

REGULAR MEETING OF THE PLANNING AND ZONING COMMISSION WAS HELD ON March 20, 2017 AT WILLISTON CITY HALL, 22 E. BROADWAY, WILLISTON, ND

Vice-Chairman Maristuen called the meeting to order at 5:30pm. Roll Call was taken. A quorum was present.

MEMBERS PRESENT: Eynon, Hansen, Bauer, Maristuen.

MEMBERS ABSENT: Aafedt, Christensen, Long

OTHERS PRESENT: Kent Jarcik, Planning Director; Rachel Laqua, Principal Planner; Josephine Ching, Staff Planner; Christine Edwards, P&Z Office Manager; Bob Hanson; Jordon Evert, Assistant City Attorney.

PUBLIC HEARINGS:

A. Ordinance 1060, an ordinance creating a Highway Corridor Commercial (HCC) Zoning District – Staff

Vice-Chairman Maristuen introduced the first public hearing item (as above) and asked Jarcik to present. Jarcik explained that this ordinance is a new ordinance creating a Highway Commercial Corridor Zone and would appear in an updated Ordinance book at Section 21.1 coming right after the commercial zone.

Jarcik reminded the Commission of the one-mile extraterritorial jurisdiction that was adopted on July 14, 2015. He said that that the territory included in the ETJ expansion has gone through a rezoning process to be rezoned to the most consistent City zoning district. The west corridor along Highway 2 to the four-mile corner was not rezoned when the Williston township portion of the ETJ was considered for rezoning. Prior to the growth beginning in the mid 2000's and before the City urban area expanded along the corridor, the nature of development was more industrial oriented. With the development of the 2010 comprehensive plan and the current plan update, community input and direction with the plan was to transition the corridor into more of an urban entryway into the City. It was determined that a new zoning district would be needed to finalize the rezoning for the ETJ project in order to work with existing development and meet the goals of the comprehensive plan. This step is only the creation of the zoning district itself. Following district creation another public process and notification of property owners would need to be conducted to rezone the properties within the designated zoning district. The boundaries of the proposed zoning district are defined on the map attached with this fact sheet.

The intent of this district is a specific purpose zoning district that will allow for a mix of commercial to light industrial uses and implementation of development standards to work with the existing pattern of development that has occurred along the principal arterial highway corridor. Further it is intended to achieve the goals of the comprehensive plan of developing an urban entryway. These goals include: 1) identify physical features that improve the appearance of existing development at the gateways to the City, and work with property owners to implement these features; 2) establish zoning which requires higher industrial development standards to ensure that future development and redevelopment contributes to a positive image of the community. The goals serve to meet the input of the community to transition the corridor into more of an urban corridor entryway.

Jarcik read the first two paragraphs of the proposed Ordinance:

"Intent. Prior to the growth beginning in the mid 2000's and before the City urban area expanded along the corridor the nature of development was more industrial oriented. The intent of this district is a specific purpose zoning district that will allow for a mix of commercial to light industrial uses and development standards to work with the existing pattern of development that has occurred along the principal arterial highway corridor. Further it is intended to achieve the goals of the comprehensive plan of developing an urban entryway. These goals include: 1) identify physical features that improve the appearance of existing development at the gateways to the City, and work with property owners to implement these features; 2) establish zoning which requires higher industrial development standards to ensure that future development and redevelopment contributes to a positive image of the community. The goals serve to meet the input of the community to transition the corridor into more of an urban corridor entryway.

The industrial uses permitted do not include heavy nuisance industry uses that may be incompatible with promoting a mix of commercial and light industrial uses that serve to promote an urban entryway. The district is further intended to provide services for motorists and to provide for non-pedestrian oriented retail, wholesale, service and repair and light industrial uses. Uses in this district are intended for operations which do not generate large volumes of heavy truck traffic, do not emit significant amounts of noise, smoke, dust, odors or glare that would interfere with adjacent residential areas. This district would not be intended for residential uses".

Jarcik said this proposed ordinance would clarify permitted uses and special permitted uses that would allow for a mix of commercial and industrial uses to work with the existing development and allow for more commercial options that are consistent with an urban corridor. Jarcik said this would not allow truck stop type uses and would lean more toward commercial uses. In addition, this ordinance provides for: 1. building placement requirements along the corridor; 2. required parking, access and lot surfacing requirements; 3. landscaping, screening and buffering requirements; 4. building height regulations adjacent to residentially zoned property.

