2012

Comprehensive Plan

Hazen, North Dakota

HAZEN COMPREHENSIVE PLAN

April, 2012

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HAZEN COMPREHENSIVE PLAN

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HAZEN COMPREHENSIVE PLAN

Introduction

Purpose The 2009 Community Strategic Planning process identified the need for a long range development plan which would establish land use patterns and provide direction for major community projects. This Comprehensive Plan provides the City of Hazen with a blueprint which allows citizens, businesses and city government to make coordinated and consistent decisions which will enhance the quality of life and improve the efficiency of investments made in the City. According to North Dakota Century Code 40-47-03 and the North Dakota Attorney General's Office zoning regulations must "be made in accordance with a comprehensive plan." Therefore, the Plan provides the foundation for zoning and subdivision regulations, and guides Planning Commission and City Commission decisions related to land use.

Process This Plan was developed by a Steering Committee of community leaders and planning consultants during 2010. The overall process involved four phases:

1. Evaluating existing conditions
2. Preparing and analyzing alternative future development scenarios
3. Selecting, refining, and expanding a preferred future development plan
4. Preparing an implementation strategy and formally adopting the Comprehensive Plan

As part of the second phase, an early public input meeting was held in June 2010 to obtain feedback on issues and potential land development concepts. The Steering Committee discussed a wide range of issues and potential solutions, and selected land development concepts which could work together as part of an overall future development plan.

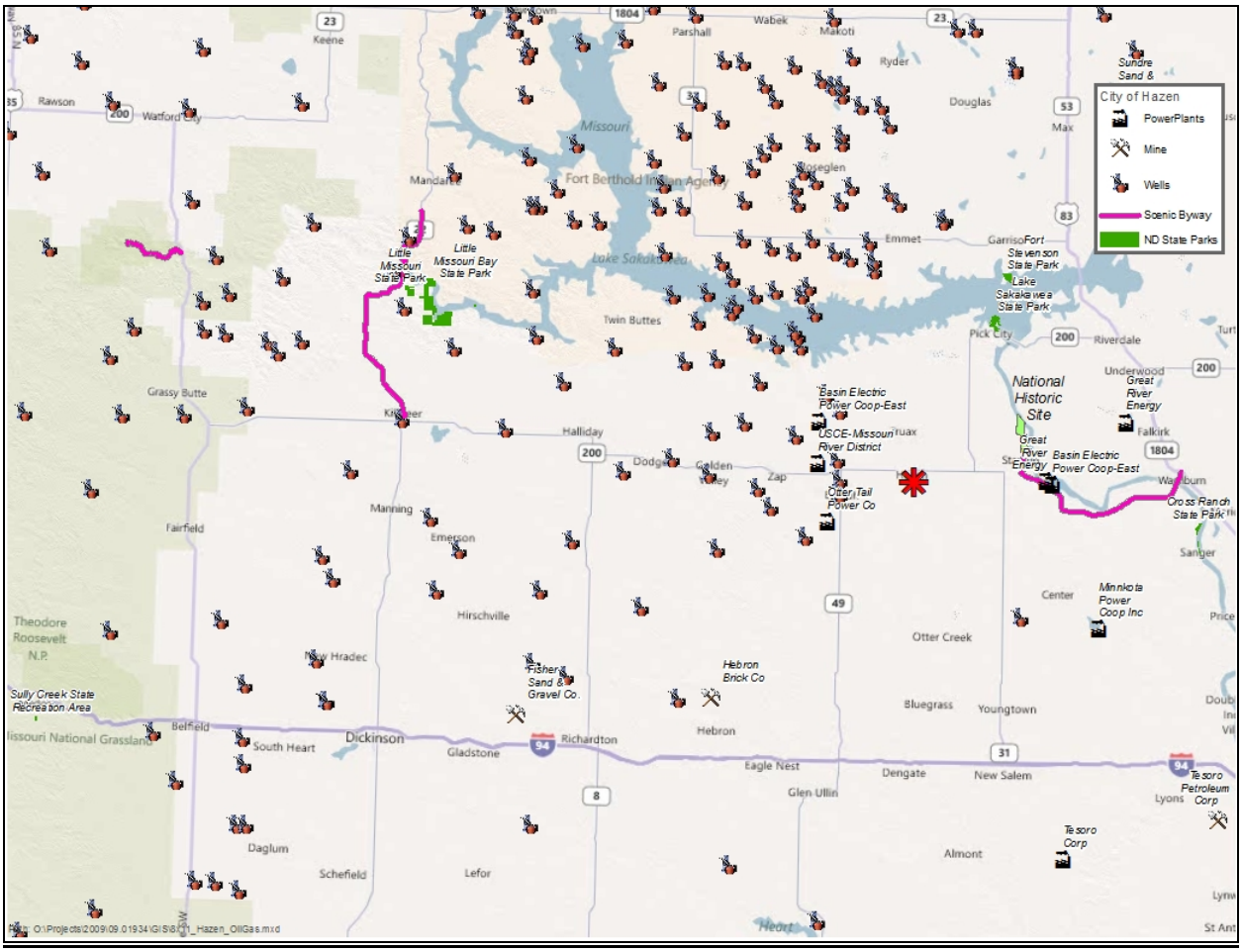
A second public input meeting was held in November 2010 to present and obtain feedback on the findings of the Steering Committee and consultant for a preferred future development plan. This feedback, and additional Steering Committee review and analysis was used to prepare a draft comprehensive plan document.

This draft comprehensive plan document was reviewed at a public hearing on November 28, 2011 by the Hazen Planning Commission. The Planning Commission reviewed final changes to the plan on December 12, 2011. The final Comprehensive Plan was adopted by the Hazen City Commission on April 2, 2012.

Existing Conditions

Geography The City of Hazen is situated in the Great Plains of North Dakota which is an area of high rolling hills with grasslands and riparian woodlands along major waterways. The Knife River and Antelope Creek drain the area around Hazen into the Missouri River. Hazen is located approximately 15 miles south from Lake Sakakawea and the Missouri River Valley to the east and north, and about 100 miles from the rougher terrain of the Badlands to the west. This area, also known as the Missouri Plateau, is rich in mineral deposits. These deposits include rich and extensive deposits of coal, and petroleum. (See Figure 1 below.)

Figure 1. Mineral Resources in Western North Dakota



Demographics Hazen is one of six cities located in Mercer County. Hazen and nearby Beulah comprise approximately 65% of Mercer County's population according to 2009 Census Bureau estimates. As illustrated in Figure 2, Hazen's population growth was quite gradual until the development of the energy industry in the 1970's. During the last two decades, Hazen's population (and all of Mercer County) has been dropping. Hazen's 2000 census population was 2,457 people. The current population is estimated to be approximately 2,200 people. Figure 3 illustrates the population distribution by age cohort in 2000.

Figure 2. Population Change for Cities in Mercer County, ND (1920-2010)

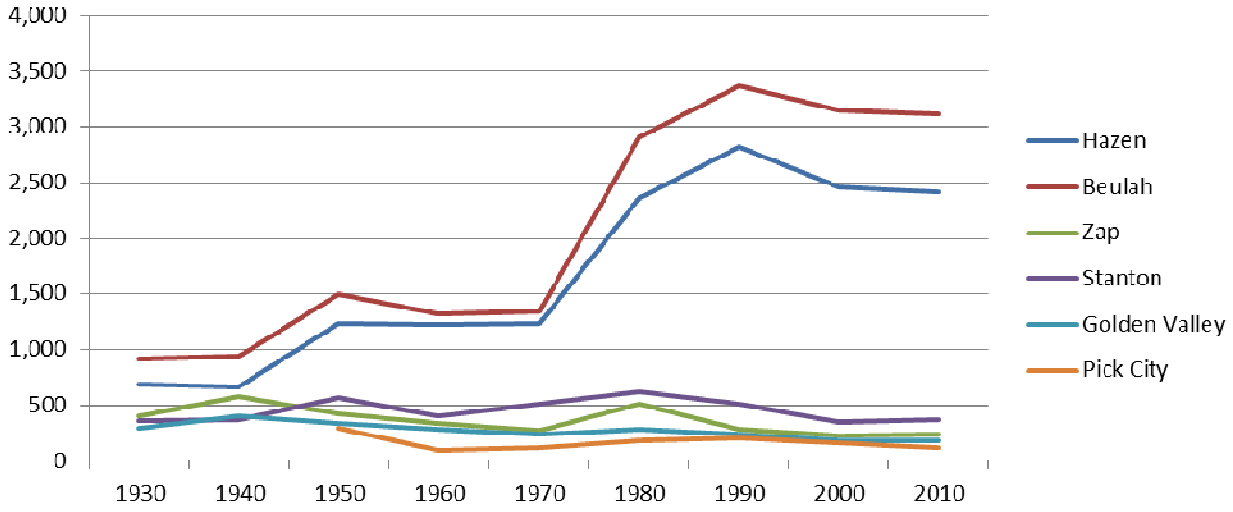
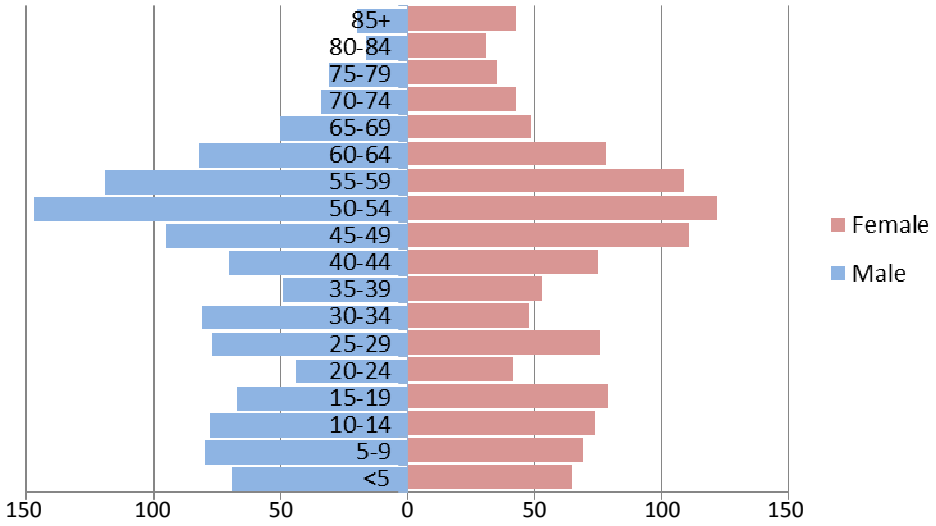


