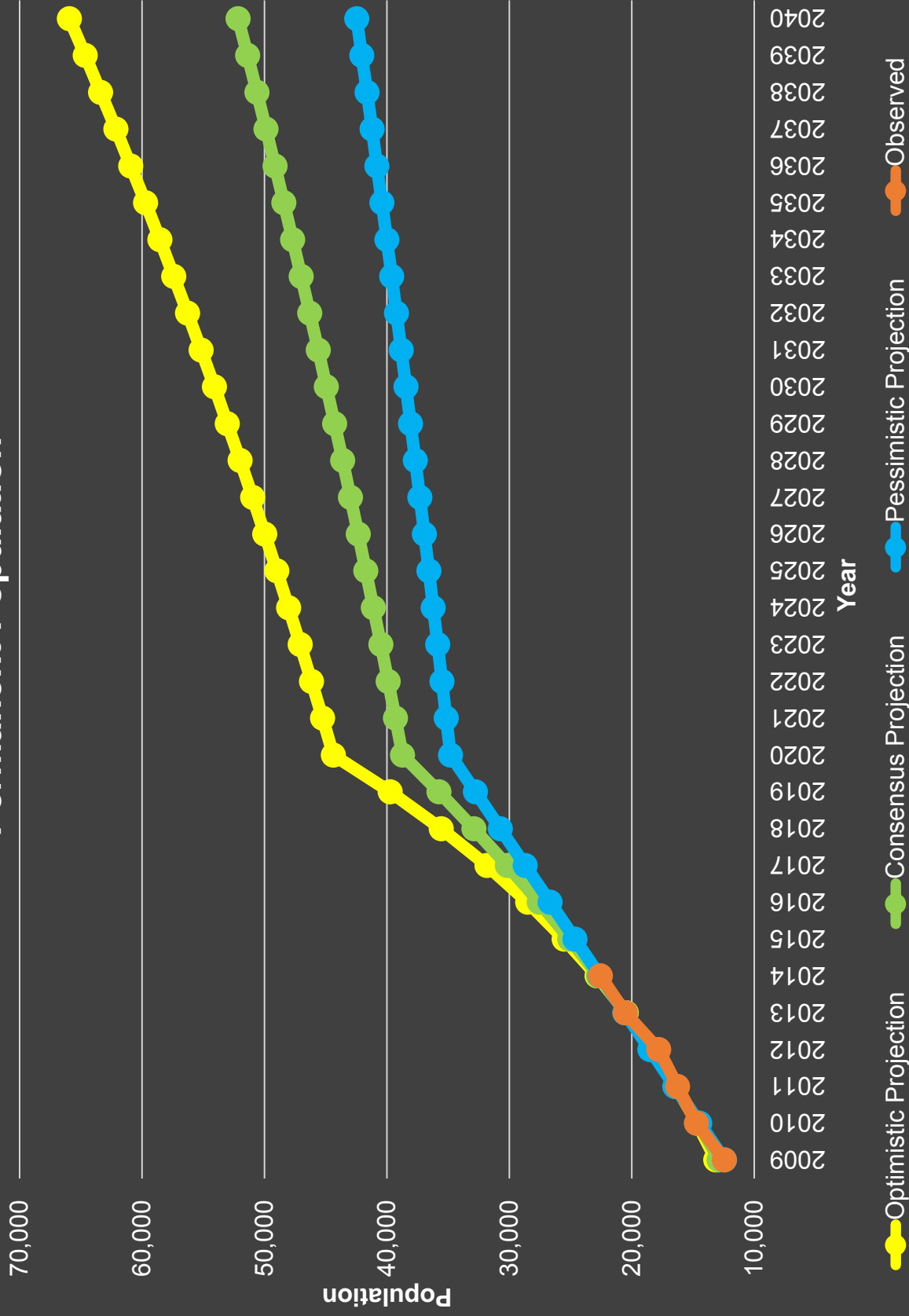
The Williams County Board of Commissioners adopted the Williston-Williams County Regional Plan Update on May 2, 2017. The Resolution of Adoption is available upon request.

APPENDIX 2 – POPULATION PROJECTION ASSUMPTIONS

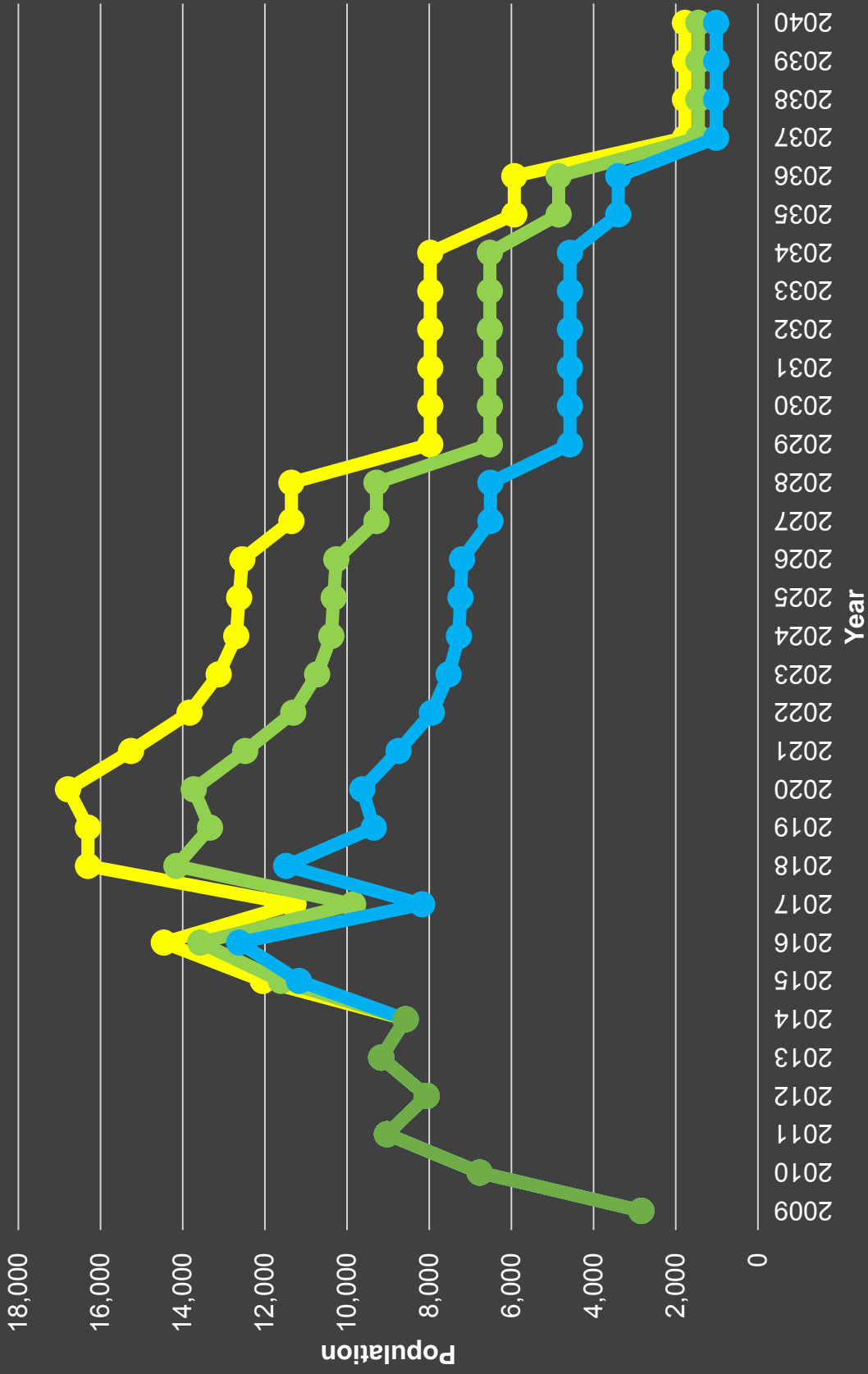
Total Population



Permanent Population



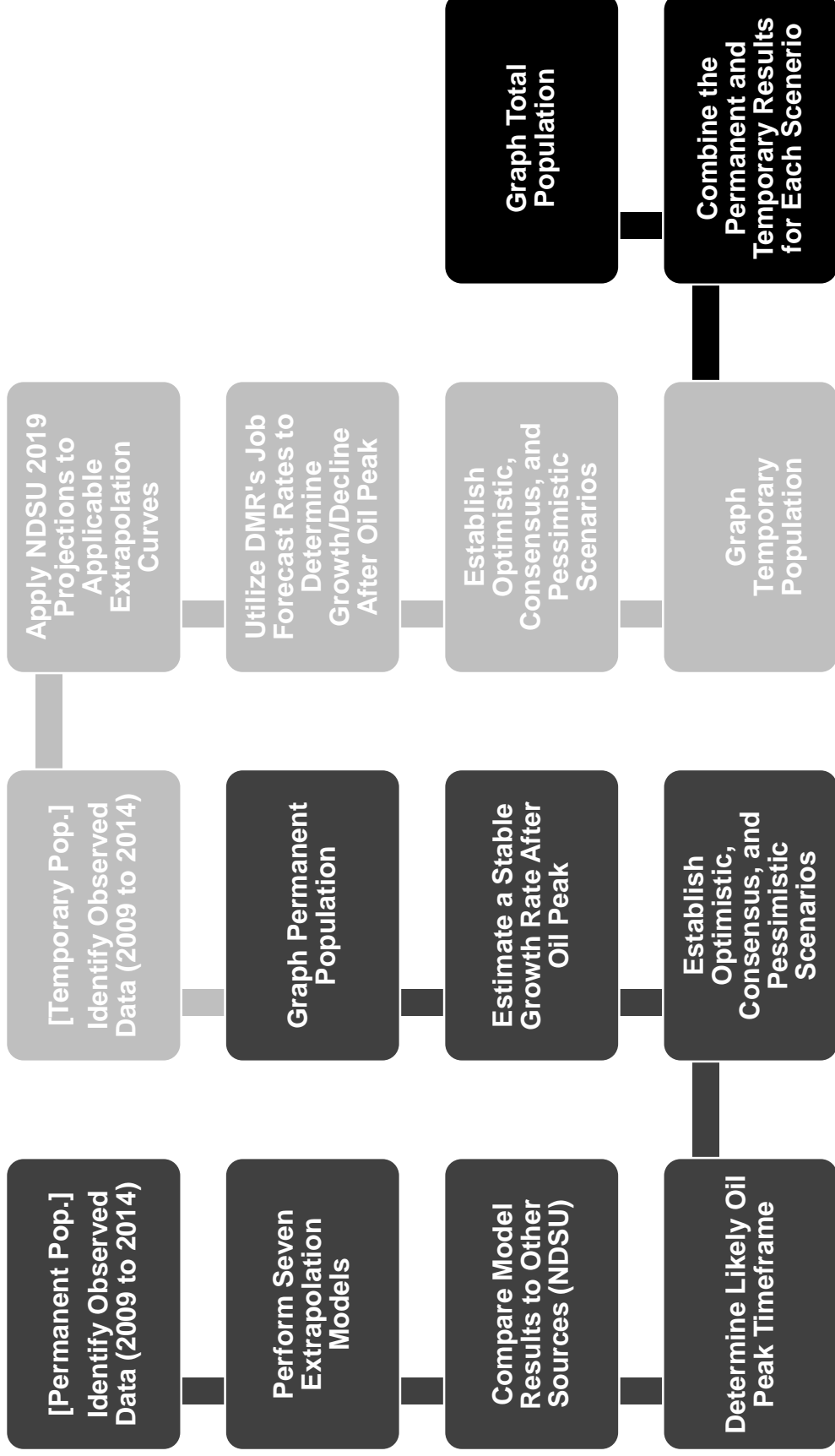
Temporary Population



Year	Temporary Pop.			Permanent Pop.			Total Population		
2009	2,837	2,837	2,837	12,451	12,451	12,451	15,288	15,288	15,288
2010	6,773	6,773	6,773	14,715	14,715	14,715	21,488	21,488	21,488
2011	9,031	9,031	9,031	16,254	16,254	16,254	25,285	25,285	25,285
2012	8,063	8,063	8,063	17,792	17,792	17,792	25,855	25,855	25,855
2013	9,171	9,171	9,171	20,532	20,532	20,532	29,703	29,703	29,703
2014	8,579	8,579	8,579	22,564	22,564	22,564	31,143	31,143	31,143
2015	12,054	11,611	11,173	25,512	25,074	24,631	37,566	36,685	35,804
2016	14,461	13,576	12,628	28,498	27,550	26,665	42,959	41,126	39,293
2017	11,306	9,852	8,171	31,834	30,153	28,700	43,139	40,005	36,871
2018	16,306	14,157	11,480	35,560	32,883	30,734	51,866	47,040	42,214
2019	16,306	13,335	9,352	39,722	35,739	32,768	56,028	49,074	42,120
2020	16,795	13,735	9,633	44,371	38,721	34,802	61,166	52,456	44,435
2021	15,258	12,478	8,751	45,258	39,302	35,150	60,516	51,780	43,901
2022	13,834	11,314	7,935	46,163	39,891	35,501	59,997	51,205	43,436
2023	13,122	10,731	7,526	47,087	40,490	35,856	60,209	51,221	43,383
2024	12,695	10,382	7,281	48,028	41,097	36,215	60,724	51,479	43,496
2025	12,624	10,324	7,241	48,989	41,714	36,577	61,613	52,038	43,818
2026	12,553	10,266	7,200	49,969	42,339	36,943	62,522	52,605	44,143
2027	11,357	9,288	6,514	50,968	42,974	37,312	62,325	52,262	43,826
2028	11,357	9,288	6,514	51,988	43,619	37,685	63,345	52,907	44,199
2029	7,978	6,524	4,576	53,027	44,273	38,062	61,005	50,797	42,638
2030	7,978	6,524	4,576	54,088	44,937	38,443	62,065	51,461	43,018
2031	7,978	6,524	4,576	55,170	45,611	38,827	63,147	52,136	43,403
2032	7,978	6,524	4,576	56,273	46,296	39,216	64,250	52,820	43,791
2033	7,978	6,524	4,576	57,398	46,990	39,608	65,376	53,514	44,183
2034	7,978	6,524	4,576	58,546	47,695	40,004	66,524	54,219	44,579
2035	5,933	4,852	3,403	59,717	48,410	40,404	65,651	53,263	43,807
2036	5,933	4,852	3,403	60,912	49,136	40,808	66,845	53,989	44,211
2037	1,779	1,455	1,021	62,130	49,874	41,216	63,909	51,329	42,237
2038	1,779	1,455	1,021	63,372	50,622	41,628	65,152	52,077	42,649
2039	1,779	1,455	1,021	64,640	51,381	42,044	66,419	52,836	43,065
2040	1,779	1,455	1,021	65,933	52,152	42,465	67,712	53,607	43,485

Optimistic	Consensus	Pessimistic

Population Projection Methodology



Permanent Population Projection Assumptions

- Observed data are Census estimates also applied in NDSU projection studies, thus reasonable accuracy is assumed.
- The 2014 Census estimate has not yet been released; therefore, an annual average between 2013's estimate and a NDSU 2017 projection was utilized for accuracy.
- A 2015 DMR study denotes 2020 as the year oil will peak within Williams County, therefore 2020 is the assumed peak year of accelerated population growth.
- Permanent population is assumed to have a positive relationship with the oil boom as evident by the observed data.
- Once the oil peak is reached, it is assumed that Williston's growth will decelerate to a stable one to two percent annual growth.
- If the oil peak were to occur later than 2020, it is assumed that the curves would stretch resulting in lower than expected growth rates; however, the overall quantity at the peak is expected to be approximately the same as if it were in 2020.
- If the oil peak were to occur sooner than 2020, it is assumed that the curves would shrink resulting in higher than expected growth rates; however, the overall quantity at the peak is expected to be approximately the same as if it were in 2020.

Temporary Population Projection Assumptions

- Temporary population in Williston is assumed to have a positive relationship with oil producing jobs.
- The 2015 DMR study's forecasts for oil producing jobs beyond 2040 is assumed to be the most accurate available.
- NDSU projections for temporary population between 2015 and 2019 are assumed to be reasonably accurate for the rise in the oil boom.
- The declining rates from the DMR study after the oil boom is assumed to be the equivalent for each projection scenario.
- If the oil peak were to occur later than 2020, it is assumed that the curves would stretch resulting in lower than expected growth rates; however, the overall quantity at the peak is expected to be approximately the same as if it were in 2020.
- If the oil peak were to occur sooner than 2020, it is assumed that the curves would shrink resulting in higher than expected growth rates; however, the overall quantity at the peak is expected to be approximately the same as if it were in 2020.
- It is assumed that a share of the lost temporary population over time is converted to and reflected in the permanent population projection.

APPENDIX 3 – FOCUS GROUP SUMMARY

Airport & WED
Focus Group Meeting
Williston-Williams County Regional Plan

SRF Project # 08658

SIGN-IN SHEET

#	Name	Agency Representing	Contact info
1	<i>Cindy Gray</i>	<i>SRF</i>	<i>701-367-9947 cgray@srfconsulting.com</i>
2	<i>Anthony Dudas</i>	<i>Williston Airport</i>	<i>701-774-8594 anthonyd@ci.williston.nd.us</i>
3	<i>Steven Kjergaard</i>	<i>Williston Airport</i>	<i>701-774-8594 StevenKj@ci.williston.nd.us</i>
4	<i>Shawn Wenko</i>	<i>Williston Economic Development</i>	<i>701-570-5013 shawnw@ci.williston.nd.us</i>
5	<i>Michael Maddox</i>	<i>SRF Consulting</i>	<i>mmaddox@srfconsulting.com</i>
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Emergency Responders
Focus Group Meeting
Williston-Williams County Regional Plan

SRF Project # 08658

SIGN-IN SHEET

#	Name	Agency Representing	Contact info
1	Michael Maddox	SRF Consulting	701-237-0010 mmaddox@srfconsulting.com
2	James L LORKEU	Williston P.D.	701-577-1212 lorkeu@ci.williston.nd.us
3	A. Dickerson	williston PD	701-577-1212 adickerson@ci.williston.nd.us
4	Verlan Krande	Williams Co. Sheriff's Office	701 577 7700 verlan@co.williams.nd.us
5	Cindy Gray	SRF	
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Business/Downtown Assoc.

SRF Project # 08658

**Focus Group Meeting
Williston-Williams County Regional Plan**

SIGN-IN SHEET

#	Name	Agency Representing	Contact info
1	Cindy Gray	SRF	cgray@srfconsulting.com
2	Karissa Kjos	Williston Downtowners Association	willistondowntowners@gmail.com
3	Debbie Richter	Downtowners Assoc. + American State Bank & Trust Co	drichter@asbt.com
4	Scott Meske	Williston Chamber	scott@willistonchamber.org
5	Michael Maddox	SRF Consulting Group	mmaddox@srfconsulting.com
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Housing
Focus Group Meeting
Williston-Williams County Regional Plan

SIGN-IN SHEET

#	Name	Agency Representing	Contact info
1	Michael Maddox	SRF Consulting	701-237-0010 mmaddox@srfconsulting.com
2	Erica Sanchez	Greystar Realstate	505-506-9597 esanchez@greystar.com
3	Judy Herring	Williston Housing Authority	(701) 572-2002 execdir@whard.com
4	Cindy Gray		
5	Dee Ann Long ^{By} phone	Community Action	
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Planning and Zoning Department

PO BOX 1306 ▪ WILLISTON, ND 58802-1306

PHONE (701) 577-8104 ▪ FAX (701) 577-8880 ▪ TDD STATE RELAY ▪ 711

TO: Kevin Christensen- Williston Township; Dan Brown-Stony Creek Township; Joe Trumpower- Pherrin Township; Doyle Hughes- Missouri Ridge Township; Gerald Halvorson- Judson Township; Joseph Barkie- Mont Township

FROM: Rachel Ressler- Staff Planner
Kent Jarcik- Williston Planning and Zoning Director

DATE: December 23, 2014

RE: You are invited to participate in a meeting of Township Representatives- The meeting will be **Wednesday, January 14th at 7:00 PM. at the Williston Community Library, 1302 Davidson Drive, Williston ND.**

Williston/Williams County Regional Plan Update

The City of Williston, Williams County and the North Dakota Department of Transportation are working to update the comprehensive land use plan and long range transportation plan that was adopted in 2010. SRF Consulting Group, Inc has been hired to provide the planning services for the project. The project is intended to look at a greater area surrounding the City of Williston to coordinate growth of the City with land use and transportation. Public participation will be an important part of developing the plan.

You are encouraged to attend this meeting to hear about the project and have an opportunity to provide your input.

For further information regarding this meeting please contact Kent Jarcik at 577-8104.

