



Memorandum

SRF No. 17657.01

To: Kent Jarcik, Planning Director
City of Williston

From: David Sweeney, Lead Planner
Scott Harmstead, Director

Date: March 6, 2025

Subject: Williston Regional Plan Amendments

Introduction

Critical Data House, LLC (CDH) has applied to develop a data center campus in north Williston, to be known as “Fighting Pike” (the project). The development parcel was platted prior to adoption of the Williston-Williams County Regional Comprehensive Plan (Comprehensive Plan) and the Williston-Williams County Regional Transportation Plan (Transportation Plan) in 2017 and must be replatted and rezoned for development to occur.

The new subdivision plat, to be known as Northstar Center Subdivision Rearrangement, will contain three lots. The data center campus will be located on Lot 2. The City of Williston (City) intends to apply the C-2, General Commercial District to this lot, as well as a Planned Unit Development (PUD) overlay. Lot 1 will be reserved for future development and will be zoned A, Agricultural District, which will be used as a holding zone until development occurs. Lot 3 represents a 25’x25’ tract owned by Missouri Valley Communications. The Future Land Use Plan (Figure 5.2 of the Comprehensive Plan) needs to be amended to support the zone change. In addition, the development impacts the Anticipated 2040 Functional Classification System (Figure 5.1 of the Transportation Plan) and related figures.

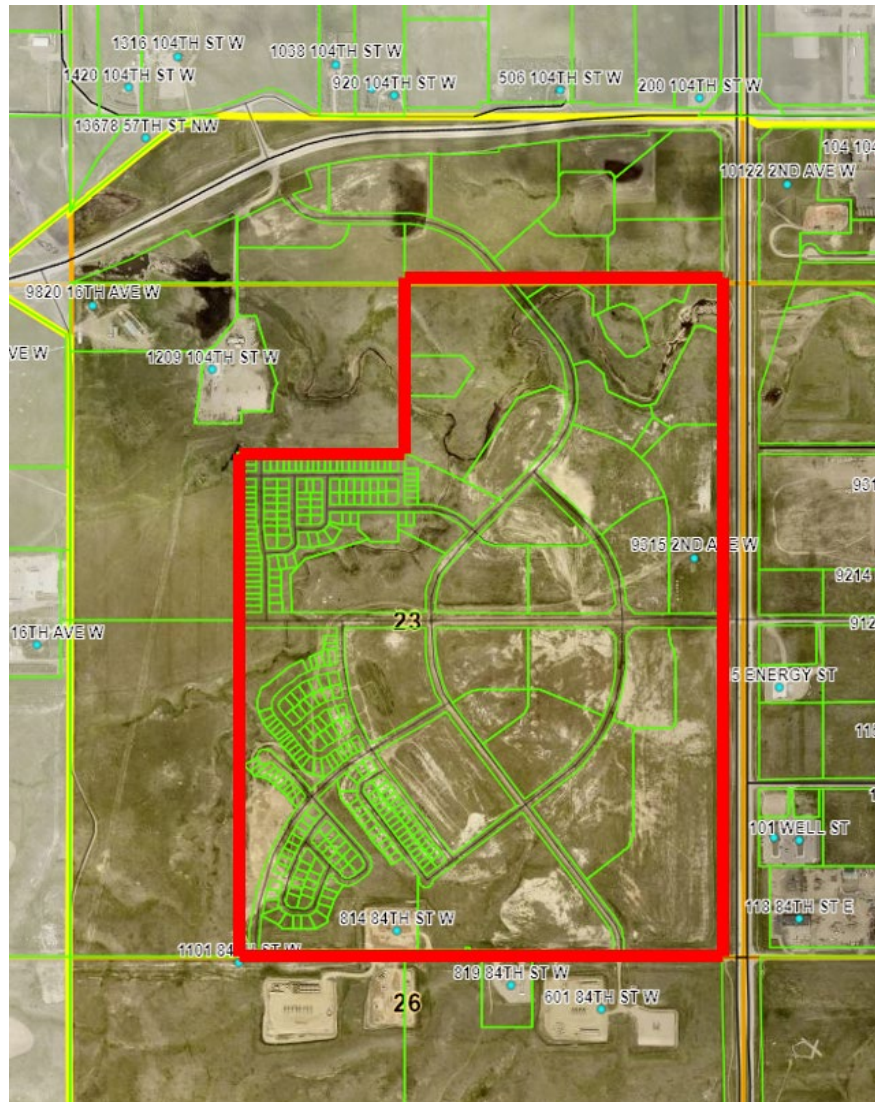
This memorandum documents proposed amendments to the Comprehensive Plan and the Transportation Plan. Plan amendments must be adopted by the City Commission on a recommendation from the Planning and Zoning Commission, following a public hearing.