Figure 3. Hazen Population Distribution by 5 Year Cohorts (2010)



Three patterns in North Dakota demographics are strong influences on Hazen and the surrounding region. The first pattern is geographic concentration from rural areas into urban centers (Figure 4). The second pattern is increasing diversity of household types. Whereas married with children households used to represent about 65% of all North Dakota households, they now represent less than a third of the households (Figure 5). Figure 6 illustrates the third pattern of an increasing proportion of people age 65 or older. The proportion will double in Mercer County between 2000 and 2020.

Figure 4. Distribution of Urban and Rural Population in North Dakota (1900-2010)

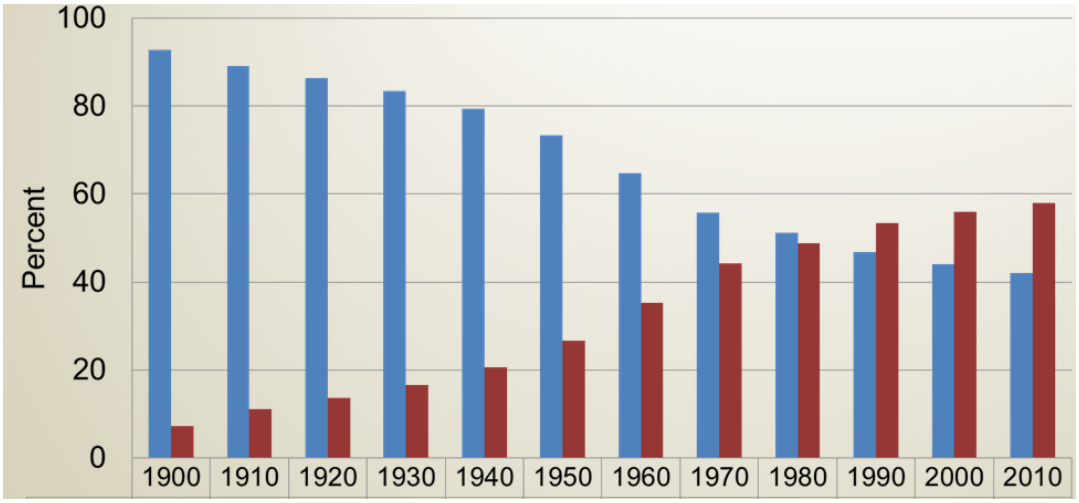


Figure 5. North Dakota Households by Type (1960-2000)

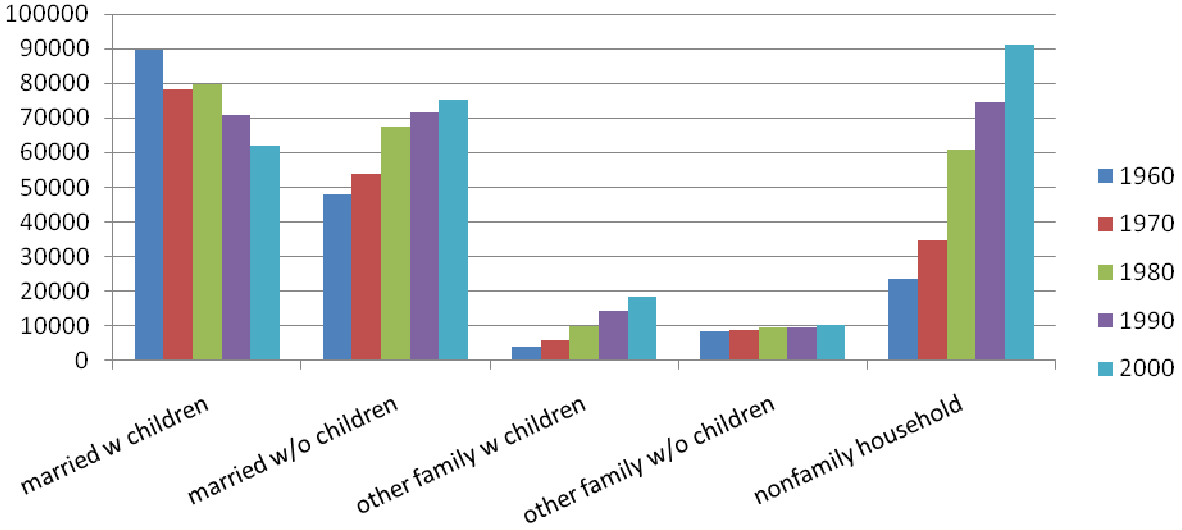
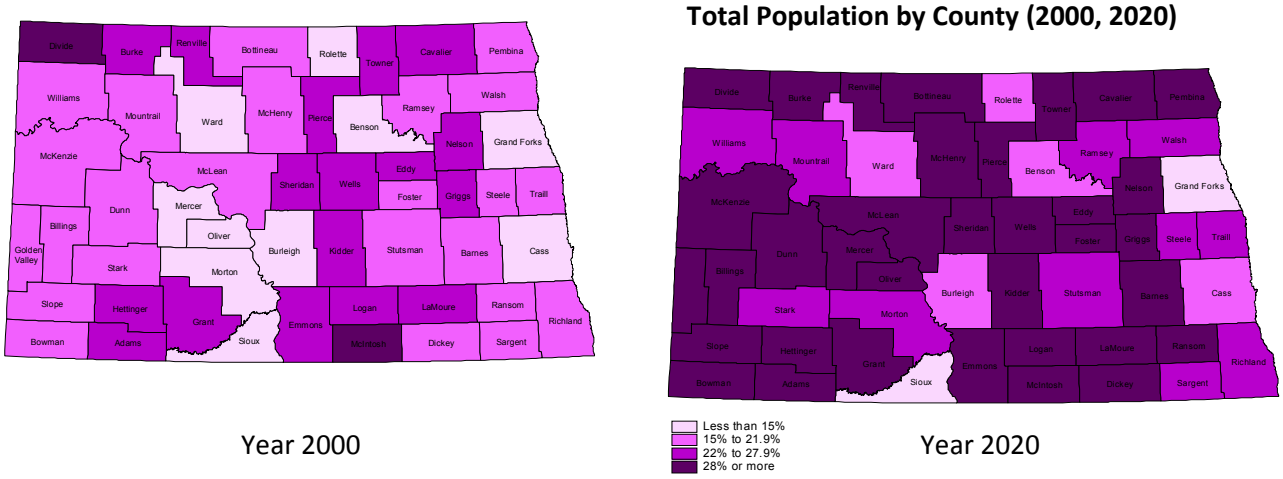


Figure 6. Persons Age 65+ as a Percent of Total Population by County (2000, 2020)