Townships

SRF Project # 08658

**Focus Group Meeting
Williston-Williams County Regional Plan**

SIGN-IN SHEET

#	Name	Agency Representing	Contact info
1	Michael Madrox	SRF Consulting	701.237.0010 mmadrox@srfconsulting.com
2	DAN BROWN	Stony Creek Township	701-770-6036 STONYCREEK TOWNSHIP@gmail.com
3	Mike Sizemore	Williams County	MIKESIZ@CO.WILLIAMS.ND.US
4	SIMMON LOGAN	WILLIAMS COUNTY	SIMMONLE@CO.WILLIAMS.ND.US
5	Gerald L. Halvorson	Supervisor Judson Township	ghalvorson@Nemot.net
6	Jay Heller	supervisor Judson Township	jheller81@yahoo.com
7	Bill & Karen Novak	residents of Williston Township	
8	Donald Kress	Williston City Planning	donaldk@ci.williston.nd.us
9	Cindy Gray	SRF	
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**Focus Group Meeting
Williston-Williams County Regional Plan**

SIGN-IN SHEET

#	Name	Agency Representing	Contact info email phone
1	Cindy Gray	SRF Consulting Grp.	cgray@srfconsulting.com 701-237-0010
2	Rory Nelson	Governor's Office	701-570-4185
3	WILL CAULEY	BAKER HUGHES	william.cauley@bakerhughes.com (504) 250-9687
4	Russ Atkins	Continental Resources	Russ.Atkins@CR.com 603-641-4450 (cell)
5	JD DeMorrett	Oasis Petroleum	JDeMorrett@oasispetroleum.com 719-351-5677
6	Tim Schmidt	Self Employed	t.schmidt55@hotmail.com 701 580 4080
7	CHRIS BROSTUEN	CITY OF WILLISTON	brostuen@mwrc.com 701-770-0773
8	Megan Fox	Schlumberger	mwoinchell@slb.com 918 949 5181
9	BRIAN COSTA	Schlumberger	318-218-8797
10	Kent Evans	Statoil	kevan@statoil.com 512-626-4585
11	Cary Longie	Nuverra - Power Fields	CARY.LONGIE@NUVERRA.COM
12	Emily Snooks	XTO Energy	Emily_Snooks@xtoenergy.com
13			
14			

**Focus Group Meeting
Williston-Williams County Regional Plan**

SIGN-IN SHEET

#	Name	Agency Representing	Contact info
1	Dennis Nelson	Williams Co Hwy	
2	NEIL BAKKEN	City	
3	DAVID TUAN	CITY OF WILLISTON	577-6368
4	David Bell	City of Williston	577-6368
5	Jim Engen	City of Williston	577-6368
6	Rick Sigvaldson	NDDOT	774-2738
7	GARY SKARPHOL	NDDOT	774-2712
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Agenda

Williston-Williams County Regional Plan

Oil Industry Focus Group

10:00 a.m. Thursday, February 19, 2015

1. Welcome & Introductions
2. Briefing on Plan Update Process
3. Discussion and Input
 - a. Industrial Land Use Need and Availability
 - b. Streets and Highways
 - c. Utilities
 - d. Quality of Life
 - i. Facilitate recruiting
 - ii. Encourage longevity in community
 - iii. Housing
 - iv. Other
 - e. Other issues
4. Next Steps
 - a. Public Meeting on Corridor (2/19/2015, 6-8 p.m., Williston Community Library)
 - b. Land Use Plan
 - c. Traffic Projections
 - d. Watch for future meetings
5. Adjournment

Focus Group Meeting Summary

Oil Company Representatives

Focus Group Meeting, February 19, 2015

1. Invited production and service industry representatives
2. Cindy explained the Williston Comprehensive Plan and Transportation Plan project and limits of the corridor studies in comparison to previous planning efforts.
3. Industrial land use need and availability
 - a. Power Fuels - 160 acres around the new bypass rezone to industrial (county rezoning)
 - i. Will grow it like their Watford yard – will use all 160
 - ii. People are outgrowing their space
 - iii. Bigger shops
 - iv. More appealing for mechanics, better buildings
 - v. Looking to locate around the bypass
 - vi. Makes sense to locate industrial around the bypass
 - vii. Right now they are constrained in the space they have
 1. Limited by industrial space
 2. Competitors are looking for the same
 - b. Mayor Klug said that County 1 would be a good corridor
4. Oil industry representatives asked if grade separated interchanges have been considered at the north and west ends of the bypass.
 - a. Interchanges have been considered at 6 mile and 4 mile corners
 - b. Environmental clearance was not sought with the on-going project.
 - c. DOT was concerned about project cost and regional / statewide transportation needs.
 - d. Process would have to start over (environmental) if that is pursued in the future, but design features have been reviewed.
5. Access and through routes will determine where industrial lands want to be developed
 - a. Corridor B and C are important
 - b. Industries want to be able to go around city
 - c. Divided their properties such that they don't need to go through the City (Continental Resources)
 - d. Many oil company services haven't though, and still travel into/out of town daily or multiple times per day.
 - e. Have to keep flow going
 - f. Right now they are locating to avoid the city
 - i. In order to solve that, need to improve flow
 - ii. Access points and intersection flow
 - iii. Roundabout in Killdeer is working, they are surprised to say that.
 - iv. Major backup to get through Williston south of town moving east/west.
 - g. Smaller vehicles are moving through town, as well as some goosenecks and some heavy trucks because it is the shortest way.
 - i. Not going to change their route unless an easier route is provided.
6. Reuse of properties
 - a. 45th through Power Fuels property
 - b. Smaller companies do have interest to fill in when big companies move out.
 - c. Is everybody going to get out of the city when bypass is finished? Not likely.

- d. Major players are here to stay with lower gas prices
 - i. Smaller companies are subsidizing
 - ii. Lower prices weed out the bad companies
- e. Bakken is here to stay
 - i. Seems like it is hard to grow, but it is going to grow
 - ii. Industrial land use should be located outside of town. Encourage associated offices to locate there as well.
- f. Lot of service companies to come to the region in the future for the wells that have already been drilled to maintain them.
- 7. Need to develop multiple routes to spread out traffic
 - a. Loop route (NE Bypass)
 - b. CH9 is not sufficient
- 8. Trend has been to locate out west of town.
- 9. When they make an investment in a property, that doesn't automatically translate into plans to move a facility.
 - a. 20 wells need 2 pumpers
 - b. 300 wells generate the need for an office
- 10. It's the service companies that really need the space not the production companies.
- 11. Pipelines will reduce truck traffic.
 - a. It is being reduced everyday as more pipe is put in.
 - b. Although with more wells, more services are needed.
 - i. The way they go out to service the wells will change.
 - ii. Will go out and come back every day instead of the heavy intensity that occurs right away
 - c. Outsourcing pipe
 - d. Staging areas for pipe will be more likely in the future rather than long term pipe yards.
 - i. Pipe yards are never where you want them
 - ii. Short term staging areas for 6 months, then use will go away.
- 12. Service companies jobs per well
 - a. 190 vendors (Continental)
 - b. 1,600 contractors a day (XTO Energy) with 90 employees
 - c. Meeting participants guess approximately 100-110 service companies per completion

Quality of Life

- 1. How much interaction between City and County? How is Comp Plan going to come together?
 - a. City, County, and NDDOT is paying for the project and coordinating on the completion of the plan
 - b. Joint Planning Area on areas outside of the city limits
- 2. Is the county going to update their compressive use plan
 - a. Mike Sizemore - They will adopt this for this area
 - b. Needs to be updated, and is just getting more outdated as time goes on.
- 3. Quality of Life
 - a. Huge impact
 - b. Last 5 years the majority of workforce have been rotators
 - i. Trying to localize their workforce
 - ii. Actually touting the ARC
 - iii. Using is extensively for meetings

- iv. Family day was held there
 - c. The dramatic change over the last few years has helped
 - d. Retention of employees
 - i. People don't want to stay
 - ii. Need more things for people to do
 - iii. City of Sheridan has small green spaces throughout the city and is more appealing for long term relocation.
 - e. Natural areas along coulees should be maximized for recreational use.
 - f. Mass confusion is over
 - i. No move RVs or tents
 - g. Reason for the rush is because they were worried about losing the leases
 - i. People have to live here and be here now to make drilling affordable
- 4. Housing
 - a. Oasis helps with anyone who wants to buy a house
 - b. Frack department provides housing
 - c. Switch from apartments to townhouses or single family
 - i. Only going to live in an apartment for so long
 - ii. Easier to build them
 - iii. More competitive
 - iv. Value will not hold
 - v. Some housing developers have to go away
 - d. Crew housing
 - i. Continental does not
 - 1. Will not hire unless they live there
 - ii. Most companies have some share of rooms in crew camps
 - iii. Would like to see them go away
 - iv. Would not like to have rotational workers anymore
 - 1. Will have specialized rotators
 - 2. Want to localize all staff
 - v. Trend is down but there is a lot of drilling left
 - vi. Locate residential off of the highways
 - vii. Airport is going to be a big deal

Impacts of Oil Pads on roadways and land use

1. Public private partnerships on road maintenance
 - a. Pay service owner to use site
 - b. NDIC
 - c. Don't support impact fees
 - d. Rental agreements
 - e. Will maintain if they are using
 - i. Only during high impact times
 - f. Will upgrade to 105 base if they know they will have an impact
 - g. More pipelines will decrease trucks
 - h. Affects well funding
2. Direction of pipeline is to move oil and water away from civilization
3. Address it on a case by case basis
4. City looking at creating SPU for oil pads

- a. NDIC may have the final say on this.
- b. Will have to do research on legality of zoning regulations on oil pads.
- c. Addressing things a year in advance.
- d. Property owners are being compensated for the land that is being used.
 - i. Leases have terms
 - ii. Good for the life of the well
 - iii. Fairly compensated – that seems to be the feeling for land owners in the area
- e. Review would need to be addressed on a case by case basis.

APPENDIX 4 – PUBLIC MEETING, JANUARY 15, 2015

Public Open House
Williston-Williams County Regional Plan
 January 15, 2015
 Williston Area Recreational Center
 6:00 to 8:00 p.m.

SIGN-IN SHEET

#	Name	Address	Contact info
1	ERIC KIRBY	Williston, ND	701-609-4935
2	RACHEL KESSLER	CITY	
3	Bob Horab	Williston	bhorab@mccody.com 770-8318
4	Patrick McCarry	Williston	701-609-1361 PRM@RDF.NET
5	HAL HICKEL	Ray	
6	DAVE BRESSLER	Williston / CIVIL SCIENCE, INC.	dbressler@civiscience.com
7	Rhnd Payer	Williston	
8	Don Nemo	.	
9	Doug Crosby	LI	
10	Ellen Simone Wepprecht	Zürich, Switzerland	ellen@stropiq.com
11	TERRY OLIN	WILLISTON	TERRY@STROPIQ.COM
12	Barbara Vondell	Williston	barbaraj@earthseatreasures.com
13	JEFF Miller	Williston	jmill@RedlineDS.com
14	MICHAEL JOHNSON	NDDOT	mjohnson@nd.gov

Public Open House
Williston-Williams County Regional Plan

January 15, 2015
Williston Area Recreational Center
6:00 to 8:00 p.m.

SIGN-IN SHEET

#	Name	Address	Contact info
1	Maria Paulson	13451 75 St NW Alamo	528-5649
2	MATTHEW ZIEG	114 MAIN ST	345-2579
3	JOEL WILT	605 W DAK. PARKWAY	
4	ANNA HOFFMAN	4115 150 th AVE NW	701-774-1013
5	Doug Hoffman	4115 150 th Ave NW	701-894-1013
6	Bryan Larson	14293 52nd St NW	770-6433
7	Susan Zimmerman	4124 153 rd Ave NW	701-572-5500
8	Lacey McCormick	1418 2nd Ave WEST	701-774-5200
9	Mark Zebis	Williston	774-0188
10	SHAMON LOGAN	WILLIAM COUNTY	WILLIAM COUNTY
11	Cindy Gray	SRF 1 N. 2 nd St., Fargo	Cgray@srfconsulting.com
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Public Open House
Williston-Williams County Regional Plan
 January 15, 2015
 Williston Area Recreational Center
 6:00 to 8:00 p.m.

SIGN-IN SHEET

#	Name	Address	Contact info
1	Dave Lefterich	NDDOT	
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Public Open House
Williston-Williams County Regional Plan

January 15, 2015
Williston Area Recreational Center
6:00 to 8:00 p.m.

SIGN-IN SHEET

#	Name	Address	Contact info
1	BEN EARETH	608 E. BLVD. AVE BISMARCK, ND	benetk@nd.gov
2	Janie Slater	14643 43rd St. NW Williston ND	jonieslater@ nemont.net
3	TERRI RIDER	14641 43rd St NW Williston, ND	trphotog@nemont. net
4	PAUL BENNING	608 E BLVD AVE BISMARCK ND	pbennings@nd.gov
5	RAY PACHECO	1418 2ND AVE W WILLISTON ND	rpacheco@epiceug.net
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ENGINEERS
PLANNERS
DESIGNERS

SRF Project # 08658

Public Open House
Williston-Williams County Regional Plan

January 15, 2015
Williston Area Recreational Center
6:00 to 8:00 p.m.

SIGN-IN SHEET

#	Name	Address	Contact info
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2	Delose Hummer	5007 139th NW	dh@allianceconsulting.com
3	ALLAN VARGAS	301 58TH ST WEST #413, WILLISTON 58801	ALLAN @ ALLAN VARGAS.COM
4	TOM SCOTT	Williston, ND	thomass@ci.williston.nd.us
5	Ed Rintamaki	3046 74th St NW Arvink, ND 58830	erintamaki@99 latitudeandlongitude.com
6	GERALD MILLER	5094-142 AV, NW WILLISTON ND	FX/701/570-8944
7	Michael Maddox	One 2nd Street N #226 Fargo, ND 58102	mmaddox@srfconsulting.com
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Alliance

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435 703 0381



Affidavit of Publication

Colleen Park, being duly sworn, states as follows:

1. I am the designated agent, under the provisions and for the purposes of, Section 31-04-06, NDCC, for the newspapers listed on the attached exhibits.

2. The newspapers listed on the exhibits published the advertisement of: **SRF Consulting Group, Inc. – Public Input Meeting Williston, Williston County Regional Plan Update; 1 or 2 time(s)** as required by law or ordinance.

3. All of the listed newspapers are legal newspapers in the State of North Dakota and, under the provisions of Section 46-05-01, NDCC, are qualified to publish any public notice or any matter required by law or ordinance to be printed or published in a newspaper in North Dakota.

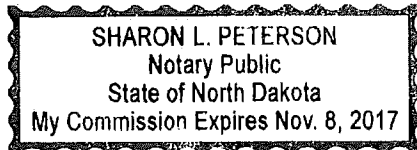
Signed: Colleen Park

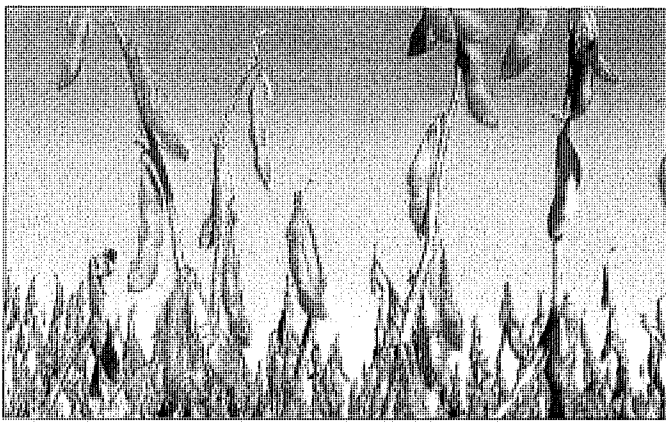
State of North Dakota

County of Burleigh

Subscribed and sworn to before me this 27 day of January, 20 15.

Sharon L. Peterson





Some crop budget projections show negative returns for 2015

BY TRACY FRANK
FOR AGRICULTURE SERVICE

CASELTON — For a group of farmers earlier this week, Andy Swenson was the bearer of bad news.

The North Dakota State University Extension Service farm management specialist said at a Cass County Ag Improvement meeting here that while crop prices have declined, total production costs have not.

Many projected crop budgets in the state show a negative return to labor and management for 2015. The only crop he said is showing a positive return in the South Valley, which includes Cass, Traill and Richland counties, is dry beans.

"Producers realize things are going to be tough," Swenson said. "Particularly this region shows less profitability than in other regions of the state."

There are more machinery costs in the southeastern part of the state, he said, because tilling is needed in the heavier soils, and land rents are higher.

Swenson said he expected costs to decline because they typically follow crop prices. Instead, he said, costs remained pretty flat overall. Over the past decade, he said, costs have doubled, putting producers in a "real squeeze" when prices fall.

"A lot of the time, putting your crop in the ground in the spring is a little bit of a hope that we'll get stronger prices and a good yield that will provide some positive return," he said.

Only about half the regions in the state project a positive return to labor and management for spring wheat, durum and soybeans, Swenson said.

Projected returns for corn are negative. Mating barley and dry edible beans project positive returns in most regions, he said, with lentils projected to bring the best returns of any crop.

Itay Wolf farms small grains near Argusville and said he'll be looking very closely to see if he can lower his input costs.

"I'm going to try to get my budget down this year, probably a lot more than I thought about last year," he said. "I'm not really enthused about this coming year."

Kevin Skumis, who farms corn and soybeans near Arthur, said that with the present price outlook and elevated input costs, the coming year looks bleak as there are only so many costs farmers can cut.

"An aspect of making money on a farm is a good crop, and your inputs usually dictate what your crop is going to be like," he said. "One of the major ones is fertilizer. You can't cut fertilizer and expect to get a good crop. You can't not use your herbicides and expect to get a good crop. You need all of these inputs to have a good crop, so it's kind of a catch-22."

Skumis, who is a member of the North Dakota Corn Council, said farmers have had some pretty good years, but they also followed a string of bad years in the 1980s and 1990s.

"People need to know that farming isn't easy," he said. "When commodity prices are this low, it's really a challenge for the young farmers who don't have any equity built up."

There are some things farmers can do in terms of crop rotation, Swenson said, because soybeans aren't as fertilizer intensive as corn and wheat. But, he said, buyers might also be motivated to increase prices.

"There's this old concept that different crops are competing for acres and users, so people who are buying soybeans and wheat, they want their supplies of those crops and if their crop looks to unprofitable that plantings will plummet, there is an incentive to bid up the price a bit to entice more acres to be planted," he said.

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<p>Western Family 10.75 Oz. Tomato or 10.5 Oz. Chicken Noodle Select Varieties</p> <p>Soup</p> <p>47¢</p> <p>Case of 24 \$11.28</p>	<p>Western Family 10 Ct. Paper Towels</p> <p>\$5.99</p>	<p>Western Family 15 Oz. Select Varieties</p> <p>Chili With Beans</p> <p>99¢</p> <p>Case of 24 \$23.76</p>
<p>Western Family 64 Oz. Apple</p> <p>Cider or Juice</p> <p>2/\$3</p> <p>Case of 8 \$12.00</p>	<p>Western Family 24 Pk. Half Liter Purified</p> <p>Bottled Water</p> <p>2/\$5</p>	<p>Western Family 11-15.25 Oz. Select Varieties</p> <p>Corn or Green Beans</p> <p>59¢</p> <p>Case of 24 \$14.16</p>
<p>Western Family 5 Oz. Chunk Light In Water</p> <p>Tuna Fish</p> <p>79¢</p> <p>Case of 48 \$37.92</p>	<p>Hunt's 24 Oz. Select Varieties</p> <p>Pasta Sauce</p> <p>79¢</p> <p>Case of 12 \$9.48</p>	<p>Western Family 15 Oz. Select Varieties</p> <p>Specialty Beans</p> <p>59¢</p> <p>Case of 24 \$14.16</p>
<p>Western Family 14.6 Oz. Select Varieties</p> <p>Tomatoes</p> <p>69¢</p> <p>Case of 24 \$16.56</p>	<p>Western Family 5.5-7.25 Oz. Select Varieties</p> <p>Macaroni & Cheese</p> <p>2/\$1</p> <p>Case of 24 \$12.00</p>	<p>Western Family 48 Oz. Select Varieties</p> <p>Pasta</p> <p>\$1.99</p> <p>Case of 8 \$15.92</p>
<p>Western Family 25 Lb. Select Varieties</p> <p>Flour</p> <p>\$8.49</p> <p>Case of 2 \$16.98</p>	<p>Western Family 12 Oz. Evaporated</p> <p>Milk</p> <p>4/\$5</p> <p>Case of 24 \$30.00</p>	<p>Reynolds Market Gallon Skim, 1% & 2%</p> <p>Milk</p> <p>\$3.49</p> <p>Gal.</p>
		<p>Boneless Skinless</p> <p>Chicken Breasts</p> <p>\$1.99</p> <p>lb.</p>
		<p>Fresh Choice Navel</p> <p>Oranges</p> <p>69¢</p> <p>lb.</p>

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Technology Advisor

PUBLIC INPUT MEETING

for the
Williston - Williams County Regional Plan Update

An update to the 2010 Williston Comprehensive Plan and Transportation Plan

The City of Williston, Williams County, North Dakota Department of Transportation (NDDOT) and SRP Consulting Group, Inc. invite you to attend a Public Input Meeting for the upcoming Williston - Williams County Regional Plan Update. This plan will address regional land use, transportation, economic development, and other issues and concerns associated with regional growth.

We would like input from the citizens of Williston and Williams County Region on community needs, desired land uses, development concerns, transportation needs, parks and open spaces, the environment, bicycle and pedestrian facilities, congestion, quality of life, and other pertinent issues you would like to share about the region.

This meeting will initiate our planning efforts, with information from this meeting being used to help direct the focus of the plan. We are interested in hearing what is working well in the community as well as issues that may need to be addressed.

Your attendance and comment will help create an updated plan that help guide the region's growth and address issues that affect quality of life.

WHEN?
Thursday, January 15, 2015
Open House: 6 p.m. to 8 p.m.
With a brief presentation at 8:15 p.m.

WHERE?
Williston Area Recreation Center
822 16th Street East
Williston, ND 58802

OPEN HOUSE CONDUCTED BY
City of Williston Planning Department, Williams County, NDDOT and SRP Consulting Group, Inc.

Representatives from the City of Williston Planning Department, Williams County, NDDOT and SRP Consulting Group will be on hand to answer your questions and discuss your concerns.

1114 5th Williston

OF MARRIAGE COUNSELING.

998. Public Notices

LEGAL DEADLINES
PUBLISH BY RECEIVE BY
 Mon.....Thurs. 11 AM
 Tues.....Fri. 11 AM
 Wed.....Mon. 11 AM
 Thurs.....Tues. 11 AM
 Friday.....Wed. 11 AM
 Sun.....Wed 11 AM

TO PLACE A PUBLIC NOTICE
 Call 701-572-2165
 Fax: 701-572-9563

999. Public Notices

NOTICE OF HEARING PETITION FOR APPLICATION FOR FORMAL PROBATE AND APPOINTMENT OF PERSONAL REPRESENTATIVE IN INTEREST AND TO ESTABLISH SUCCESSION OF PROPERTY
 Probate No. S3-2014-PR-00737
 IN THE DISTRICT COURT OF WILLIAMS COUNTY, NORTH DAKOTA
 STATE OF NORTH DAKOTA
 ROBERT L. DEMARÉE, deceased
 Plaintiff has filed herein an Application for Formal Probate and Appointment of Personal Representative in Interest, and to Establish Succession of Property, with a Petition on the 20th day of January, 2015, at 4:30 o'clock P.M., Central Time at the Courtroom of the above named Court in the City of Williston, County of Williams, State of North Dakota.

By: **BRUCE A. SELINGER**
 Attorney for Applicant
 KUBIK, ROEMER, BOB & SELINGER
 117 First Street East
 Williston, ND 58802-1173
 (701) 225-8155
 bselinger@indspire.com

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NOTICE OF HEARING PETITION FOR APPLICATION FOR FORMAL PROBATE AND APPOINTMENT OF PERSONAL REPRESENTATIVE IN INTEREST AND TO ESTABLISH SUCCESSION OF PROPERTY
 Probate No. S3-2014-PR-00727
 IN THE DISTRICT COURT OF WILLIAMS COUNTY, NORTH DAKOTA
 STATE OF NORTH DAKOTA
 LOUISIANA WILSON, deceased
 Plaintiff has filed herein an Application for Formal Probate and Appointment of Personal Representative in Interest, and to Establish Succession of Property, with a Petition on the 20th day of January, 2015, at 4:30 o'clock P.M., Central Time at the Courtroom of the above named Court in the City of Williston, County of Williams, State of North Dakota.

By: **BRUCE A. SELINGER**
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 KUBIK, ROEMER, BOB & SELINGER
 117 First Street East
 Williston, ND 58802-1173
 (701) 225-8155
 bselinger@indspire.com

999. Public Notices

NOTICE OF PUBLIC HEARING
 NOTICE IS HEREBY GIVEN that a request has been received by the City Auditor, City of Williston, North Dakota, for the City of Williston to acquire the following property:
 On-Site: Aerials, Boilers for Locomotive No. 11th Street East, Williston, North Dakota. 33821, a parcel described as follows:
 Lots 5 and 6 of Homestead
 Second Addition to the City of Williston, Williams County, North Dakota.
 A hearing on said application will be held by the Board of City Commissioners of the City of Williston, North Dakota, at 8:00 P.M. on Wednesday, January 27, 2015, at which time any interested party may appear and be heard in opposition to the application described above.

