

RECORD OF MEETING

Williston Comprehensive & Transportation Plan Update

Planning Advisory Committee

June 2, 2009 – 1:30 p.m.

Williston, ND – City Hall

Members in Attendance:

John Kautzman
Kent Jarcik
Monte Meiers
Glenn Boyeff
Brent Bogar
Walt Peterson
Jenelle Loomer
Larry Grondahl
Janice Arnson
Jeff Zarling
Frank Keogh
Tom Rolfstad
Jeff Rodacker
Cindy Gray
Peggy Harter

Representing:

City of Williston – Auditor
City of Williston – Planning
City of Williston – Engineer
City of Williston – Planning Commission
City of Williston
NDDOT – Williston District
Williams County
Williston Park Board
City of Williston – Planning Commission
Williston Chamber of Commerce
Economic Development
Williston Economic Development
Ackerman Estvold Engineering
SRF Consulting Group, Inc.
SRF Consulting Group, Inc.

Introductions

Cindy Gray welcomed the group to the meeting and asked everyone to introduce themselves and state who they were representing.

Land Use Plan

Cindy gave an update on the changes that have been made to the land use plan since the last Planning Advisory Committee meeting. She stated that we are hoping the group is in agreement with the layout of the land use plan today, so SRF can move forward with the comprehensive plan, the traffic modeling, and further work on layouts for the Hwy 2 Corridor Analysis, which were discussed earlier that morning.

Cindy reviewed the significant changes that had been made to the land use plan as a result of the last Committee meeting. She explained some concerns that had come up after the first draft was

completed and reviewed by staff. As a result, an e-mail was sent out to the Committee members and staff, explaining some concerns over creating legal non-conforming industrial uses and so forth. As a result of those concerns, further changes had been made, resulting in the map before them today.

Cindy explained that at the last Planning Advisory Committee meeting, it was agreed by the group that there should be a strong future commercial corridor. CR 7C, part of the identified "beltway" corridor, was chosen as a good option for this, and would require the redevelopment of a number of existing industrial developments. As a result, SRF changed the future land use, showing them as commercial on the future land use plan. This resulted in concern that in the meantime, it could tie the city's hands with respect to the existing land uses on the site. Questions came up, such as whether or not the city would be obligated to change the zoning to conform to the land use plan, and if so, would the existing industrial sites be allowed to get building permits to make building improvements and so forth. This was particularly a concern since some of the sites are in the ETA and others are under county jurisdiction outside the ETA.

To address this concern, SRF changed the land use map to reflect the existing underlying industrial land use, with a red hatched overlay demonstrating that at some point in the future, the city desires these sites to undergo a land use transition to commercial. This does not tie the city's or property owner's hands in the meantime. With the exception of the first half mile north of 26th Street, a similar approach was taken to address land along the Hwy 2 corridor, where, at the previous meeting, it was indicated that there was support for this area transitioning from industrial to commercial in the future. The most southerly half mile of Hwy 2 frontage north of 26th Street was left as commercial, to indicate more of a short term land use transition.

Cindy asked the group if they are comfortable with the manner in which the industrial land use transition has been addressed. Glenn Boyeff, chair of the Committee, indicated that he was comfortable with it, and the other meeting participants agreed.

Monte asked about the county's interest in working in concert with the city's plan. He pointed out that the area covered by the land use plan is only partially within the city limits or ETA, and that the city hasn't fully expanded the limits of its ETA out to the 2nd mile as allowed by statutes. He asked if the county is comfortable with the extent of the city's land use plan.

Jenelle stated that the county intends to follow the land use plan and comp plan, and that's why they're part of the process. She stated that the county is aware that their zoning doesn't have standards that result in attractive development, and that's a shortcoming they're trying to address.

A committee member asked if the 26th Street land uses address the requirements of the airport zoning districts. Cindy stated that they do, and the most limiting factor is one that covers all the zones surrounding the airport and prohibits large gathering places like auditoriums or stadiums. Other zones limit commercial or residential development to varying degrees, and SRF overlaid those zones onto the aerial photograph when working on the land use plan alternatives.