Staff also brought up an item regarding lot size and bringing non-conforming pre-existing required parking and storage yard surface requirements into compliance with the new code. With current policy non-conforming lots are required to bring development standards and parking requirements into compliance with a building expansion or new building on the property. In further work with this ordinance and evaluating lots in the proposed zoning district, it was recognized that a phasing plan to come into compliance with the ordinance may be needed as the result of the size of some of the lots. A phasing plan option and criteria were developed and are included in this ordinance for review. The criteria for what would trigger the surfacing required to bring a non-conforming lot into compliance is also outlined in this ordinance.

Ordinance Development Committee: A committee was setup to provide feedback and input on ordinance development. The Committee included: Howard Klug, Tate Cymbaluk, Jon Maristuen, Kevin Christianson, Bob Hanson, Rachel Laqua, Kent Jarcik.

The monthly ad hoc committee meeting was held on March 6th, 2017. There were comments that some of the permitted uses were more passive assembly in nature and not highway commercial

oriented and may not be suitable uses for the goals of this mixed use district. Upon further analysis, distinction was given toward general passive assembly and active commercial oriented uses that may have assembly. Referring to Section 21.1(C); Permitted Uses: Commercial Uses: Jarcik said that the permitted commercial uses are written to remove passive nature assembly uses such as churches and general public assembly businesses.

Jarcik further explained #3 under permitted Industrial Uses adds (this would include oilfield service contractors) to define that oilfield contractors are to be considered just the same as any other contractor yard which is not clearly defined in the current code. Jarcik also added that #9 under the same section adds wording meant to clarify what a pipe yard is as it is not currently given a definition under the zoning ordinance: Building material yards and lumber yards (Not including: wholesale oilfield pipe yards; storage/stacking laydown yards for oilfield equipment/tanks as a primary use). #11 Heavy commercial truck shops; Jarcik stated that this would not include truck stops and freight terminals, repair shops only.

Under Special Permitted Uses Jarcik said that in the current ordinance under C-2, M-1 and M-2 several "dangerous" special permitted uses are lumped together; in Ordinance 1060 these special permitted uses are pulled apart and listed specifically as follows:

1. Storage of hazardous materials, subject to locally adopted Fire Code and State Building Code regulations.
2. Storage of Liquefied Petroleum Gases, subject to locally adopted Fire Code regulations.
3. Storage of Special Industrial Explosive Device(s) under 50 pounds, subject to the locally adopted Fire Code and State Building Code regulations.
4. Underground oil and gas storage facilities, as approved by the City Building Official and Fire Chief.
5. Storage of flammable liquids above-grade, and wholesale, subject to locally adopted Fire Code regulations.

Jarcik then moved to G. Minimum Lot Requirements and said that the only thing really new here is #4 which states: Parcels abutting residential parcels – a 20 foot non-buildable setback must be maintained along the shared parcel line with a residential zoning district including residential on an agriculture zoned lot. An aerial example of this was shown.

Item J. Maximum Height of Buildings was then explained as a step-back as follows:

1. 75 Feet from Residential: Structures or portions of structures may not exceed 35 feet in height within 75 feet of any single family residential zoning district.
2. 76 to 100 Feet from Residential: Structures or portions of structures may not exceed 45 feet in height when located 76 to 100 feet from any single family residential zoning district.
3. 101 to 150 Feet from Residential: Structures or portions of structures may not exceed 55 feet in height when located 101 to 150 feet from any single family residential zoning district.

The maximum height of any building shall be 100 feet.

Jarcik then asked Laqua to discuss section L. Design Criteria. Laqua read from the proposed ordinance:

1. *Building placement:* Developments should maximize the amounts of parking and storage located to the side or rear of buildings and should locate buildings near their primary fronting streets, in order to avoid large parking lots and storage areas along primary streets. Where property faces the highway corridor the highway corridor is the primary frontage regardless of access.

Where a property fronts a right-of-way, there shall be a front yard landscape setback area from the right of way of not less than 15 feet, which shall be maintained regardless of parking with no more than one bay (a double row) of parking between the building and the edge of the required landscape area.

If a property has a double frontage, parking shall be limited as above along the frontage fronting the highway corridor, while the secondary frontage shall be landscaped as appropriate based on Ordinance 1007 or most recent amendments, but shall not be limited to a single bay of parking.