By: **JOHN KAUTZMAN**
 City Auditor
 (January 2, 9, 2015)

PUBLIC INPUT MEETING
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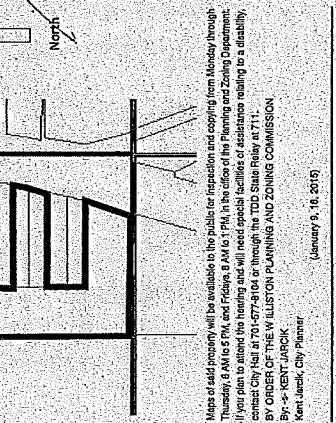
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 Williston, ND 58802

OPEN HOUSE CONDUCTED BY
 City of Williston Planning Department, Williams County, NDDOT and SRF Consulting Group, Inc.

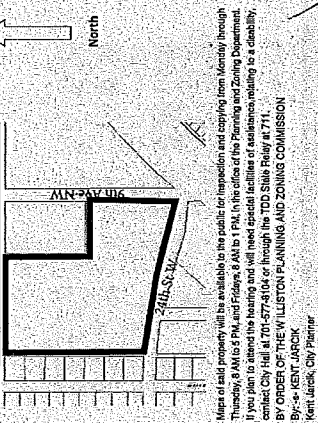
Representatives from the City of Williston Planning Department, Williams County, NDDOT and SRF Consulting Group will be on hand to answer your questions and discuss your concerns.

Maps of said property will be available to the public for inspection and copying from Monday through Thursday, 8 AM to 5 PM, at 774 S. 17th St. in the office of the Planning and Zoning Department, Williston City Hall at 774 S. 17th St. or through the TOD State Relay at 711. Hearing to a publicly held City Hall at 774 S. 17th St. or through the TOD State Relay at 711.
 BY ORDER OF THE WILLISTON PLANNING AND ZONING COMMISSION
 Kent Jarock, City Planner
 (January 9, 16, 2015)

PUBLIC HEARING NOTICE
 NOTICE IS HEREBY GIVEN that the Planning and Zoning Commission of the City of Williston, North Dakota, schedules a public hearing on Tuesday, January 20, 2015, at 5:00 PM C.T. in the Commission Room of City Hall to consider a Part of Lot TR, Levee/Recreation Management, a zone change for 4.27 acres from P-1 (Single-family residential) to C-2 (Retail Commercial) and a Planned Unit Development Overlay for 14.87 acres in Lot TR of the Levee/Recreation Management, all located south of 26th St. N and west of 26th Avenue West.
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999. Public Notices

NOTICE TO CREDITORS
 Probate No. S3-2014-PR-00731
 IN THE DISTRICT COURT OF WILLIAMS COUNTY, NORTH DAKOTA
 STATE OF NORTH DAKOTA
 LORNA BOBA, deceased
 Plaintiff has filed herein an Application for Formal Probate and Appointment of Personal Representative in Interest, and to Establish Succession of Property, with a Petition on the 20th day of January, 2015, at 4:30 o'clock P.M., Central Time at the Courtroom of the above named Court in the City of Williston, County of Williams, State of North Dakota.

By: **LEANN TOTTE**
 Attorney for Applicant
 of Farnsworth, Kelli, Olson & Ewert, P.C.
 Williston ND 58802-0417
 By: **JANET JOHNSON**
 Jane Johnson
 of Farnsworth, Kelli, Olson & Ewert, P.C.
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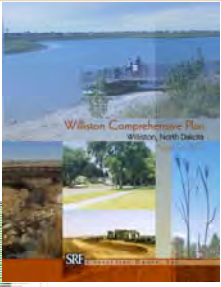

Williston-Williams County Regional Plan
 City of Williston
 Williams County
 North Dakota Department of Transportation



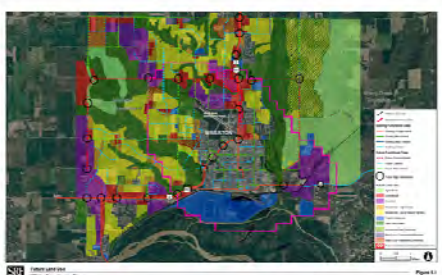

What is this project?

An update to the Comprehensive Plan

- Existing and Future Land Uses
- Goals and Objectives
- Land Area Consumption Analysis

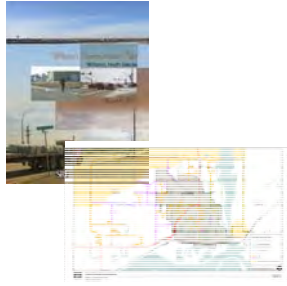

Land Use Plan in 2010 Comp. Plan

What is this project?

An Update to the Transportation Plan



- Existing Roadway Network
- Update Travel Demand Model
- Identify Areas of Congestion
- Identify Future Roadway Needs

What is this project?

Corridor Studies


- US Hwy 2
 - Montana Border to 13-mile corner
- ND Hwy 1804
 - East to CR 11
- ND Hwy 1804 through downtown area

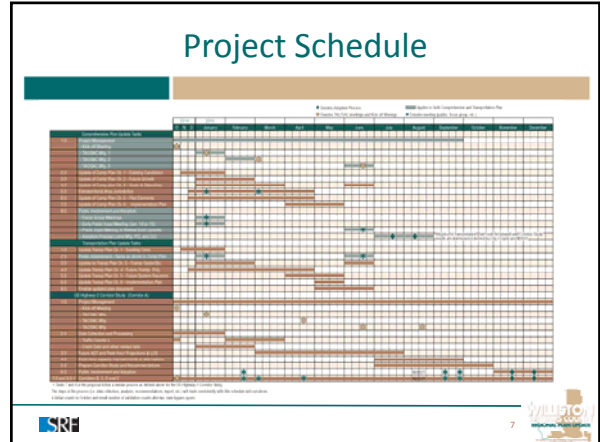
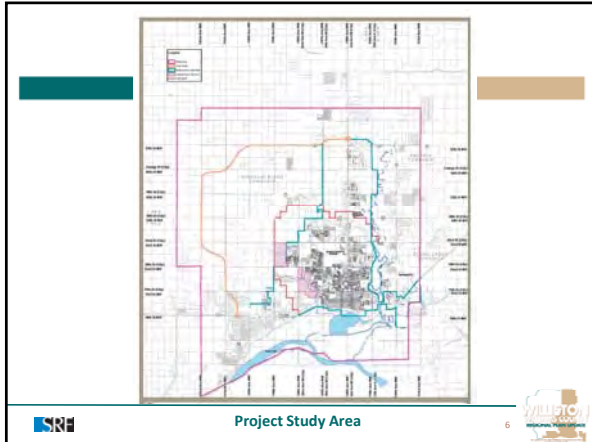



What is this project?

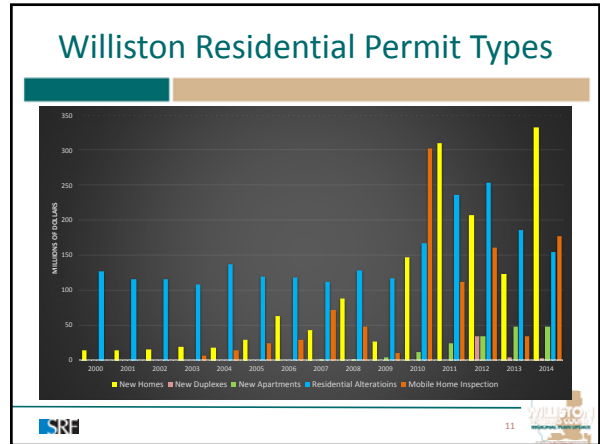
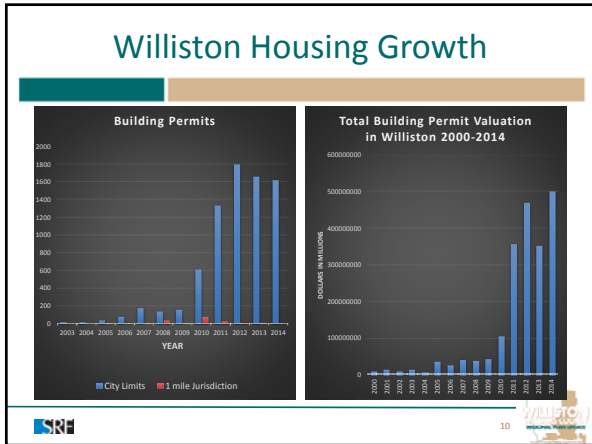
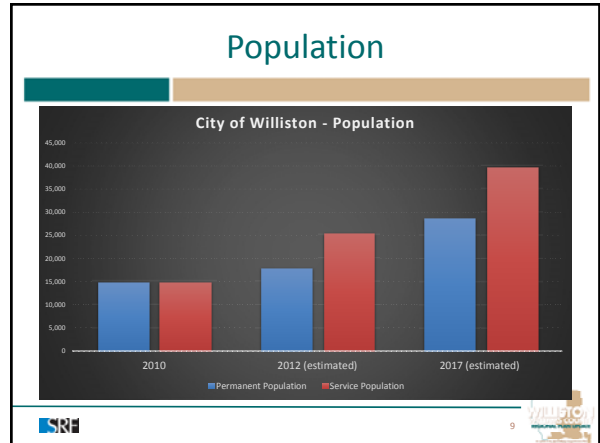
An opportunity to evaluate the progress of the community over the past five years, and as yourselves:

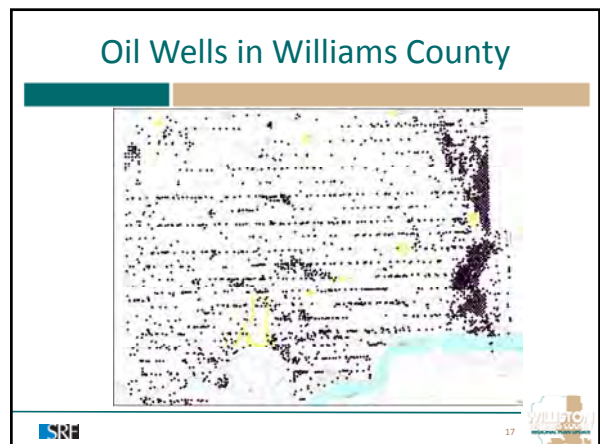
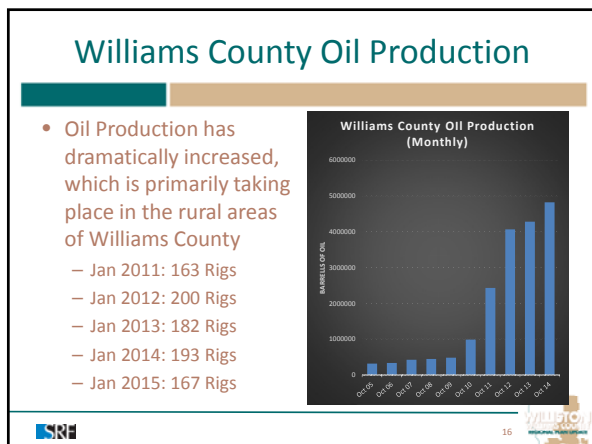
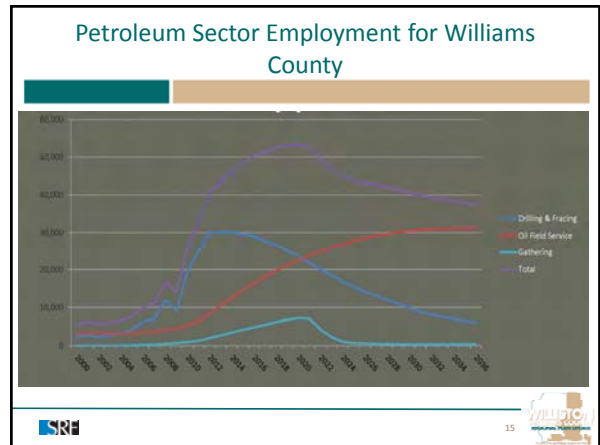
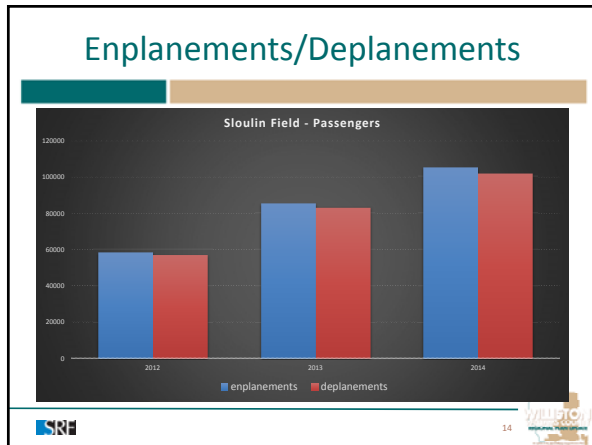
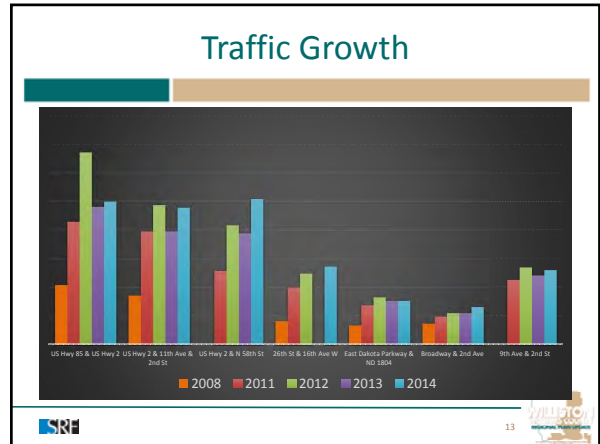
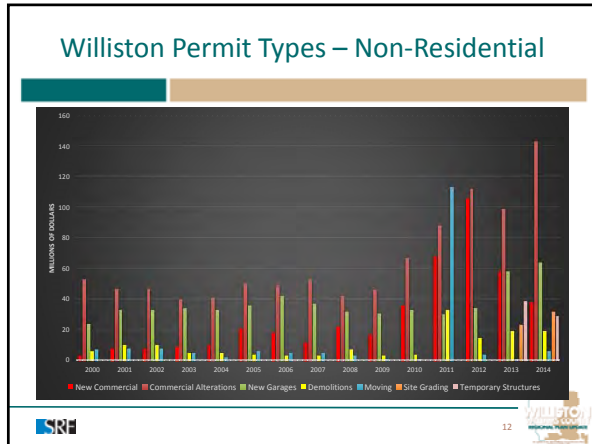
- *What would make Williston – the city and the surrounding area – a better place to live?*
- *What is your long term vision for this community?*

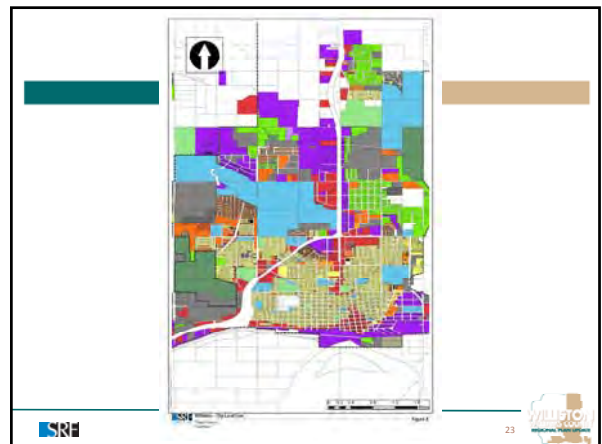
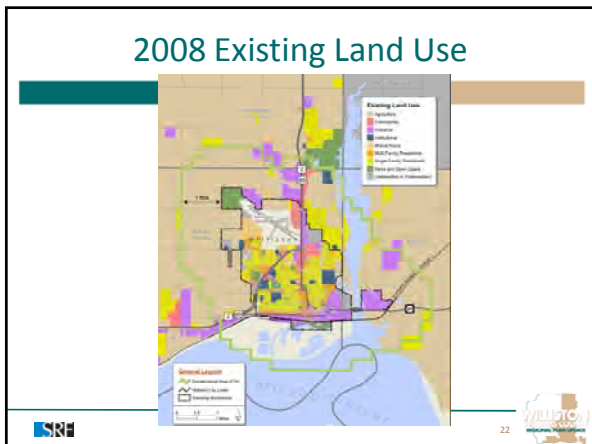
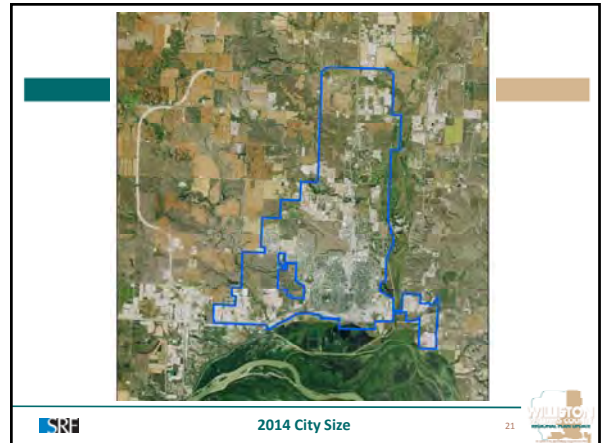
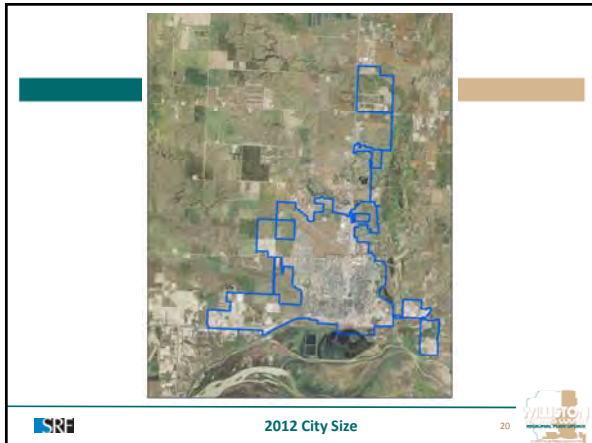
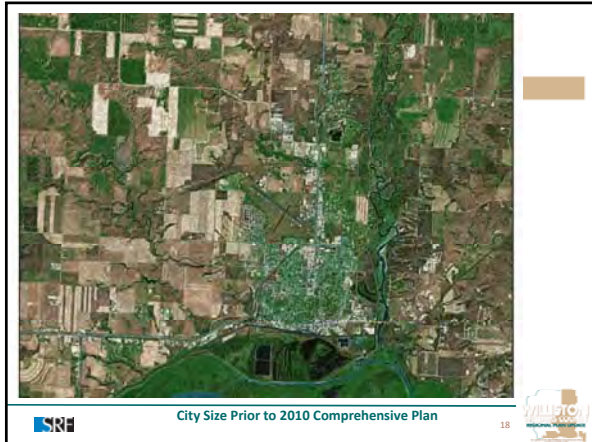


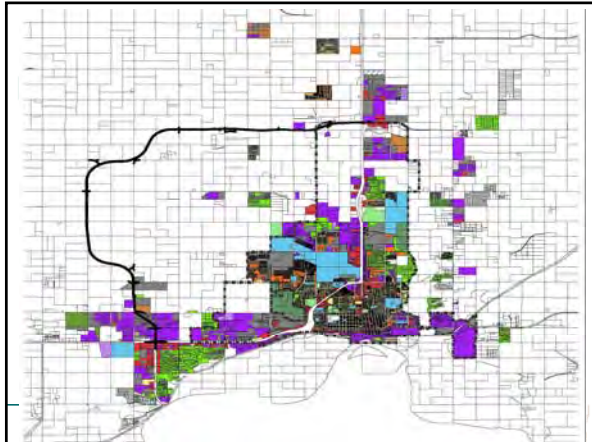


- ### Summary of Change
- Population
 - 2012 estimated permanent population: 17,792
 - 2012 estimated service population: 25,349
 - Development Activity
 - Housing
 - 1.18 units/job in 2000
 - 1.07 units/job in 2005
 - .74 units /job in 2012
 - Commercial: CVB Membership doubled
 - Hospitality – 1,798 hotel rooms
 - Current Physical Size of City – 21.53 Sq mi or 13,782.95 acres
 - Traffic – average traffic growth of 123% on major roadways in Williston since 2008
 - Utilities have been extended to provide service to new growth areas
 - Roadway Network has been improved through construction, extension, and improvement
 - Enplanements – 105,088 in 2014
 - Emergency Service Calls have dramatically increased, new systems and procedures in place to locate respondents
- SRM









Strategies of 2010 Comprehensive Plan

- Land Use and Physical Growth
- Transportation
- Building Beauty into the City
- The Public Realm
- Housing
- Annexation and Extraterritorial Areas (ETJ)
- Environmental Factors
- Economic Factors
- Intergovernmental Coordination



Comprehensive Plan Implementation

• Building Beauty into the City

– Landscaping Requirements

- The City of Williston adopted a landscaping ordinance in 2012 that included:
 - Planting of boulevard trees
 - Residential protection buffers from higher intensity uses
 - Minimum planting requirements for new development
 - Recommended species prepared by an arborist



Comprehensive Plan Implementation

– Code Compliance

- The City of Williston created a Zoning Code Compliance department and hired an Enforcement Officer to receive and resolve violations such as junk storage, abandoned vehicles, outside storage, and other zoning code infractions on a complaint basis.



Comprehensive Plan Implementation

– Sign Ordinance

- In 2012 the City of Williston updated their sign ordinance to control the use of temporary signage and to regulate digital signs



Comprehensive Plan Implementation

• Land Use, Zoning, and Master Plans

- The City of Williston has aggressively studied the placement and layout of new developments
 - Joint City/County meetings for coordination
 - Annexed areas into the city to accommodate new, orderly growth of public infrastructure
 - Will be studying potential redevelopment of the airport property
 - The development review process now incorporates neighborhood design components such as mixture or uses, affordability, walkability, and design diversity



Comprehensive Plan Implementation

- Code Update
 - The City of Williston is currently in the process of updating and overhauling their code of ordinances into a new Unified Development Code to better respond to new types of development.