Site Conditions

The project site lies within Section 23, T155N, R101W (Missouri Ridge Township), within the City of Williston. **(Figure 1)**. The development parcel is situated with the US 2 commercial corridor, near the junction of US 2 and the US 85 Bypass. It was platted as the Northstar Center Subdivision and zoned as a Planned Unit Development in 2015. The previous Northstar Center Subdivision plat dedicated right-of-way for one arterial roadway and two collector roadways that were identified in the Transportation Plan. Underground utilities were installed in portions of the site and abandoned

by the previous developer; otherwise, the site is undeveloped. Camp Creek and surrounding coulees constrain development in the northern portion of the site.

Figure 1. Fighting Pike Development Parcel



Existing Land Use Plan

The development parcel is currently planned for a mix of residential and commercial uses (**Figure 2**). Note that the version of the Future Land Use Plan that was published with the Comprehensive Plan does not depict the land use detail for this site. Instead, Figure 5.2 of the Comprehensive Plan shows a gray overlay for the site. In the Comprehensive Plan, this overlay was used to differentiate between areas of existing development/platted subdivisions from undeveloped tracts. However, the underlying land use arrangement, as shown in Figure 2, was translated into future jobs, households, and vehicle trips, and incorporated into the travel demand model. The original PUD consisted of the following at full buildout:

- 94 single-family lots (Low Density Residential)
- 174 twin home lots (Medium Density Residential)
- 1,274 multifamily units (High Density Residential)
- 62 acres of heavy commercial
- 106 acres of parks and open space

In total, the original development would have provided for 2,024 dwelling units. The Fighting Pike project does not contain a residential component. Because future trip generation will be lower than anticipated in the Transportation Plan, there is no need to update the travel demand model. See the Traffic Impact Study for the Fighting Pike Data Center dated January 2025 for detailed forecasts of trip generation for Fighting Pike and AM/PM peak hour volumes for site entry/exit.

Figure 2. Future Land Use Plan (Existing)