*As example here Laqua discussed Borsheim Subdivision, south of the four-mile corner.

2. *Landscaping/screening:* All landscaping, screening and parking lot perimeter landscaping shall be in compliance with ordinance 1007 or most recent amendments.

Any area used for storage must be screened pursuant to Ordinance 1007, Section 4C or more recent amendments and fenced from any right-of-way.

Lots which are used only for outdoor storage must be fully screened from the corridor, as pursuant to Ordinance 1007, including the use of fencing and landscaping. (Ordinance 1007 makes this happen most times but 1060 will make it specific here)

*As example, Laqua discussed the Midcontinent Communications and Hedahl's buildings.

3. *Buffer yard requirement:* Buffer yards between other districts shall be in compliance with ordinance 1007 or most recent amendments. Requirements shall be those for commercial districts between any Agricultural, Residential, or Parks and open space zone in the ordinance.
4. *Parking and access:* All required access and parking shall be hard surface with hot mix asphalt or concrete. Required off-street parking shall be provided in such a manner that vehicles do not encroach on a public right-of-way. (This is done with building permit reviews)
5. *Yard storage areas:* Yard storage areas shall be surfaced with materials and recommended specifications below per approval by the City Engineering Department that are stabilized and placed upon a graded and prepared subgrade
 - a. The storage yard area shall be surfaced with one of the following: (must be approved by the City Engineer)
 - i. 6 inches of concrete pavement with a 6 inch aggregate base placed upon a graded and prepared subgrade.
 - ii. 4 inches of asphalt pavement—paved in two lifts—with a 6 inch aggregate placed upon a graded and prepared subgrade.
 - iii. 6 inches of 3 inch minus scoria surface placed upon a graded and prepared subgrade.
 - iv. 6 inches of 3 inch minus milled or crushed asphalt watered and rolled until stabilized and placed upon a graded and prepared subgrade.
 - v. 6 inches of material meeting the NDDOT specified gradation for Salvaged Base Course watered and rolled until stabilized and placed upon a graded and prepared subgrade.
 - vi. 6 inches of material meeting NDDOT specified gradation for Class 3 Course

Concrete Aggregate watered and rolled until stabilized and placed upon a graded and prepared subgrade.

- b. For less intensive and more passive use storage yards in which semi-trucks are not used, the yard area for storage and parking of equipment may also be surfaced with one of the following:
 - i. 6 inches of material meeting NDDOT specified graduation for Class 5 Aggregate watered and rolled until stabilized and placed upon a graded and prepared subgrade.
 - ii. 6 inches of material meeting NDDOT specified graduation for Class 13 Aggregate watered and rolled until stabilized and placed upon a graded and prepared subgrade.
- c. Alternative surfacing plans:
 - i. Alternative surfacing types and combinations may be proposed to the City Engineering Department for review and approval when demonstrated that the proposal can provide a dust-free, mud-free surface that meet the goals of this ordinance and can be feasibly maintained for continued compliance with the ordinance.
 - ii. For display areas and very low activity areas grass surfaces may be proposed when demonstrated that the grass surface can be maintained and kept alive in conjunction with the intended use providing a dust-free, mud-free surface while meeting the goals of this ordinance. Grass needs to be mowed and the area needs to maintain compliance with the property maintenance code.
- d. Heavy Truck and equipment parking:
 - i. A separate private parking and storage area used for business owned equipment and heavy trucks which are used in the operation of the business located on the premise may be utilized. This parking and storage area does not need to be hard surfaced (concrete or hot mix asphalt) and may instead be surfaced as noted above for storage yards. This area must be screened and landscaped according to the standards pertaining to storage yards set forth in this ordinance. Any public use traffic areas used for heavy trucks using the services of the business and all required parking and access must be hard surfaced with concrete or hot mix asphalt.

Jarcik presented again with section M.

M. Phased Development Allowances:

Any new areas of development required to be hard surfaced according to this ordinance must be completed at time of development, prior to being issued a certificate of occupancy.

