

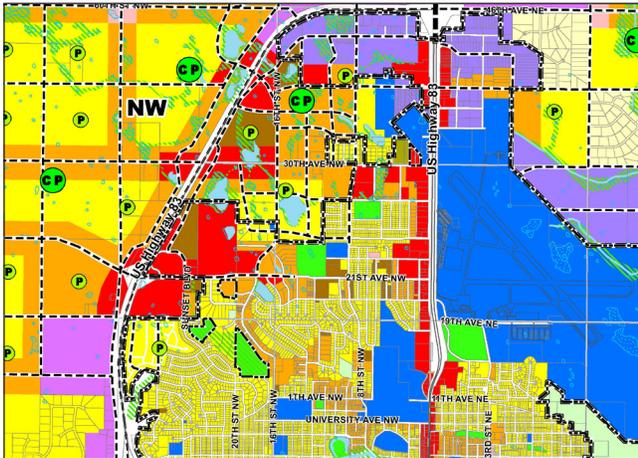
INTRODUCTION

The Land Use Plan illustrates the intended use of land within the City of Minot and its Growth Areas. Ideally, development in a city follows a simple, straightforward process:

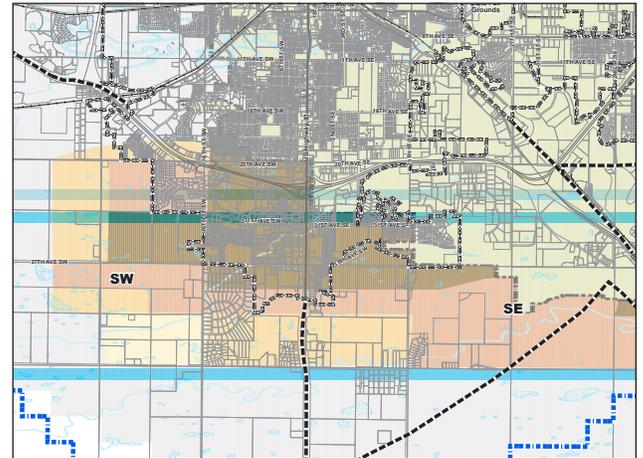
- ↓ Discuss vision and goals
- ↓ Research and analyze various issues
- ↓ Prepare and adopt of a Plan
- ↓ Adopt zoning codes and other tools to implement the Plan
- ↓ Approve projects that follow the Plan and zoning
- ↓ Enforce zoning standards and Plan policies as projects are built

Integration of the Land Use Plan with other elements in this Comprehensive Plan:

- Greenway connections integrate with Park, Trails and Open Space
- Compact development will use less land and reduce Stormwater
- Compact development and greenway connections encourage walking and biking which integrate with Transportation
- Compact, higher density residential areas encourage Housing of all kinds, including affordable and life cycle opportunities
- The design and character of development influences Community Character & Aesthetics



Future Land Use



New growth and development in Minot will occur in stage Growth Areas.

KEY PRINCIPLES TO IMPLEMENTING THE LAND USE PLAN INCLUDE:

Greenway Connections



Compact Development



- Protect and enhance drainage corridors
- Provide amenity
- Connect major destinations with biking/walking routes
- Provide active living choices

- Continue efficient, economical development pattern
- Provide services near all neighborhoods
- Encourage walking, biking, active living
- Reduce car trips
- Extend infrastructure in a cost-effective, staged plan

A comprehensive plan is important not only because it helps city decision makers and citizens to articulate a city's vision and direction, but because it is the legal foundation for official regulations like the zoning ordinance and subdivision ordinance. The U.S. Supreme Court, in ruling on zoning cases that have been appealed all the way through the judicial process, has said they are looking for "a rational basis in a comprehensive plan"

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- Prepare and adopt of a Plan
- Adopt zoning codes and other tools to implement the Plan
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The City of Minot is in the middle of this process, having prepared its plan and recommended implementation tools.

GOALS

Early in the process goals and policies were discussed and adopted for various elements of the Plan. Several goals were thought to be important in the near term and were adopted as Immediate Goals. Below are the Immediate goals, the Growth and Development/Land Use goals, and the Land Use – Commercial/Industrial goals.

Immediate Goals and Policies:

GOAL 1:

Promote a well-planned community with a balance of land uses while addressing the needs and impacts of expanding services to support growth through development and redevelopment.

Rationale:

A carefully created Comprehensive Plan will ensure the community's ability to grow in a rational and responsible manner, preclude decision making processes that overlook long-range land use implications, and help ensure fulfillment of citizens' desires for a well-planned community and preservation of their quality of life.

Policies:

1. Create a land use plan that defines the types and locations of residential, commercial and industrial development required to meet the community's projected needs.
2. Create and maintain a development staging plan, within the city limits and in the two-mile extraterritorial jurisdiction, to manage growth and guide the orderly and cost effective provision of infrastructure at a rate that is consistent with forecasted growth.
3. Prepare long-range transportation and infrastructure plans that will direct and support the future growth.
4. Expand level of community services and staffing to keep pace with orderly development.
5. Protect the sensitive natural features and slopes that make Minot unique such as the river, streams, wetlands, coulees, natural open space and local parks as development proceeds.
6. Promote continued strong working relationships and coordinate with other governmental planning efforts.
7. Explore the adoption of a development fee policy, combined with other funding mechanisms, to accommodate development.
8. Encourage mixed land use where appropriate and more efficient use of the land.
9. Update the plan periodically, with an annual review for the Planning Commission and City Council by City staff, and comprehensive updates to various elements as needed.

GOAL 2:

Ensure that zoning and subdivision ordinances and official master plan documents are consistent with the intent and specific direction provided within the Comprehensive Plan.

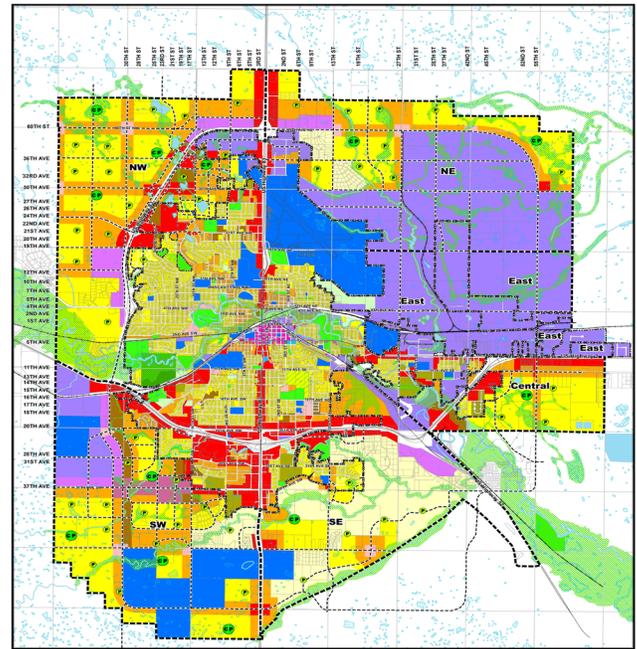
Rationale:

Sound land-use plans and the official controls that implement them are essential tools that enable the community to attract those specific uses intended for the land and ensure the quality community Minot citizen's value.

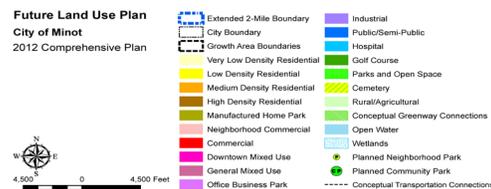
Policies:

1. Provide clearly defined zoning ordinances to achieve public values including, but not limited to:
 - a. Preserving open space, park and recreational needs through park dedication.
 - b. Managing storm water using natural filtration and other ecologically based approaches to avoid down-stream flooding.
 - c. Providing housing that meets all stages in the life cycle and affordability ranges.
 - d. Expand/diversify the tax base to lessen the tax burden on residential properties
 - e. Providing infrastructure that benefits community beyond the project site.
2. Ensure developments meet the standards specified within the land-use plan and official controls, including zoning and subdivision ordinances and official maps.