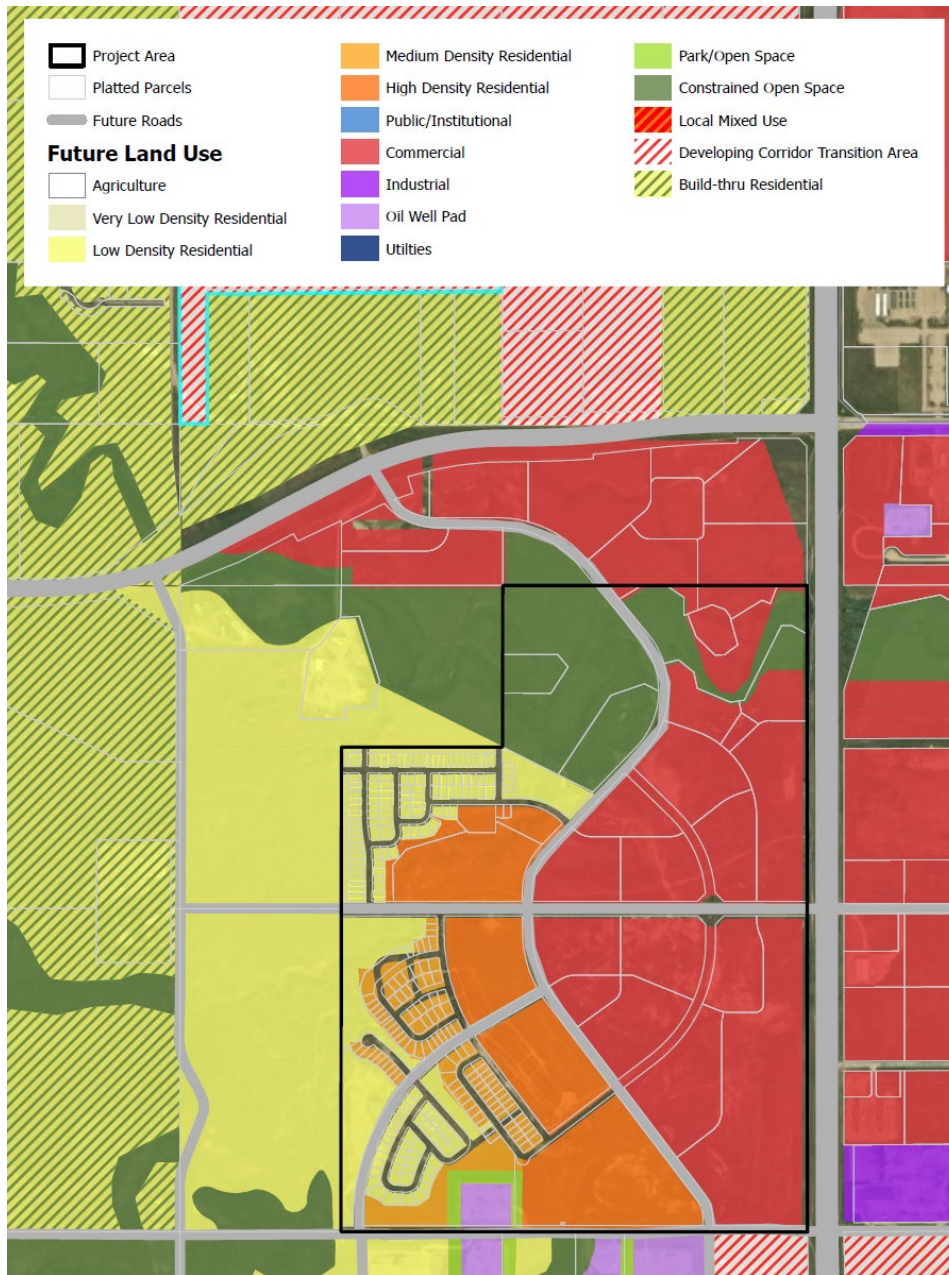


Table 1, below, summarizes each future land use category by total acreage and number of lots/development tracts for the original development concept.

Table 1. Original Future Land Use Arrangement

Map Color	Future Land Use Category	Number of Lots/ Development Tracts	Acreage	Percent Acreage
	Low Density Residential	166	50.1	11.9%
	Medium Density Residential	124	22.8	5.4%
	High Density Residential	6	69.0	16.3%
	Commercial	15	166.8	39.5%
	Oil Well Pad	1	3.4	0.8%
	Park/Open Space	1	3.1	0.7%
	Constrained Open Space	N/A	51.4	12.2%
	Right of Way	N/A	55.7	13.2%
	Total	313	422.3	100.0%