Pre-existing, non-conforming lots which are required to come into compliance based on the zoning ordinance (This requirement is enacted in the case of: new building permits or expansion of existing buildings after the effective date of this ordinance amendment and which increase the floor area by more than 1,000 square feet or 10 percent of the existing building footprint area, whichever is greater; or two or more expansions of square footage on the site that, in total, exceed 1,000 square feet or 10 percent of the existing building footprint area, whichever is greater.) must do so at time of development, prior to being issued a certificate of occupancy. Alternatively, a property may, at time of building permit application, apply for a phasing permit to allow the non-conforming portion of the property to come into

compliance over a period of time. To request a phasing permit for the non-conforming portions of the property, the applicant must submit a written request to the Planning and Zoning Department outlining the need for a phased time allowance to complete the required improvements. The written request must include a phased plan drawing that shows the areas to be improved, use and activity level for each phase and the timed order in which each phase will be implemented. The highest activity areas must be addressed in the earliest stages of the phased plan. The storage area phases must utilize the surfacing standards laid out in section L. above.

As part of a phased plan approved by the Planning and Zoning and City Engineering Departments, lots may be allowed up to two (2) construction seasons per two (2) acres for completion of surfacing. Property owners working within a phased plan must complete two acres of surfacing every two construction seasons. However, a full acre does not need to be completed each year (i.e. grading of the full two acres could take place in year 1, while final surfacing could take place in year 2). Starting and completing 10 acres of surfacing in year 10 would not meet the requirements of this ordinance.

For example:

1. A property of two acres and less may have up to two construction seasons to complete any surfacing required to bring a non-conforming lot into compliance.
2. A property of more than two acres and up to four acres may have up to four construction seasons to complete any surfacing required to bring a non-conforming lot into compliance.
3. A property of over four acres and up to six acres may have up to six construction seasons to complete any surfacing required to bring a non-conforming lot into compliance.

For every additional two acres, a property would be able to utilize an additional two construction seasons to complete any surfacing required to bring a non-conforming lot into compliance.

The phasing permit and plan must be approved by the Planning and Zoning Department and City Engineering Department.

Comprehensive Plan Consistency: This specific purpose zoning district is intended to implement the highway corridor area in the comprehensive plan located in Williston Township defined as area 2(Blue) of Figure 5.3(Growth Area Map) of the comprehensive plan. The comprehensive plan identifies this area as a corridor that has developed industrial in nature and has been highlighted to transition into a mixed use commercial and light industrial zone that promotes an urban entryway. This zoning district is set up as a special purpose district implemented at the direction of the City. If an area were considered other than the area defined in area 2(Blue) of Figure 5.3(Growth Area Map) of the comprehensive plan, a comprehensive plan amendment would be needed for its recommendation by the City for consideration.

Notice: In addition to the minimum requirement of posting notification of the public hearing for the proposed ordinance in the Herald, copies of the ordinance were also sent to property owners within the boundary of the proposed zoning district.

ITEMS REQUIRED FOR APPROVAL

1. Public Hearing at the City Commission, scheduled for April 11, 2017, and a second reading of the ordinance, to be heard at a later date.

Jarcik concluded this presentation. Maristuen asked for discussion or questions from the Commission.

Commissioner Bauer asked for clarification on if an existing building can completely re-do the interior and exterior look without setting off these processes because they are not adding square footage. Jarcik stated that is correct.

Commissioner Eynon asked about the use of the terms "would have" and "may have" in the Phased Development Allowances and suggested making the terms consistent. Laqua and Jarcik agreed that the language should be consistent with the wording on the front page.

City Engineer Hanson said that since the intent of this zoning district is to encapsulate the bulk of what uses are there now, was the staff aware of any uses in this area now that do not fit. Jarcik said the only thing is some possible residential but based on our research everything fits but if a few other cases arrive staff may need to consider bringing forward a special permitted use.

Maristuen opened the public hearing and called for any public input. Mike Bickler approached the Commission and said he was concerned about restrictions put on properties when it comes to the ability to sell, especially paving. Commissioner Hansen reminded Mr. Bickler that several alternatives are offered in the Ordinance. He also stated that he has a residence that has been there for more than 30 years and he is concerned about that in this new zoning. Jarcik said that the commercial portion of the property could be sold as is, as Highway Corridor Commercial with all the entitled rights of that zoning district and options for special permitted uses making it fairly valuable property. No improvements would need to be done at this time; only when changes to the property require any new permits that would then trigger the improvements. As to the residence, Jarcik stated that the residential portion was zoned industrial use by the County and even under that, the use is not allowed. This is a pre-existing, non-conforming use which will be allowed to remain as is; however, if the residence were be damaged or destroyed to 50% or more of its value then it would not be allowed to be rebuilt and would have to come into compliance with the zone. Commissioner Eynon asked if Mr. Bickler add to the house. Jarcik stated that he could not; he can only maintain the home to be habitable. Eynon asked for clarity if Mr. Bickler would be in the same situation with the residence under its current County zoning. Jarcik stated that is correct.