Ensure compatibility of adjacent land uses in new developments and work to improve compatibility in existing redevelopment areas.



Future Land Use Plan
City of Minot
2012 Comprehensive Plan



May 31, 2012

Stantec

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GOAL 3:

Coordinate transportation with land use planning.

Rationale:

Understanding the impact of land use on transportation systems is an important element to supporting growth and development.

Policies:

1. Analyze the traffic generation characteristics of proposed land uses to avoid exceeding the capacity of local, county, and regional roadways.
2. Consider the impacts to neighborhoods when planning new or upgrading existing roadways.
3. Ensure that the fully integrated comprehensive plan, which includes coordinated land use and transportation plans, is reviewed annually to provide a rationale for transportation and land use decisions.
4. Land use planning surrounding the Minot International Airport should be compatible with the airport operations with respect to noise, building height, flight patterns, expansion plans, and flight operations.
5. Encourage shared parking facilities for commercial, industrial, and mixed use projects to reduce impervious surface, minimize land consumption, and minimize traffic.



GOAL 4:

Attract and encourage a balance of new commercial, light industrial, office-industrial, heavy industrial, knowledge-based business, professional services and expansion of existing businesses.

Rationale:

Minot's commercial, light industrial and heavy industrial development will be concentrated primarily along its existing business corridors. This provides opportunities for a diversified economic base, expanded employment opportunities and maintaining conformity with the existing commercial, light industrial and heavy industrial land use patterns.

Policies:

1. Protect designated industrial areas from encroachment by residential development and marginal land uses that will preclude the highest economic use of land available for commercial, light industrial and heavy industrial development.
2. Work with local business organizations to develop strategies and programs to draw high-end business park development that attracts medical, energy technology, value-added agricultural and knowledge-based businesses which provide quality employment and higher wages with the expansion of city services.
3. Work with property owners to redevelop existing industrial sites that are in disrepair, are obsolete with respect to design, have environmental concerns and are incompatible with neighboring land uses.
4. Designate areas for industrial expansion within the City's growth areas and exterior limits that are accessible to public infrastructure and transportation, including rail and air.
5. Create a community identity that will help recruit targeted business and industry to Minot.
6. Use the presence and resources of educational institutions including Minot State, industries, business organizations to support and facilitate new businesses and expansion of existing.
7. Encourage site upkeep and quality maintenance through code enforcement to maintain and promote a positive image.
8. Market the Minot International Airport as an asset to corporate users.

GOAL 5:

Develop and maintain a roadway system that accommodates the safe and efficient movement of people and goods.

Rationale:

Minot is a growing city and policy makers face decisions that will affect the existing and future roadway facilities in addition to other transportation modes. These decisions must be made with proper information. The establishment of transportation goals and policies helps to guide these decisions by directing the development of the transportation system.

Policies:

1. Use traffic management technology to improve the operations and safety of the roadway system.
2. Plan for, design, and construct roadways to accommodate existing traffic demand and future traffic growth, considering the predominant land uses utilizing the roadways.
3. Identify roadway improvements for existing needs and future demand.
4. Identify corridors to relieve congestion.
5. Integrate pedestrian and bicycle trails into the design of roadway facilities where appropriate and feasible that provide links to parks, cultural and historic resources, and public uses.
6. Coordinate with NDDOT on interchange improvements located within the City.
7. Provide improved at-grade rail crossings or rail overpasses/underpasses.
8. Examine truck routes to bypass the city for the benefit of industries and drivers.
9. Maintain existing facilities in a manner necessary to preserve acceptable levels of service and minimize life-cycle costs.
10. Implement access management guidelines for collector and arterial roadways with adequate distance between intersections/driveways and appropriate traffic control methods.

11. Avoid or minimize impacts to natural, cultural, and historic features.
12. Implement “quiet zones” in the City.



GOAL 6:

Maintain safe neighborhoods and community areas.

Rationale:

A sense of security is important to the quality of a neighborhood and maintaining housing values.

Policies:

1. Maintain and ensure strong community support for the city's fire and police departments.
2. Encourage community involvement in Crime Prevention Programs.
3. Promote development of neighborhoods with mixed housing styles that promote diversity and attract all age groups.

Land Use – Commercial/Industrial

GOAL 1:

Expand and diversify the city's tax base by encouraging new commercial/industrial development.

Rationale:

Continued growth of commercial and industrial business supports the city's growing residential population for jobs and services while providing an increased tax base.

Policies:

1. Provide for commercial land uses that are dispersed appropriately throughout the community. Create neighborhood commercial areas which provide goods and services for the neighborhood.
2. Create performance standards, with incentives as appropriate, for all commercial areas including building and signage design guidelines, streetscaping, and inclusion of green space, trails and sidewalks that connect commercial areas to neighborhoods.
3. Promote the rehabilitation and redevelopment of existing commercial facilities by continuing to pursue programs and assistance.
4. Work with all local business organizations to support and promote existing business and new businesses that are viable and responsive to the needs of the community.
5. Ensure, as areas are developed, that a specific development project bears its proportionate share of infrastructure improvement costs.



GOAL 2:

Promote development and redevelopment of downtown Minot so it can continue to be a focal point.

Rationale:

Downtown is an important historical and commercial core of the City that provides a unique setting and community identity.

Policies:

1. Continue the Renaissance Zone program in downtown Minot as a means of encouraging development and redevelopment.
2. Support downtown Minot as a centralized medical/healthcare destination.
3. Inventory and coordinate the planning of all parking facilities within the downtown. Define parking needs, allow joint utilization of parking, and plan for future public parking needs.
4. Develop guidelines for safe and attractive parking lots with landscaping, lighting and hard surfacing.



POPULATION PROJECTIONS

Minot is currently facing significant new development due to several factors: the western North Dakota oil boom, agriculture and railroad related business, flood recovery and reconstruction, the Air Force Base, Minot's continued role as a regional center for western North Dakota and eastern Montana, and others. Each of these affects Minot to varying degrees, but the oil boom is by far the largest single force changing Minot's development and economy for the next several decades. Preliminary population and household projections were made in the Background Report to this Comprehensive Plan in mid-2010, before the U.S. Census data was available, before the recent significant increase in oil-related development activity, and before the floods of summer 2011 and recovery efforts. Studies by Stantec and by Ondracek & Witwer (May 2011 "Minot, North Dakota Housing Demand Analysis" for the Minot Area Development Corporation), plus recent city building permit data, provide analysis of the population projections.

We cannot predict with certainty the pace and scale of growth in Minot in the next few years, let alone in the next 20 years or more. What we do know is that Minot's growth in the last couple years has outpaced even the most aggressive projections made.

Earlier projections in the Background Report to this Plan had low, middle and high range estimates from 44,000 to almost 55,000 population in 2030, based on historic growth rates for Minot. The Ondracek study projected a high of about 56,000 in 2026, then declining after that. But current building permit activity is outpacing the Ondracek study estimates, suggesting faster and perhaps larger growth than anticipated in any of these other estimates.

The 2010 Ondracek study estimating oil business employment projected a need for an additional 975 housing units in Minot in 2011, and 300-400 units per year thereafter for 15 years. Minot saw 1,132 building permits for housing in 2011 and the city looks to be on pace to equal or exceed that in 2012. At that pace for the next five years, Minot would reach a population of 55,000 by 2017. If this pace of housing construction of 1,000 units per year continues for 10 years, the population would reach over 65,000; if it continued at that pace for 20 years, the population would reach 85,000.