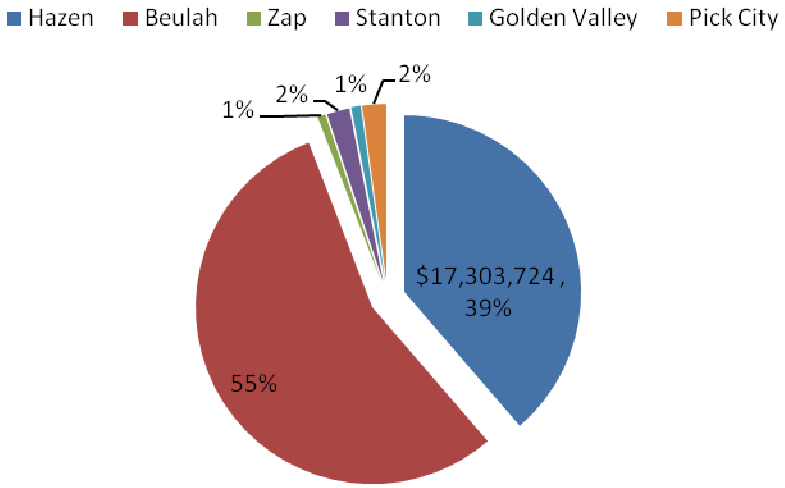


Year 2000

Year 2020

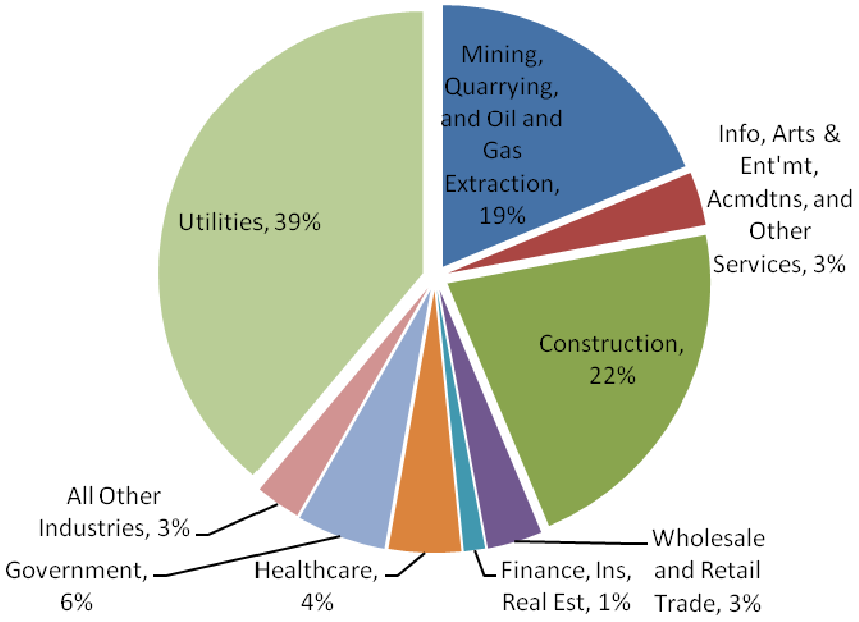
Economics Hazen is near the center of a three county area between Lake Sakakawea and I-94. Almost all the communities in the Mercer, Dunn, and Oliver Counties are located along the Highway 200 corridor. Hazen and nearby Beulah are the largest cities and regional trade centers for the three county region. Hazen's taxable sales and purchases for 2009 were 26% of all taxable sales and purchases in the three county region, and 39% of Mercer County's taxable sales and purchases. (See Figure 7.)

Figure 7. Taxable Sales and Purchases by City in Mercer County, 2009



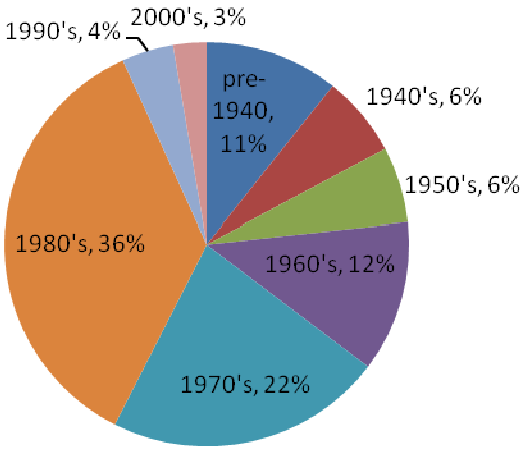
A large part of the regional economy comes from the energy related industries located in the three county area. Mining, Quarrying, and Oil and Gas Extraction accounted for 19% of the total annual wages in 2009 in Mercer County alone. (See Figure 8.) Utilities, which include electric power generation, accounted for 39% of wages earned in 2009 in the County.

Figure 8. Total Annual Wages in Mercer County, 2009



Housing There were a total of 1,074 housing units in Hazen in April 2010 according to the Census Bureau. A decade earlier there were 870 single family homes and 169 multi-family dwelling units according to the Census Bureau. An additional 86 dwelling units were classified as "other" in 2000. Thirty-one additional units have been built in the last decade bringing the total number of housing units to 1160. This number is slightly higher than the Census Bureau count for 2010. The greatest number of dwellings were built during the 1970's and 1980's coinciding with the influx of workers during development of the energy industry. (See Figure 9.)

Figure 9. Percent of Dwelling Units by Decade of Construction



A housing study was recently completed for Mercer County. In general it indicated that in order for communities to attract residents, "a variety of housing types, owner and renter, at various price ranges, for all income levels and age groups" are needed. The study suggested that the number of new housing units in Hazen that can "realistically" be developed by 2014 is 64. Forty of these units would be owner occupied and 24 renter occupied. The study also estimated 166 dwelling units in Hazen should be moderately or substantially rehabilitated by 2014. The following needs for Hazen were also identified:

- Housing for low-income, middle-income, and upper-income families
- Housing for existing/new employees
- Single family housing
- Rental housing
- Apartment complexes with 3-12 units per complex
- Rehab of renter-occupied housing
- Housing choices for first time homebuyers
- Two-bedroom (apartment or home)
- Three-bedroom (apartment or home)
- Retirement housing for low-income and middle-income elderly persons

The housing study also surveyed local citizens to identify attitudes pertaining to key questions relating to community investment in housing. Over 80% of the respondents supported efforts to remove dilapidated houses and make room for new construction.

A recently completed study indicates the ongoing oil boom has the potential to attract between 20,000 and 40,000 new permanent residents to western North Dakota over the next decade. Hazen has the opportunity to share in this permanent growth if it can provide additional housing for new residents.

Land Use Hazen is a long relatively narrow city split along its east-west axis by US Highway 200 and Antelope Creek. (See Figure 10.) Land on the north side of Highway 200 contains mostly residential development with a small area of commercial uses fronting Highway 200 near the east end of the City. Land on the south side of Highway 200 includes a downtown business district located in the south central part of the city surrounded on the east, north and west by housing. Other land uses located south of Highway 200 include:

- The BNSF rail spur runs along the south edge of the City and is bordered by several agriculture service related businesses.
- The Hazen School District's elementary, middle, and high school buildings and some additional structures and facilities are located just south of Highway 200 in the central part of the City.
- Two convenience service stations and several service businesses are located just south of Highway 200 near key intersections with the Highway.
- The Sakakawea Medical Center, a medical clinic and the volunteer ambulance station are located at the east end of the City.
- The west end of the City contains a new grocery store and a new discount multi-department store, a bar, two churches, and a number of industrial style businesses and storage facilities.

For several years the City has been pursuing some key economic development initiatives. One of these initiatives is the development of an additional motel potentially with some conference facilities. The City has identified a tract of land near the west end of the City as a site for this additional motel.

Hazen has an abundance of parks and recreation facilities as illustrated in Figure 11. While these facilities are well distributed throughout the City, the ideal distribution would place all residences within a 5 minute walk of a neighborhood park. A community fitness facility, or a community events center, or a combination of the two, have been pursued in the past, but without success.

The downtown business district is the largest commercial area in Hazen and contains a mix of public and private sector employment centers including financial institutions, professional and personal services, retail and food services, automotive, utilities, and government services. Vacancy of commercial space in downtown has typically been very limited along Main Street. Krause Foods was a downtown anchor and recently built a new store at the west end of the City.

During the early 1980's two energy firms purchased land in the northwestern part of the City in order to provide a hedge against escalating residential land costs. Some of this land was platted, but only a few of the lots have been developed, and since that time a portion of the platted area has been vacated. Very few of the currently platted lots have water, sewer, and streets serving them. It would take a substantial investment to construct this infrastructure.