Maristuen called a second time for public input. Bill Novak stood and asked how far west this HCC zoning district would go. Staff showed the area on the map stating it would go to 140th Ave. NW, east of McCody Concrete and to the frontage road south of the highway. Novak asked about getting his Agriculture property back to an Agriculture zone. He reminded staff and Commissioners that his agriculture property had been changed by the County to residential and right now it "is a mess". Jarcik stated that according to the research from the County shows his property, and those on the frontage, as being zoned Industrial. Novak stated that property is strictly agriculture. Jarcik discussed some history of the Novak properties during the original ETJ rezone and reminded everyone that this was not the rezone of the properties only an implementation of the HCC zoning district. He suggested that staff and Novak get together again on this property and work to get it to the right place. Mr. Novak and Commission agreed.

Maristuen called a third time for public input; hearing none he closed the public hearing and called for the wishes of the Commission.

MOTION BY BAUER, SECOND BY HANSEN to recommend to the City Commission approval of Ordinance 1060 with updated wording (would have vs. may have) as discussed prior to public input.
AYES: Hansen, Eynon, Bauer, Maristuen. **NAYS:** None. **ABSENT/NOT VOTING:** Aafedt, Long, Christensen. **ABSTAINED:** None.

B. Ordinance 1060, an amendment to Ordinance 999 which regulates Temporary Use Permits, allowing Temporary Use Permits in the Highway Commercial Corridor (HCC) Zoning District – Staff

Maristuen introduced this item (as above) and asked Laqua to present. Laqua reminded that Commission that in September of 2014, the City Commission passed Ordinance 999, regulating transient merchants, mobile businesses, and temporary use permits.

In July of 2016, the City Commission passed Ordinance 1048, which amended Ordinance 999 by changing the following items:

1. Allowing TUPs to be issued in Agricultural and M-2: Heavy Industrial zones.
 - a. *With the expansion of the ETJ, there are numerous properties along main roads which are zoned Agriculture or M-2. There is potential for these to be used for Temporary Use Permits, and it seems reasonable to expand the ordinance to reflect this.*
2. Allowing up to 32 square feet of signage.
 - a. *As has been discussed in various meetings regarding the City's sign ordinance, 16 square feet is a very limited amount of signage with which to advertise for a business event. This regulation would not be dealt with in the proposed sign ordinance, which is why it is being proposed with this amendment to Ordinance 999.*
3. Better reflecting State regulations by clarifying that EITHER a State Sales Tax Permit OR a State Transient Merchant License is required, NOT both, as is stated in Ordinance 999.

Laqua said this amendment, Ordinance 1061, would additionally allow for Temporary Use Permits to be allowed in the proposed Highway Commercial Corridor District. This would be consistent with the intent behind allowing TUPs in Agricultural and M-2: Heavy Industrial Districts which exist in the ETJ along main highways, which is where the Highway Commercial Corridor District would be proposed.

Proposed Ordinance 1061 was discussed at the March 6, 2017, ad hoc committee meeting and here were no concerns with this amendment.

ITEMS REQUIRED FOR APPROVAL

1. Public Hearing at City Commission, scheduled for April 11, 2017, and a second reading of the ordinance, to be heard at a later date.

Laqua concluded her presentation and Commissioner Maristuen called for any public input. After calling for public comment three times and hearing none, Maristuen closed the public hearing and asked for the wishes of the Commission.

MOTION BY BAUER, SECOND BY HANSEN to recommend approval of Ordinance 1061 as presented. AYES: Hansen, Eynon, Bauer, Maristuen. NAYS: None. ABSENT/NOT VOTING: Aafedt, Long, Christensen. ABSTAINED: None.

COMMITTEE REPORT:

A. NONE

UNFINISHED BUSINESS:

A. NONE

NEW BUSINESS:

A. Final plat for JEM Estates located in the NE ¼ of the SE ¼ of the SE ¼ , Section 24, T155N, R101W, City of Williston - Jay Mikolinski

Maristuen introduced this item (as above) and asked Laqua to present. Laqua said this is the final plat for JEM Estates and reminded the Commission of the preliminary plat and zone change that were approved at the May 12, 2015 City Commission meeting. The plat creates two lots (one 4-acre and one 6-acre) from a 10-acre parcel located in the SE1/4 Section 24, along 135th Avenue NW, and the rezone application rezoned the 4-acre lot from A: Agricultural to R-5: Mobile Home Court and the 6-acre lot from A: Agricultural to M-2: Heavy Industrial.