Even though the city is growing rapidly now, due in great part to the oil boom, that boom will come to an end at some point, perhaps in 30 years, by 2040 or later, at which point population will stabilize and maybe even decline.



The total population increase due to the oil boom at its peak was estimated by Ondracek to be about 12,000 people. We do not know if that total will hold true, or if the population increase will be much more than that – 15,000 or 20,000 or more. Changes in oil recovery technology, worldwide oil prices, and geologic discoveries in the oil basin could all have an effect on the potential population increase.

More important than the pace of growth and the numbers, however, is how we handle the growth that happens each year. The Land Use Plan outlines Growth Areas with a logical pattern of land uses to allow compact, orderly, rational growth to occur, creating desirable new neighborhoods. Development will only be able to happen when and where there is infrastructure – roads, water and sewer – that can support the growth.

The Growth Areas have enough land to handle an ultimate population of 200,000 or more, although that level of growth is highly unlikely. What is important in planning is to have common expectations among residents, landowners, developers, and city decision makers so that the growth that happens in Minot reflects how the community wants to grow.

With the oil boom and other factors this is a time of uncertainty which requires flexibility in planning for the future. The Plan the City has prepared and the Growth Areas that have been identified will be able to accommodate any future scenario from explosive growth to modest growth to slowing growth, or a combination.

Many population projections have been prepared over the years in various planning studies. These recent numbers are as follows:

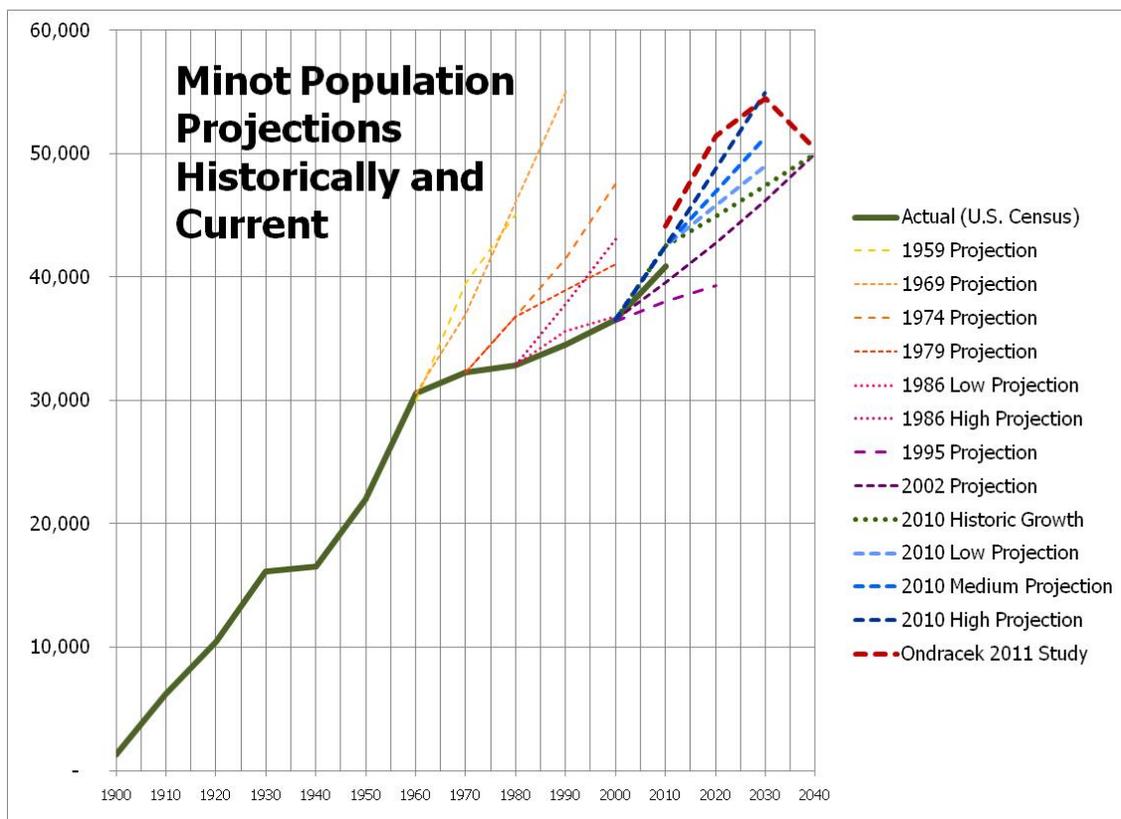
- 40,888 – 2010 population in 2010 U.S. Census
- 42,515 – 2010 population estimate by Stantec, 2010
- 44,154 – 2010 population estimate by Ondracek & Witwer, 2011
- 47,400 – 2030 population, historic growth rate by Stantec, 2010
- 49,000 – 2030 population, low estimate by Stantec, 2010
- 51,300 – 2030 population, middle estimate by Stantec, 2010
- 54,900 – 2030 population, high estimate by Stantec, 2010
- 54,438 – 2030 population estimate by Ondracek & Witwer, 2011

The Ondracek & Witwer study assumes a 15-year cycle of growth, through the year 2026, for Minot as a regional center associated with the oil boom, then modest declines as the oil business moves out. The 54,438 figure noted above is down from their projected high population of 56,240 in 2026. The total housing units added through 2026 was projected to be 5,700 units.

The Background Report assumed that the middle estimate of 2030 population, 49,000, was reasonable, based on long-term historic growth rates. The Ondracek 2030 population estimate is very close to Stantec’s high estimate, which was based on development trends of the last five years.

These numbers suggest that the oil boom would double the increase in Minot’s population in the next 15 years compared to historic rates – from an extra 7,000 people to an extra 14,000 people (current 42,000 to 56,000 vs. 49,000). From 2035 or 2040 on, Minot may continue long-term historic growth rates, as seen in the numbers where the Ondracek projection meets the 2002 projection and the 2010 historic growth rate in about the year 2040*. The various population projections are illustrated on the graph below.

Figure 2.1 - Minot Population Projections Historically and Current



* The Ondracek study projected population to 2034; year 2040 population for Ondracek in the graph was estimated based on population decline rates noted in that study.

Based on these assumptions, Minot would grow into only the first phase of its staged Growth Areas (see discussion below on Growth Areas), and no more, for the foreseeable future. Under this scenario, growth into the second and further phases of the Growth Areas would be slow and far into the future.

Because of the uncertain nature of the oil boom, it is impossible to know what the rate of growth will be and how long it will last. Recent building permit figures in Minot since the 2010 Census – the second half of 2010, all of 2011, and the first three months of 2012 – total over 1,800 housing units permitted. In less than two years, this is over 30% of the total housing growth predicted above for the next 16 years. Of the total of 5,700 new housing units estimated to be added by 2026, Ondracek projected 975 housing units would be built in the 2011. Actual 2011 building permit data show 1,132 units were permitted, greater, but not significantly greater, than the Ondracek number. But thereafter, Ondracek showed much more modest growth in housing, down to about 380 units in 2012, only 100 units in 2013, then about 300 units per year thereafter until 2026 when the City would start losing housing units.

If Minot has another few years of significant growth similar to 2011, then the entire additional population projected above by 2026 would happen by 2015. The question is, will Minot's residential growth rate continue at the 1,000-unit-per-year rate, the 300-unit-per year rate, or some other rate? Whatever the actual rate, if additional growth materializes there is ample room within the Growth Areas to accommodate it.

Another factor in perceived and actual growth is housing of workers associated with the oil boom, living in hotels or other temporary housing. These people add to the demand for services in the city and add to traffic and other issues, but these housing arrangements do not add to the permanent housing stock and population of the city on a long-term basis.

