

MANDAN PLANNING AND ZONING COMMISSION

MANDAN CITY HALL BUILDING

July 25, 2016

The Planning and Zoning Commission of Mandan duly met in session in the meeting room of the Mandan City Hall Building on July 25, 2016, at 5:15 p.m. CDT.

Commissioners Present: Zachmeier, Kelly, Klein, Helbling, Leingang, Laber, Beach, Robinson

Commissioners Absent: Fleischer, Knoll, Liepitz, Frank

Commissioner Leingang motions to approve the June 27, 2016 minutes. Commissioner Laber seconds. Upon vote, the motion receives unanimous approval of the Board.

Commissioner Klein arrives at 5:18 p.m.

OLD BUSINESS

1. A request from Dakota Pioneer Land Company for final plat approval of Ash Grove Estates. Said addition is Lot 2, Block 1, School District 6th Addition in Section 8, Township 139N, Range 81W. Property is located on the west side of 37th Avenue NW north of Old Red Trail.

Bob Decker, City Planner, describes the request. This plat has been before the commission a couple times. The revisions they made are added parking on one side of the street and added parking bays. This would bring the ratio to 6 parking spaces per unit. They are asking for a minimum setback of 6 feet and 20% for both side yards. The difficulty with 20% is when you have lots that are an odd shape it is hard to calculate the 20%. When you go to the building code standard, you can go to 5 feet for a side yard setback before you need to provide a fire rated wall.

Commissioner Leingang is opposed to parking only on one side. Who will maintain the parking bays? He asks if the setback would be from the overhang or foundation. Bob says the setback would be from the overhang. A 2ø overhang is allowed. The side of the street without parking will make it easier for clearing snow.

Mayor Helbling says Mathias Gieser sent him a letter with his concerns on one sided parking. Other developments with bays are not kept up. Weeds are growing in them. Mathias wants to see regular sized streets.

Landon Niemiller, Swenson Hagen, says Mandan has had problems with high assessment costs in recent years. The narrower street would reduce costs. The boulevards would be deeper than normal. There will be more room for snow.

Ken Geise, 37th Street NW, ðI drove up to a similar development in north Bismarck. I realize it is not identical, but this area also had narrow streets, one-way, limited parking. What I saw was vehicles parked up on the curb and lawns. Really limited parking. We were going through correctly on the one-way. Residents drove through incorrectly in the opposite direction. We had to pull over to the side for oncoming traffic. People are going to park close

to their homes. People are going to take the shortest route. They are not going to park down the road in a bay. They are going to park on the curb and in no parking zones.ö

Landon says this would not be a one-way street. It would be a two-way. Each unit is going to have four parking spaces. The pods would be used mostly for visitors.

Bob says the one in Bismarck is a different concept. That one is a private street with no sidewalk or parking. This one would be a public street with three lanes.

Larry Geise, 3910 Lewis Road, öMy main concern is still water. These lots that are numbered 8, 9 and 6 in the center of the loop are still within what I would call a high water level area. Before 37th went through this was a pond when we got rain. I would caution anyone who would want to purchase those lots. Even if it's flat and no basement there. They are going to float with the way the water goes. It's not going to be structurally feasible.ö

Landon says they are aware of the water situation there. Lot 7 is a stormwater pond. Once everything is graded, paved along with the stormwater plan it should be taken care of.

Commissioner Zachmeier says he is seconding the motion to deny because he agrees about the street and he hasn't heard any testimony why a variance should be granted. What is the hardship? There isn't any. The planning and zoning code also says a subdivision should not be approved if a variance is automatically required. It should be built in a manner where a variance is not needed. Chair Robinson agrees.

Commissioner Leingang motions to deny the final plat. Commissioner Zachmeier seconds. Upon vote, the motion passes unanimously.

OTHER BUSINESS

1.HDR's Final Report of the Mandan-Bismarck Improvement Corridor Study and Mandan Truck Route.

Rick Stoppelmoor, HDR Engineering, presents the final report. HDR was contracted by the MPO to do the study.

