

## RECORD OF MEETING

### Williston Comprehensive and Transportation Plan Planning Advisory Committee

April 7, 2009, 11:30 a.m. - 1:30 p.m.  
Williston City Hall

Members in Attendance:

Frank Keogh  
Jenelle Loomer  
Glenn Boyeff  
Deeann Long  
Monte Meiers  
Doug Lalim  
Shawna Gooch-Egge  
Walt Peterson  
Kent Jarcik  
Rick Lane  
Cindy Gray

Representing:

Economic Development  
Williams County  
Planning and Zoning Commission  
ND Community Action Partnership  
City Engineer  
Building Official  
Williams County  
NDDOT District Engineer  
City Planning Director  
SRF Consulting Group, Inc.  
SRF Consulting Group, Inc.

The group met at 11:30 a.m. for the primary purpose of discussing the draft land use plan alternatives, with the understanding that the draft goals and objectives for both the Comprehensive Plan and the Transportation Plan are also available for review. Cindy thanked the group for coming, and explained the purpose of the meeting. She stated that the main purpose of today's meeting is to zero in on a preferred land use plan to the extent possible. She stated that part of that process is to identify 1) corrections that need to be made to the land use maps, 2) points of contention and if there's anything we can do to change the land use maps because of that, and 3) preferred roadway corridors and alternatives. She pointed out that copies of the goals and objectives for both the Comprehensive Plan and the Transportation Plan were handed out, and that comments on those documents would also be appreciated. They are the same as those e-mailed to the Committee and posted on the project website.

The following changes to the land use plans were discussed:

1. Preference for the "beltway" alignment that continues straight north of Hwy 2 from the existing Hwy 85 alignment, then uses the next mile to the north in which to curve ½ mile to the west to align with the county road.

2. Line both sides of this road with industrial land use for two miles north of Hwy 2. The idea is to place the oil-related industrial sites out in this area so as not to use prime commercial land for this use, and to help keep trucks traffic out of town.
3. Show the city-owned land where the lime sludge ponds are located as public/institutional property.
4. Show residential property along the east side of the NDSU Agricultural Experiment station, with the exception of the existing industrial property just south of Hwy 2.
5. Along Hwy 2 between the by-pass and Hwy 85, eliminate the large area of industrial land use north of the highway and west of the creek, and replace with commercial along the highway and a combination of high density and medium/low density residential to the north.
6. Place commercial land use along the entire north side of Hwy 2 from approximately ¼ mile east of the northward “beltway” extension to the creek. On part of this land, this change is reflective of a recent zoning change.
7. Reflect residential land use north of the commercial land use.
8. Move the east/west portion of the beltway to CR 7C (58<sup>th</sup> Street NW). This is two miles south of where it was previously shown as part of Scenario 1. Show the beltway as a primary arterial from Hwy 2 to Hwy 2.
9. Strong preference for the residential land use south of Sand Creek and north of the other creek as shown in Scenario 2. Suggestion to add some neighborhood commercial land use at the south end of that area.
10. Suggestions for roadways through this area included a north/south arterial from Hwy 2, across Sand Creek up to 26<sup>th</sup> Street W, and continuing north up to the north end of the study area. In addition, a NE to SW collector street continuing southwest from platted right of way just south of 26<sup>th</sup> Street W over the Sand Creek, then west into the residential area, and connecting with one of the collectors shown for the residential area shown in Scenario 2.
11. Concern expressed over management of open space areas along the Sand Creek, etc. particularly if publicly owned. Also concern expressed about property owners’ lack of interest in changing the agricultural use of the land to something different.

12. Along 26<sup>th</sup> Street W, show open space at the inert landfill and the gravel pit. They are across the road from each other.
13. Show industrial land use along the beltway at the north end of the runway protection zone. East of there, show as much commercial land use as possible all the way east to Hwy 2, even if it means changing existing industrial land use to commercial land use.
14. Preference for the commercial land use along the north side of 42<sup>nd</sup> Street (north of Wal-Mart). Show industrial land use in the old mobile home court land and other land east of there to the north of the commercial land use.
15. Preference for the industrial land use straight north of the end of the runway (as shown in Scenario 2).
16. No opposition to showing additional open space around the north side of the airport.
17. Preference for Scenario 1 land uses along the east side of Hwy 2 north of 26<sup>th</sup> Street, consisting of a change in land use from industrial to commercial. A possible TIF redevelopment district was discussed to facilitate redevelopment of this area.
18. No opposition to the Gateway Overlay District.
19. Wastewater treatment locations were discussed. No one supported the location south of Sand Creek. Monte showed the group his thoughts about possible locations between the RR tracks and the levee. The group felt the location shown by SRF on Scenario 2, which is east of the city and south of Hwy 1804, should also be shown.

Cindy and Rick said that these changes would be incorporated into a revised land use map. Tiers of growth will be identified so the traffic projection model can reflect appropriate time frames of growth. In addition, the growth tiers will help the city and county to determine where growth is appropriate, given that the area of the land use plan far exceeds the need for growth area in the next 25 years. Frank Keogh asked for copies of the land use plans. Cindy said SRF will mail them.