There may be positive or negative changes in the oil industry or other industries, impacts of national or international economic trends, natural disasters, new industries, new technology or other unforeseen circumstances that could affect how Minot develops. More important than specific numbers are the policies and plans in place to respond to growth pressures in a responsible manner.

EXISTING LAND USE

Table 2.1 below identifies the existing land uses (as it is actually used) within the City and the percentage of the overall land which is dedicated to that specific use. The numbers have been updated to early 2012 from the original land use acreages in the Background Report from mid-2010. Figure 2.2 displays these uses as the Existing Land Use Map. The table gives the gross acreage of each land use, which includes wetlands, water and right-of-way and net acres, which excludes these. The current acreage of the City is approximately 11,995 acres. About

27% of the total existing land uses are residential uses, mostly low-density. Over 16% is dedicated to commercial/industrial uses with over 13% as public/semi public including the airport, schools, and other public facilities. Parks, golf courses, open space total just over 4%. Vacant land within the city limits totals about 17%.

Table 2.1 - Existing Land Use

Existing Land Use	Gross Acres	Net Acres	Percent Gross	Percent Net
Cemetery	65.67	64.79	0.5%	0.5%
Commercial	1,200.59	1,190.96	10.0%	9.9%
Downtown Mixed Use	55.32	55.32	0.5%	0.5%
General Mixed Use	5.10	5.10	0.0%	0.0%
Golf Course	146.39	134.80	1.2%	1.1%
High Density Residential	72.77	72.65	0.6%	0.6%
Hospital	7.95	7.95	0.1%	0.1%
Industrial	670.35	654.31	5.6%	5.5%
Low Density Residential	2,330.46	2,326.28	19.4%	19.4%
Manufactured Home Park	297.86	293.49	2.5%	2.4%
Medium Density Residential	553.36	548.51	4.6%	4.6%
Neighborhood Commercial	58.37	58.37	0.5%	0.5%
Parks and Open Space	387.39	381.85	3.2%	3.2%
Public/Semi-Public	1,623.12	1,582.70	13.5%	13.2%
Rural/Agricultural/Vacant	2,061.84	2,018.51	17.2%	16.8%
Open Water	208.84	208.84	1.7%	1.7%
Wetlands		146.50	0.0%	1.2%
Right-of-Way	2,249.48	2,243.93	18.8%	18.7%
Total City	11,994.86	11,994.86	100.0%	100.0%

City of Minot
2012 Comprehensive Plan

Existing Land Use Map



3,500 0 3,500 Feet

-  City Boundary
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Manufactured Home Park
-  Commercial
-  Industrial
-  Public/Semi-Public
-  Hospital
-  Golf Course
-  Parks and Open Space
-  Cemetery
-  Rural/Agricultural
-  Vacant
-  Open Water
-  Wetlands
-  Streams
-  Railroad

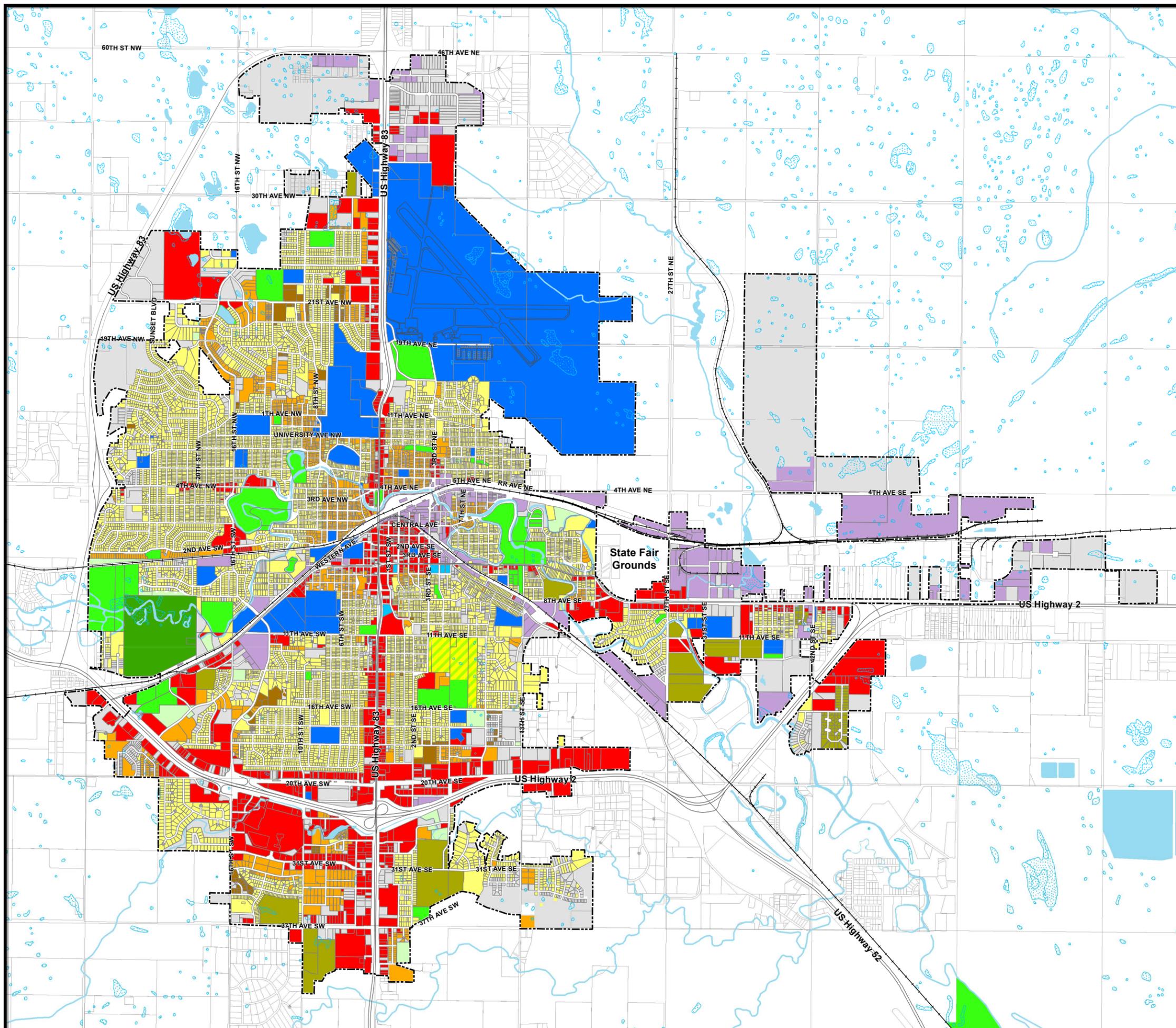


Figure 2.2
October 8, 2010



Land Use Category	Description
General Commercial	General commercial and highway-oriented businesses such as fast food restaurants, convenience stores, gas stations, general retail and big box retail, and other auto-oriented businesses. Office and service uses are also appropriate.
Downtown Mixed Use	Mixed office, retail, medical, institutional, and residential uses in the more intense setting of downtown.
General Mixed Use	Mixed office, retail and residential uses in neighborhood centers
Neighborhood Commercial	Office and retail uses serving on a neighborhood scale
Office Business Park	Larger office buildings and corporate campus development as well as light-industrial and office-warehouse developments that require larger sites.
Industrial	Industrial related businesses including manufacturing, warehousing, automotive, trucking, rail, office and other related industrial uses.
Very Low Density Residential	Existing unsewered residential or future residential areas in areas of difficult topography that will develop at a density of 2-3 units per acre.
Low Density Residential	Single-family detached and two-family residential development at a density of 4-6 units per acre.
Medium Density Residential	Attached and detached townhome developments at a density of 6-12 units per acre.
High Density Residential	Townhomes, apartment buildings or condominiums and similar high density dwellings. Development will occur at a density of 12-24 units per acre. Architecture and landscaping is important in multi-family residential areas to ensure that development is appropriate and consistent with the community's character.
Manufactured Home Park	Manufactured homes within a manufactured home park setting.
Parks and Open Space	Areas of public or private ownership that will remain undeveloped as open space or developed as parks (including trails) with varying facilities depending on the need and location.
Open Water	Permanently flooded open water, rivers and streams, not including wetlands or periodically flooded areas.
Public/Semi - Public	Primarily religious, governmental, institutional or education facilities.
Golf Course	Area identified for existing golf course facilities.