30



Comprehensive Plan Implementation

- Utility Infrastructure
 - The City of Williston has aggressively expanded its utility network to accommodate new commercial, residential, and industrial development
 - Extension of sanitary sewer and potable water to the Bakken Industrial Park
 - Utility extension Study
 - Upgrade to the Williston Water Treatment Facility
 - Expansion of the waste water treatment lagoons



31



WILLISTON WATER TREATMENT PLANT

- Regional facility operated by City
- Source: Missouri River
 - Phase 3: 14 MGD
 - Phase 4: 21 MGD
 - Subsequent Phases: 35 MGD
 - Treatment process
 - Pre-sedimentation Basins
 - Actiflo & Conventional Filtration
 - Lime softening
 - Chlorine & UV Disinfection

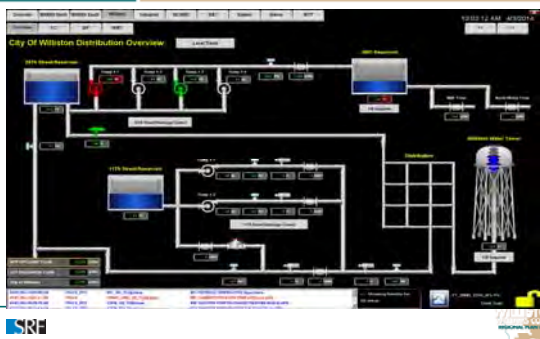


WILLISTON WATER TREATMENT PLANT

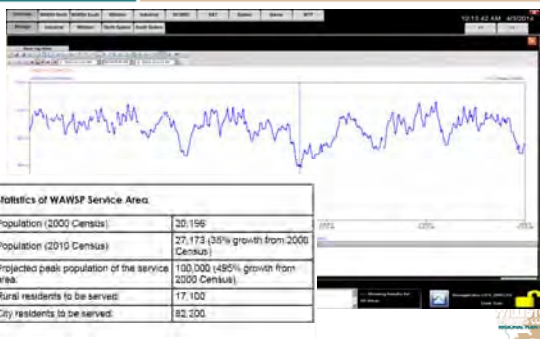
- Continuous construction since 2011
 - Williston WTP Improvements
 - 7 MGD → 10 MGD → 14 MGD
 - 21 MGD → 28 MGD → 35 MGD
 - Reservoirs:
 - 11 MG of total system storage
 - Pump Stations & Distribution System:
 - Over 100 miles of pipeline, pump stations, valves & meters



STORAGE SYSTEM LAYOUT



STORAGE CHALLENGES & WAWS RELATIONSHIP



WATER RESOURCE RECOVERY FACILITY

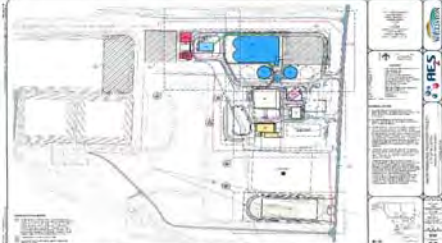
- Construction 2014-2017, \$105M project cost
 - Discharge: Missouri River
 - Existing Treatment
 - Pre-screening & grit removal
 - Aerated lagoons (3)
 - Interim tertiary treatment
 - Future Treatment
 - Ovivo Oxidation Ditch
 - Clarifiers
 - ATAD
 - Class A Biosolids



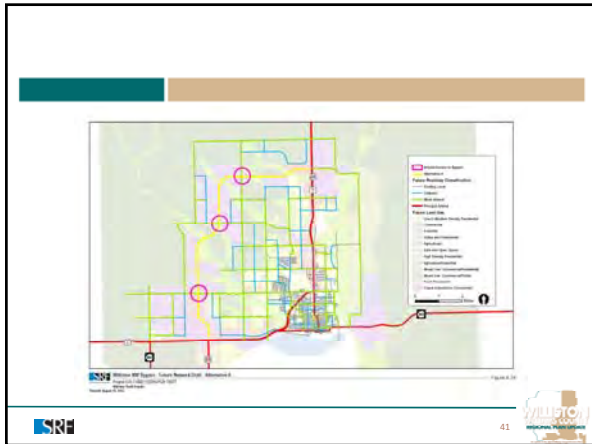
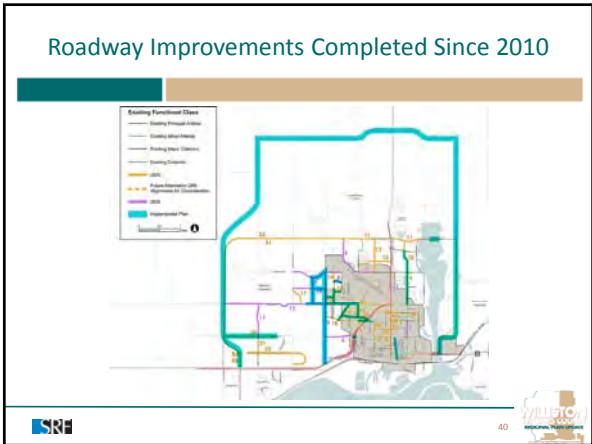
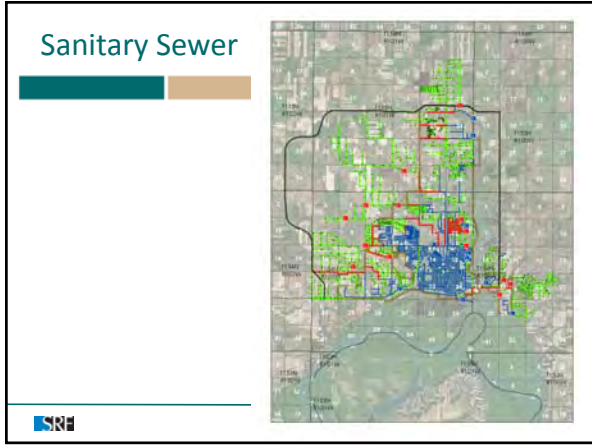
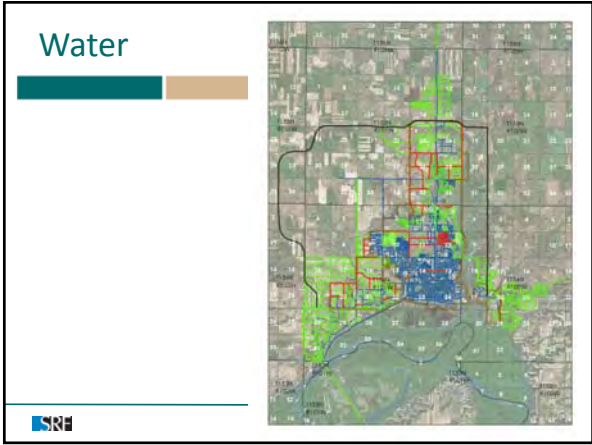
SRH **WILLISTON**

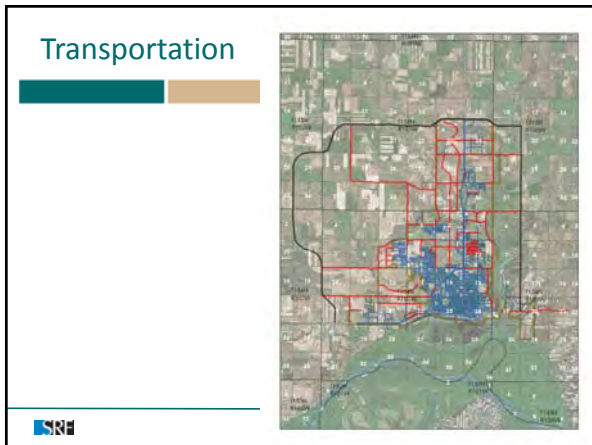
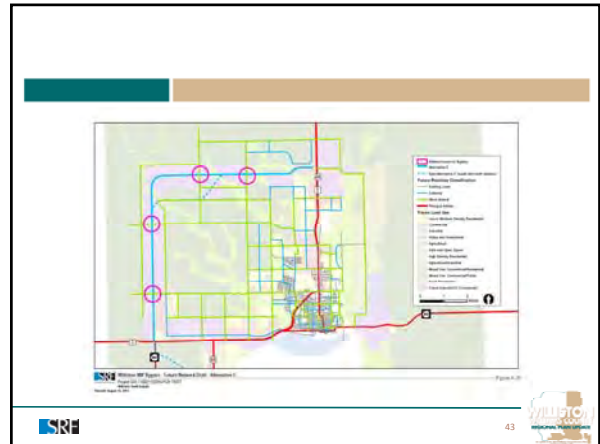
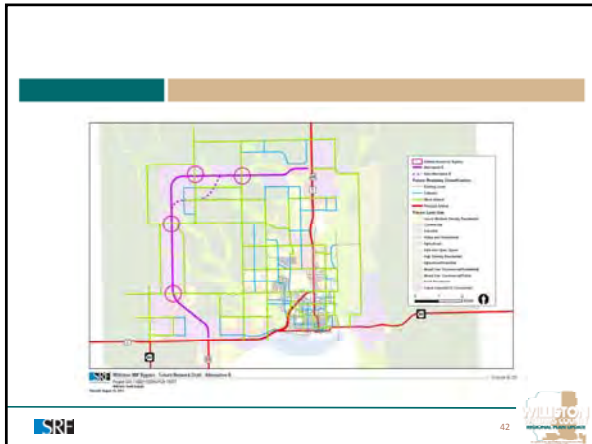
WATER RESOURCE RECOVERY FACILITY

- Future Capacity Approx 6 MGD
- Early components online in 2016, completion in



SRH **WILLISTON**





Transportation Plan Implementation

Major Improvements

- Extension of University Avenue
- Grade separation of 18th Street /Bison Dr. and West Dakota Parkway
- Worked with NDDOT on the Williston NW Bypass (Temporary and Permanent)
- Worked with NDDOT on the reconfiguration of 11th Street and West Dakota Parkway
- 32nd Avenue Extension
- Frontage Road along West Dakota Parkway

The SRP logo is in the bottom left, and the page number '45' is in the bottom right.

Comprehensive Plan Implementation - Housing

The City of Williston has worked with the development community to build a housing stock that addresses demand, is diverse, and adds to the local aesthetic.

- Building design and material choice is considered when development applications are received
- The City has permitted approximately 7,000 residential units since 2010

The SRP logo is in the bottom left, and the page number '46' is in the bottom right.

Comprehensive Plan Implementation

The City has adopted a Workforce Housing Ordinance restricting “crew camps” while allowing some temporary housing options.

The SRP logo is in the bottom left, and the page number '47' is in the bottom right.

Comprehensive Plan Implementation

Public Realm

- Williams County constructed a new courthouse
- Williams County has selected a location for its new County Highway Department facility
- The City of Williston is studying departmental space needs



48



Individual Input – 1 minute

1. In one word, name something you *like* about Williston and the surrounding area?



49



Individual Input – 1 minute

2. In one word, name something you *don't like* about Williston and the surrounding area.



50



Individual Input – 1 minute

3. Describe a change you want to see in Williston and the surrounding area.



51



Individual Input – 1 minute

4. List the recreational activities, retail shopping, and services that you can do or get in Williston in 2015 that you could not do or get in 2010.



52



Group Discussion Question – 5 minutes

5. What are two words you would use to describe Williston and Williams County?




53




Group Discussion Question – 5 minutes

6. How has the quality of life changed over the past five years?



Group Discussion Question – 5 minutes


7. What are three key transportation improvements that would improve traffic flow, safety and user-friendliness in the project study area?




Group Discussion Question – 5 minutes

8. What is your vision for the look and feel of the community, based on:

- Examples of existing development in the study area,
- Developments you’ve seen in other places,
- Amenities you’ve seen or thought of that would enhance aesthetics or quality of life?



Questions?



Next Steps

- Next Steps – February 18-19, 2015
 - Technical Advisory and Planning Advisory Committee Meetings
 - Industrial Land Consumption Analysis
 - Future Land Use Plan
 - Corridor Studies
- Focus Group Meeting with Oil Industry Representatives
- Approach to Joint Planning Area Meeting



Contacts

<ul style="list-style-type: none"> • SRF Consulting Group <ul style="list-style-type: none"> – Cindy Gray, Principal <ul style="list-style-type: none"> • cgray@srfconsulting.com • 701-237-0010 – Michael Maddox, Senior Planner <ul style="list-style-type: none"> • mmaddox@srfconsulting.com • 701-237-0010 	<ul style="list-style-type: none"> • City of Williston <ul style="list-style-type: none"> – Kent Jarcik, Director <ul style="list-style-type: none"> • planning@ci.williston.nd.us • 701-577-8107 • Williams County <ul style="list-style-type: none"> – Mike Sizemore, Director <ul style="list-style-type: none"> • mikesi@co.williams.nd.us • 701-5774565
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**Williston Early Public Involvement Meeting for Comprehensive Plan and Transportation Plan
 January 15, 2015
 Responses to Questions**

Individual Questions	Responses
1. In one word, describe something you like about Williston and the surrounding area.	Togetherness Growth Work Rural/Agriculture People Investment Beauty of terrain Possibility Dynamic Countryside Family moving back Family Fast traffic Energy Bustling/busy/people making money Agriculture community The ARC Recreation Vitality Holiday traffic Water
2. In one word, describe something you don't like about Williston and the surrounding area.	Lack of retail Trash Labor availability Growth spread into agricultural land Traffic Traffic / congestion Traffic Bad attitude Dangerous, too busy, intersections without signals or stop signs Traffic The haphazard way things are put together Busy Strip clubs Dirt Litter Dirty and loud in town Mixed zoning No salt on roads Work force flop houses Weather

	<p>Traffic City and County Commissioners Streets aren't paved</p>
<p>3. Describe a change you want to see in Williston and the surrounding area.</p>	<p>Housing costs No trucks in town Water access Downtown stores (not offices) Cost of living Roadways Cleaner Shopping and entertainment Traffic control One industrialized area Sense of community Highway 1804 through south end of Williston – south side of new National Guard Armory Better traffic Reduced truck traffic More permanent residents and less transients Better airport and retail choices More recreation Add shopping / entertainment Organized development Get rid of City and County Commissioners</p>
<p>4. List the recreational activities, retail shopping, and services that you can do or get in Williston in 2015 that you could not do or get in 2010.</p>	<ul style="list-style-type: none"> - ARC, Smiling Moose, Buffalo Wild Wings, Wildcat Pizza, +++ food, all new hotels - Home Depot, new post office, Menards, Home of Economy Super Store, 13 restaurants, Dan's Tire - Restaurants, ARC, equipment - Nothing that I want/need - Increase in restaurants, ARC, better parks - Go out to eat, go to the gym, find housing, ARC - Wellness center, more restaurants, hotels, housing - REC Center, eating out, park activity - ARC, restaurants - More eating placements - Eating variety - Greater variety of foods, Acme Tools - Buy organic food - Steakhouse, more pizza places, fuel stops west of city (Holiday) - Better dining, better building material selection, REC Center - ARC - A few more restaurant choices - ARC, Jimmy John's (close to work)

	<ul style="list-style-type: none"> - ARC, the higher # of restaurants, retail remains <u>very</u> subpar - None - ARC, WBC, Outlaws (Restaurants) - More restaurants - Pocket picked clean from new taxes - Rec, shopping, services, restaurant variety
<p>Group Discussion Questions</p>	
<p>5. What are two words you would use to describe Williston and Williams County?</p>	<ul style="list-style-type: none"> - High growth, energy - Crazy, progressive, exciting, opportunities, possibilities, fortunate, hope, conflicted growth (commercial vs. industrial, housing – city vs. county, emergency services, students – where to put them, tough decision to make, roads from city through county, priorities differ sometimes. - Dangerous, uncertain future, congested, tore up, dirty - Improved, crazy - Busy, dirty - Keep developing - Cooperation; under construction, reactionary, wild west, diversity - Organized chaos, identify crisis, conflicted, depletion of trust from all levels
<p>6. How has the quality of life changed over the past five years?</p>	<ul style="list-style-type: none"> - WARC/retail/safety/schools - Crush of people we had @ impact - How do we set funding to make improvements...working together as a community made it happen - Still have areas to work on – 5 years from now, even better - People are smiling more - Still need more daycare! / affordability - More restaurants, wellness center, college, traffic - Feel unsafe, fast track, downgraded, a few more places to eat, increased prices, better health facilities, good indoor recreation - Restaurants, parks, ARC, air services, traffic housing, vector control - Decreased quality of life – increased traffic, lost business, dangerous, increased jobs, increased cost of living, lost people with fixed income

	<ul style="list-style-type: none"> - apartments available, restaurant choice - We are no longer individuals we are servants - Restaurant choices and traffic – truck traffic, ARC - Cost of living increase, loss of local families with fixed incomes, increased diversity, bringing back of younger generations to work, creation of jobs, economic prosperity denied to some, loss of small town feel, loss of security
<p>7. What are the three key transportation improvements that would improve traffic flow, safety and user-friendliness in the project study area?</p>	<ul style="list-style-type: none"> - Interchange / overpass at four-mile corner - Interchange at 26th Street/2nd Avenue and airport frontage road - Better signage for truck route through town (overall simple signage, truck routes, stop signs and Main Streets) - Intersection improvements at 42nd Street and 2nd Avenue - Over passes at major intersections for future growth - 1804 east “widening” and overall improvement of safety - Overall safety on all roads - Move the airport - School bus system - Truck bypass - Designated hazmat routes - 1804 east/west - Diesel exhaust - 6th Avenue / 26th Street – 3-way stop - Limit access to frontage roads along Highway 2 - Through town in south end on 1804, take out building kitty corner from Cenex (?) - Intersections – 3-way stop at 26th Street and 6th Avenue (in front of NDDOT site opposite the Kum & Go) - Limit access to frontage roads (Walmart) - 16th / 42nd when airport is gone - South 1804 through town, NW TRR, NE TRR, 1804 E Improvement, better land delineation and/or paint, Missouri River Bridge

	<ul style="list-style-type: none"> - Pedestrian paths, bike paths, 18th Street underpass, school bus program - Bypass open, 42nd Street to 32nd Avenue – local trucks only, educating people about the new routes, 2nd Avenue/US 2/26th Street intersection and Walmart intersection – what to do!, add bike trail systems
<p>8. What is your vision for the look and feel of the community, based on:</p> <ul style="list-style-type: none"> a. examples of existing development in the study area? b. developments you've seen in other places? c. amenities you've seen or thought of that would enhance aesthetics or quality of life? 	<ul style="list-style-type: none"> - Getting name brand stores, more retail is coming - Getting truck bypasses done will help - Airport move will help - Reduce or control billboards - Like some apartments, would like more complexes to look like the apartments east of Walmart - Better industrial parks – look and function - Better lighting – regulations for night lighting in the county - Better ways to get around town - More single family houses - More town centers like Badlands Town Center - North Gate, Dakota Ridge - Connect 26th Street west of the new Williston High School to 141st Ave NW. - Nice new parking ramp, 2nd floor being building at Main and 2nd St. - More single family homes – North Gate and Dakota Ridge are good examples

APPENDIX 5 – PUBLIC MEETING, FEBRUARY 19, 2015

PUBLIC INPUT MEETING

for the US Highway 2 Corridor Study and the ND Highway 1804 Corridor Study

Williams County, the City of Williston, North Dakota Department of Transportation (NDDOT) and SRF Consulting Group, Inc. invite you to attend a Public Input Meeting for the Corridor Study component of the Williston - Williams County Regional Plan Update.

We are seeking input from the public regarding transportation issues along US Highway 2 between the Montana Border and the 13 Mile Corner (north of Williston, where US Highway 85 continues north and US Highway 2 continues east) and ND Highway 1804 from US Highway 2 to County Road 11. Both corridor studies are inclusive of the corridor segments within Williston city boundaries.

This meeting will initiate our planning efforts on these corridors. Input provided at this meeting will be used to help guide the focus of the study and the development of strategies for the highway segments referenced above. We are interested in hearing about what is working well along these corridors, as well as issues that may need to be addressed.

Your attendance and input will help us understand issues experienced along these corridors and create a plan to work toward resolution of these issues. .

WHEN?

Thursday, February 19, 2015
Open House: 6 p.m. to 8 p.m.
with a brief presentation at 6:15 p.m.

WHERE?

Williston Community Library
1302 Davidson Drive
Williston, ND 58801

OPEN HOUSE CONDUCTED BY

City of Williston Planning Department, Williams County, NDDOT and
SRF Consulting Group, Inc.

Representatives from the City of Williston Planning Department, Williams County, NDDOT and SRF Consulting Group will be on hand to answer your questions and discuss your concerns.

If special accommodations are needed to allow for participation in this meeting, please contact the City of Williston Planning Department at 701-577-8104.



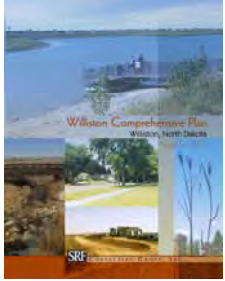

Williston-Williams County Regional Plan

City of Williston
Williams County
North Dakota Department of
Transportation





What is this project?

- An update to the Williston
 - Comprehensive Plan
 - Transportation Plan
 - With increased county involvement
- An update to the:
 - West Dakota Parkway Corridor Study
 - US Highway 2 from Montana Border to 13-Mile Corner
 - ND 1804 from US 2 to CR 11
 - Including the corridor through downtown Williston






Corridor Study Goals

- Identify and understand key issues
 - Data collection
 - Evaluation
 - Stakeholder/public input
- Refine growth projections
 - Land use, traffic forecasts, transportation system
- Develop project lists and improvement plans
 - Intersection and corridor improvements, access management, land use guidance
- Prioritize Projects
 - Based on need, funding, etc.