Existing Roadway System Plan

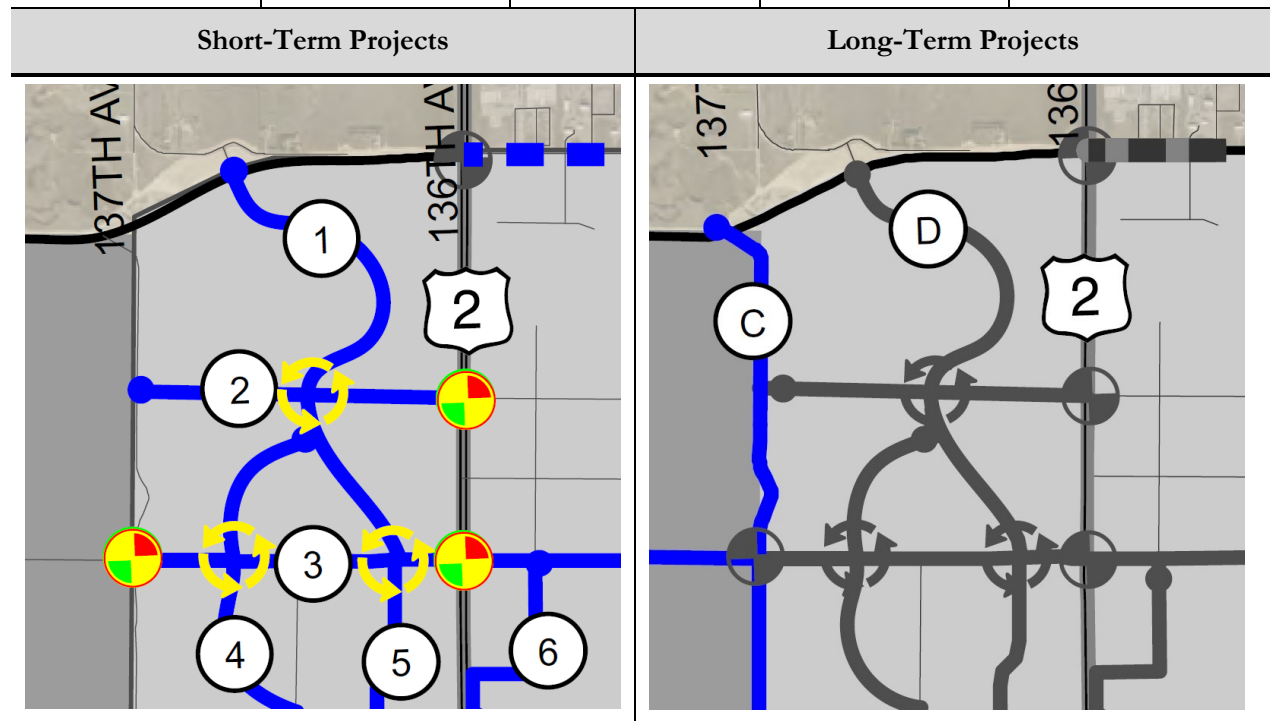
Figure 5.1 of the Transportation Plan depicts the modeled 2040 roadway network. The Fighting Pike project impacts five routes – three arterials and two collectors – which are labeled as follows in the Transportation Plan:

- 1 – Northstar Minor Arterial – platted in 2015 as Northstar Parkway
- 2 – Northstar Collector (E/W) – platted in 2015 as Energy Street
- 3 – 56th Street NW (84th Street W) west of US Highway 2, a future east/west minor arterial
- 4 – Northstar Collector (N/S) – platted in 2015 as Citation Circle
- C – 137th Ave NW, a future north/south minor arterial

The numbered routes were all prioritized for short-term completion; route C was planned for long-term completion. Routes 1, 2, and 4 are internal to the development tract. Routes 3 and C are adjacent to the development tract. **Figure 3** provides additional information about each route as it pertains to the development tract.

Figure 3. Planned Arterial and Collector Routes Impacted by Project

Route Name and ID # (Plan)	Platted Right-of-Way Name	To/From	Segment Miles	Relationship to Development Site
1. Northstar Minor Arterial	Northstar Parkway	Hwy 2 Bypass to 56 th Street NW	1.72	Internal to site
2. Northstar Collector (E/W)	Energy Street	Hwy 2 to 16 th Ave NW	1.00	Internal to site
3. 56 th St NW west of Hwy 2	N/A	Hwy 2 to 16 th Ave NW	1.00	Adjacent to site
4. Northstar Collector (N/S)	Citation Circle	Northstar Parkway to 56 th Street NW	0.50	Internal to site
C. 137 th Ave NW	N/A	Hwy 2 Bypass to 56 th Street NW	1.00	Adjacent to site



The replat of Northstar Center Subdivision will vacate right of way for Northstar Parkway, Energy Street, and Citation Circle, as well as for several local streets, as indicated on the plat.