FUTURE LAND USE

Future land use is broken down into various categories as described in the table on the previous page. These descriptions and colors correspond to the colors on Figure 2.2, Existing Land Use, and the Figure 2.3, Future Land Use Plan.

The Future Land Use Plan on Figure 2.3 was prepared based on many months of discussion and meetings with the Comprehensive Plan Steering Committee, business representatives, Planning Commission, City Council and community members. The intent is that all land covered by the Plan – both within the current Minot city limits and land outside the City within its extraterritorial jurisdiction – will be zoned to comply with this Land Use Plan, and that all future development will follow the Plan and zoning, as infrastructure becomes available to serve these areas. Any changes that are different from this Plan would need to go through both an official amendment to the Land Use Plan and a rezoning.

Growth Areas

Future land uses in areas beyond the current city limits are divided into six Growth Areas:

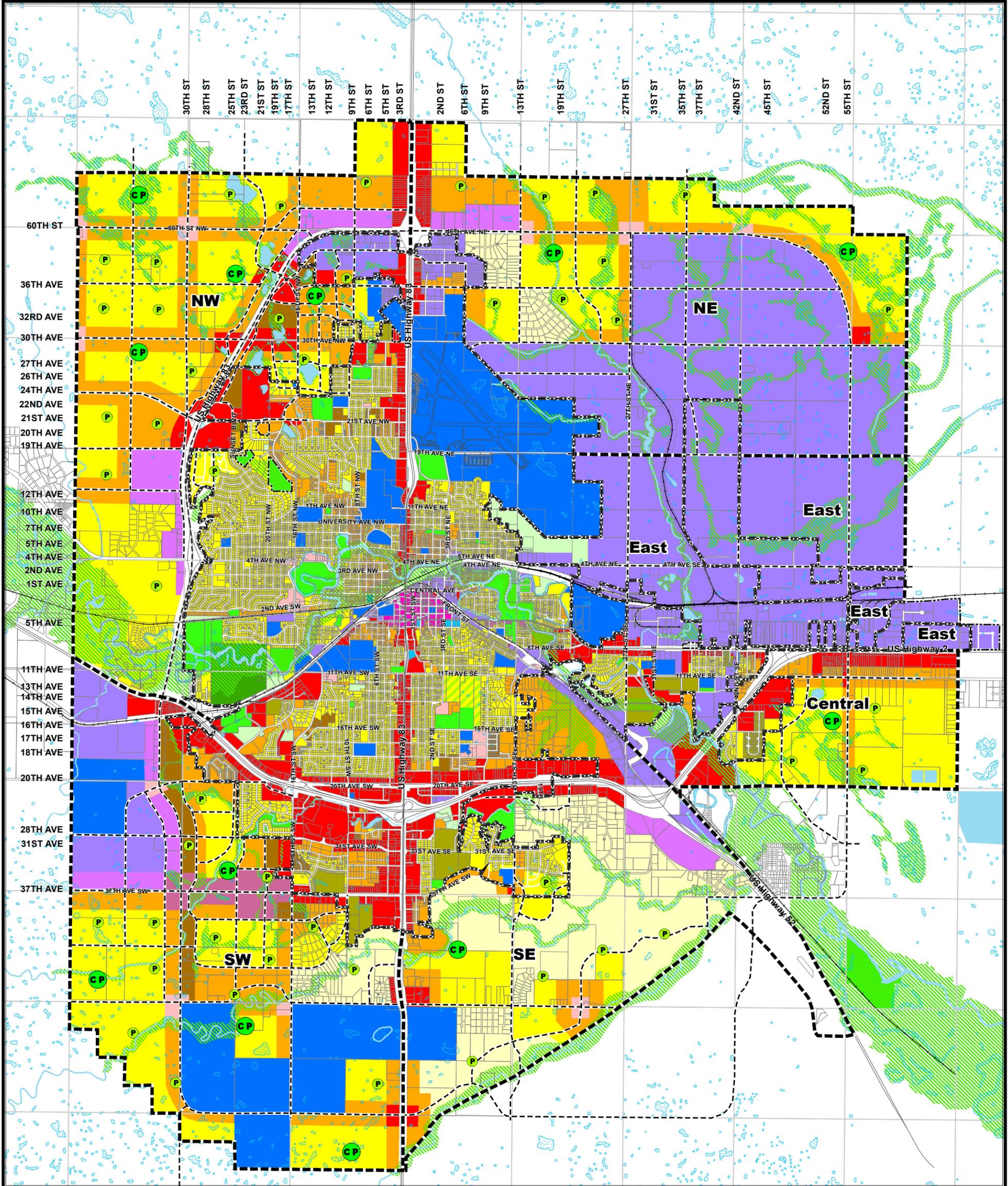
- Northwest
- Southwest
- Southeast
- Central
- East
- Northeast

These Growth Areas are shown on the attached map, Figure 2.4, Future Growth Areas where growth is expected to occur in coming years. Downtown is considered another Growth Area with its own potential for development and redevelopment.

The Growth Areas include a vast amount of vacant, under developed, or open agricultural land that will likely not be developed any time in the near future. Nevertheless, it is important to preserve a ring of sparsely developed land around the city in all directions so that development many decades from now will not be confronted with obstacles to compact, orderly development. Extension of utilities into undeveloped areas is very expensive if it must go through or around rural, large-lot subdivisions at the edge of the city.

The Growth Areas are further divided into phases on the attached Figure 2.4, Growth Area Stages. The intent is to show how growth may happen in a logical manner over many years. It is not known how quickly each phase of the Growth Areas will fill up with development so no firm time frame is associated with them, although as noted earlier in this chapter, some population estimates indicate that all potential growth for Minot through the year 2030 could be handled within the first phase of the Growth Areas. But if growth is significantly greater than that, the latter phases will handle several times the growth from that first stage. Also, if growth and development occurs at a much lower density than assumed in this Plan, then more land will be needed for the same amount of development and the later phases of the Growth Areas would be needed.

The first goal in this Land Use section calls for the City to “promote a well-planned community” and among the policies under this goal is to “create and maintain a development staging plan, within the city limits and in the two-mile extraterritorial jurisdiction, to manage growth and guide the orderly and cost effective provision of infrastructure at a rate that is consistent with forecasted growth.” The reasons for a staging plan are to extend infrastructure in a planned, economical fashion so as not place an undue burden on the community, and to allow city staff the time to review and analyze all development proposals against applicable polices, ordinance and infrastructure plans.