Corridor Study Limits

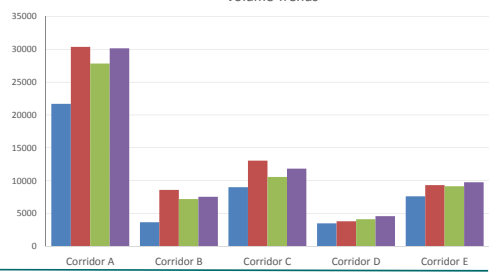
Corridor Data Collection Overview

- Traffic Volumes
 - Average Daily Traffic (ADT) volumes (NDDOT and SRF)
 - Peak hour intersection turning movement counts (NDDOT and SRF)
 - 15-minute peak period intersection/driveway pulse counts (SRF)
 - Vehicle classification counts (NDDOT and SRF)
 - Historical traffic volumes
- Crash History
 - Five (5) years of data provided by NDDOT (2010 thru 2014)
 - Includes crash type, severity, contributing factors, etc.
- Field Observations
 - Access inventory
 - Roadway characteristics (i.e. geometry, speed limits, traffic controls)





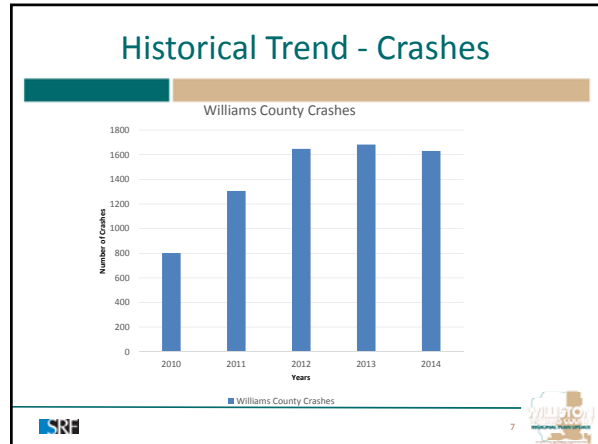
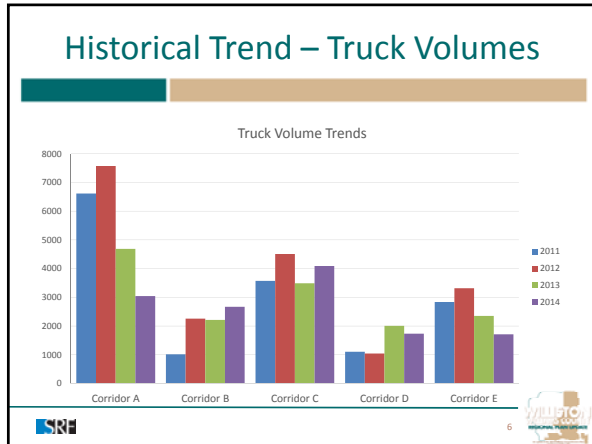
Historical Trend – Traffic Volumes

Volume Trends



Corridor	2011	2012	2013	2014
Corridor A	21,000	30,000	28,000	30,000
Corridor B	4,000	8,000	7,000	7,000
Corridor C	9,000	13,000	10,000	11,000
Corridor D	4,000	4,000	4,000	4,000
Corridor E	8,000	9,000	9,000	9,000





Corridor A - US 2/85

- 4-Mile Corner to Love's Corner (~10.5 miles)
- 4-Lane principal arterial roadway
- Speed limit ranges from 40 to 55 mph
- Urban to urbanizing characteristics
- 30 study intersections
- Significant amount of access

Corridor A – Traffic Volumes

- Daily traffic volumes range from 23,150 vpd to 38,540 vpd
- Busiest segment between 26th Street and 34th Street – 38,540 vpd
- Heavy commercial vehicles range from 7 to 15 percent
- AM/PM peak period travel patterns
- Historical annual growth ranges from 7 to 12 percent since 2011


Corridor A – Crash History

- 4-Mile Corner to Love's Corner (~10.5 miles)
- 1,258 crashes along the corridor between 2010 and 2014
- Six (6) fatalities
 - 2 failure to yield
 - 3 alcohol related
 - 1 speed related
- Access versus mobility is important


Corridor B - US 2/85

- MT state line to 4-Mile Corner (~15 miles)
- 2-lane to 4-lane principal arterial roadway
- Speed limit ranges from 55 to 65 mph
- Rural to urbanizing characteristics
- 14 study intersections
- Access increasing

Corridor B – Traffic Volumes





- Daily traffic volumes range from 3,990 vpd to 18,225 vpd
- Busiest segment between County Hwy 4 and 4-mile corner – 18,225 vpd
- Heavy commercial vehicles range from 25 to 30 percent
- AM/PM peak period travel patterns
- Historical annual growth ranges from 3 to 7 percent since 2011

SRM  12


Corridor B – Crash History

- MT state line to 4-Mile Corner (~15 miles)
- 163 crashes along the corridor between 2010 and 2014
- Six (6) fatalities
 - 3 failure to yield
 - 3 alcohol related
- Access versus mobility is important




SRM  13

Corridor C - US 2/85





- Love's Corner to 13-mile Corner (~7 miles)
- 4-Lane principal arterial roadway
- Speed limit ranges from 55 to 70 mph
- Rural to urbanizing characteristics
- 7 study intersections
- Access is limited, but increasing

SRM  14


Corridor C – Traffic Volumes

- Daily traffic volumes range from 11,810 vpd to 26,175 vpd
- Busiest segment between 57th Street and 58th Street - 26,175 vpd
- Heavy commercial vehicles - 25 percent
- AM/PM peak period travel patterns
- Historical annual growth - 5 percent since 2011




SRM  15

Corridor C – Crash History





- Loves Corner to 13-mile Corner (~7 miles)
- 116 crashes along the Corridor between 2010 and 2014
- One (1) fatality
 - Alcohol involved
- Maintaining good access spacing is critical

SRM  16

Corridor D – ND Hwy 1804

- County Hwy 9 to County Hwy 42 (~11.5 miles)
- 2-lane to 4-lane principal arterial roadway
- Speed limit ranges from 45 to 65 mph
- Rural to urbanizing characteristics
- 15 study intersections
- Access increasing



SRM  17

Corridor D – Traffic Volumes



- Daily traffic volumes range from 2,970 vpd to 10,745 vpd
- Busiest segment between County Hwy 9 and 133rd Avenue NW - 10,745 vpd
- Heavy commercial vehicles range from 15 to 25 percent
- AM/PM peak period travel patterns
- Historical annual growth - 7 percent since 2011



18

Corridor D – Crash History

- County Hwy 9 to County Hwy 42 (~11.5 miles)
- 141 crashes along the corridor between 2010 and 2014
- Four (4) fatalities
 - Alcohol was present in all four
- Access versus mobility is important



19

Corridor E – ND Hwy 1804

- US 2/85 to County Hwy 9 (~3 miles)
- 2-lane, 3-lane, and 4-lane principal arterial roadway
- Speed limit ranges from 30 to 40 mph
- Urban characteristics
- 35 study intersections
- Significant access



20

Corridor E – Traffic Volumes



- Daily traffic volumes range from 4,320 vpd to 13,740 vpd
- Busiest segments:
 - E Dakota Parkway to County Hwy 9 - 13,740 vpd
 - US 2/85 to 14th Avenue - 12,790 vpd
- Heavy commercial vehicles range from 2 to 15 percent
- Traditional peak hour patterns
- Historical annual growth ranges from 5 to 9 percent since 2011



21

Corridor E – Crash History

- US 2/85 to County Hwy 9 (~3 miles)
- 252 crashes along the corridor between 2010 and 2014
- One (1) fatalities
 - Careless driving right-turn into a pedestrian
- Access versus mobility is important



22

Corridor Study – Next Steps

- Identify and understand key issues
 - Data collection
 - Evaluation
 - Stakeholder/public input
- Refine growth projections and evaluations
 - Land use, traffic forecasts, transportation system
- Develop project lists and improvement plans
 - Intersection and corridor improvements, access management, land use guidance
- Prioritize projects
 - Based on need, funding, etc.



We are here



23



Next Steps

- Next Steps:
 - Future public meeting later in 2015 to review findings and recommendations of the plan



24

Questions?



25

Contacts

- SRF Consulting Group
 - Cindy Gray, Principal
 - cgray@srfconsulting.com
 - 701-237-0010
 - Matt Pacyna, Sr. Associate
 - mpacyna@srfconsulting.com
 - 763-475-0010
- City of Williston
 - Kent Jarcik, Director
 - planning@ci.williston.nd.us
 - 701-577-8107
- Williams County
 - Mike Sizemore, Director
 - mikesi@co.williams.nd.us
 - 701-577-4565



26

Public Open House
US Hwy 2 and ND Hwy 1804 Corridor Studies
Williston-Williams County Regional Plan

February 19, 2015
Williston Community Library
6:00 to 8:00 p.m.

SIGN-IN SHEET

#	Name	Address	Contact info
1	Ron Heller	621 14th Ave West <i>Williston</i>	
2	Stacey Ashinburst	5486 Snowy Water Ln	Stacey Ashinburst @kchiferiver.com 580-2373
3	Dan Broome	51 72nd St. Williston	Dan 770-4085
4	STAN LARSON	15005 59th St NW Williston	701-770-4290
5	Kathy & Bruce Brogger	12117 47th St NW Williston ND 58801	
6	Brandon Lerbakken	1546 Creekside	701-570-9080
7	Craig Sora	233 Main St.	
8	Jay Larsen	5374 132nd Ave NW	572-7693
9	DAVE TUAN	2415 32nd St NW WILLISTON	577-6368
10	Don Larson	4904 Prairie Ln Williston ND	774-3624
11	Rodney Miller	328 E 20th St, Williston	572-7194
12	Peggy Hagen	4900 126th Ave NW Epping ND	859-3965
13	Joel Witt		774-2700

**Public Open House
US Hwy 2 and ND Hwy 1804 Corridor Studies
Williston-Williams County Regional Plan**

February 19, 2015
Williston Community Library
6:00 to 8:00 p.m.

SIGN-IN SHEET

#	Name	Address	Contact info
1	Martys Wanda Hanson	409 13 th Ave W-Williston	701-770-0287
2	Sheldon Cant	PO 19809 King ^{Williston}	(701) 609-0210
3	SIMMON LOGAN	WILLIAMS CO.	701-577
4	MIKE SIZEMORE	williams co.	
5	GERALD MILLER	5094-142 AV ^{Williston ND}	572-8944
6	John KASMER	Box 1945 ^{Williston}	570 3636
7			
8			
9			
10			
11			
12			
13			

Public Open House
US Hwy 2 and ND Hwy 1804 Corridor Studies
Williston-Williams County Regional Plan
 February 19, 2015
 Williston Community Library
 6:00 to 8:00 p.m.

SIGN-IN SHEET

#	Name	Address	Contact info
1	Peggy Stauffer	2012 Dublin Ln, Williston	774-1915 Stauffer@nment.net
2	Lon Hagen	4900 126 th Ave NW	859-3965
3			
4			
5			
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13			



COMMENT FORM
Williston-Williams County Regional Plan
US Hwy 2 and ND Hwy 1804 Corridor Studies
Public Open House
Thursday, February 19, 2015

Please fill out this form to document your issues, concerns and ideas about the transportation system in Williston, specifically regarding the US Highway 2 and ND Highway 1804 corridors. Your comments will be considered in developing the remainder of the project. Please return the comment form this evening, or take it with you and mail by using the address provided on back, or email to cgray@srfconsulting.com.

Name: Jay Larsen
 Representing: self Email: _____
 Address: 5374 132nd Ave NW Phone: _____



Please provide feedback about the US Highway 2 corridor from the 4 Mile Corner to the NW Bypass (Corridor A): Too heavily congested w/ large truck traffic Dangerous to enter from 26th & 3rd Ave West

Please provide feedback about the US Highway 2 corridor from the State Line to 4 Mile Corner (Corridor B): _____

Please provide feedback about the US Highway 2 corridor from the NW Bypass to 13 Mile Corner (Corridor C): Would like to see merging lanes for trafficking turning onto 2 & 85 from major side roads

Please provide feedback about the ND Highway 1804 corridor from the Little Muddy River to County Road 11 (Corridor D): _____

Please provide feedback about the ND Highway 1804 corridor from the US Highway 2 to the Little Muddy River (Corridor E): signals are doing a nice job of controlling traffic and eliminat^{ing} congestion.

Additional Comments: _____



COMMENT FORM
Williston-Williams County Regional Plan
US Hwy 2 and ND Hwy 1804 Corridor Studies
Public Open House
Thursday, February 19, 2015

Please fill out this form to document your issues, concerns and ideas about the transportation system in Williston, specifically regarding the US Highway 2 and ND Highway 1804 corridors. Your comments will be considered in developing the remainder of the project. Please return the comment form this evening, or take it with you and mail by using the address provided on back, or email to cgray@srfconsulting.com.

Name: Geord Miller
 Representing: Self Email: _____
 Address: 5094 142 AV. NW Phone: 572-8944
WILLISTON, N.D. 58801

Please provide feedback about the US Highway 2 corridor from the 4 Mile Corner to the NW Bypass (Corridor A): _____

Please provide feedback about the US Highway 2 corridor from the State Line to 4 Mile Corner

(Corridor B): add Free R. TVRN + CLIMBING LANE
For Northbound Traffic on 1805 that stops at HWY 2
also MAKE HW #5 be 1/2 mile No. of existing STATE LINE CLUB

Please provide feedback about the US Highway 2 corridor from the NW Bypass to 13 Mile Corner (Corridor C): _____

Please provide feedback about the ND Highway 1804 corridor from the Little Muddy River to County Road 11 (Corridor D): _____

Please provide feedback about the ND Highway 1804 corridor from the US Highway 2 to the Little Muddy River (Corridor E): Make Free Right TVRN for West + Southwest
Traffic that stops at 2nd ST. + 2ND AV. W.
+ Remove The Realtors OFFICE BUILDING + Have
 Additional Comments: Eastbound Truck on FRONT Street

APPENDIX 6 – PUBLIC INPUT MEETINGS, NOVEMBER 9 AND 10, 2016

PUBLIC INPUT MEETINGS

The City of Williston, Williams County, North Dakota Department of Transportation (NDDOT) and SRF Consulting Group, Inc. invite you to attend two Public Input Meetings

for the Williston – Williams County Regional Plan Update

An update to the 2010 Williston Comprehensive and Transportation Plan

The findings and recommendations of the Draft Comprehensive and Transportation Plan will be displayed for review during an open house and a presentation will be provided.

WHEN?

Wednesday, November 9, 2016
Formal Presentation 6:30 p.m. to 7:00 p.m.
Open House: 6:00 p.m. to 8:30 p.m.

WHERE?

TrainND Facility, 415 22nd Avenue NE,
Williston, ND
StatOil Room

AND

for the US Highway 2 and ND Highway 1804 Corridor Studies

The findings and recommendations of the Draft Corridor Studies will be displayed for review and comment, and a presentation will be provided.

WHEN?

Thursday, November 10, 2016
Open House: 10:00 am to 4:30 pm
and 6:00 pm to 8:30 pm
Formal Presentation 6:30 p.m. to 7:00 p.m.

WHERE?

TrainND Facility, 415 22nd Avenue NE,
Williston, ND
StatOil Room

MEETINGS CONDUCTED BY

City of Williston Planning Department, Williams County, ND Department of Transportation (NDDOT) and SRF Consulting Group Inc.

Representatives from these entities will be on hand to answer your questions and discuss your concerns.

Planning documents are available for review on the City of Williston website at www.cityofwilliston.com.

WRITTEN STATEMENTS or comments about this project must be mailed by December 1, 2016, to Cindy Gray, SRF Consulting Group Inc., One 2nd Street N, Ste. 226, Fargo, ND 58102.

Email: cgray@srfconsulting.com

Note "Public Input Meeting" in email in subject heading.

The City of Williston, Williams County and the North Dakota Department of Transportation (NDDOT) will consider every request for reasonable accommodation to provide:

- an accessible meeting facility or other accommodation for people with disabilities,
- language interpretation for people with limited English proficiency (LEP), and
- translations of written material necessary to access programs and information.

Appropriate provisions will be considered when the City of Williston is notified at least 10 days prior to the meeting date or the date the written material translation is needed.

To request accommodations, contact Christine Edwards, Office Manager / Planning Technician, Planning and Zoning Department, City of Williston at 701-577-8104 or christinee@ci.williston.nd.us. TTY users may use Relay North Dakota at 711 or 1-800-366-6888.

Location: Williston Train ND Facility, Stat Oil Room
Client: City of Williston
Date: November 9, 2016
Subject: Final Public Open House for Comprehensive Plan and Transportation Plan
Attendees: See attached sign-in sheet
From: David Sweeney

Purpose of Meeting:

The purpose of the meeting was to give a final public presentation on the draft Williston-Williams County Regional Plan Update, and to give members of the public the opportunity to provide written and oral feedback about the plans.

Summary of Meeting

The open house was held from 6 p.m. to 8 p.m.

Cindy Gray, SRF, gave a brief presentation on the comprehensive plan, including the land use plan, and the Transportation Plan. The presentation was a condensed version of the material that was covered the previous day at the TAC meeting. (See the record of meeting for the TAC meeting on November 9, 2016.)

There was some discussion about the practicality of the Build-thru Residential (BTR) concept that was developed for Tier 2. Terry Olin, from Stropiq, Inc., asked about how development in the BTR would occur. He said that developers might be hesitant to invest in the area if they knew it was planned for transition. He wondered how a cohesive development pattern could be achieved if landowners were permitted to develop only 50 percent of each parcel.

Kent Jarcik, Williston City Planning Director, said that the City began considering the BTR concept when it moved to create its Unified Development Code (UDC). He said that the concept was originally recommended by RDG Planning and Design for the City of Lincoln, Nebraska. He explained that the concept was an alternative to “ghost platting”, a method of planning for future urban densities in existing rural areas. He explained that the ghost platting technique established lines where large lot parcels could be split in the future. He expressed concern that ghost platting would be more difficult to implement than the BTR concept. He said that originally agricultural use was shown for all of the land in Tier 2, but that the BTR concept was a compromise that would permit some development to occur in the short-term, while allowing for future infill and extension of city services.

Terry asked about how land would develop around the new airport. He asked if the airport would provide some development services. Cindy said that there would be no development in the approach zone. She said that the City wished to avoid a similar situation to Sloulin Field International Airport, where encroaching development created issues.

Terry asked about roads to the airport. He said that no future roadways were shown providing access to the airport. Bob Hanson, Williston City Engineer, said that County Road 7 was designated for paving. The extension of this highway as a 2-lane rural undivided arterial was shown as a long-term project in the transportation plan. The 3-mile north/south segment of the highway is designated as the future industrial corridor route on the future land use map.

Bob said that six projects that were shown on the short-term projects list in the Transportation Plan were already completed or would be completed soon. They are designated as follows in the September 21, 2016 version of the draft Transportation Plan:

- #4 – 56th Street NW west of US Hwy 2
- #9 – 70th Street E
- #13 – 2nd Ave W (Spring Lake Park South Entrance)
- #25 – 26th Street W
- #30 – 11th Street W extension
- #33 – 139th Ave S

In addition, reconstruction on East Dakota Parkway was already completed for the southern third of the route (East Broadway to 11th Street). These projects needed to be removed from the short-term map and project list, with the total planning level cost estimate recalculated.

Actions Needed

Actions Needed	Responsibility
Remove completed projects from figure 7.1 and projects table	SRF (Dave)
Ensure clarity of Tier 2 description in Comp Plan.	Cindy or Kent



ENGINEERS
PLANNERS
DESIGNERS

SRF Project # 08658

Public Input Meeting
Williston-Williams County Regional Plan Update

November 9, 2016
TrainND Facility – Stat Oil Room
6:00 p.m. to 8:00 p.m.

SIGN-IN SHEET

#	Name	Agency	Contact info
1	Cindy Gray	SRF	701-237-0010 cgray@srfconsulting.com
2	Rory Nelson	Gov's Office	701-570-4185 rory.nelson@willistonstate.com
3	Michael J. Kiriacon		754-422-5017 mkiriacon@gmail.com
4	TERRY OLIN	STROPIQ	TERRY@STROPIQ.COM
5	Gurajpal Sangha	KUMV-TV	gsangha@kumv.com
6	DEAN BENNINGER	city of williston	deanr@ci.williston.nd.us
7	Christian Calabrese		chr.calab@gmail.com
8	Matt Cams	Ackerman-Estold	Matthew.cams@ackerman-estold.com
9	Chris Hageman	Ackerman-Estold	Chris.hageman@ackerman-estold.com
10	Rachel Laguna	city Planning	Rachel@ci.williston.nd.us
11	PAUL BENNING	NDROT-LOCAL GOV	pbenning@nd.gov
12	Lane Knudsen		701-770-1849
13	Michael Campion	Ulteig	Michael.campion@ulteig.com

www.srfconsulting.com

Case Plaza, One North Second Street, Suite 226 | Fargo, ND 58102-4801 | 701.237.0010 Fax: 701.237.0017

An Equal Opportunity Employer

**Public Input Meeting
Williston-Williams County Regional Plan Update**

November 9, 2016
TrainND Facility – Stat Oil Room
6:00 p.m. to 8:00 p.m.

SIGN-IN SHEET

#	Name	Agency	Contact info
1	Leud MILLER	Leud Miller Sales	572-8944 5894-143 AVENUE Williston, ND 58801
2	Bob Hanson	City engineer	bobh@ci.williston.nd.us
3	SEN ELIZETA	ND DOT	belwetkend.gov
4	Tate Cymbaluk	City Commission	
5	David Sweeney	SRF	dsweeney@srfconsulting.com
6			
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Public Input Meeting
Williston-Williams County Regional Plan Update

November 9, 2016
TrainND Facility – Stat Oil Room
6:00 p.m. to 8:00 p.m.

SIGN-IN SHEET

#	Name	Agency	Contact info
1	Terry Allen	Property owner ND 7804	701-609-0236
2	Rory Nelson	Gov's Office	701-570-9885
3	Lisa Nelson	Citizen	701-570-9512
4	Andria Schmid	Ulteig Engineers	701-280-8719
5	Rachel Laguna	City Planning	701-577-8109
6	Michael Kirrocep	'	754-422-5017
7			
8			
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12			
13			

November 15, 2016
Stallion Crest LLC
PO Box 19177
Las Vegas, NV 89132

Cindy Gray, AICP
Principal – Planning
SRF Consulting Group, Inc.
One North Second Street
Case Plaza Suite 226
Fargo, ND 58102
cgray@srfconsulting.com

RE: Comment on Williston and Williams County Regional Plan Update

Dear Ms. Gray,

I own a 10 acre property on Hwy 85, one mile south of the Four Mile corner in Williston, ND under the title of Stallion Crest LLC. It has come to my attention that my property is designated grey (Existing/Platted Development) under the draft Future Land Use Plan map Figure 5.2. This 10 acre property has a quarter mile of frontage along the recently expanded Highway 85 with highway access corners at both ends; 49th St., NW and Broken Horn Trail. There is a recorded 66' wide easement along the east property line for a future road which would connect the two streets and separate it from the large residential properties to the east. There is a single family home constructed at the north end of the property which I rent out until I zone and develop the property. The home is currently vacant in part due to the legitimate objection to the noise coming from the truck traffic along Highway 85.

The present Williams County Future Land Use Plan has the property designated for Commercial and "employment" use. I purchased the property three years ago relying on that planned use and am marketing this property with the hope to secure commercial tenant / buyers who would want to build a facility with exposure and access to this busy stretch of highway between Williston and Watford City. The properties at the other three corners of 49th St, NW are already zoned and built for commercial/industrial use. The entire frontage of my property along Highway 85 sits directly across from Stallion Oilfield Services. These three corners across from my property are designated as industrial under your current draft plan.

I respectfully request that you revise the designation of my property from the "Existing/Platted Development" to match the uses already shown across the Hwy 85 and across 49th Street, namely "Industrial". I am concerned that the present draft plan would contradict the County plan and promote some confusion with prospective tenants and purchasers. If and when the City expands its jurisdiction to this property, I am concerned that the present version of the draft plan may become an obstacle to future development.

I have attached copies of the Williams County plan along with a blow-up of my area from your draft Land Use Plan map. I will be calling you this week to explain more fully and answer any questions you may have regarding this matter. Thank you for your time and consideration.