Laqua said the only access to this property from a public road is provided by 135th Avenue NW along the east side of the property. This road is a township road; it was not annexed into the City, as the City's annexation only went up to the west side of the 66-foot statutory right of way along the section line. Thus, permission was required to be obtained from the two townships that own portions of this road—Missouri Ridge Township (west 33 feet) and Pherrin Township (east 33 feet). Planning and City Engineering staff and the applicant met with the road supervisors from both townships prior to the preliminary plat approval. The road supervisors were not opposed to the project taking access from 135th Avenue NW, as long as the road was paved, maintained, and a culvert was installed in the drainage this road crosses.

The property is currently served by a paved road, water line, and culvert on 135th Ave. The cost of all improvements will be assessed to the property once the property is transferred to the ownership of Mr. Mikolinski (developer). The property is served by an existing city sewer line.

Recordation Requirements

WETLANDS: There are existing wetlands on a portion of this property. The wetlands will not be developed. Easements preventing the filling and disturbance of the existing drainways and delineating the wetlands on the property will be required to be depicted on the plat.

R-5 ZONING: The development of Lot 1 into a Manufactured Home park requires a site plan review process, which is a Planning and Zoning Commission process. Several requirements were noted through the preliminary plat and rezone process:

1. At the time that the mobile home court on Lot 1 is developed, it must be buffered against the surrounding M-2 to the south and west as required by the landscaping and buffering ordinance. The applicant has planned to relocate many existing trees on the property as part of this buffering. If the R-5 zoning is approved, any development of a small mobile home court will need to be buffered against the industrial uses to the south and west.
2. Any manufactured home court would have to meet all development standards of the R-5 zone, including required paving and minimum lot size and, if required by acreage requirements, a playground. The manufactured home court would have to meet North Dakota state requirements as well as City regulations.
3. The applicant's proposal of the "cabin look" manufactured homes to be memorialized and required in the development agreement and/or CC&R's.

ADDITIONAL ROAD DEDICATION: The City Engineer noted that the Bakken Industrial Park had provided a 75-foot road dedication along the west side of 135th Avenue NW and this project should make the same width dedication along 135th. This dedication will appear on the final plat.

NON-PROTEST OF FUTURE STREET IMPROVEMENTS: Developer to sign a non-protest of street improvements for 135th Avenue NW, to be recorded with the final plat.

ROAD MAINTENANCE: The City has not annexed the adjacent 135th Avenue Section Line Road. The ownership and maintenance responsibilities of 135th Avenue belong to Pherrin and Missouri Ridge Townships. Access onto 135th Avenue will be granted only if the City takes on the maintenance responsibilities of 135th Avenue. This has been accepted by the City, according to preliminary plat documents.

Laqua concluded her presentation. Maristuen asked for any questions or comments from the Commission. City Engineer Hanson questioned using the term wetlands because of the legal connotations that would involve the Army Corps of Engineers. Laqua said that wording came from 2015 information but it simply refers to the drainage easement. Hanson suggested clearing up that wording and Laqua agreed to change it to say "Drainage Easement". Secondly Hanson stated that the easement needed to maintain a sufficient width to accommodate the 100 year full capacity.

MOTION BY HANSEN, SECOND BY BAUER to recommend approval of the final plat for JEM Estates in the NE1/4 of the SE1/4 of the SE1/4, Section 24, T155N, R101W contingent on all recordation requirements and inclusion of City Engineer Hanson's statements at this meeting. **AYES:** Hansen, Bauer, Maristuen. **NAYS:** None. **ABSENT/NOT VOTING:** Long, Aafedt, Christensen. **ABSTAINED:** Eynon, stating this was his first meeting as a Commissioner and not familiar with the project, not comfortable voting on it.

** City Attorney Evert was if the voting was sufficient to support the recommendation; Evert stated yes as it is a majority vote by the quorum present.

DATE OF NEXT REGULAR MEETING: April 17, 2017

MEETING ADJOURNED.



Kent Jarcik, Williston Planning Director