Figure 10. Existing Land Use, 2010

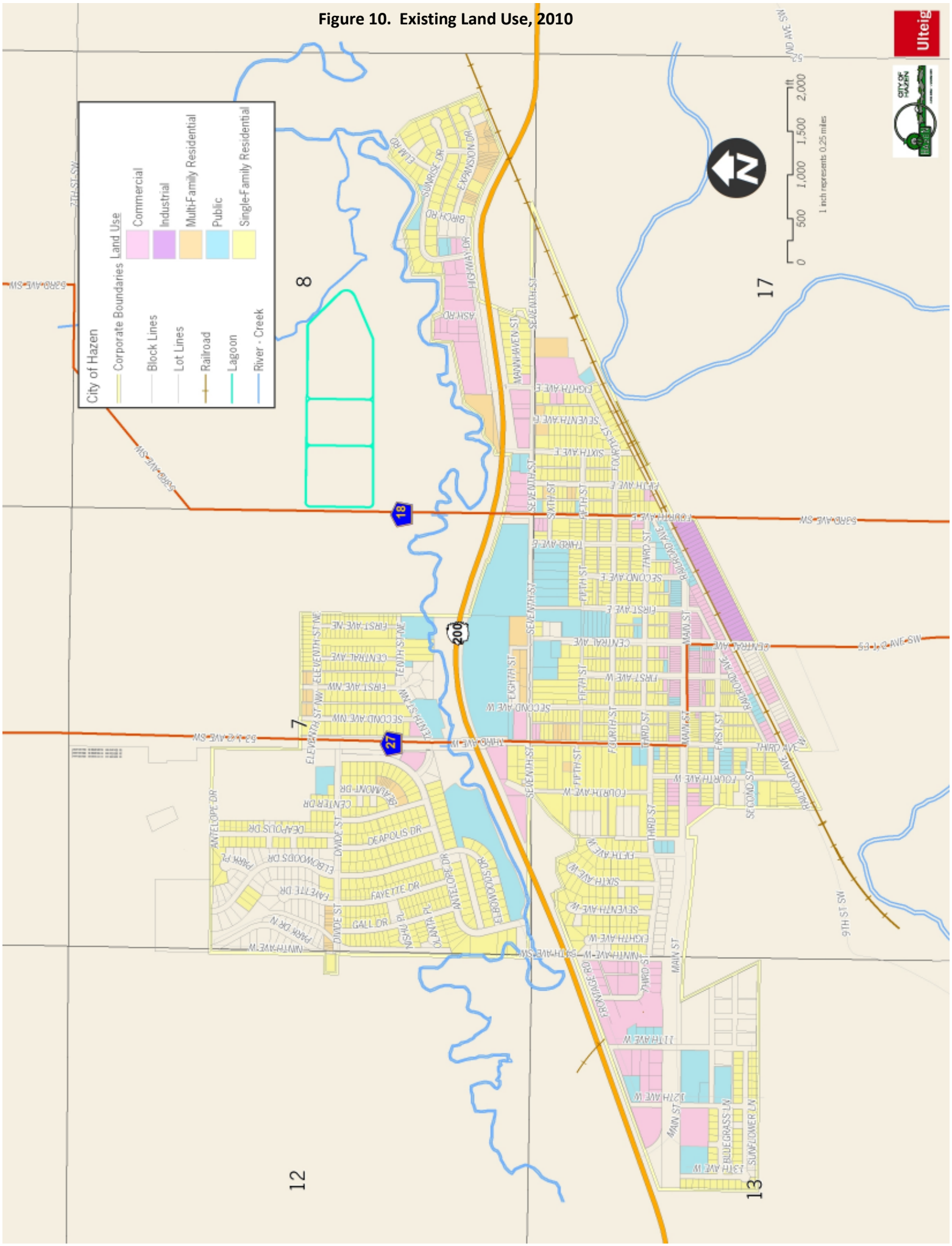


Figure 11. Parks and Public Facilities, 2010

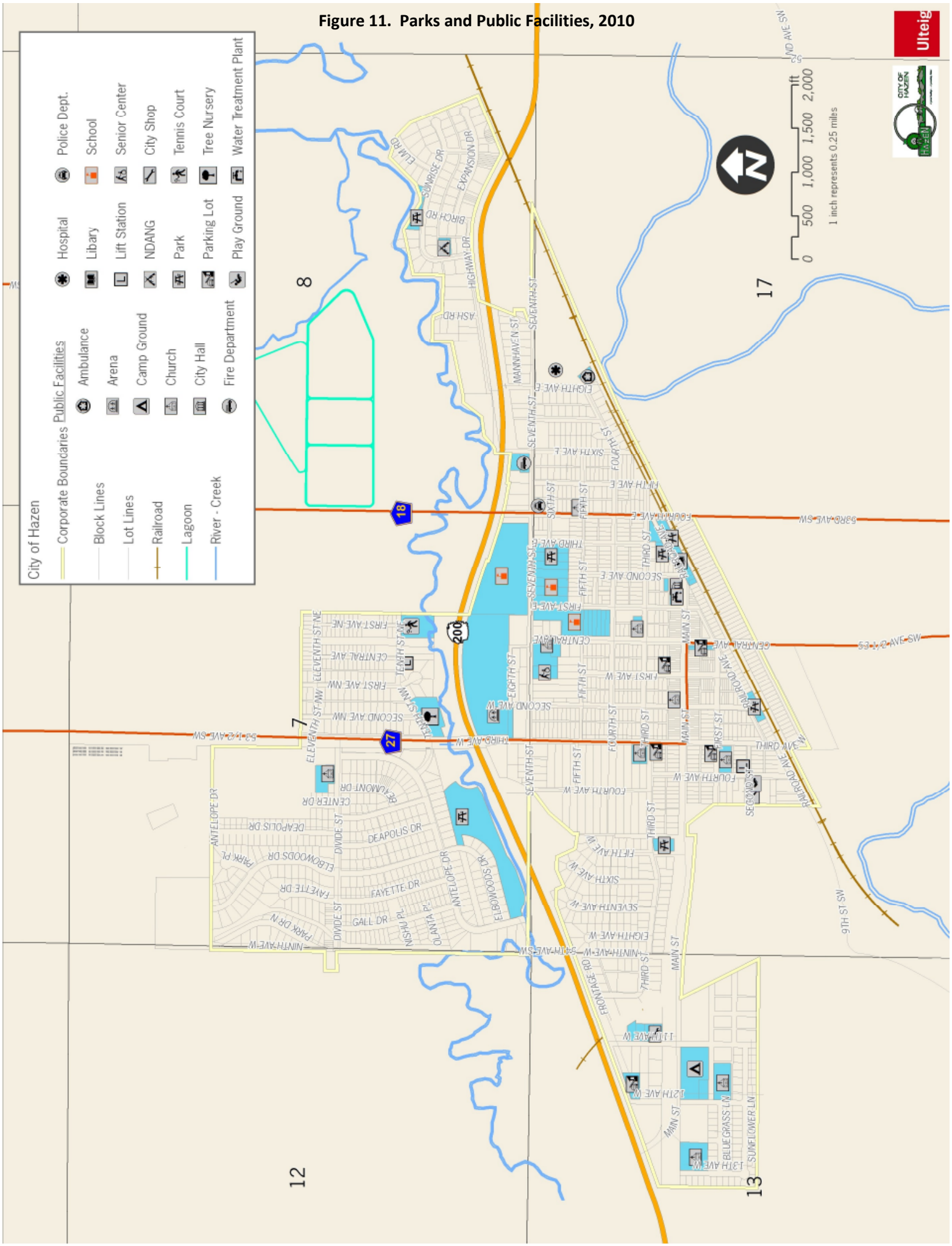


Figure 12. Approximate and Extrapolated Floodplain Locations