Future Land Use Plan
City of Minot
 2012 Comprehensive Plan

-  Extended 2-Mile Boundary
-  City Boundary
-  Growth Area Boundaries
-  Very Low Density Residential
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Manufactured Home Park
-  Neighborhood Commercial
-  Commercial
-  Downtown Mixed Use
-  General Mixed Use
-  Office Business Park
-  Industrial
-  Public/Semi-Public
-  Hospital
-  Golf Course
-  Parks and Open Space
-  Cemetery
-  Rural/Agricultural
-  Conceptual Greenway Connections
-  Open Water
-  Wetlands
-  Planned Neighborhood Park
-  Planned Community Park
-  Conceptual Transportation Connections

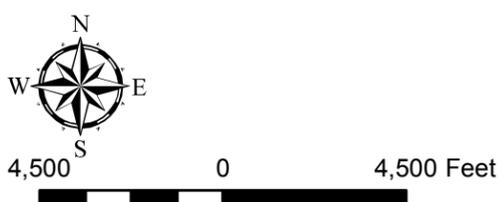
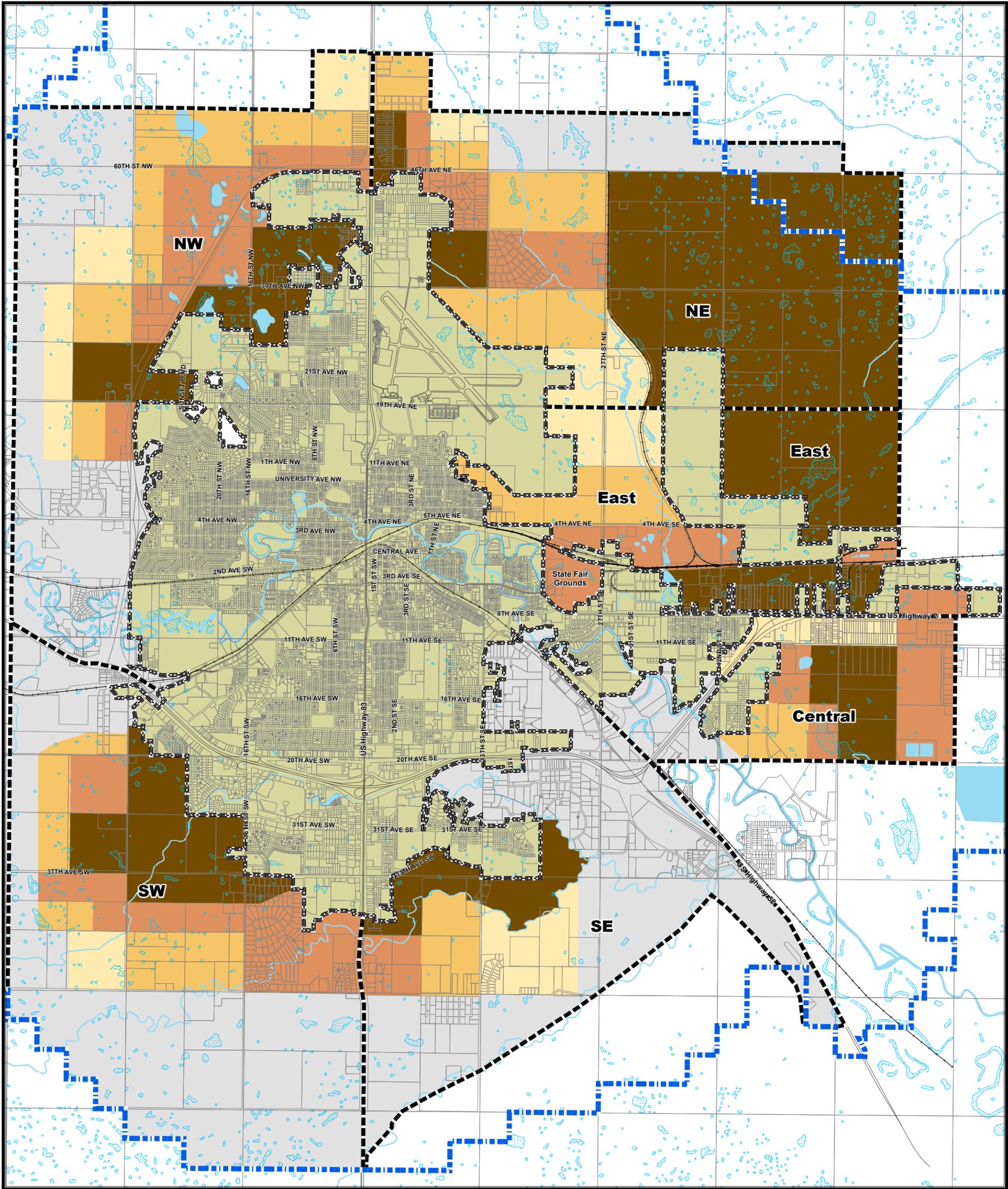


Figure 2.3
 May 31, 2012



Development Phases in Growth Areas

City of Minot

2012 Comprehensive Plan

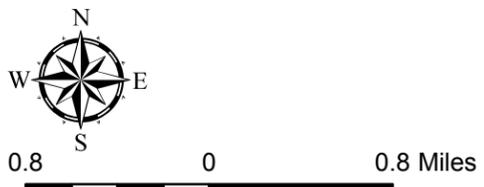
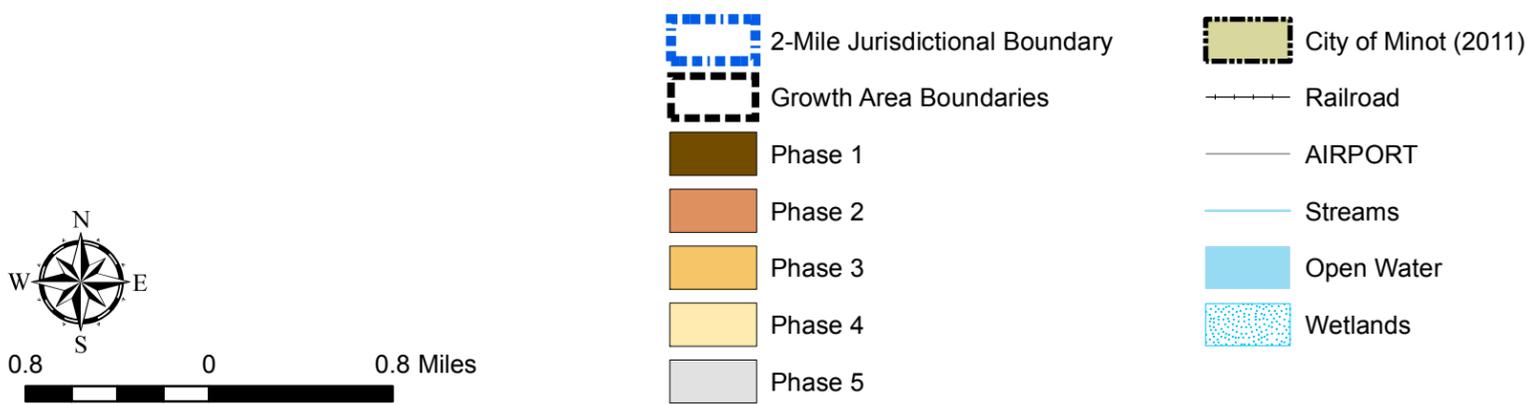