Fighting Pike Development Concept

Figure 4 on Page 7 shows the preliminary site plan for the Fighting Pike project. The development application submittal packet describes the project in detail. With the right of way vacation, no public through roads will be retained through the parcel. The primary access to Fighting Pike will be via 84th Street W (56th Street NW). A secure checkpoint will be located approximately 300 feet to the north of the driveway entrance. A secondary access will be constructed on US 2 at Energy Street. This access will also include a secure checkpoint approximately 300 feet west of the driveway entrance. A gated emergency access will be located on 84th Street W at the westernmost driveway indicated on the site plan.

A frontage road will facilitate circulation throughout the site. All roads will be privately owned and maintained. The site plan shows a “future private emergency access road” going north through the development site. This connection would be necessary to provide a secondary access to the northern lot (Lot 1 of the proposed subdivision), since NDDOT does not support additional highway access between Energy Street and the US 85 Bypass. It could be constructed in Phase 2 of the project, along with the completion of Building 2.3. Because it is essential to maintain security for Fighting Pike, this connection would be used for emergency purposes only. The primary access to Lot 1 would have to be via the bypass and would have to meet NDDOT’s requirements for access spacing from the US 2/US 85 highway junction.

Plan Amendments

Figure 5 on Page 8 illustrates key changes to the future roadway network and the future land use plan resulting from the project. Several figures from the Comprehensive Plan and Transportation Plan have been revised accordingly. All revised figures are attached with this report. The following sections describe the proposed plan amendments in detail.