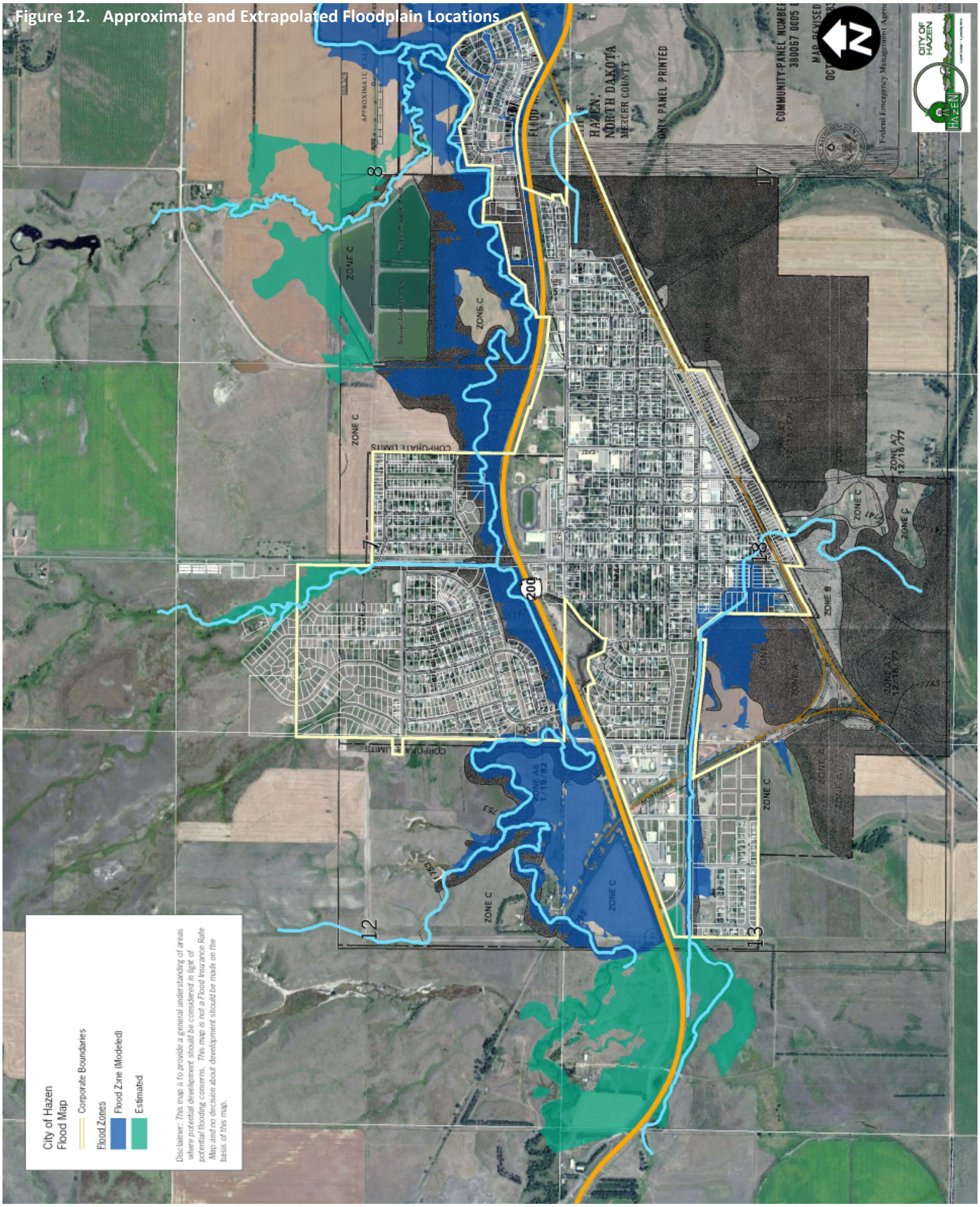


Figure 13. Stormwater Drainage Patterns

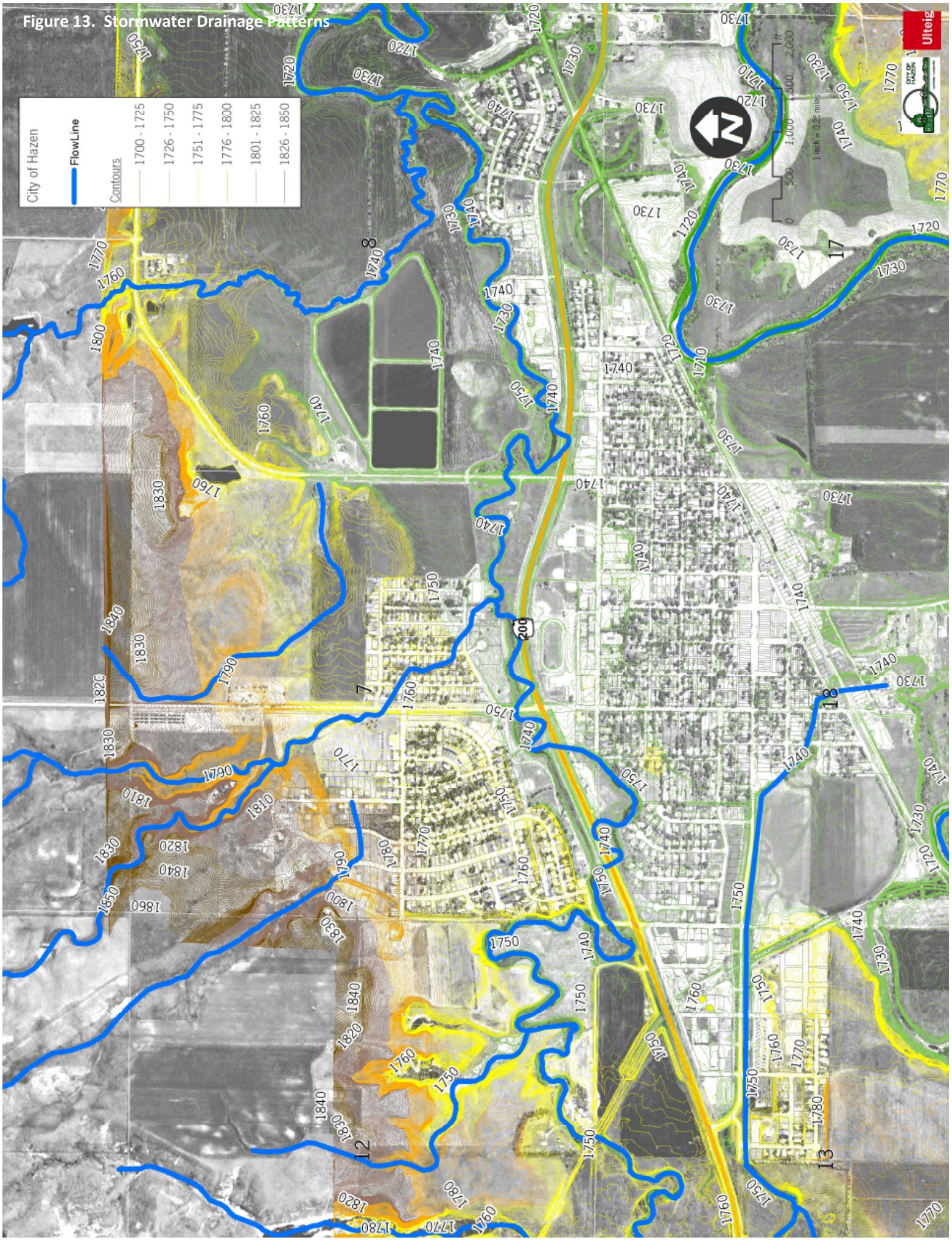


Figure 14. Sanitary Sewage Collection System, 2010

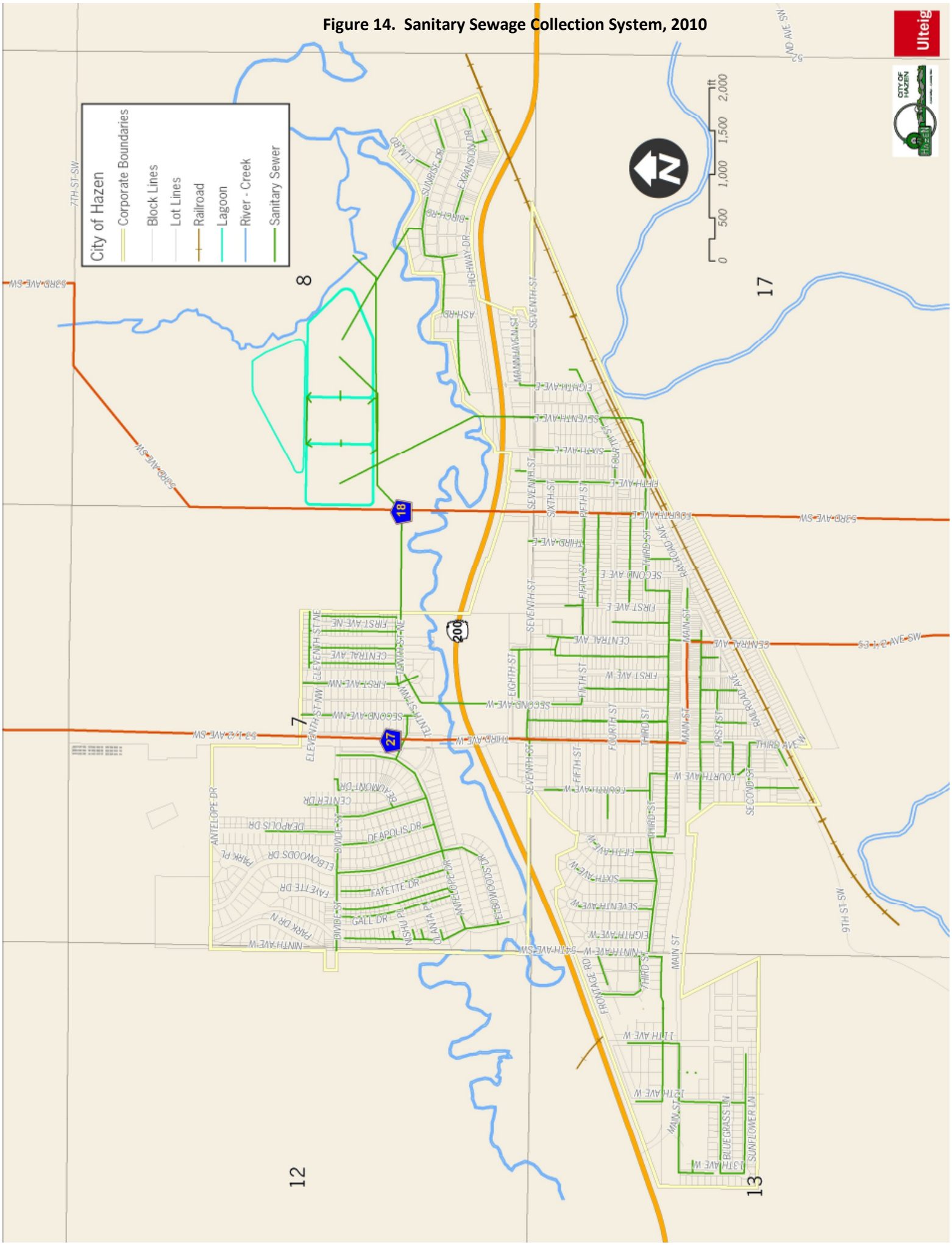
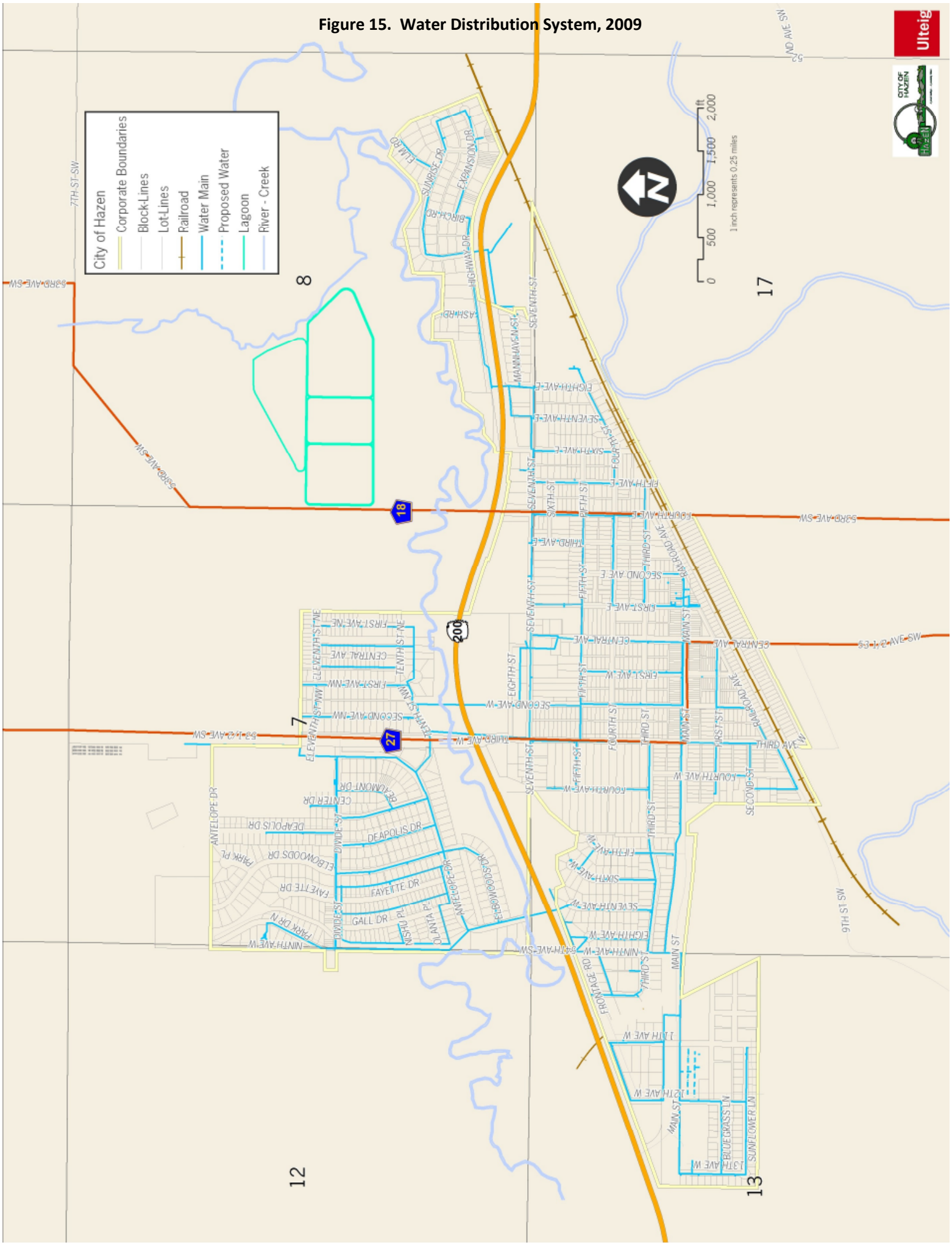


