

PLANNING COMMISSION MINUTES

DATE: October 8, 2012

TIME: 4:30 p.m.

PRESENT: Chairperson Porter; Commissioners Boettcher, Gromek, Buelow, and Olson

ABSENT: Commissioners Briggs, Ballard, Eyden, and Davis

STAFF PRESENT: Assistant City Planner, Carlos Espinosa

The meeting was called to order at 4:30 p.m. by Chairperson Porter.

Approval of Minutes – Sept 24, 2012

The minutes for Sept 24, 2012 were approved without changes and upon motion by Commissioner Gromek and second by Commissioner Boettcher.

Sand Moratorium Study: Traffic Impacts and Road Wear

Chairperson Porter opened the public input session for the agenda item. No one from the Blasting Committee, CASM or industry desired to speak.

Assistant City Planner Carlos Espinosa presented the agenda item. In response to Commissioner's comments from the last meeting he provided additional information on how the City of Red Wing and the City of La Crosse handle traffic impact analyses. Mr. Espinosa also added the following language to the proposed amendments to address Commissioner's concerns about traffic on residential streets:

When Required: A Transportation Impact Analysis and Road Use Agreement shall be required for any development subject to a site plan or CUP after 1/1/2013 which will generate 200 or more heavy commercial vehicle trips per day at maximum daily operating capacity. This threshold shall not prevent the City Engineer from requiring analyses for projects where heavy commercial vehicles from the operation would contribute more than 20% of the traffic on any local street for which residential property makes up more than 50% of the street frontage.

Mr. Espinosa concluded by stating that two questions were in front of the Commission:

Question 1: Should Transportation Impact Analyses and Road Use Agreements be applied:

- A) From project site to truck route; **or**
- B) From project site to City limits, but with segments of roads waived by the appropriate road authority.

Question 2: Should Transportation Impact Analyses and Road Use Agreements be applied to:

- A) Only new silica sand operations; **or**

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Espinosa stated that the proposed amendments target only those large projects that contribute a disproportionate amount of heavy trucks to the road system. Also, the proposed amendments don't *require* a new project to pay for improvements, they simply ask large traffic generators to provide more information, and if needed, enter into an agreement for upgrades.

There being no other comments from Commissioners, Chairperson Porter asked for a vote. Upon vote the motion passed 4-1 with Commissioner Buelow voting against.

Next, Commissioner Gromek made a motion for Transportation Impact Analyses and Road Use Agreements to apply to all developments. The motion was seconded by Commissioner Boettcher. There being no comments or questions, Chairperson Porter called for a vote. Upon vote, the motion passed 5-0.

Commissioner Gromek made a motion to change the definition of a heavy commercial vehicle from 26,000+ lbs. to 33,000+ lbs. The motion was seconded by Commissioner Olson. There being no comments or questions, Chairperson Porter called for a vote. Upon vote, the motion passed 5-0.

Next, Chairperson Porter asked what the industry representative at the meeting (Rich Mikrut) thought of the ordinance. Mr. Mikrut responded that it was his feeling the ordinance was fair – considering the modifications the Commissioners made at this meeting.

After further miscellaneous discussion about the ordinance, Chairperson Porter asked if there was a motion to forward the ordinance for final review on October 22nd. Commissioner Gromek made such a motion. The motion was seconded by Commissioner Boettcher. Upon vote, the motion passed 4-0 with Commissioner Buelow abstaining.

Sand Moratorium Study: Setback for Equipment and Stockpiles at Sand Processing and Transportation Facilities

Mr. Espinosa explained that this agenda item was brought forward because there are no setbacks in the ordinance for sand processing and transportation facilities to residential properties. The only requirement is for enclosure of stockpiles and equipment within 500 feet of a residential or business district. The proposed 200' setback would apply to residential properties – not just residentially *zoned* properties. This would help buffer any residential properties in a business or industrial zoning district. The 200' proposal is similar to what is required for other industrial uses in the M-2 zoning district.

Commissioners asked a few questions about the wording of the amendment. Mr. Espinosa clarified that the intent of the amendment is to require any structures housing equipment or stockpiles be at least 200 feet away from a residential property. Mr. Espinosa agreed to make minor changes to clarify this in the ordinance.

Next, Chairperson Porter asked if there was a motion to forward the ordinance for review on October 22. Commissioner Gromek made such a motion. The motion was seconded by Commissioner Olson. Upon vote the motion passed 5-0.