Figure 2.4

May 11, 2012

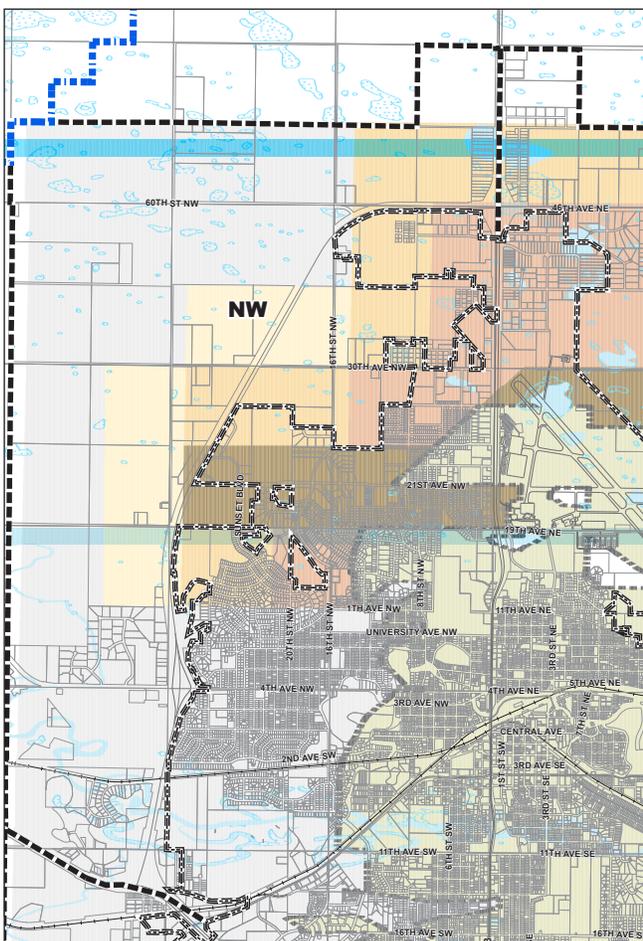


Note: The growth area phases represent the progression of development based on the location of available infrastructure; and the location of planned infrastructure expansions are anticipated to occur.

Northwest Growth Area

The Northwest Growth Area, generally north of Highway 52 and west of Broadway/Highway 83, is expected to be a very active area of new development in the City, extending from the current city limits west and north to the West Bypass, and beyond in the future. Significant features of new development in this area include:

- Compact residential neighborhoods at sufficient density to promote walking and biking.
- A significant commercial node at 21st Avenue NW and the West Bypass, creating a collection of neighborhood and community scale services for this part of the City.
- A neighborhood commercial node at 16th Street NW at the West Bypass near 36th Avenue NW.
- Continued Industrial development on the north side of this area up to the Bypass (46th Avenue NW), since much of that area is within Airport Safety Zones 2 and 3 extending northwest from the airport.

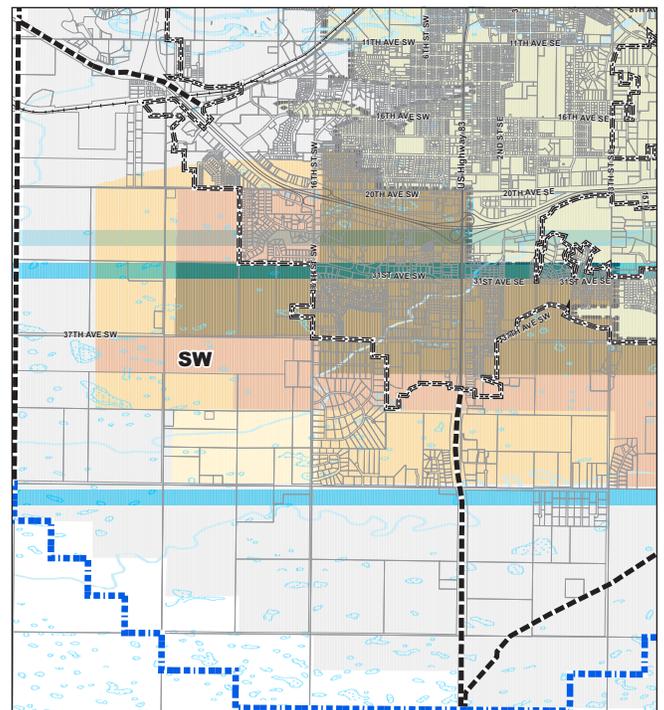


Northwest Growth Area

Southwest Growth Area

The Southwest Growth Area, generally south of Highway 2/52 and west of Broadway/Highway 83, will be perhaps the most active of the City's growth areas due to its location near the Dakota Square Mall and surrounding commercial area – the city's largest concentration of commercial development. The land in this area is for the most part relatively flat and readily developable, without constraints such as the airport, the river, railroads, major highways, etc. Significant features of new development in this area include:

- Compact residential neighborhoods at sufficient density to promote walking and biking.
- Commercial Mixed Use development along 37th Avenue SW west of 16th Street SW.
- A new SW Ring Route around this area connecting the West Bypass to Highway 83, generally south along 30th Street SW as the north-south leg and east-west along 66th Avenue SW.
- High Density Residential and Business Park development along the north-south leg of the Ring Route
- New Industrial and Business Park development west of the SW Ring Route around the city landfill
- Greenway corridors connecting new parks and trail along the several drainage corridors in the area

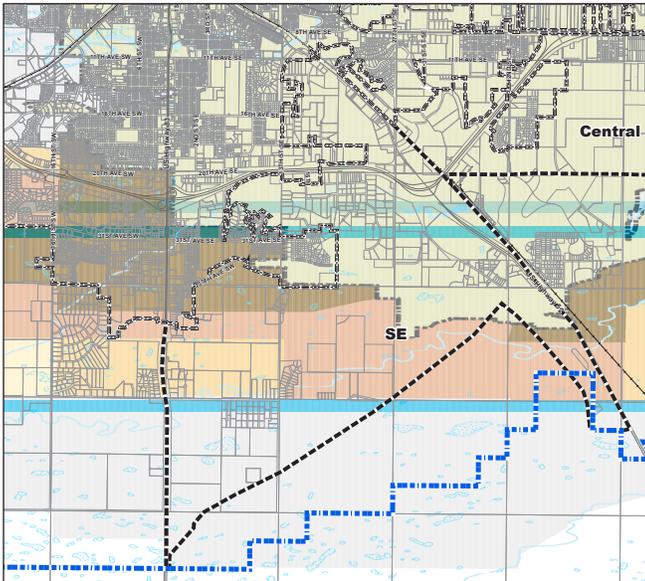


Southwest Growth Area

Southeast Growth Area

The Southeast Growth Area, generally south of Highway 2/52 and east of Broadway/Highway 83, will continue the expansion of mostly residential land uses into the coulee area. Much more development is likely, but it will be limited by the topography of this area, with the irregular steep slopes that characterize the coulees. Significant features of new development in this area include:

- Compact residential neighborhoods at sufficient density to promote walking and biking, especially around 13th Street SE and 37th Avenue SE.
- Lower density residential development in other areas at the edges of the slopes where development is more difficult.
- A commercial node at 56th Avenue SE and Highway 83.



Southeast Growth Area

Central Growth Area

The Central Growth Area, generally located south of Burdick Expressway at the City's eastern edge, will see some expansion but does not appear to be the first choice for significant new development. This is the current location of a significant amount of temporary housing for those displaced by the 2011 flooding. Significant features of new development in this area include

- Compact residential neighborhoods at sufficient density to promote walking and biking in the area either side of 55th Street SE.
- Expanded commercial development along Highway 2/Burdick Expressway, with new medium density residential behind it.



Central Growth Area

East Growth Area

The East Growth Area, generally located north of Highway 2/Burdick Expressway at the east edge of the City, is entirely Industrial in character and will remain so in the Future Land Use plan, building on the industrial uses surrounding the rail yards and excellent access to Highway 2. This area will also benefit from the new Northeast Bypass now under construction extending 55th Street NE north to connect with Broadway/Highway 83 along 46th Avenue NE.