Figure 15. Water Distribution System, 2009



The Knife River and Antelope Creek are both subject to flooding and have a significant effect on potential development areas of the City. Figure 12 illustrates the impact area of these waterways. In response to proposed floodplain mapping, a restudy supporting an appeal to the proposed flood maps was performed by Ulteig. The intended end result of the restudy is to allow most of the City to remain outside of the 100 year floodplain. The completed restudy defines the areas of flood risk within the community along these flooding sources. The restudy has been submitted to FEMA for review and verification of the levee certification (of Highway 200). The interim results of this restudy have been used to prepare Figure 12.

The Figure 12 map uses blue and teal colored areas to illustrate potential flood hazard areas. This map is not a Flood Insurance Rate Map prepared by FEMA, therefore as indicated in the legend, it can only be used as a reference to show areas where potential development should be considered in light of potential flooding concerns. The blue colored areas are areas where the 100 year floodplain was modeled in the restudy completed in 2011 based on hydraulic analysis. The teal colored areas show additional areas where the 100 year floodplain was estimated using approximate methods. The teal areas were defined by extrapolating data from the floodplain model onto a topographic map of the surrounding area.

When development is proposed in the vicinity of the teal areas, extreme caution should be taken because construction in the vicinity of the teal areas may impact the water level in the blue areas. This is especially a concern west of Hazen's city limits because it may increase the risk of flood damage in areas adjacent to the 100 year floodplain along Main Avenue in the City. Additionally, it is important that land located in the floodplain on the north side of Highway 200 along Antelope Creek be protected from any encroachment so as not to increase flood levels or reduce flood storage needed to maintain the proposed floodplain management system which has just been designed and constructed along Highway 200. An Operation and Maintenance Manual has been developed for the Highway 200 levee system, and its guidance should be carefully followed for any potential development activities that impact the levee system. When development is proposed in the vicinity of the blue areas, the official Flood Insurance Rate Map should be consulted and the City of Hazen's floodplain management ordinance followed to ensure development is consistent with National Flood Insurance Program requirements.

Infrastructure Overall, Hazen has sufficient infrastructure capacity to provide for additional growth in several parts of the City. While no overall capital improvements plan exists, the city budgets for key infrastructure upgrades on a regular basis. The following paragraphs discuss water supply and distribution, sewage collection and treatment, stormwater management, and transportation. Figures 13 through 15 illustrate the existing surface and underground stormwater drainage, water distribution, and sewage collection systems of the City.

Hazen will be receiving water through the Southwest Water Pipeline by the spring of 2012. The Pipeline is planned to supply up to 550 gallons per minute of treated water. Current water demand is approximately 267,000 gallons per day. Peak water demand in the summer of 2010 was 650,000 gallons per day. However, in past years the peak demand has reached 1.1 million gallons per day. The total

annual average water use for the last seven years is 110.3 million gallons per year. The high during that time was 124.3 million gallons in 2006, and the low was 84.5 million gallons in 2010. Water treatment is currently accomplished through the treatment facility located adjacent to City Hall. When the Pipeline water starts to flow it will be treated water and will not need to flow through the treatment plant. The treatment plant has the capacity to treat 1.2 million gallons per day. No decision has been made regarding the disposition of the water treatment facility after the Southwest Water Pipeline is operational for the City. A 750,000 gallon water storage facility located in the northwestern part of the City is on the highest ground in the City. The water pressure is adequate for the entire city with the exception of a small area located adjoining the water storage facility.

A four cell lagoon is used to treat sewage for the City. The lagoon system was designed with the capacity to treat up to 268,000 gallons per day for 180 days. Based on the data used in the 2004 Water Treatment Facility Engineering Report, this means that the sewage treatment capacity may be able to handle approximately 500 more people than the current estimated 2,200 population. The primary limiting factor for sewage is sewage collection pipe size. Currently there is a bottleneck located on the north side of Highway 200 near the intersection with Co Rd 18. This bottleneck limits the future growth in the northwestern and north central part of Hazen to approximately another 375 people. By upgrading a half mile segment of pipe from 8 inches to 10 inches, this bottleneck can be removed and an additional 687 people could be served in this part of the City.

Most of Hazen does not have an underground stormwater collection system. Figure 13 illustrates the primary drainage patterns affecting the City. Development of currently undeveloped land in some of parts of the City can significantly impact potential flooding levels especially of Antelope Creek.

Land Use & Public Facilities Plan and Recommendations

Development Opportunities Hazen has several areas within its existing city limits which are either vacant or under-utilized. Additionally, there are some areas where the highest and best use of the land may be different than the current use. In most cases, the City has already extended sewer, water, and roads to these areas. Therefore, these areas represent opportunities for additional development and growth in the City's tax base at a relatively low public investment.

One such area for potential redevelopment is the west end of Hazen. Its visibility and ready access from Highway 200 make it prime for commercial uses. Many of the existing industrial or storage uses in this area do not depend on such close proximity to a major road in order to be functional or successful. If an alternative location were available, the community would be well served to relocate these uses to the alternative location in order to free up the land for higher tax value uses and structures which are more dependent on visibility and access from Highway 200.

Another area for potential redevelopment is the downtown business district. Possible sites for redevelopment include:

- The retirement center at the east end of downtown
- The row of historic buildings located just east of the library, and the building currently housing the library
- The old Bridgeman building
- The Hazen Motor property

Downtown redevelopment is discussed further in a following section.

A third area for potential development or redevelopment is the collection of individual vacant lots or lots with structures which have become dilapidated beyond the point of cost-effective rehabilitation. These sites scattered throughout the City are potential housing sites, or if located adjoining a collector roadway such as 4th Avenue NE or Main Street, potential small commercial use sites.

A fourth area for potential development is the agricultural land located on the south side of Main Street. It may be more cost effective to develop than land in the northwestern part of the City. It adjoins single family development to the north and east. This land may be appropriate for a variety of uses depending on how it is integrated with land to the west. Possible uses include:

- Higher density residential development such as townhouses or possibly carefully designed multi-family residential use,
- Mixed use development including commercial or public uses which are not feasible to do as infill development in other parts of the city, and
- Low density residential development (if it is determined to be more cost effective than developing residential land in the northwest part of the city).

A number of issues will need to be addressed before this land is developed. It must be evaluated for potential flooding. Access from Main Street will likely require a bridge in order to avoid encroaching on the flood storage of the southern ditch. And, a master plan should be completed to address integration

with land uses on the east and west sides. An alternative land use for this area may be an outdoor concert or festival type venue which has been proposed as a possible economic development activity for the community.