Figure 4. Fighting Pike Preliminary Site Plan

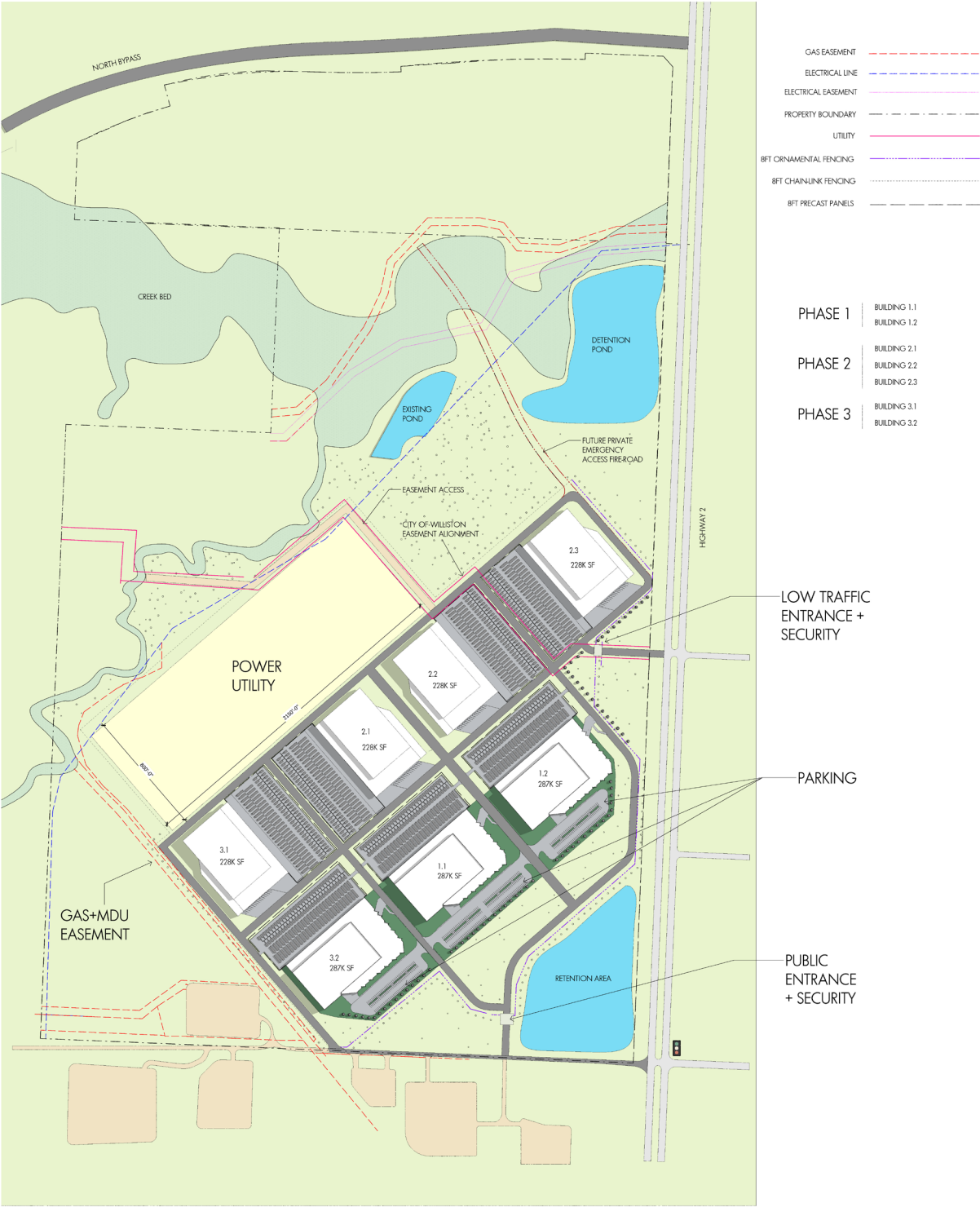
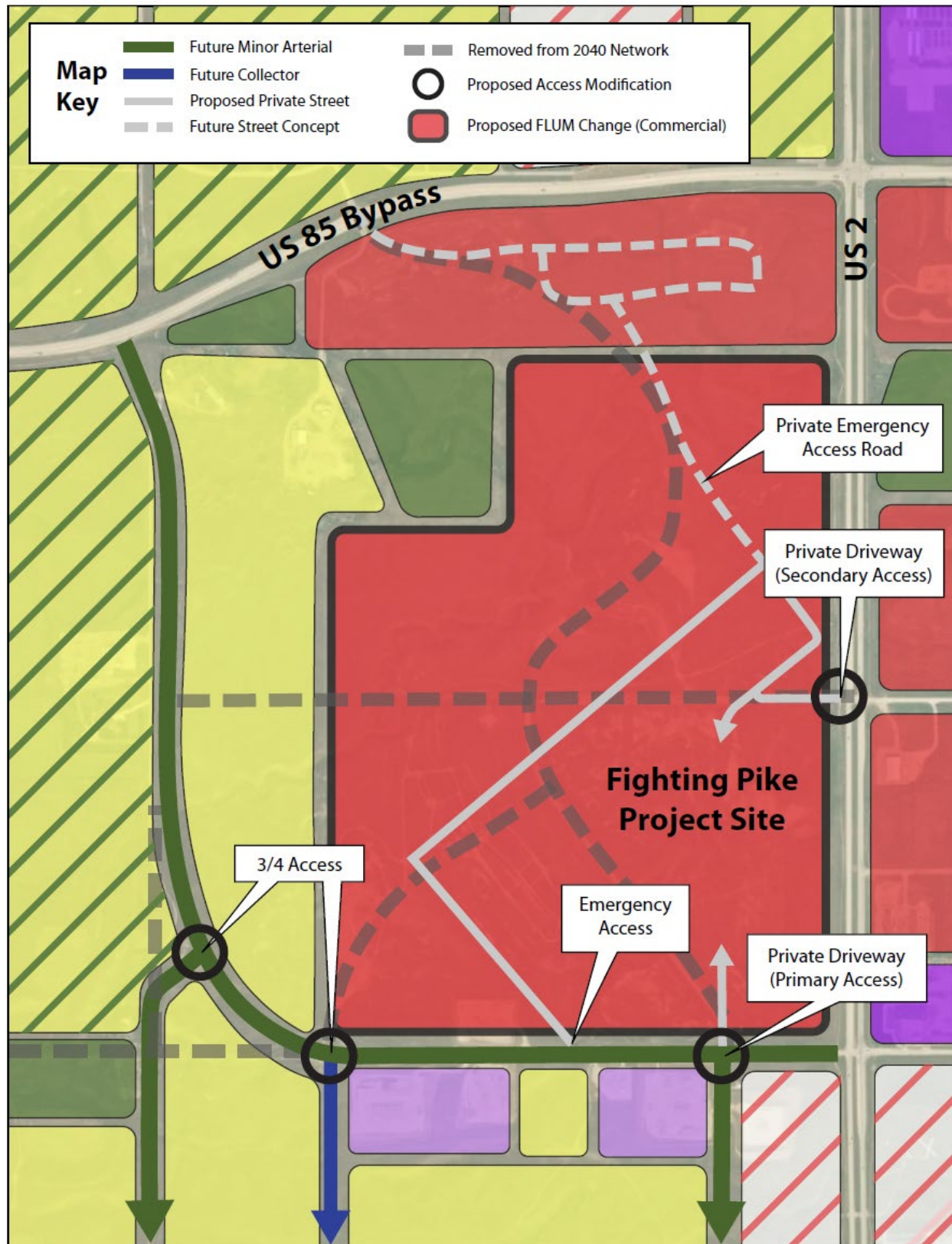