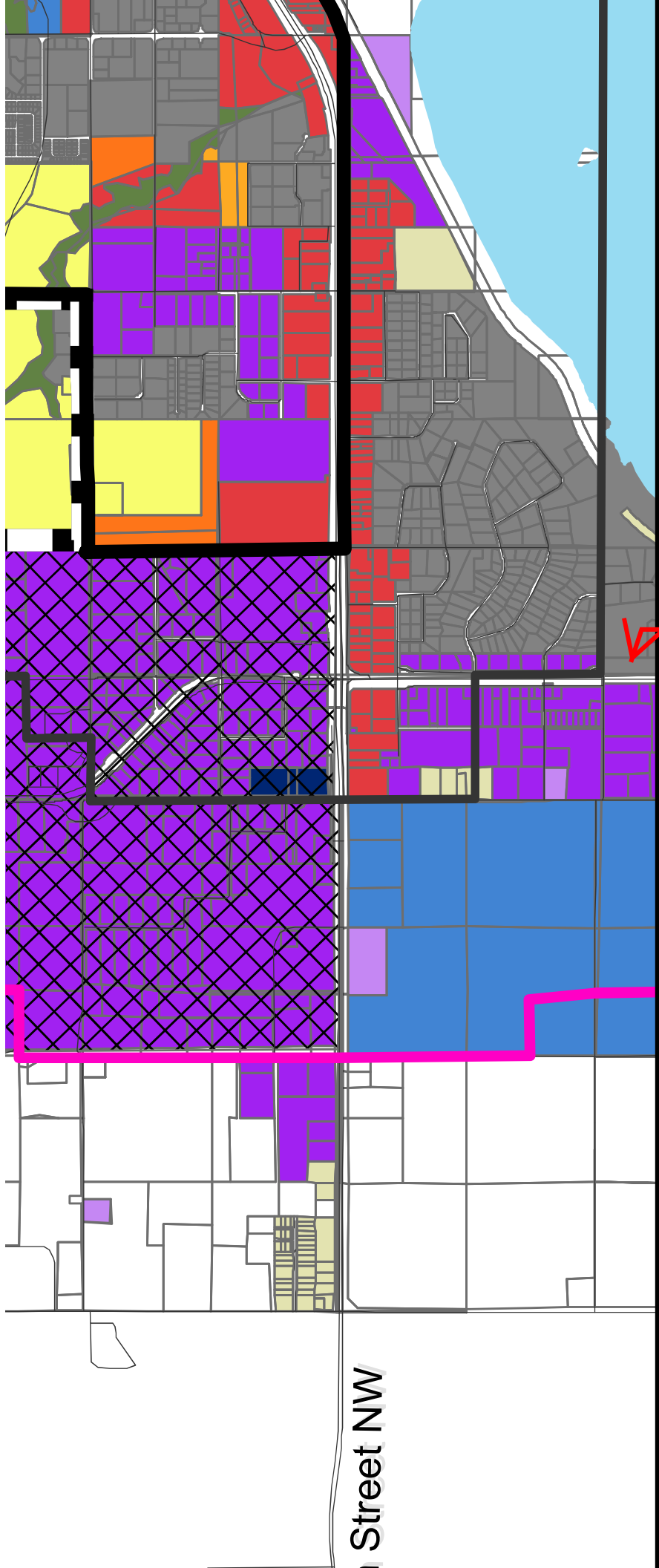
Respectfully,



Perry Muscelli

Stallion Crest LLC

Cc: Kent Jarcik, City of Williston



Street NW

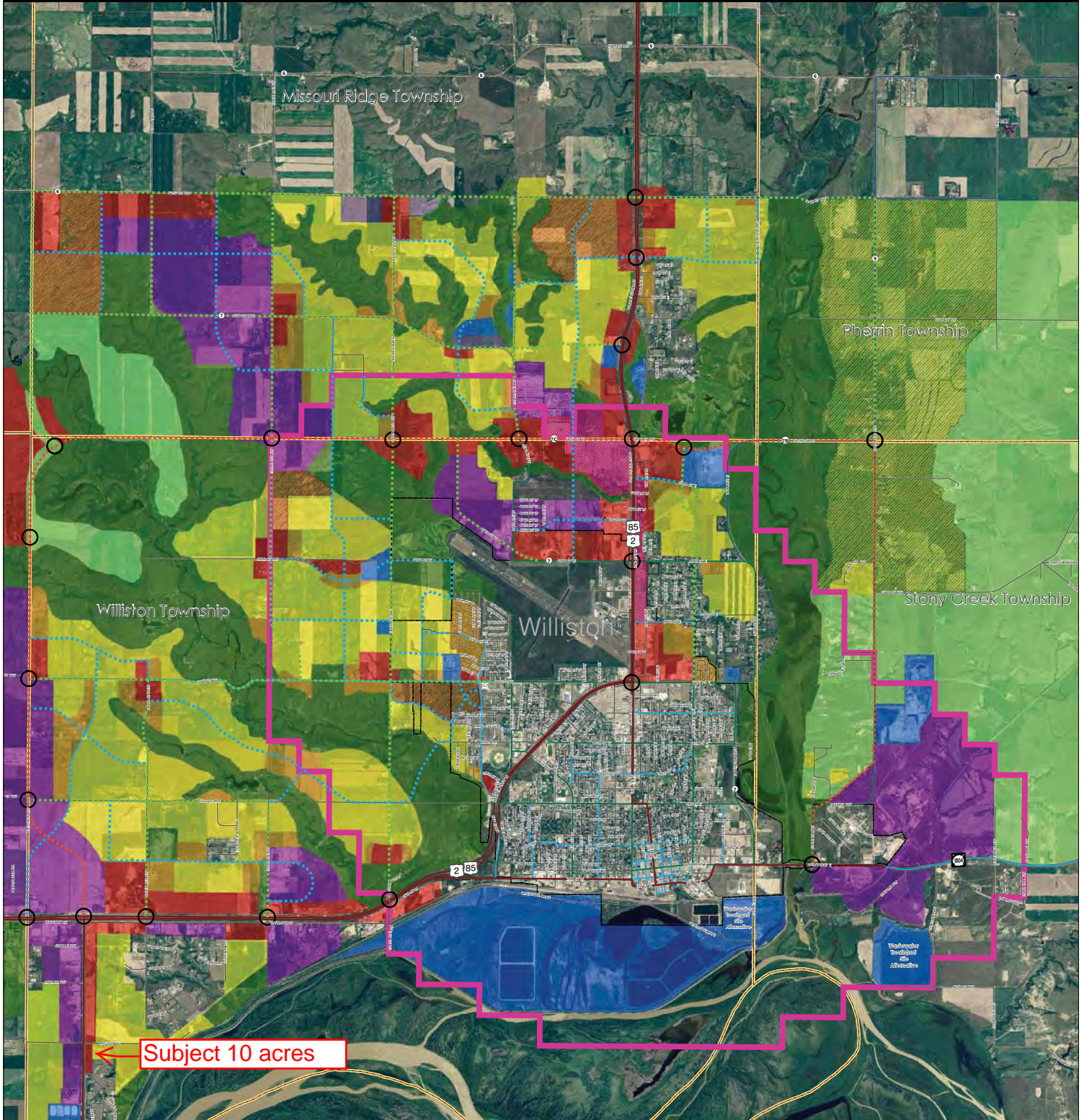
Was Commercial

Future Land Use Plan

City of Williston

FUTURE LAND USE

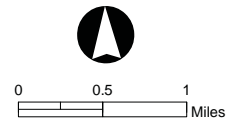
Williston, North Dakota



Subject 10 acres

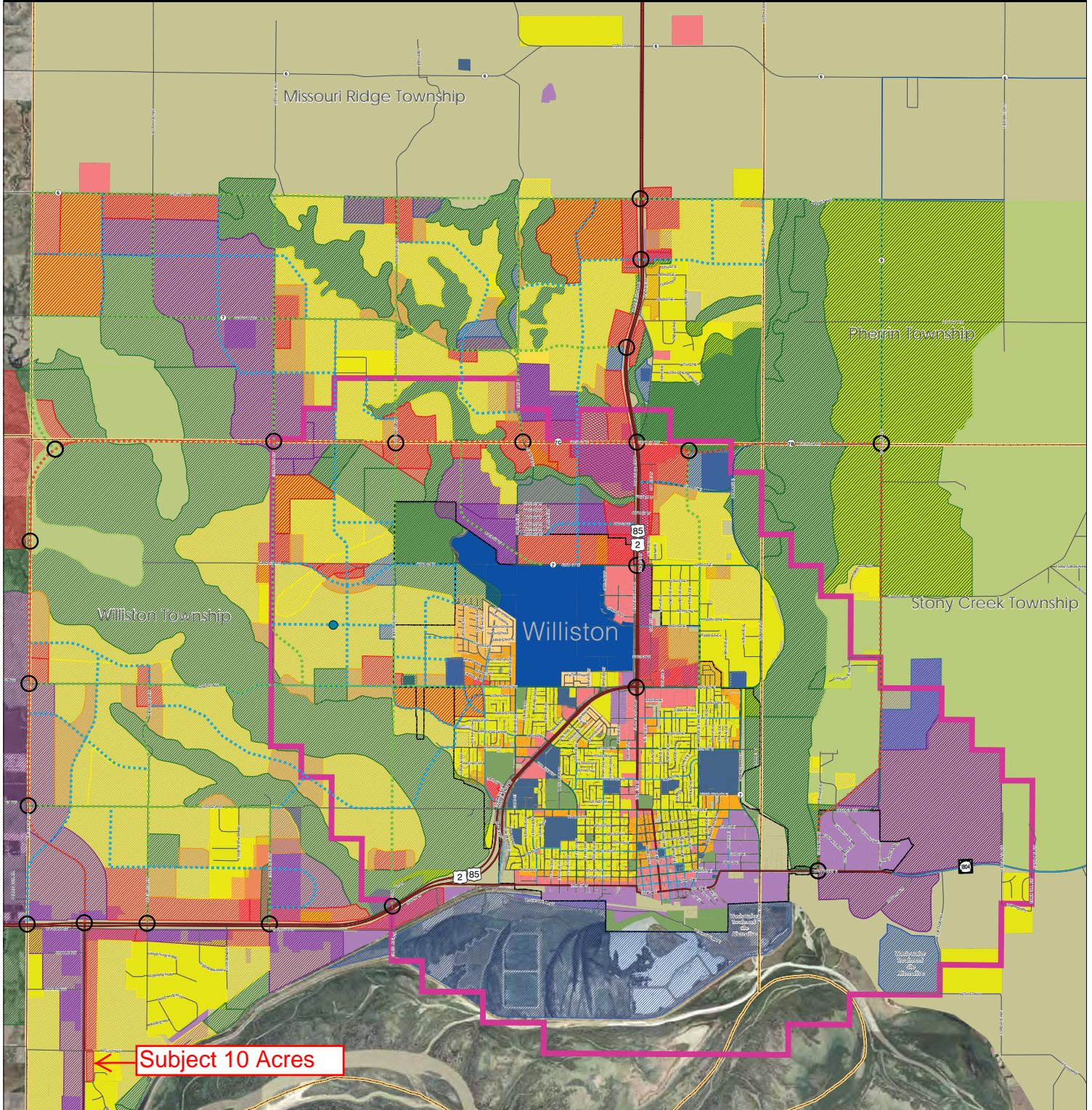
LEGEND

- Williston City Limits
- Extraterritorial Area (ETA)
- Township Boundaries
- Principal Arterial
- Minor Arterial
- Major Collector
- Collector
- Future Principal Arterial
- Future Collector
- Future Minor Arterial
- Future Major Intersections
- Agricultural
- Commercial
- Industrial
- Residential - High Density
- Residential - Low to Medium Density
- Public/Institutional
- Park/Open Space
- Agricultural/Rural Residential
- Mixed use: Commercial/Institutional
- Mixed Use: Residential/Commercial
- Future Industrial to Commercial Transition Area



FUTURE AND EXISTING LAND USE

Williston, North Dakota



Subject 10 Acres

LEGEND

- Williston City Limits
- Extraterritorial Area (ETA)
- Township Boundaries

Existing Functional Class

- Principal Arterial
- Minor Arterial
- Major Collector
- Collector

Future Functional Class

- Future Principal Arterial
- Future Collector
- Future Minor Arterial
- Future Major Intersections

Future Land Use

- Agricultural/Rural Residential
- Agriculture
- Commercial
- Commercial / Institutional
- Industrial
- Mixed Use: Residential/Commercial
- Residential - High Density
- Residential - Low to Medium Density
- Public/Institutional
- Park/Open Space

Existing Land Use

- Agriculture, Unclassified or Undeveloped
- Commercial
- Industrial
- Mobile Home
- Multi-Family Residential
- Single-Family Residential
- Parks and Open Space
- Institutional
- Institutional - Airport
- Future Industrial to Commercial Transition Area

0 0.5 1 Miles

APPENDIX 7 – PLANNING ADVISORY COMMITTEE MEETINGS

Planning Advisory Committee Meeting Notes

Williston – Williams County Regional Plan Update

2:00 p.m., February 19, 2015

Broadway Commons, 302 Broadway, Williston, ND

Those in attendance:

Howard Klug, howardklug@hotmail.com

Yana Ness, yanan@co.williston.nd.com

Simmon Logan, simmonl@co.williams.nd.us

David Montgomery, davidm@co.williams.nd.us

Wayne Aberle, wayneaaberle@hotmail.com

Mike Sizemore

James Lokken, lokken@ci.williston.nd.us

John Kautzman, johnk@ci.williston.nd.us

Chris Brostuen, brostuen@mwec.com

Jason Catrambone, jasonc@ci.williston.nd.us

Dave Leftwich, dleftwich@nd.gov

David Tuan, davidt@ci.williston.nd.us

Thomas Scott, thomass@ci.williston.nd.us

Cindy Gray

Melissa Pitman, wrwa@nemont.net

Zach Fleck, zfleck@yahoo.com

Darin Krueger, darin@wprd.us

Kent Jarcik

Viola LaFontaine, (701) 770-5963

Bob Hanson, bobh@ci.williston.nd.us

Bill Glen, bill.glen@gmail.com

Ronica O'Dwyer, ronica@ancocar.com

Patrick Murphy, dealer@murphymotors.com

Representing:

City of Williston

Williams County

Williams County

Williams County

Williams County

Williams County

Williston Police Department

City of Williston

City of Williston

Williston Fire Department

NDDOT

Williston Public Works

City of Williston-Engineering

SRF Consulting Group

William Rural Water District

Williston Parks and Rec

WPRD

Williston City Planning

Williston Public School

City of Williston-Engineer

Glen Development, LLC.

Triland Holdings, LLC.

Murphy Motors

Michael Johnson, mijohnson@nd.gov

Ben Ehreth, behreth@nd.gov

Jordon Evert, jordon@furusetlaw.com

Kassie Gorder, kassie@basinbrokers.com

Rachel Ressler, rachelr@ci.williston.nd.us

Paul Benning, pbenning@nd.gov

Michael Maddox

Matt Pacyna

Jamie Wark

NDDOT-local government

NDDOT-Planning/Asset Management

Williston City Attorney

Williston Board of Realtors

Williston City Planning

NDDOT-local government

SRF Consulting Group

SRF Consulting Group

SRF Consulting Group

Cindy opened the meeting with an introduction and description of project.

Matt's Presentation-Traffic Analysis

Mr. Murphy of Murphy Motors asked what is the definition of a "truck"?

More specifically a pickup with a flat bed?

Matt stated a standard pick up was not considered a "truck"

However a pickup hauling a trailer would fall under the "truck" classification

Question was asked how to explain using Land Use Data to formulate data numbers

Calibrate Model

Short term trip generation

Medium term trip generation

Long Term trip generation

Model represents most recent traffic 3's based on 2015 land use development

Add future growth to project future jobs/acre/land use

Cindy discussed ETJ

Does City need to go thru all of the steps laid out in presentation to annex another 2 miles? (Mayor Klugg)

Yes, but careful consideration is needed

What about future airport location? What if city wanted to offer services out to airport?

It is a unique situation. NDCC has special circumstances for those instances

Cindy isn't familiar with that section of Century Code

Updated NDSU Population Study

2012

25,000+ - City of Williston

48,000+ - Williams County

2014

10,000+ - 2012 City of Williston Population

10,000+ - 2012 Williams County Population

2016

2012 & 2014 Population used to determine 2016

Estimated #'s per dwelling

2.38 - single family dwelling

2.0 - county wide

What are crew camp #'s based on?

Permitted beds in each camp

Data from City & County offices

17 crew camps operating

5 of 6 responded to data requests

70% occupancy rates for this time of the year

Some crew camps have closed since 2014

"Temporary" job title

Labeled by Professor Dean Bangsund (NDSU)

Temporary work force (drilling, fracing, pipeline gathering systems)

Work force will leave when the job is done

Permanent work force

Pumpers & other traditional work force (year after year jobs)

Consider different title for Temporary Work Force?

Developers don't forget temporary workers but they are here for a long period of time
(sometimes for years at a time)

RECORD OF MEETING

Technical Advisory Committee Meeting

Williston-Williams County Regional Plan Update

11:30 a.m. February 19, 2015

Broadway Commons, 302 Broadway, Williston, ND

Those in attendance:

Rachel Ressler, rachelr@ci.williston.nd.us

Mike Sizemore

Donald Kress, donaldk@ci.williston.nd.us

Paul Benning, pbenning@nd.gov

Ben Ehreth, behreth@nd.gov

Michael Johnson, mijohnson@nd.gov

Dave Leftwich, dleftwich@nd.gov

Bob Hanson

Kent Jarick, kentj@ci.williston.nd.us

Cindy Gray

Matt Pacyna

Michael Maddox

Jamie Wark

Representing:

Williston City Planning

Williams County

Williston City Planning

NDDOT-local government

NDDOT-Planning

NDDOT-local government

NDDOT

Williston City Engineer

Williston City Planning

SRF Consulting Group

SRF Consulting Group

SRF Consulting Group

SRF Consulting Group

Cindy opened the meeting with introductions and a brief description of the project.

Introductions were made.

The format of the study process was discussed. This group will run the study and advise us on issues to emphasize through the planning process.

Matt Pacyna went through the Corridor Study Presentation.

Corridor A

We will deal with intersections and access points. The product will be a list of recommendations on access points and management.

Issues

1. Loves Corner – concerned about slope at intersection
 - a. Surprised that there hasn't been more problems
 - b. Overpass at CH6
 - c. Bob cares about cars going into town
 - i. Doesn't care about trucks using the bypass
 - ii. Doesn't want to make it difficult to get into town
 - d. The bulk of traffic will still come through Williston
 - e. Design the interchange to make it easy for traffic to seamlessly flow into the city
2. Come to a consensus on what this corridor should be
 - a. What is the future vision
 - b. What is the function
 - i. Mobility vs access
3. Concern for the CVB
 - a. Want to pull people from the highway
4. Nienke Street, Energy Street, Northstar
5. Collector Street system by the REC Road and through the Red Barn area
6. Dan's Tire location
 - a. Lots of access points in this area that they want to close
7. Looking at hooking University at the REC road location (have to check if that is the specific intersection)
8. How 45th can work
9. How 34th can work
10. Frontage road cut off
 - a. North/south connection
11. Airport connections
12. A signal at 9th Ave and then a signal at 11th would provide a good intersection spacing
13. 2nd street connection on the south side of town
 - a. 32nd Street
 - b. 11th Street to 32nd St DOT project is going to come out in the next few months
 - c. 3 lane shift is a problem
14. 4 mile corner grade separation might impact the ability of 140th to have a signalized intersection

Corridor B

Issues

1. Land Use changes through the corridor
2. Managing access will be a critical component
3. Is there a need to increase to 4 lanes
4. Not at 4000 ADT
5. Fair amount of fatalities
6. Issues
7. 1804 intersection

- a. Vertical crest when approaching and run into a queue at the signal
- b. Take a look at the turn lane to make sure it is adequate
8. Development information
 - a. Lot of plats approved out there
 - b. Casinos are going in on Indian land
 - c. North or south of the Highway
 - d. Seems like there is getting to be an odd mix of uses

Corridor C

Issues

1. Garden valley school
2. Gravel pit
3. Residential subdivision
4. Crew camp
5. Lack of stopping behavior
6. The RV park
7. Williston Crossing

Corridor D

Issues

1. Crashes are in that 4 lane to 2 lane transition
2. Complex area
3. East Truck bypass
 - a. Critical where is ties in
 - b. Understanding where those truck patterns are
4. Where turn lanes should be located
5. Stony Creek School
6. East Valley Rail
 - a. Grade separation
 - b. Need adequate turn lanes

Corridor E

Issues

1. Lots of access points
2. Good opportunity to clean up the access points
3. Maintenance department does not have a strong interest in doing trees
4. Have heard that comment before due to the dirt it is hard to keep things alive
5. Separate trucks from downtown
6. On the west segment put a median down?
7. Pick spots where you put full accesses
8. Downtown Plan
 - c. Three alternatives

Question was asked where crash data from the presentation was obtained.

Crash data was obtained from police department statistics.

Information was not obtained from insurance companies.

Not all crash data has been broken down, therefore just crash fatalities have been used for this presentation.

Reasons for crashes:

Age

Weather

Street Lights/Traffic Signals might change # of crashes

Comment was made that intersection of Kum-N-Go (West Dakota Parkway and 6th Avenue) was identified as worst in the city.

ND DOT stated they have received funding for the following projects:

US 2 & 11th Street

US 2 & 18th Street grade separation

US 2 & 32nd Street

Two other spots were identified as possible projects:

US 2 @ Buffalo Wild Wings

US 2 & 58th Street

Industrial Land Analysis

Questions were asked in regards to estimation of the number of jobs.

Job estimation is strictly oil field industry.

“Temporary Jobs” title

Why call the jobs temporary if work force will be here for foreseeable future?

Temporary Job title (wordage) was taken from NDSU Population Study

Some oil companies are not paying housing allowances with oil prices dropping which makes for a touchy subject/confusing when “Temporary” is used.

Williams County Job Estimation

Will use updated NDSU population study estimates

Williston represents a certain % of Williams County population

Planning Advisory Committee Meeting

Williston – Williams County Regional Plan Update

An update to the 2010 Williston Comprehensive Plan and Transportation Plan

2:00 p.m., February 19, 2015

Broadway Commons, 302 Broadway, Williston, ND

1. Welcome and Introductions
2. Corridor Study Areas
 - a. Corridor Study Termini
 - i. US Hwy 2 – from 13 mile corner to Montana State Line
 - ii. ND 1804 – From East Dakota Parkway to County Highway 11
 - iii. ND 1804 – West Dakota Parkway to East Dakota Parkway
 - b. Corridor Study Approach
 - c. Corridor Data Collection
 - d. Strategies, Anticipated Deliverables, and Final Product

 - e. PAC Input

 - f. Other Input Opportunities
 - i. TAC input (earlier today)
 - ii. Public input meeting – 6:00 p.m. at the Williston Community Library
3. Comprehensive Plan Update
 - a. Industrial Land Analysis
 - i. Historic Consumption
 - ii. Future Need
 - b. Joint Planning Area Approach
 - i. Background
 - ii. North Dakota Century Code
 - iii. Regulations
 - iv. Alternative Options
 - c. Future Land Use Plan Preparation
 - i. Importance – how it is used

ii. Status

4. Adjournment

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Technical Advisory Committee Meeting

Williston – Williams County Regional Plan Update

An update to the 2010 Williston Comprehensive Plan and Transportation Plan

11:30 a.m., February 19, 2015

Broadway Commons, 302 Broadway, Williston, ND

1. Welcome and Introductions
2. Role of Technical Advisory Committee
 - a. Membership
 - b. Study Architecture (Update of 2010 Plans and Corridor Studies)
 - c. Project Leadership Structure
3. Corridor Studies
 - a. Corridor Study Termini
 - i. US Hwy 2 – from 13 mile corner to Montana State Line
 - ii. ND 1804 – From East Dakota Parkway to County Highway 11
 - iii. ND 1804 – West Dakota Parkway to East Dakota Parkway
 - b. Corridor Data Overview and TAC Input
 - i. Traffic Volumes
 - ii. Crash data
 - iii. Operations and Safety Analysis
 - iv. Traffic Forecasts
 1. Methodology
 2. Land Use and Development Information “Countywide”
 3. Planned Transportation Improvements (City and County CIPs)
 - c. TAC Issue Identification
 - d. Strategies/Anticipated Deliverables
 - e. Final Product
4. Joint Planning Area Approach
 - a. Background
 - b. North Dakota Century Code
 - c. Regulations
 - d. Alternative Options

5. Comprehensive Plan Update
 - a. Industrial Land Analysis
 - i. Historic consumption
 - ii. Methodologies
 - iii. Future need
 - b. Future Land Use Plan Preparation
 - i. Importance – how is it used?
 - ii. Status

6. Update on Transportation Plan
 - a. Updating TDM Components
 - i. Existing land use and roadway network
 - ii. Future land use and roadway network

7. Next Steps

8. Adjournment

**Technical Advisory Committee
Williston-Williams County Regional Plan**

February 19, 2015
Williams County Planning Department
11:30 to 1:30 p.m.