A fifth area may be the land in NE Hazen currently being utilized as an implement dealership.

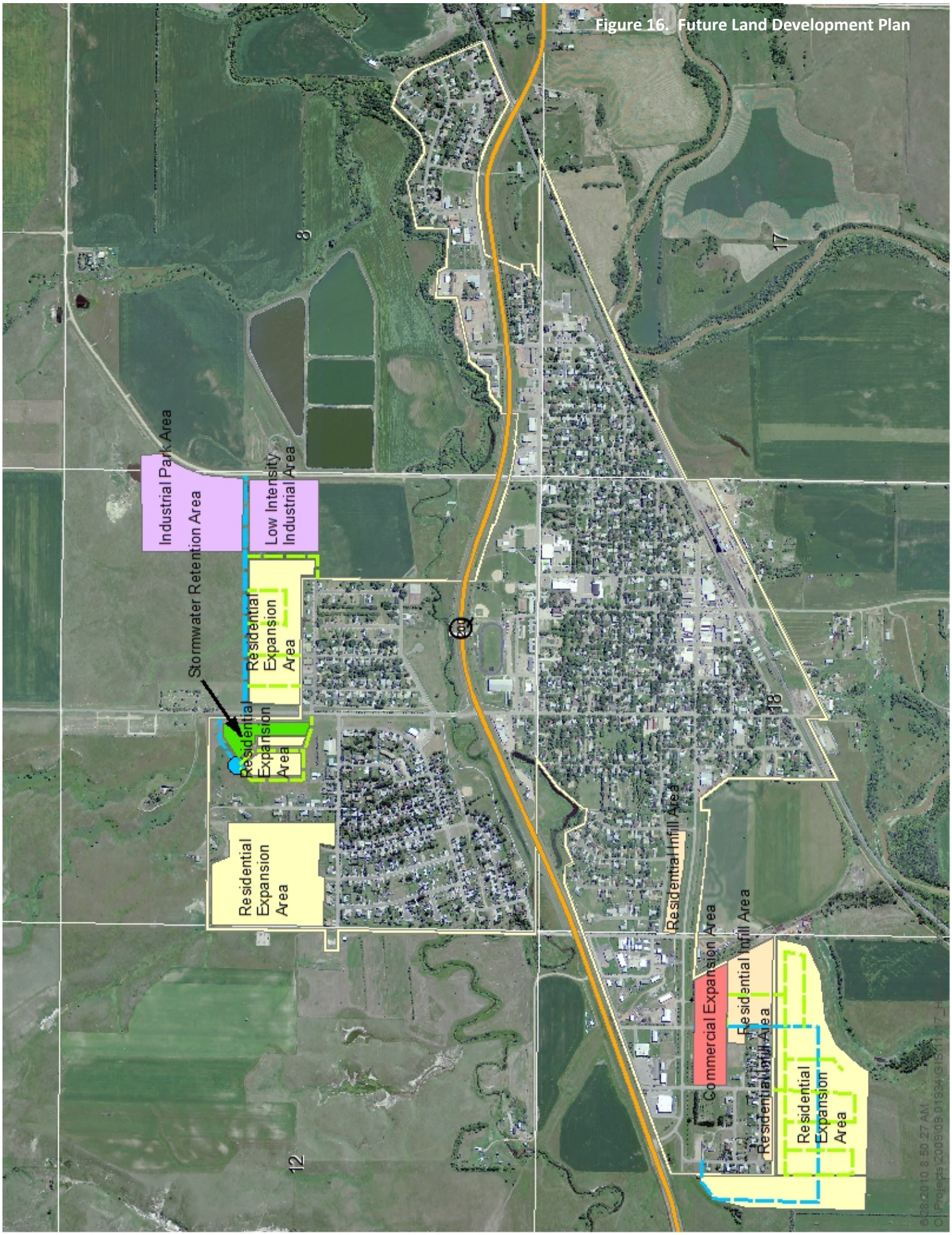


Figure 16. Future Land Development Plan

Future Land Use Plan As noted previously, the Steering Committee evaluated three land use scenarios and developed a future land use plan based on the best components of all scenarios. Figure 16 illustrates the future land use plan. The key concepts of this plan include:

- Promote single family and small multiple family residential development on the north side of Highway 200 in Section 7 where water and sewer services can be efficiently extended.
- Promote mixed residential/commercial/public uses in downtown Hazen with the goal of developing a thriving community center that is the focal point of the community's public functions.
- Develop an industrial park and adjoining industrial or heavy commercial sites across the road from the City's lagoon and yard waste site. This will give opportunity for the relocation of various uses currently located on the west end of Hazen.
- Promote the gradual redevelopment of the west end of Hazen as a highway commercial zone.
- Promote infill development and redevelopment of underutilized lots.

Parks and Public Facilities Parks and public facilities are a critical element to encouraging residential growth in Hazen. They are key amenities for people of all ages and life stages. While there are a number of existing park and public facilities within the City, it is important to enhance or refine their functions as well as providing additional sites for future development areas in the City. Small neighborhood parks are an amenity which should be within a five minute walk of every resident in the City. Additionally, a multi-functional community center should be developed where it can create synergies with other development or redevelopment sites. Ideally this community center will include the following functions:

- community fitness center including walking track, aerobics and weight rooms, racquetball court
- internet café or coffee shop
- meeting rooms with business service facilities

Additional functions which may be beneficial include some of the following:

- library
- post office
- art gallery
- stationary and bookstore
- youth game room
- a general store
- a craft store
- a sports bar or a karaoke bar

Downtown Framework Strategy A key component to the future land use plan is the revitalization and repurposing of the downtown business district. It is envisioned that the downtown business climate is enhanced by allowing appropriate residential uses, redeveloping under-utilized sites, developing a multi-functional community center, and creating opportunities for new business. The coordination of these objectives into a framework for downtown renewal should be the focus of an independent design

study that involves all the stakeholders. Key concepts of this downtown design study should include but not be limited to the following objectives:

- Creating a "3rd Place" focal point containing several low cost community sponsored functions which promote community interaction and serve as informal gathering places
- Develop multi-family housing which will serve specific niche markets such as younger singles and couples just entering the workforce, empty nesters and retirees who do not want to be burdened with property maintenance responsibilities, and mid-career professionals seeking an urban lifestyle
- Public-private partnerships which provide resources and incentives which cannot be achieved outside of the partnership
- Creative use of existing vacant or under-utilized spaces
- Easy and safe walking distances between key functions
- Adequate parking within sight and easy walking distances of destinations

Infrastructure Recommendations

Stormwater & Floodplain Management Appropriate stormwater and floodplain management is a critical element in Hazen's future growth. The Antelope Creek Floodplain planning, design, and construction activities now underway provide a means to keep most of the City of Hazen safe from flooding events with a 1% annual chance of occurrence. It is paramount that no development occur in the critical areas of the Antelope Creek 100 year floodplain in order to ensure floodwater storage capacity is not reduced. Similarly, the drainage system that parallels Main Street and drains south of the City under the railroad tracks in the vicinity of 3rd Avenue SW must be protected from any encroachment in order to ensure flooding events with a 1% annual chance of occurrence can be contained within the channel.

Additional development occurring in or around the City of Hazen must be reviewed in light of stormwater impacts prior to the approval of any such development or construction activities. This is especially true in the proposed residential development area north of Highway 200. This is to ensure that such development activities do not increase the runoff to Antelope Creek or to developed parts of the City. It would be wise to complete a master drainage plan for various future development areas to establish the most appropriate way to manage stormwater runoff passing through and/or coming from the development areas.

Sewer and Water The scope of this comprehensive planning project did not include the development of recommendations for sewer and water facilities. The following recommendations are relevant to the overall growth and development of Hazen, and to the previously discussed public facility and land use plan recommendations.

Expansion of land uses into new areas requires the extension of sewer and water, and other public utilities. Typically water and sewer facility trunklines follow roadways in order to share the right-of-way, and minimize the amount of land needed for public facilities. There are times when capacity constraints of existing utility systems make it more efficient to use a different approach. Sewage collection and water distribution master plans should be completed prior to approval of any new platting in the northwestern, north central, or southwestern parts of Hazen. Additionally, these master plans should coordinate with plans for recommended future collector roads, the proposed motel and residential development south of Main Street, and the recommended industrial development area near the sewage lagoons.

Transportation Extension of existing streets and construction of new roadways will be needed to provide access to several areas of recommended future development.

A key new roadway is a proposed future collector road connecting County Roads 18 and 27 approximately a half mile north of Highway 200. This road will provide an alternative access route to the northwestern and north central part of Hazen if either County Road should become blocked closer to Highway 200. Additionally, it will provide a trunk road for future residential and industrial growth in

the north central part of the City as identified in the future land use plan. The trunk road will allow residential streets to be used exclusively for residential traffic and minimize their future maintenance costs. This collector roadway should also be extended west of County Road 27 to provide a future trunk road for future residential development in the northwestern part of the City.