Figure 5. Proposed Amendments and Street Concepts



Future Land Use Plan Amendments

The key change to the Comprehensive Plan is the amendment to the Future Land Use Plan (Figure 5.2). As discussed, the future land use designation for the development site will be amended to Commercial. The Comprehensive Plan describes this land use category on the Page 79, stating that it “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.” In contrast, the Industrial designation “consists of manufacturing, wholesale sales, warehousing, distribution, industrial service, waste-related uses, and mining.”

The data center complex is an intensive land use that will occupy over 300 acres. However, the use will not include manufacturing, induce heavy truck traffic, or create nuisance concerns (e.g., odor, light, or noise emissions) typically associated with industrial uses. The primary concern is noise from the back-up generators. However, each generator will be equipped with a noise attenuation device. In addition, each bank of generators will be surrounded by an 8-foot-tall precast concrete wall. Overall, the data center complex will be similar as an office park in function and appearance. Therefore, the Commercial land use designation is appropriate.

The Commercial land use designation will replace the existing mix of Residential (Low, Medium, and High Density) and Commercial for the development parcel. In addition, the area currently shown as Constrained Open Space, which is mostly within Lot 1, will be designated as Commercial. This does not mean that all open space areas will be developed; rather, the intent is to provide one future land use designation for each lot in the development parcel.

Table 2, below, summarizes the net effects of the Future Land Use Map amendment.

Table 2. Future Land Use Acreage Change

Map Color	Future Land Use Category	Acreage Change
	Commercial	255.5
	Low Density Residential	(50.1)
	Medium Density Residential	(22.8)
	High Density Residential	(69.0)
	Constrained Open Space	(51.4)

Transportation Plan Amendments

2040 Roadway Network

As previously discussed, the project impacts the future roadway network depicted in the Transportation Plan. The planned alignments for several arterial and collector roads will be amended or eliminated to accommodate the project. These changes include:

- **Route 1 – Northstar Minor Arterial.** Removal of 1.72 miles of the proposed minor arterial from the US 85 Bypass to 84th Street W (56th Street NW). The right of way for this road will be vacated by the Northstar Center Subdivision Rearrangement.
- **Route 2 – Northstar Collector (E/W).** Removal of 1.00 miles of the proposed collector from US 2 to 16th Ave NW. The right of way for this road will be vacated by the Northstar Center Subdivision Rearrangement.
- **Route 3 – 84th Street W west of US Highway 2.** This route will be realigned with 137th Avenue NW to form a continuous connection from US 2 to the bypass.
- **Route 4 – Northstar Collector (N/S).** Removal of 0.50 miles of the proposed collector from 84th Street W to Northstar Parkway. The right of way for this road will be vacated by the Northstar Center Subdivision Rearrangement.
- **Route C – 137th Avenue NW.** This route will be realigned with the 84th Street W extension NW to form a continuous connection from US Highway 2 to the bypass.