SIGN-IN SHEET

#	Name	Agency	Contact info
1	Rachel Ressler	city planning	rachelr@ci.williston.nd.us
2	Mike Sizemore	county DS	mikesizemore@williams
3	Donald Kress	City Planning	donaldk@ci.williston.nd.us
4	PAUL BENNING	NDDOT - LOC GOV	pbenning@nd.gov
5	BEN EURETH	NDDOT - FARMERS	beureth@nd.gov
6	MICHAEL JOHNSON	NDDOT - LG	mjohnson@nd.gov
7	Dave Leftwich	NDDOT	dleftwich@nd.gov
8	Bob Hansen	City ENCOR	BobH@ci.williston.nd.us
9	Kent Jarcik	city Planning	kentj@ci.williston.nd.us
10	Cindy Gray	SRF	
11	Matt Racina	SRF	
12			
13			
14			

**Planning Advisory Committee
Williston-Williams County Regional Plan**

February 19, 2015
Williams County Planning Department
2:00 to 4:00 p.m.

SIGN-IN SHEET

#	Name	Agency	Contact info
1	Howard King	City of Williston	howardking@hotmail.com
2	Yanan Ness	Williams County	yanan@co.williams.nd.com
3	SIMMON LOGAN	WILLIAMS COUNTY	SIMMONLE@CO.WILLIAMS.ND.CO
4	David Montgomery	Williams County	davidm@co.williams.nd.us
5	Wayne Aberle	Williams County	wayne.aberle@hotmail.com
6	Mike Sizemore	williams city	williams county
7	James Lokken	Williston P.D.	lokken@ci.williston.nd.us
8	John Kantaman	Williston Ad. Util.	JohnK@ci.williston.nd.us
9	CHRIS BROSTUEN	CITY OF WILLISTON	brostuen@mwecc.com
10	JASON CATRAMBONE	williston FD	JASONC@ci.williston.nd.us
11	Dave Leftwich	ND DOT	dleftwich@nd.gov
12	DAVID TIAN	PUBLIC WORKS	DAVIDT@ci.WILLISTON.ND.US
13	THOMAS SCOTT	CITY ENGINEERING	thomass@ci.williston.nd.us
14	Cindy Gray	SRF	

**Planning Advisory Committee
Williston-Williams County Regional Plan**

February 19, 2015
Williams County Planning Department
2:00 to 4:00 p.m.

SIGN-IN SHEET

#	Name	Agency	Contact info
1	Melissa Pitman	Williams Rural Water District	701-774-8915 wrwa@remont.net
2	Zach Fleck	Williston Parks and Rec	701-609-3315 zfleck@yahoo.com
3	Darin Krueger	WPRD	770-88010774-9773 darin@wprd.us
4	Kat Jarok	City Planning	
5	Viola LaFontaine	Williston Public School	770-5963
6	Beth Hansen	CITY ENGINEER	701 770 1662 beth@ci.williston.nd.us
7	Bill Glen	GLEN DEVELOPMENT LLC	(701) 713-4152 bill.glen@gmail.com
8	Ronica O'Dwyer	Triland Holdings LLC	701 051-4839 ronica@anlocard.com
9	Patrick Murphy	Murphy Motors	dealer@murphy-motors.com
10	MICHAEL JOHNSON	NDDOT-L6	mjohnson@nd.gov
11	BEN BURKE	NDDOT-PLANNING/ASSET MANAGEMENT	benburke@nd.gov
12	Jordan Truitt	Williston City Attorney	jordan@funuseoflaw.com
13	Kassie Gorder	Williston Board of Realtors	kassie@basinbrokers.com
14	Rachel Ressler	city planning	rachelr@ci.williston.nd.us
	PAUL BENNING	NDDOT - LOC 609	pbenning@nd.gov

Planning Advisory Committee Meeting

Williston – Williams County Regional Plan Update

An update to the 2010 Williston Comprehensive Plan and Transportation Plan

3:00 p.m., March 25, 2015

Via Go To Meeting

1. Welcome and Introductions
2. Considerations for Plan Development
 - a. Recommendations of the Past Plans
 - i. Park System Master Plans
 - ii. Subarea Master Plans
 - iii. Downtown Plans
 - b. Barriers
 - i. Natural Features
 - ii. Manmade Features
 - c. Existing Land Use and Growth Trends
 - i. Growth Areas
 1. Residential
 2. Commercial
 3. Industrial
 - ii. Temporary Land Uses
 1. Crew Camps
 2. Transition Areas
 - d. Infrastructure Limitations
 - i. Sanitary Sewer
 - ii. Potable Water
3. Draft Future Land Use Plan Alternatives (Attachment)
 - a. Alt 1
 - b. Alt 2
 - c. Alt 3
4. Next Steps
 - a. Refinements to the Future Land Use Plan
 - b. Growth Tiers

- i. Tier 1 growth extent
- ii. Other growth tiers

5. Adjourn

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AGENDA

**Study Committee Meeting
Policy Committee Meeting
Williston – Williams County Regional Plan Update
December 11, 2015
10:30 am to 12:30 pm and 1:00 pm to 3:00 pm
ARC, Williston, ND**

- I. Introductions (Sign-In Sheet)**
- II. Existing Development, Platted/Zoned Areas and Future Development Areas**
- III. Demographics**
 - A. Population
 - B. Households
 - C. Jobs
- IV. Future Land Use**
- V. Growth Areas and Allocation of 2040 Growth**
 - A. Tier 1 (City) and Other Surrounding County Areas
 - B. Tier 2 (City)
 - C. Future Airport Site
- VI. Travel Demand Model**
 - A. 2012 Model Updates
 - B. Model Validation
- VII. Existing Roadway Network**
- VIII. Future Roadway Network**
- IX. Preliminary Year 2040 Traffic Forecasts**
 - A. 11th Street Extension – drill down and further review
 - B. Alternative Roadway Network (NE TRR, etc.)
- X. Adjournment**



Williston-Williams County Regional Plan



City of Williston
Williams County
North Dakota Department of
Transportation



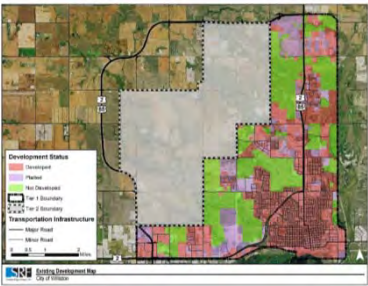


Purpose of Today's Meeting

Review Progress to Date:




- Demographics / Projections
- Future Land Use
- Growth Areas
 - Tier 1 and Tier 2
- 2040 Base Roadway Network
- 2040 ADT Projections
- Alternative Roadway Network and Projections

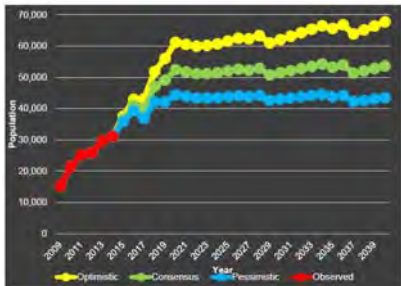


Tier 1 Developed, Platted and Undeveloped Areas

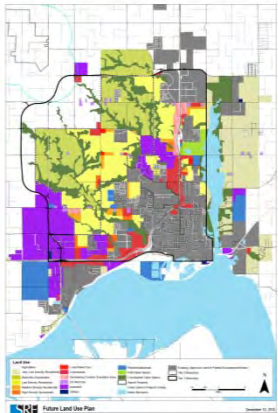


Tier 2 Developed, Platted and Undeveloped Areas

2040 Population Projections

Future Land Use Plan



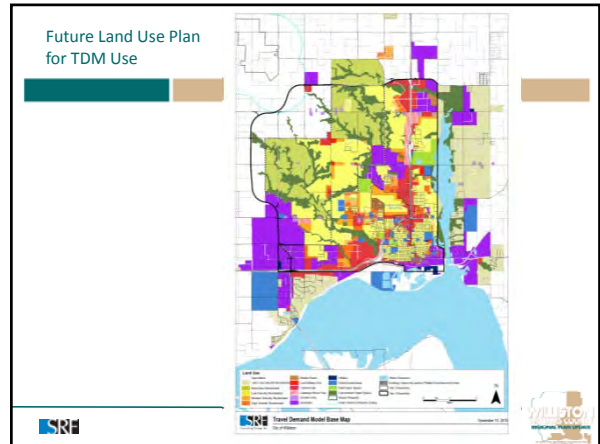
Tiers 1 and 2

Tier 1

- Designated for annexation
- Priority City expansion area - growth is encouraged
- Extension of City services is available or anticipated
- Contiguous with developing area

Tier 2



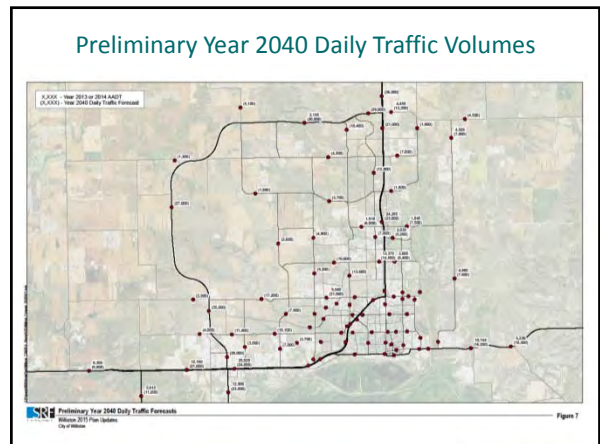
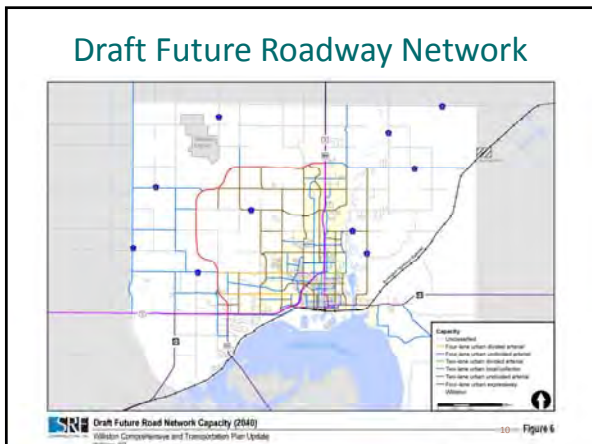
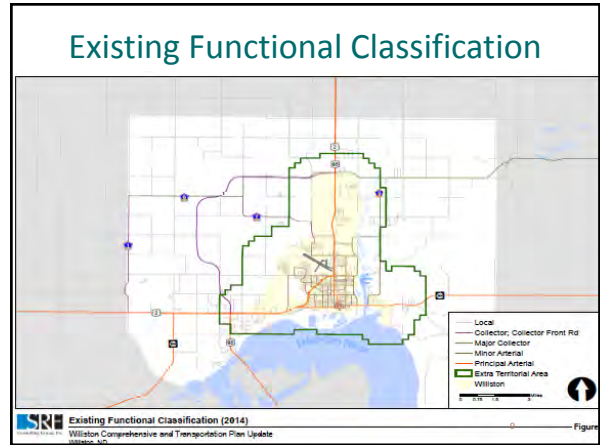
- Not promoted for short term City expansion
- Viewed as long term City growth area
- Encouraged as agricultural
- City services and infrastructure are not available and there is no short term plan to make them available.

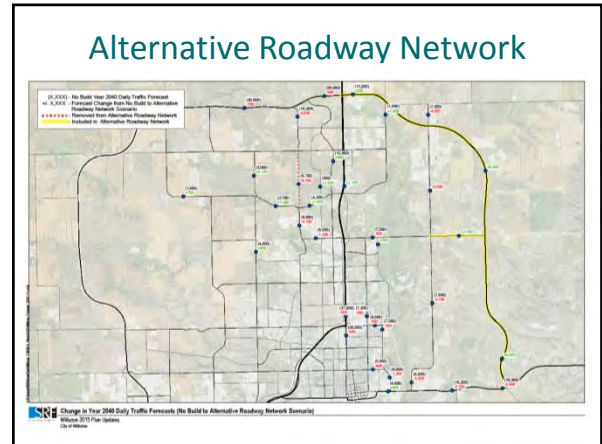
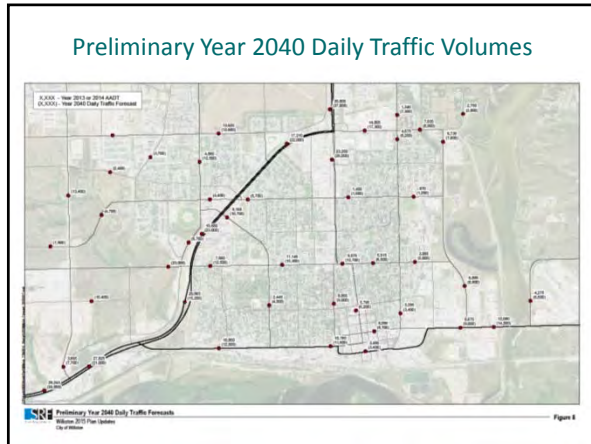




Population, Employment and Households

Table 1: Williston 2040 Growth - Allocation of Population, Employment, and Households

		2014	ACTUABLE BY 2040	2040 MODELED
TIER 1	Population	11,143	75,176	45,197
	Dwelling Units	11,796	40,040	33,507
	Crew Camp Dwelling Units	464	0	0
TIER 2	Population	21,115	80,285	50,487
	Dwelling Units	383	50,321	6,045
	Crew Camp Dwelling Units	0	0	0
TOTAL TIER 1 AND 2	Population	449	7,462	21,707
	Dwelling Units	31,526	124,899	69,982
	Crew Camp Dwelling Units	13,032	59,612	35,314
OTHER	Population	464	0	0
	Dwelling Units	21,960	67,730	52,887
	Crew Camp Dwelling Units	0	0	0
REGIONAL TOTAL	Population	6,377	45,379	7,804
	Dwelling Units	2,283	14,019	2,119
	Crew Camp Dwelling Units	2,121	0	0
INCLUDING OTHER	Population	9,130	31,857	9,055
	Dwelling Units	37,263	179,871	77,766
	Crew Camp Dwelling Units	13,325	71,047	32,753
TOTAL	Population	25,777	0	0
	Dwelling Units	28,680	89,517	41,713
	Crew Camp Dwelling Units	0	0	0



Land Use Designation	Density or Intensity Range	Expected	Definition	Typical Zoning	Color
Residential					
DRH	Build Three Residential	0.1 - 0.5 density	Allow residential development of a tract nature in single lots that may not adhere within 20 years. Landowners are allowed to develop rural residential, large lot development with a common use area for equestrian, hunting, or other uses. The site plan must be designed to support and accommodate higher-density lots in the future in infrastructure and growth allow.	R-1E	Yellow w/Forest (100 ft)
VLDR	Very Low Density Residential	0.1 - 1 density	Allow residential development near the natural boundary of the planning area. City infrastructure and services may be limited to those able to serve the area and the large lots of the site. Limited access and landscaping are additional factors that limit density.	R-1E, R-1A, R-1	Yellow-Green
LDH	Low Density Residential	1 - 4 density	Provide areas for single family detached homes and two family homes (duplexes town homes), and directly related complementary uses such as educational, religious and recreational facilities.	R-1A, R-1C, R-2, R-3, R-4, R-7	Yellow
MDH	Medium Density Residential	4 - 14 density	Provide areas for single family attached homes, two-family homes (duplexes town homes), single family attached (townhomes), and multiple family buildings. Directly related complementary uses such as education, religious and recreational facilities are allowed.	R-2B, R-3	Light Orange
HRH	High Density Residential	14-30 density	Provide areas for single family attached (townhomes) and multiple family buildings. Directly related complementary uses such as education, religious and recreational facilities are allowed.	R-4	Orange
Mixed Use Transition Area					
LMD	Local Mixed Use	Min 14 density, 0.2 - 1.0 FAR	Provide for local and neighborhood-supporting mixed use activity centers and corridors. This designation provides for integrated commercial, retail, low-rise office, housing, and civic uses.	Residential/Mixed Use District	Red w/Black Orange (100 ft)
DCFA	Developing Corridor Transition Area	Min 14 density, 0.4 - 2.0 FAR	Provides for high-intensity, regularly-oriented activity centers that define the character of surrounding areas and serve as gateways to the City. This designation provides flexibility for uses such as integrated commercial retail, higher-rise office, housing, and civic uses as well as education, religious, and recreation facilities.	Developing Corridor Transition District	White w/Red (100 ft)
Commercial					
C	Commercial	0.1 - 0.8 FAR	Allows for a variety of commercial uses and services-oriented businesses at scales ranging from large retail stores serving the community and require to stimulate businesses oriented towards neighborhood activity.	CA, CS, C-14	Red

Land Use Designation	Density or Intensity Range	Expected	Definition	Typical Zoning	Color
Industrial					
DRW	DRW (2) W/2nd	0.2 FAR	Uses services of manufacturing, maintenance, warehousing, distribution, industrial service (repair or servicing of industrial), business, or equipment machinery, equipment, products or by-products, and equipment used.	M-2	Light Purple
I	Industrial	0.05 - 0.4 FAR, 0.2 FAR	Uses services of manufacturing, maintenance, warehousing, distribution, industrial service (repair or servicing of industrial), business, or equipment machinery, equipment, products or by-products, and equipment used.	M-1, M-2	Purple
Public/Open Space					
PS	Public/Open Space	Min 2 FAR, 0.2 FAR	Includes uses such as schools, religious institutions, colleges and universities, hospitals, government facilities, public facilities, and to some extent, minor civic facilities.	Various	Blue
POB	Public/Open Space	0.2 FAR	Public lands used for passive and active recreation and other uses adjacent to a water body or existing land uses. Features typically consist of landscaping and stream features that block the line of sight and noise impacts.	P	Light Green
POC	Public/Open Space	0.2 FAR	Areas where development is allowable or where open space is desirable. Open space includes (but is not limited to) parks, sports fields, and trails. The nature of these areas largely follows the boundary lines of land with a 10 percent or greater slope, existing topographic features, and areas prone to erosion and instability. Areas designated as such have not been determined to be otherwise designated as restricted open space. The nature of these activities would be to have them as large, unenclosed, natural areas.	To be determined	Green

Questions?

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Contacts

- SRF Consulting Group
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 - cgray@srfconsulting.com
 - 701-237-0010
 - Don Galligan, Associate
 - dgalligan@srfconsulting.com
 - 701-237-0010
 - Alex Fox, Associate
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 - 763-475-0010
- City of Williston
 - Kent Jarcik, Director
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 - 701-577-8107
- Williams County
 - Mike Sizemore, Director
 - mikesi@co.williams.nd.us
 - 701-577-4565

17

**Technical Advisory Committee
Williston-Williams County Regional Plan**

December 11, 2015
Williston ARC
10:30 to 12:30 p.m.

SIGN-IN SHEET

#	Name	Agency	Contact Info: Email/phone
1	Dave Leftwich	ND DOT	dleftwich@nd.gov
2	Bob Ballecci	CITY OF WILLISTON	bballecci@williston.nd.us
3	Rory Nelson	Governors Office	rory.nelson@willistonstate.edu
4	MICHAEL JOHNSON	NDDOT - LG	mijohnson@nd.gov
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6	Mike Sizemore	Williams County	Mikesiz@williamsco.williams
7	STEVE MURPHY	NDDOT	smurphy@nd.gov
8	Donald Kress	Williston Planning	donaldk@ci.williston.nd.us
9	Kent SARCIN	Williston City Planning	kentj@ci.williston.nd.us
10	JANA NEYS	Williams	
11	JOEL WILT	NDDOT	jwilt@nd.gov
12	Melody Miley	Williams	melodym@co.williams.nd.us
13	Jamie Wade	SRF	jwade@srfconsulting.com
14	Don Galligan	SRF	dgalligan@srfconsulting.com
15	Cindy Gray	SRF	cgray@srfconsulting.com

**Policy Advisory Committee
Williston-Williams County Regional Plan**

December 11, 2015
Williston ARC
1:00 to 3:00 p.m.

SIGN-IN SHEET

#	Name	Agency	Contact Info: Email/phone
1	London Everett	City Attorney	loridon@lunissethlaw.com
2	Melissa Pitman	Williams Rural Water	wrwa@nemont.net
3	Darin L. Krueger	Williston Parks & Rec District	darin@wprdc.us
4	John Karaman	City of Williston	John.K@ci.williston.nd.us
5	Charell Schillo	Wms Co P&Z	cschillo@dia.net
6	Mark Barstach	Wms Co P&Z	barstachs@wil.milko.net
7	Viola LaFontaine	Williston School Dist	viola.lafontaine@williston.sch.nj.us
8	Jackie Weig	WABA Williston Area Builders	jackie@willistonbuilders.com
9	Bill Glen	Glenn Dev. LLC	bill.glen@gmail.com
10	Jon Maristved	City Planning	jmaristved@gowireline.com
11	CHRIS BROSTVED	WILLISTON	brostven@mwee.com
12	GLENN BOYEFF	WILLISTON CITY PLANNING COMM.	glennboyeff@ymoo.com
13	HOWARD KING	Williston	howardking@hotmail.com
14	Cindy Gray	SRF	cgray@srfconsulting.com
15	Donald J. Gally	SRF	djgally@srfconsulting.com
	Jamie Wark	SRF Consulting	jwark@srfconsulting.com

Location: Williston Train ND Facility – Stat Oil Room
Client: City of Williston
Date: November 9, 2016
Subject: Williston-Williams County Comprehensive Plan and Transportation Plan, Policy Advisory Committee and Technical Advisory Committee Meeting
Attendees: See attached sign-in form
From: David Sweeney

Purpose of Meeting:

This was the final meeting of the policy and technical advisory committees to review the Williston-Williams County Regional Comprehensive Plan and Transportation Plan. SRF presented a summary of the draft documents dated September 21, 2016.

Summary of Meeting

1. Introductions – The meeting attendees introduced themselves
2. Presentation – Cindy Gray, SRF’s project manager, gave a presentation on the regional plan update

Project Purpose

Cindy explained that the project was an update of existing documents. She said that key components of the 2010 plan had been implemented, such as zoning and enforcement, and that fact combined with the magnitude of growth since 2010 necessitated the update.