Larry Grondahl brought up future relocation of the airport, and his desire to see that addressed in the language of the plan so if it is an option at some point in the future, it could be tied back to

the plan. He asked what could be done with the land if the airport was moved. Cindy stated that SRF can prepare a layout for this. She stated it hasn't been our priority at this point, because we needed to get the land use plan ironed out for the purpose of running the traffic model, and our current obligation is to lay out a land use plan that recognizes the existing airport and the land use limitations of the surrounding area. The Committee agreed with this.

Cindy explained the percentages of various land uses within the plan. She stated that they don't fully match up with the existing land use percentages, and part of that was purposeful, since the Committee previously indicated they thought the city was low on commercial and industrial land use compared to what they need in the community, so effort was made to bring up those percentages in the future land use plan. One of the committee members asked what the ideal percentages of land uses is. Cindy explained that there isn't really an "ideal" percentage of land use, and that it varies significantly from city to city depending upon the economics, demographics, and natural features of the community. She described the meaning of the non-traditional types of land use shown on the plan, such as the Mixed Use – Residential and Commercial.

There was discussion regarding westerly continuation of 11th Street west of Hwy 2. Cindy stated that SRF hadn't continued the corridor to the west on the land use plan due to the steep downhill grade to the Sand Creek. Monte indicated he thought this should be shown, and no one disagreed with this.

There was discussion about the industrial land use shown on the west side of the land use plan, along the future "beltway". It was again pointed out that the county needs to be on the same page as the city for this land use plan to work. Cindy stated that SRF presented the previous draft land use plan alternatives to the County Commission. She said that the meeting format (a regular County Board meeting) didn't really allow for a lot of discussion, but SRF did explain the parameters of the land use plan and the nature of land use planning that was being done.

Jenelle Loomer stated that the county joined this planning process because they want to work together and be on the same page.

There was discussion about the green space shown on the land use plan. It was asked if the flood plains are included in these areas. Cindy stated that she believes they are covered by the open space land use designation, but that SRF can double check to make sure they are.

Tom Rolfstad asked about the concept for damming the Little Muddy River to create a recreational lake type area near Williston, and if that could or should be accounted for in the land use plan. Tom explained the concept, and a photographic rendering of the concept was retrieved. There was general discussion about this concept, and someone mentioned that they remembered concerns about flooding peoples' land, the possible creation of a salty lake due to the saline soils, and possible impacts due to an old city landfill. It was agreed that the concept should be referred to in the Comprehensive plan, since it's identified as a high priority by the Little Muddy Recreational Group.

Cindy explained that the land use plan shown today, with the addition of a couple of street changes on the west side of Hwy 2 (westerly extension of 11th Street and possibly a road that

connects to 11th Street between the Sand Creek and adjacent development) would be used to create a 2035 growth tier, since the total area of the land use plan is far greater than the predicted land consumption between now and 2035. She stated this growth tier would be used to run the traffic projection model to develop 2035 traffic projections. The same applies to short term 2020 projections. This exercise will result in projected traffic volumes that are tied to the land use plan.

Hwy 2 Alternatives

Cindy asked Peggy to briefly review the Hwy 2 alternatives as discussed by the Hwy 2 Corridor Committee earlier that morning. Peggy briefly reviewed the alternatives. There was general discussion about the concepts and the idea of getting public feedback on them.

Next Steps

Growth Tiers – Cindy will prepare a growth tier that represents likely growth to 2035 and 2020.

Traffic Projection Model – The growth tiers will be used to develop the traffic projections for 2020 and 2035. The Williston Traffic Projection Model has been calibrated to 2005 AADT counts, and is ready for future job and household assignments.

Next Public Meeting – later this summer after projections are available and we can identify needed roadway improvements.

Please contact Cindy Gray, SRF Consulting Group, Inc., at 701-237-0010 or cgray@srfconsulting.com with additions or corrections to this record of meeting.

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