As part of the Fighting Pike project, 84th Street W will be constructed to the westernmost driveway of the site. Figure 7.1 of the Transportation Plan (Proposed Short Term Improvements) has been amended to reflect this change. It is assumed that the remainder of Route 3/Route C will be constructed in the long-term (2030-2040).

Local Street Connections

Removing public through streets within the development site will impact access and mobility in the area. **Figure 5** illustrates a concept for revised roadway alignments and intersection arrangements. Although not proposed as an arterial or collector route, maintaining a connection north/south through the area across Camp Creek is important to maintain development viability for the land southwest of the intersection of US 2 and the bypass. This route represents the only likely secondary access point for this area, given access restrictions on US 2 and the bypass. The area will need to be set aside as a municipal access and utility easement as part of the proposed project.

No plan amendments are needed as result of the recommendations for local streets, which do not impact the 2040 network of arterials and collectors identified in the Transportation. However, it is important to keep these concepts in mind as the area surrounding the data center campus continues to develop.

Intersections

The roadway system modifications described above impact several intersections adjacent to the site. Multiple intersections would transition from four-way to three-way. With the removal of Route 1 and Route 4, two planned intersections on the 84th Street W extension would shift from four-way (full access) to three-way. This will impact the need/warrant for stop controls. The following changes are proposed to the future intersections depicted in Figure 7.1 and Figure 7.2 of the Transportation Plan:

- **Intersection of 84th Street W (Route 3) and Northstar Minor Arterial (Route 5).**
Remove roundabout as the north leg of this intersection will become the primary access to the development site. Stop controls will be determined through the development process. A two-way stop for the north/south side streets may be sufficient. This intersection is located approximately 900 feet west of the signalized intersection at US 2 and 84th Street W.
- **Intersection of 84th Street W (Route 3) and Northstar Collector (N/S) (Route 2).**
Remove roundabout as the intersection will change from a four-way intersection to a T-intersection. Future stop controls will be determined as warranted.
- **Intersection of 84th Street W (Route 3) and 137th Ave NW (Route C).** Remove signalized intersection as the intersection will change from a four-way intersection to a radial T. Future stop controls will be determined as warranted. The current intersecting points of both alignments will be difficult to construct given challenging topography and a coulee. To avoid this issue, 84th Street W is shown to be curved north to meet 137th Ave NW.

In addition, the roundabout illustrated in the center of the development tract was never platted and will not be constructed as shown on Figures 7.1 and 7.2 of the Transportation Plan.

Figure Revisions

Table 3 on the following page lists all revisions to maps contained in the Comprehensive Plan and the Transportation Plan, as discussed throughout this report. All revised figures are included as attachments to this report.

Table 3. List of Revised Figures from the Comprehensive Plan and Transportation Plan

Comprehensive Plan	
Figure	Revisions
5.2 – Future Land Use Plan	• Amended the development site to commercial. • Amended properties immediately south of the development site to commercial. • Removed gray overlay for the development site.
Transportation Plan	
Figure	Revisions
Figure 2.11 – Parks and Trails, Existing and Future	• Removed illustrative park and trail connections within the project site.
Figure 5.1 – Anticipated 2040 Functional Classification	• Modified future arterial and collector roadway connections as shown in Figure 5.
Figure 6.5 – Urban Core, Urban Area, Rural Area.	• Modified future arterial and collector roadway connections as shown in Figure 5.
Figure 7.1 – Proposed Short Term Transportation Projects	• Modified future arterial and collector roadway connections as shown in Figure 5. Extension of 56th Street NW added to short-term project (0.5 mile)
Figure 7.1 – Proposed Long Term Transportation Projects	• Remainder of modified Route 3/C shown as long-term project.
Figure 7.4 – Conceptual Tier 2 Arterial/Collector Network	• Modified future arterial and collector roadway connections as shown in Figure 5. • Incorporated revisions from Figure 5.2