The study concentrates on these Mandan corridors:

Main Street (Highway 25 to Interstate)
ND Highway 6 (9th Street to 19th Street)
19th Street (Hwy 6 to 1806)
3rd Street (Hwy 6 to Memorial Highway)
Sunset & 6th (Main to Old Red Trail)
Old Red Trail (Sunset to Mandan Ave)
Division (6th St NW to 8th St NE)
Collins Ave (Main to Old Red Trail)

The project kicked off in August 2015. The purpose is to study low cost improvements.

He is asking for Planning & Zoning's recommendation of approval to the City Commission.

The study analysis existing conditions of the roadway and frequency of traffic crashes. Main Street had the highest level of crash rates.

Main Street (Highway 25 to Interstate) ó they recommend a road diet for part of Main Street from 4 lanes to 3 lanes with the middle a turning lane. Longer turn lanes for left and right. Improvement of pedestrian signals.

Sunset & 6th - The focus was on the intersection of Sunset & Old Red Trail. Improved signs on the interstate would help direct that traffic coming off the ramp. A ramp would be added turning right from the ramp to Old Red Trail. For east bound traffic on Old Red Trail, the pork chop island at that intersection would be removed. That intersection would be squared and improved to reduce the weaving in and out traffic must do.

ND Highway 6 (9th Street to 19th Street) ó Provide left turn lanes and improve lighting. This is in development and going forward.

Old Red Trail (Sunset to Mandan Ave) ó The major concern is the sharp curve at Mandan Avenue with Tesoro traffic coming in and out. They recommend a radial T Intersection and flattening the curve.

Mandan Ave & Main intersection ó Improve signage and lane designation.

3rd Street corridor ó Convert 4-way stops by the school to 2-way stops and improve pedestrian crossings.

19th Street corridor ó Falls outside the low cost improvement area, but worth mentioning. As the area develops, the streets should be widened.

Collins Ave (Main to Old Red Trail) - Functions well, but looked at some of the intersections. Collins at 5th Street, 7th Street and Division has retaining walls that block traffic line of sight. Would recommend pushing some of those back. Collins and 14th would benefit to have traffic lights instead of the 4-way stop. Collins and Old Red Trail should experience significant growth. The intersection should be fully signalized with turning lanes or a round-a-bout.

1806 ó Turn lanes could be added at 27th Street, by the school. The intersection at 3rd Street should have a dedicated right turn lane. Restriping could improve traffic flow as well.

Division (6th St NW to 8th St NE) ó Sight triangles are impacted by a lot of brush and overgrowth.

Their prioritization for these improvements is Main Street, Collins, 3rd Street and Sunset, for the top four. This is a planning level study. A more detailed traffic analysis has to be done before implementing these improvements.

Truck Route

Part of their task was to identify an alternative truck route. Main Street serves as a major truck route through town. The average truck traffic on Main is 650 trucks a day. A lot of that is the current aggregate pit and Mariner asphalt plant. The aggregate pit will run out of aggregate in 2 to 3 years and will be closing and moving. That will decrease the truck traffic

by 66%. Mariner is also moving their operation from west of Mandan to the east side, reducing trucks as well.

Highway 6 to the south is a truck contributor. An alternate route could be 45th Street SE south of the airport. That would be a significant cost factor for little benefit. They recommend no change at this time and look at it again in 5 years.

Commissioner Laber recommends approval and advancement to City Commission. Commissioner Kelly seconds. Upon vote, motion passes unanimously.

2. Public hearing to consider amendments to the Municipal Code for changes to the existing R3.2 and R7 residential zoning districts and the addition of two new districts, R4 and R15.

Bob says this is a draft of the updated residential code. He expects a lot of changes and edits.

Commissioner Laber would like a subcommittee formed to go through it well.

Doug Lalim, Building Official, also thinks a subcommittee would be best. Maybe include a developer. Would like to get away from formulas and keep it simple.

Commissioner Laber thinks Commissioner Liepitz would be a good volunteer. He is not present. Nancy will send an email asking for volunteers.

Commissioner Leingang motions to adjourn. Commissioner Klein seconds. Motion passes unanimously. Meeting adjourns at 6:17 p.m.