Study Area

Cindy described the study area. She explained that a broad study area was selected given the influence of the future airport and the existing NW Truck Reliever Route on future Land Use decisions. The study area was designated as one mile west and north of the NW bypass and one mile east of CR 9.

Existing Conditions

Cindy described existing conditions. She showed a map of development status from 2015. The map delineated developed parcels, platted but undeveloped or transitioning parcels, and undeveloped land.

Planning Forecasts

Cindy explained that Comprehensive Plan incorporated a two-tier strategy to guide future development. She explained that development needs were based off of forecasts of future population by NDSU and SRF. She said that the 2040 population projection for Williston was 68,000, and that GIS analysis demonstrated that all of this growth could be accommodated within Tier 1. It was assumed that some growth would occur within Tier 2 as the City reaches a point where Tier 1 is close to full development, and that some level of additional growth is likely to occur outside of Tier 1 and Tier 2, which is largely currently under the jurisdiction of Williams County. Cindy explained that the population of Tier 1 was forecasted to be over 65,000 in 2040, the planning horizon for the long-range plan. The population of Tier 2 was forecasted as 4,645.

Future Land Use Map

Cindy presented the Future Land Use Map, which had gone through many revisions. She highlighted the Tier 1 and Tier 2 growth areas. She said that Tier 1 was designated as the priority expansion area. It was designated for city annexation and extension of city services. Tier 2 was designated as the long-term growth area. The City of Williston did not plan to annex this area within the timeframe of the plan.

Build-thru Residential Area

Cindy described the build-thru residential area (BTR). She said that there was an extended description of this area on pages 72-73 in the Comprehensive Plan. The intent of the area was to permit some short-term residential development in Tier 2 while preserving adequate windows of future growth and cost-effective extension of city streets and utilities. The plan included a list of specific criteria that would have to be considered during the development review process. There was a question from the committee about what percentage of growth was expected in the BTR. Cindy clarified that BTR growth was essentially the fraction of growth that was forecasted for Tier 2. There was discussion about how the growth tiers aligned with city limits and with Williston's 1-mile and 2-mile extraterritorial jurisdictions.

Kent Jarcik, planning director for the City of Williston, explained that the BTR concept was adapted from a land-use strategy used by Lincoln, Nebraska. He provided several copies of the Lincoln case study. He said that one major factor determining the direction of growth was the orientation of the City's gravity-based sewer system. He said that BTR was planned for onsite waste water systems and that it would be prohibitively expensive to extend city services to large BTR lots in the short term and possibly even the long term.

There was a public comment about a lagoon that was recently approved by Williams County in the area shown as BTR on the Future Land Use map. The lagoon served 400 households. Cindy was asked how the lagoon would affect the land use plan. She said that plan would still be workable. She said that the City would eventually have to consider if it would be more effective to run a sewer line to the development, whether or not the lagoon was expandable, and whether or not expansion was

desirable. Cindy asked whether lots would be small enough that they wouldn't support on-site septic. If not, she said it may be appropriate to phase out the lagoon and convert the site to adaptive re-use as the area grows. (At a later public meeting, it was explained that the lagoon was inappropriately sited on poorly drained soil.)

A member of the committee asked if the lagoon would be annexed eventually. Cindy said that the plan demonstrated that the city could accommodate a lot of growth without encroaching on the development where the lagoon is located (i.e., Tier 2).

The superintendent of schools, Michael Campbell, asked whether the plan speculated on school district growth. Cindy said that the plan did not identify specific sites, because the school district works with private developers to achieve the best situation for both, and often does not coordinate decisions about land acquisitions with City staff.

Michael said that there was no high school in District 8. This presented a dilemma for patrons in City limits who did not live in the Williston school district. These students had long bus rides to schools in District 8. The committee said that the school district boundaries shown in the plan were inaccurate. They said that in some places, the boundary between District 1 and District 8 changed every few properties, and that there was a policy arrangement that permitted properties to be absorbed by District 1 if they were adjacent to or touched corners with another property in District 1. Michael said that legislation should be introduced to realign school district boundaries along City limits. He said this would be very beneficial for taxable evaluation.

Michael said that right now, the most pressing need was a new elementary school. He also mentioned that the new high school already had approximately 200 more students than were planned for.

Kent said that it was difficult from a land use perspective when a new subdivision straddles two school districts. He asked if another avenue of discussion was needed. He said it would be difficult to permit new subdivisions only in District 1 and not District 8. A committee member commented that it might be beneficial to have representation from District 1 and District 8 on the City/County Boards. Kent said that city's current policy was to notify the school districts as soon as development applications were submitted. He said that School District representatives could be invited to an ad hoc meeting. Cindy said that the comprehensive plan would be a resource for the School Districts.

The committee asked that the school district boundary be corrected and shown on the future land use map. Rachel Laqua, Williston city planner, said that she would send the correct boundary information to SRF.

Industrial Land Use

Cindy described the industrial land uses that were depicted in the future land use plan, including existing oil wells (light purple with green buffer), traditional industrial, truck-route development nodes along the NW Truck Reliever Route, and the future industrial corridor route along a 3-mile segment of 140th Avenue NW in Williams County. She said that the future industrial corridor route

was designated as an access corridor to the future airport. The land use designation was chosen with the understanding that there could be considerable industrial development along this route. A member of the committee asked for clarification about where the Future Industrial Corridor Route started and stopped. Cindy said that it began on 140th Ave NW, 1 mile north of the bypass, and terminated 2 miles south of the bypass.

Cindy said that the intent of the Truck Route Development Nodes was to acknowledge that industrial development was already occurring outside the Tier 2 growth area, and that this was an appropriate use of land along the bypass corridor.

Other Plan Elements

Cindy said that general purpose of the future land use plan was to aid fiscal planning and strategizing. She explained how the general future land use map would guide zoning decisions, and then subdivision plans. She explained that the future land use plan was used to allocate population forecasts to household and jobs for inputs into the travel demand model.

Beyond the future land use plan, there was additional policy direction in Chapter 5, which touched on transportation, housing, economy, aesthetics, and quality-of-life initiatives that were largely a carryover from the previous plan, but with updates that were needed due to the City's progress and accomplishments since 2010.

Cindy described the implementation plan, which outlined a timeline for implementing specific elements of the plan, and assigned likely departments for carrying out implementation.

Transportation Plan

Cindy began the presentation on the Transportation Plan with a review of existing functional classifications. She showed a map that included the Urban Area Boundary that was recently updated by NDDOT. She asked Paul Benning, NDDOT, about the significance of the Urban Area Boundary to NDDOT. Paul said that the NDDOT used it to differentiate established classifications from what was expected to be proposed in the future. He said there was a gap between what was shown on the functional classification map and what was on the ground because not all designations had been updated.

Cindy showed a map of existing ADT volumes and levels of congestion. She said that the plan relied on existing data, but that data was supplemented by counts that were conducted at appropriate times (i.e., when school was in session but while the weather was still suitable for a large amount of oil drilling and other activities.) She said that volume/capacity data could mean different things to different people and communities, and that communities could have different levels of tolerance for congestion.

Matt Pacyna, SRF, said that capacity thresholds accounted for Williston's unique characteristics. He said that Williston's AM and PM travel peaks had a smaller percentage of total daily traffic compared to other cities. He said that Williston also had a higher percentage of truck traffic.

Cindy showed the roadway network that was used in the travel demand model. She noted that it assumed future roadway connectivity through the existing airport. She also highlighted 11th Street east of US Hwy 2. With that street planned for extension to the west, it would become a more popular route. It was forecasted to be over capacity but was currently limited in terms ROW expansion. Cindy said a future corridor study was recommended for 11th Street.

Cindy explained how the future land use plan and transportation plan were integrated. She said that if development were proposed in the BTR, for example, it would occur with the knowledge of planned roadway infrastructure.

Cindy showed a map of proposed short to mid-term roadway projects and a map of proposed long-term projects. She said that most short-term projects included widening of existing facilities or the extension of existing roadways. She said that quite a few roundabouts were shown. Those locations could have an alternative stop control, but that it was important to start thinking about roundabouts now because they require more ROW. She showed planning level cost estimates for the roadway projects. The planning level cost estimates were for roadways and drainage only, and did not include utility extensions that would generally accompany these projects. Cindy expressed that they were “planning-level” costs because they were not based on detailed survey data or preliminary design.

The project maps showed an alignment window for the NE Truck Reliever Route. Cindy asked if it was correct to show the NE bypass as a short-term improvement. Paul Benning said that the NDDOT and Williams County had been working on initial plans for a while. He said that the environmental plans, preliminary engineering, and public involvement could be complicated in the short-term, but that it came down to funding. Cindy said it would be good to keep that project in listed as a short-term improvement to recognize the current discussions that are taking place.

Ben Ehreth, NDDOT, commented that the project cost estimates only accounted for roadway system expansion and did not identify system preservation needs. Cindy agreed that system preservation should be addressed better in the plan. Bob Hanson, Williston City Engineer, said that the City would keep track of system preservation needs. Ben said that if a goal of the plan was to identify a total dollar value for expected roadway projects, there was a gap. Cindy said that some maintenance was accounted for in roadway expansion projects.

Cindy said that the long-term project list was much shorter because long-term extensions were not broken up into as many segments and were longer in nature. The reality was that they could be broken down into shorter project segments.

Cindy highlighted other recommendations in the transportation plan, including planning for jurisdictional transfer, ROW preservation, and access management. Bob Hanson said that there needed to be more discussion between the City of Williston and NDDOT about who would have jurisdiction of US Highway 2 through Williston, and described the implications of City ownership.

Actions Needed	Responsibility
COMP PLAN Update school district boundaries on district maps and future land use map. Create alternative land use figure if needed. Add text addressing current districting issues and expected short-term schooling needs.	Rachel Laqua – provide shapefile of school district boundaries SRF – update figures and text.
COMP PLAN Insert photos of recent development, new high school, existing development incompatibilities, etc. where appropriate.	SRF
TRANSPORTATION PLAN Acknowledge roadway preservation/maintenance needs for existing roadways.	SRF
TRANSPORTATION PLAN Update short-term and long-term project maps to account for ongoing construction. Remove six projects and adjust total costs.	SRF
TRANSPORTATION PLAN Update bicycle and pedestrian section. Describe City’s preference for multi-use trail facilities. Insert photo of multi-use trail. Downplay on-street facilities and midblock crossings. Insert one schematic showing curb extensions and one showing mid-block crossing configuration and pedestrian island.	SRF May need photo from the City.
TRANSPORTATION PLAN Add map delineating the urban core, urban area, and rural area as they apply to access management guidelines. Give context for access management strategies – principal arterial expressway versus principal arterial business route, for example.	SRF
TRANSPORTATION PLAN Delineate direction of access at points along the NW Truck Reliever Route	SRF
TRANSPORTATION PLAN Address Bob Hanson comments throughout.	SRF

**Planning Advisory Committee
Technical Advisory Committee
Williston-Williams County Regional Comprehensive and Transportation
Plans**

November 9, 2016
TrainND Facility – Stat Oil Room
10:00 a.m. to 2:00 p.m.

SIGN-IN SHEET

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6	Bill Glen	GLEN DEV. LLC	bill.glen@gmail.com
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**Planning Advisory Committee
Technical Advisory Committee
Williston-Williams County Regional Comprehensive and Transportation
Plans**

November 9, 2016
TrainND Facility – Stat Oil Room
10:00 a.m. to 12:00 p.m.

SIGN-IN SHEET

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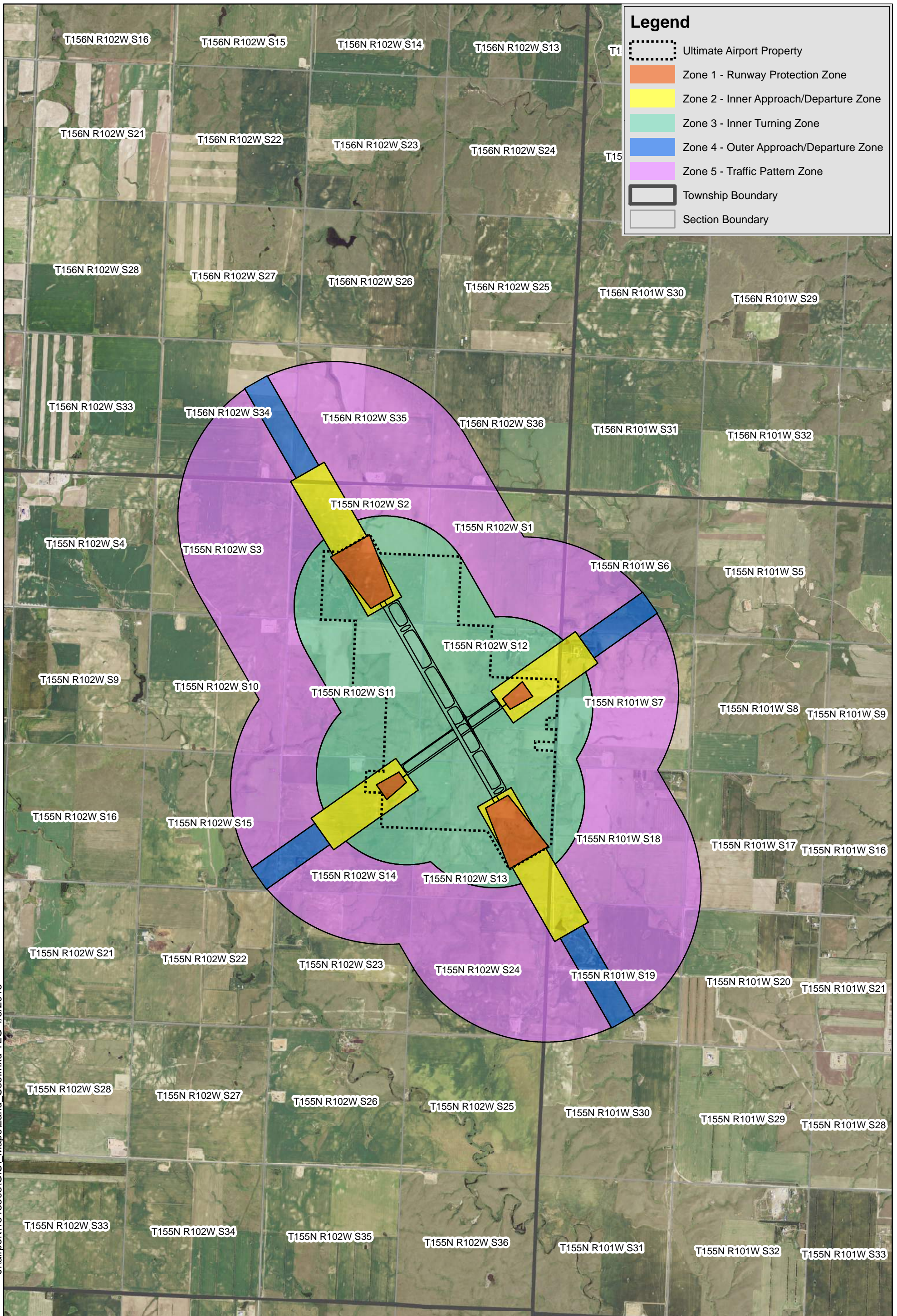
**Planning Advisory Committee
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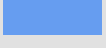


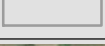
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6	Katie Lima	Williams County: Development Services	KatieL@co.williams.nd.us
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8	PAUL BENNING	ND DOT - LOC 600	pbenning@nd.gov
9	BEN EATKIN	ND DOT - TRUCK/ASSIST	beatkin@nd.gov
10			
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APPENDIX 8 – PROPOSED AIRPORT ZONES



Legend

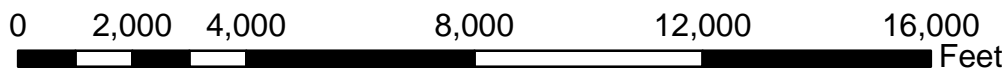
-  Ultimate Airport Property
-  Zone 1 - Runway Protection Zone
-  Zone 2 - Inner Approach/Departure Zone
-  Zone 3 - Inner Turning Zone
-  Zone 4 - Outer Approach/Departure Zone
-  Zone 5 - Traffic Pattern Zone
-  Township Boundary
-  Section Boundary

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*Intended for Planning Purposes Only



PRELIMINARY



**Williston Basin International Airport
Land Use Map**

<p>Zone 1- Runway Protection Zone</p>	<p>Zone 2 – Inner Approach/Departure Zone</p>	<p>Zone 3 – Inner Turning Zone</p>	<p>Zone 4 – Outer Approach/Departure Zone</p>	<p>Zone 5 – Traffic Pattern Zone</p>
<p>Nature of Risk</p> <ul style="list-style-type: none"> ▪ Normal Maneuvers: <ul style="list-style-type: none"> ○ Aircraft on very close final approach or departure – very high risk ▪ Altitude <ul style="list-style-type: none"> ○ Less than 200 feet above runway ▪ Common Accident Types <ul style="list-style-type: none"> ○ Arrival: Downdrafts and wind gusts. Low glide paths ○ Departure: Runway overruns, aborted takeoffs and engine failures ▪ Risk Level <ul style="list-style-type: none"> ○ Very high ○ Percentage of near-runway accidents in this zone: 20% - 21% <p>Basic Compatibility Policies</p> <ul style="list-style-type: none"> ▪ Normally Allow <ul style="list-style-type: none"> ○ None ▪ Limit <ul style="list-style-type: none"> ○ None ▪ Avoid <ul style="list-style-type: none"> ○ Nonresidential uses except if very low intensity in character and confined to the outer sides ○ Parking lots, streets, roads ▪ Prohibit <ul style="list-style-type: none"> ○ All new structures and residential land uses 	<p>Nature of Risk</p> <ul style="list-style-type: none"> ▪ Normal Maneuvers: <ul style="list-style-type: none"> ○ Aircraft overflying at low altitudes on final approach and straight-out departures ▪ Altitude <ul style="list-style-type: none"> ○ Between 200 and 400 feet above runway ▪ Common Accident Types <ul style="list-style-type: none"> ○ Arrival: Similar to Zone 1, aircraft under-shooting approaches, forced short landings ○ Departure: Similar to Zone 1, emergency landing on straight-out departure ▪ Risk Level <ul style="list-style-type: none"> ○ High ○ Percentage of near-runway accidents in this zone: 8% - 22% <p>Basic Compatibility Policies</p> <ul style="list-style-type: none"> ▪ Normally Allow <ul style="list-style-type: none"> ○ Agriculture ○ Low-hazard materials storage, warehouses ○ Low-intensity light industrial uses; auto, aircraft, marine repair services ▪ Limit <ul style="list-style-type: none"> ○ Single-story office buildings ○ Nonresidential uses to activities that attract few people ▪ Avoid <ul style="list-style-type: none"> ○ All residential uses except as infill in developed areas ○ Multi-story uses; uses with high density ○ All new structures and residential land uses ▪ Prohibit <ul style="list-style-type: none"> ○ Theaters, meeting halls, stadiums, and other assembly uses ○ Office buildings greater than 3 stories ○ Children’s schools, large daycare centers, hospitals, nursing homes ○ Hazardous uses (e.g. aboveground bulk fuel storage) 	<p>Nature of Risk</p> <ul style="list-style-type: none"> ▪ Normal Maneuvers: <ul style="list-style-type: none"> ○ Aircraft—especially smaller, piston-powered aircraft—turning base to final on landing approach or initiating turn to enroute direction on departure ▪ Altitude <ul style="list-style-type: none"> ○ Less than 500 feet above runway, particularly on landing ▪ Common Accident Types <ul style="list-style-type: none"> ○ Arrival: Pilot overshoots turn to final and inappropriately cross controls the airplane rudder and ailerons while attempting to return to the runway alignment causing stall, spin, and uncontrolled crash ○ Departure: Mechanical failure on takeoff; low altitude gives pilot few options on emergency landing site; or, pilot attempts to return to airport and loses control during tight turn ▪ Risk Level <ul style="list-style-type: none"> ○ Moderate to high ○ Percentage of near-runway accidents in this zone: 4% - 8% <p>Basic Compatibility Policies</p> <ul style="list-style-type: none"> ▪ Normally Allow <ul style="list-style-type: none"> ○ Uses allowed in Zone 2 ○ Low-hazard materials storage, warehouses ○ Light industrial uses ▪ Limit <ul style="list-style-type: none"> ○ Residential uses to very low densities ○ Office and other commercial uses to low intensities ▪ Avoid <ul style="list-style-type: none"> ○ Commercial and other nonresidential uses having higher usage intensities ○ Building with more than 3 aboveground habitable floors ○ Hazardous uses (e.g. aboveground bulk fuel storage) ▪ Prohibit <ul style="list-style-type: none"> ○ Major shopping centers, theaters, meeting halls, stadiums, and other assembly uses ○ Children’s schools, large daycare centers, hospitals, nursing homes 	<p>Nature of Risk</p> <ul style="list-style-type: none"> ▪ Normal Maneuvers: <ul style="list-style-type: none"> ○ Approaching aircraft usually at less than traffic pattern altitude. Particularly applicable for busy general aviation runways (because of elongated traffic pattern), runways with straight-in instrument approach procedures, and other runways where straight-in or straight-out flight paths are common ▪ Altitude <ul style="list-style-type: none"> ○ Less than 1,000 feet above runway ▪ Common Accident Types <ul style="list-style-type: none"> ○ Arrival: Pilot undershoots runway during an instrument approach, aircraft loses engine on approach, forced landing ○ Departure: Mechanical failure on takeoff ▪ Risk Level <ul style="list-style-type: none"> ○ Moderate ○ Percentage of near-runway accidents in this zone: 2% - 6% <p>Basic Compatibility Policies</p> <ul style="list-style-type: none"> ▪ Normally Allow <ul style="list-style-type: none"> ○ Uses allowed in Zone 3 ○ Restaurants, retail and industrial uses ▪ Limit <ul style="list-style-type: none"> ○ Residential uses to low densities ○ High-intensity retail or office buildings ▪ Prohibit <ul style="list-style-type: none"> ○ Children’s schools, large daycare centers, hospitals, nursing homes, stadiums 	<p>Nature of Risk</p> <ul style="list-style-type: none"> ▪ Normal Maneuvers: <ul style="list-style-type: none"> ○ Aircraft within a regular traffic pattern and pattern entry routes ▪ Altitude <ul style="list-style-type: none"> ○ Ranging from 1,000 to 1,500 feet above runway ▪ Common Accident Types <ul style="list-style-type: none"> ○ Arrival: Pattern accidents in proximity of airport ○ Departure: Emergency landings ▪ Risk Level <ul style="list-style-type: none"> ○ Low ○ Percentage of near-runway accidents in this zone: 18% - 29% (percentage is high because of large area encompassed) <p>Basic Compatibility Policies</p> <ul style="list-style-type: none"> ▪ Normally Allow <ul style="list-style-type: none"> ○ Residential uses (however, noise and overflight impacts should be considered where ambient noise levels are low) ▪ Limit <ul style="list-style-type: none"> ○ Children’s schools, large daycare centers, hospitals, nursing homes ▪ Avoid <ul style="list-style-type: none"> ○ Outdoor stadiums and similar uses with very high intensities ▪ Prohibit <ul style="list-style-type: none"> ○ None