There should also be a collector roadway for future residential development planned for the southwestern part of the City. As illustrated in Figure 16, 9th Avenue SW should be extended south into the proposed new residential area and circle to the west before tying into 13th Avenue SW as close to Main Street as possible without encroaching on land needed for floodwater storage in this vicinity.

In order to minimize construction costs, reduce traffic speeds on local streets, and enhance pedestrian safety local residential streets should be constructed with curb to curb widths of not more than 32' (two-sided parking). Depending on the off-street parking available, even narrower streets may be feasible. There is a clear correlation between street width and vehicle speeds, which thus negatively impact quality of life and pedestrian and bicyclist safety. *"The tendency to equate wider streets with better streets and design for free-flow traffic is a highly-questionable practice" ITE, TND: Street Design Guidelines (1999)*; "*…to design traffic and parking lanes as though the street were a "micro-freeway" is a highly questionable practice*" (*Residential Streets, 3rd Ed. ULI, NAHB, & ASCE)*. The latest edition of the AASHTO *Green Book* also supports these pedestrian-friendly streets, *"overriding consideration is to foster a safe and pleasant environment whereas the convenience of the motorist is secondary"* (*AASHTO, A Policy on Geometric Design of Highways and Streets (2004),* pp.390). Should narrower streets be allowed, zoning and subdivision regulations would need to be modified.

1. Minor
•Superficial abrasion or laceration of skin
•Head trauma with headache or dizziness

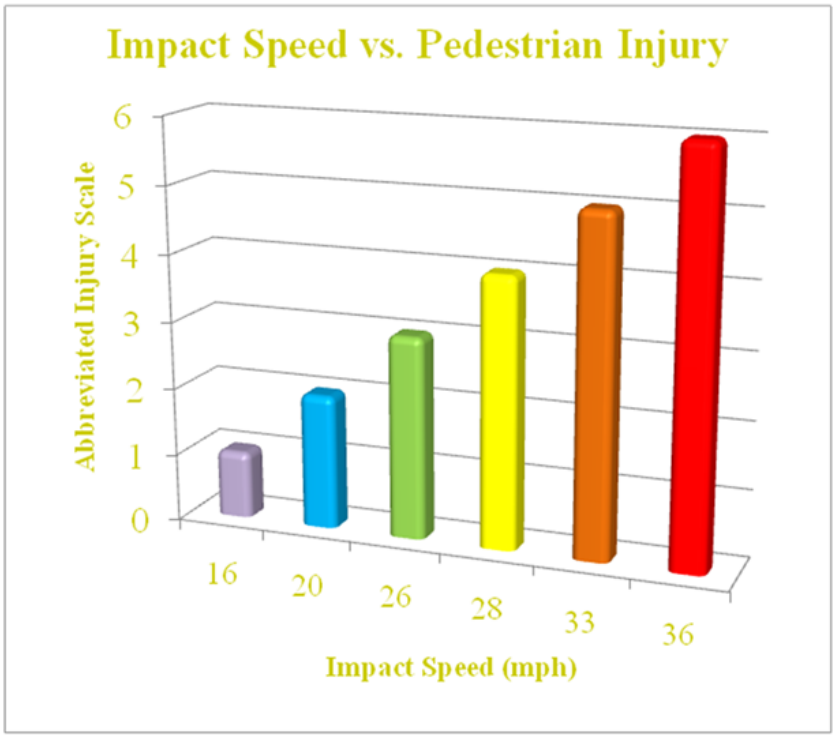
2. Moderate
•Cerebral concussion
•Closed pelvic fracture dislocation

3. Serious
•Multiple rib fracture
•Abdominal organ contusion
•Hand, foot, or arm crush/amputation.

4. Severe
•Spleen rupture
•Leg crush
•Cerebral concussion with other neurological signs

5. Critical
•Critical Spinal cord injury (with cord transection)
•Cerebral concussion with severe neurological signs

6. Maximum Injury
•Fatal Injuries which although not fatal within the first 30 days after an accident, ultimately result in death



ITE, TND: Street Design Guidelines (1999)
Swift, Streets & Public Safety (2008)

Concerns for congestion or bottlenecks are often voiced regarding the construction of narrow streets. However, when these streets are also built with shorter blocks (300-500 feet) traffic is distributed over a greater number of segments. This results in a more efficient street network and reduces the potential for bottlenecks. Additionally, these streets should be constructed with tighter curb radius and centerline radius to slow traffic, and boulevard shade tree species should be planted at approximately 30' spacing paralleling these streets. It will be important to include lighting, sidewalks, and boulevard trees along these roadways to maximize the attractiveness of these areas for development.

Policy Plan

Land Use, Public Facilities, and Housing

Goal #1: Provide adequate land within city limits to meet the market demand for all appropriate land uses and to support economic development opportunities.

Policy 1A: Provide appropriate locations for new housing growth.

Policy 1B: Provide appropriate locations for new or expanded business development.

Policy 1C: Encourage redevelopment of underutilized commercial or industrial parcels.

Policy 1D: Establish Extraterritorial Zoning Authority to protect areas surrounding Hazen from land development inconsistent with the City's future land use and policy plans.

Policy 1E: When appropriate locations are not available within existing City limits, annex additional land to provide for residential and business development opportunities.

Goal #2: Provide public facilities which enhance Hazen's quality of life in order to retain existing businesses and residents and to build Hazen's reputation as a great place to live, work and recreate.

Policy 2A: Require dedication of park land for new residential development in order to provide readily accessible neighborhood parks and recreational spaces.

Policy 2B: Encourage the extension of existing bikeways/trails and pedestrian paths and the establishment of similar facilities in new development areas to create a network of non-motorized paths.

Goal #3: Encourage and support a wide range of housing opportunities consistent with the growing diversity of needs and market demand within the Hazen region.

Policy 3A: Promote housing infill, development and redevelopment within existing residential neighborhoods to take advantage of existing infrastructure for lower cost housing options.

Policy 3B: Provide necessary infrastructure extensions in one or more new housing growth areas to promote and encourage more housing options including new starter homes.

Infrastructure

Goal #4: Protect land in FEMA designated floodplains and floodways from encroachment that would potentially increase the size of areas within the 100 Year Floodplain, and which could result in additional areas of Hazen being required to pay flood insurance.

Policy 4A: Enact and administer appropriate FEMA approved floodplain regulations.

Policy 4B: Establish and use appropriate engineering and planning guidelines to ensure that new development and redevelopment do not increase stormwater runoff rates into the floodways of Antelope Creek and the Knife River.

Goal #5: Provide infrastructure including water distribution, sewage collection, and roadway systems to support land development activities in and around the City of Hazen.

Policy 5A: Maintain and update a capital improvements plan on an annual basis to prioritize needed community investments including maintenance of existing infrastructure and new community facilities.

Community Development

Goal #6: Establish a new industrial park site as defined in the Future Land Use Plan in order to support economic development

Policy 6A: Work with local and regional businesses to determine needs and amenities which will make the industrial park an asset to the community.

Policy 6B: Pursue funding and land acquisition to begin industrial park development.

Goal #7: Strengthen the downtown business district.

Policy 7A: Establish and support a downtown public-private partnership similar to the Main Street program specifically aimed at enhancing its economic viability.

Policy 7B: Pursue the creation of a community center for the City of Hazen.

Implementation

The following activities should be initiated in order to pursue the objectives identified in the Land Use and Public Facilities Plan:

1. Work with the Housing Authority to prioritize and develop more housing options, especially where city sewer and water are already available. This should include a housing rehab program.
2. Pursue formal agreements for motel and residential land development on the west end of the City.
3. Develop a formal downtown redevelopment public-private partnership to explore ways to add new economic and social activity to downtown
4. Pursue the annexation and development of an industrial service area fronting on County Road 18 near the lagoons.
5. Pursue the development of a collector road linking County Road 27 and 18 as illustrated in Figure 16.
6. Upsize the sanitary sewer pipe to remove the bottleneck to additional development in north central and northwest Hazen.
7. Develop sanitary sewer and water models to allow accurate assessment of development opportunity costs and benefits
8. Complete a stormwater drainage master plan for each growth area of the city identified in the Land Use and Public Facilities Plan.
9. Complete a flood impact study of the Miller land (located in S½, NW¼, Sec 18, T144N, R86W) to determine conditions which would make it appropriate for development
10. Develop industrial park and other industrial land to provide viable relocation site for existing industrial uses to free up land at the western end of Hazen
11. Explore potential redevelopment of selected other sites such as the Huber land (Lots 1-3, Block 2 Huber 2nd) to highest and best use of the properties
12. Prepare a land use and infrastructure master plan for the Miller land (located in S½, NW¼, Sec 18, T144N, R86W) to identify efficient and appropriate integration of land uses, streets, drainage, and utilities with the surrounding developed land.
13. Develop a capital improvements plan which prioritizes community investment for economic development and quality of life
14. Develop water and sewer master plans for efficient expansion into residential, commercial and industrial growth areas.
15. Revise subdivision regulations to require master street plans before new developments or subdivisions are approved.
16. Consider amending city regulations to encourage more attractive neighborhoods such as reducing street widths, planning boulevard trees, and developing pocket parks.
17. Enact Extraterritorial Zoning and Subdivision regulations in accordance with the North Dakota Century Code guidelines