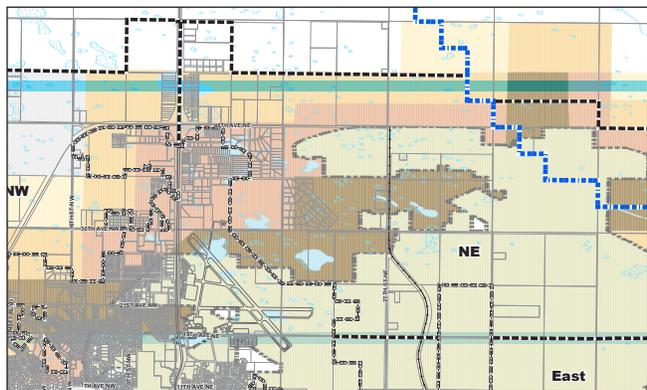


East Growth Area

Northeast Growth Area

The Northeast Growth Area, located generally east of Broadway/Highway 83 and north of 19th Avenue NE, is expected to see significant Industrial expansion in coming years, connected to the oil boom, agricultural uses, and the railroad hub. Significant features of new development in this area include:

- Large-scale Industrial development, including trucking, processing, manufacturing, warehousing, and other types of industrial uses across the huge area east of the Minot airport.
- Development will be restricted to almost all Industrial because of proximity to the airport and its noise and safety zones plus the proximity to other large industrial uses.
- Modest residential growth on the north edge of this Growth Area in already approved developments between 30th Avenue NW and 46th Avenue NW.
- More residential growth on the outside (north and east) of the new NE Bypass – but this growth is probably many years away before development and city infrastructure reach that area.



Northeast Growth Area

GROWTH PROJECTIONS

Land Use

The various land uses in the Future Land Use map are summarized in the table below by phase in the Growth Areas. These are net acres, without water, wetlands, and street right-of-way. Phases 1-3 vary from about 1,500 to 2,200 acres each, whereas Phase 4 is over 3,300 acres, and Phase 5, the last phase, is over 13,500 acres – it contains the bulk of the two-mile jurisdiction that is reserved for growth far into the future. As the numbers show, the Growth Areas phases each add about 20% to the City's total area in the first phases, then over 30% in the third phase and Phase 5 by itself is 150% of the size of the current Minot city limits. Based on previous analysis, it is unlikely that Minot will grow into these later phases any time soon.

Table 2.2 - Future Land Use by Phase

Land Use	Existing City	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Total
	Net Acres	Net Acres	Net Acres	Net Acres	Net Acres	Net Acres	Net Acres
Very Low Density Residential	0.00	235.58	118.14	98.78	294.99	1445.78	2,193.27
Low Density Residential	2,326.28	335.08	174.78	563.71	839.01	3358.55	7,597.41
Medium Density Residential	548.51	424.68	228.97	281.95	809.66	1512.42	3,806.19
High Density Residential	72.65	25.62	76.29	15.40	53.66	26.72	270.34
Manufactured Home Park	293.49	0.00	0.00	0.00	0.00	0.00	293.49
Neighborhood Commercial	58.37	0.00	1.81	4.83	21.10	100.83	186.94
Commercial	1,190.96	126.78	94.57	97.87	153.61	259.75	1,923.54
Downtown Mixed Use	55.32	0.00	0.00	0.00	0.00	0.00	55.32
General Mixed Use	5.10	94.51	49.27	20.43	0.00	0.00	169.31
Industrial	654.31	654.12	439.38	530.85	539.21	3302.34	6,120.21
Office Business Park	0.00	12.23	22.93	244.04	309.88	237.02	826.10
Public/Semi-Public	1,582.70	31.70	129.01	0.00	109.53	1278.30	3,131.24
Hospital	7.95	0.00	0.00	0.00	0.00	0.00	7.95
Cemetery	64.79	0.00	0.00	0.00	0.00	0.00	64.79
Golf Course	134.80	0.00	0.00	0.00	0.00	0.00	134.80
Parks and Open Space	381.85	251.64	137.28	183.20	192.84	1985.20	3,132.01
Rural/Agricultural/Vacant	2,018.51	0.00	0.00	115.86	0.00	0.00	2,134.37
Subtotal Phase	9,395.59	2,191.94	1,472.43	2,156.92	3,323.49	13,506.91	
Total City Cumulative	9,395.59	11,587.53	13,059.96	15,216.88	18,540.37	32,047.28	32,047.28

POPULATION AND HOUSEHOLD PROJECTIONS

Land use areas are translated into household projections by applying various residential densities which were noted in the land use table earlier in this chapter. The table below summarizes these calculations, with both a low and high estimate of housing units and population, based on the low and high range of density for each type of residential. Population is calculated from units by multiplying by an average of 2.2 persons per household.

As noted earlier in this chapter, all of the expected population growth for Minot through the year 2040 can likely be handled in Phase 1 of the Growth Areas. The low and high population estimates after Phase 1 development (bottom left of table below) are about 53,000 to 64,000 population. The analysis above estimated a high population of about 56,000 in 2026.

Note that the existing city population is listed as 44,000 to 47,000 compared to the 41,000 to 42,000 from the census and other estimates for 2010 and 2011. This increased population takes into account vacant land within the current City limits that might be redeveloped as housing, thus raising the population, but it is not within any future Growth Area.

Table 2.3 - Household & Population Projections by Phase

Growth Area	Low Phase 1	High Phase 1	Low Phase 2	High Phase 2	Low Phase 3	High Phase 3	Low Phase 4	High Phase 4	Low Phase 5	High Phase 5
East										
Units	0	0	0	0	0	0	0	0	0	0
Population	-	-	-	-	-	-	-	-	-	-
Central										
Units	283	489	249	414	132	219	973	1,690	1,147	1,894
Population	620	1,080	550	910	290	480	2,140	3,720	2,520	4,170
NE										
Units	579	1,023	437	767	333	499	393	787	5,215	8,917
Population	1,270	2,250	960	1,690	730	1,100	870	1,730	11,470	19,620
NW										
Units	1,281	2,390	515	985	1,557	2,838	3,619	6,476	6,942	11,682
Population	2,820	5,260	1,130	2,170	3,430	6,240	7,960	14,250	15,270	25,700
SE										
Units	843	1,399	493	873	760	1,140	909	1,522	3,873	6,503
Population	1,850	3,080	1,080	1,920	1,670	2,510	2,000	3,350	8,520	14,310
SW										
Units	1,215	2,285	1,208	2,345	1,114	1,992	2,608	4,756	5,971	9,954
Population	2,670	5,030	2,660	5,160	2,450	4,380	5,740	10,460	13,140	21,900
Total Units	4,200	7,585	2,902	5,384	3,896	6,688	8,503	15,231	23,149	38,951
p/HH	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
Add'l Pop.	9,200	16,700	6,400	11,800	8,600	14,700	18,700	33,500	50,900	85,700
Cum. Pop.	9,200	16,700	15,600	28,500	24,200	43,200	42,900	76,700	93,800	162,400
Exist. City	44,000	47,000	44,000	47,000	44,000	47,000	44,000	47,000	44,000	47,000
Total Pop.	53,200	63,700	59,600	75,500	68,200	90,200	86,900	123,700	137,800	209,400

ACTION STEPS

In order to implement this Land Use Plan and the Growth Area staging plans the following action steps are needed:

- The Land Use Plan will be formally adopted by resolution of the City Council.
- The Zoning Ordinance will be amended to be consistent with the land uses, densities, design standards and other features of this Comprehensive Plan.
- The Subdivision Ordinance will be updated to be consistent with the intent of this Comprehensive Plan.
- Keep the area outside the City zoned Agriculture until such time as urban development is imminent and use the Land Use Plan as a general guide. This allows for public input and the for our appointed and elected leaders the ability to make final decisions on a case-by-case basis. City policy will permit development in all Growth Areas if it follows a process to be developed by the City Council in consultation with city planning and Engineering staff, to discourage premature development.
- Inside the City, undertake a separate process to identify and deal with individual inconsistencies between current use and the new Land Use Plan.