SANDERSON STEWART

URBAN PLANNING STUDY

FOR

LOT 1, BLOCK 1, LONG SUBDIVISION
AND PARCELS 1A1 AND 1B of COS 1100
BILLINGS, MONTANA

PREPARED FOR:
KNIFE RIVER CORPORATION
4014 HESPER ROAD
BILLINGS, MT 59108

AND

CITY OF BILLINGS
210 N. 27TH STREET
BILLINGS, MT 59102

February 24, 2012

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INTRODUCTION AND BACKGROUND

The Study Area is located on the southwestern edge of the City limits, along Shiloh Road. The study are consists of the following parcels: Lot 1, Block 1, Long Subdivision and Parcels 1A1 and 1B of COS 1100. The area is approximately 93 acres and has been used as part of a gravel mining operation by Knife River. See Figure 1 for Study Area location. As that operation is nearing the end of its use, the landowner is developing plans for the next use of the property.

Knife River currently has three operations occurring within this property: gravel extraction and crushing, an asphalt batch plant and a ready mix concrete plant. As the gravel extraction is nearing completion, the facility will be phased out with the equipment disassembled and moved to other Knife River operations. As the phase out begins, Knife River is preparing for the redevelopment of the property. Because of its proximity along Shiloh Road and the location of the existing City limits, Knife River is seeking to have this property placed within red area of the Limits of Annexation Map of the City of Billings. This will enable a strategic redevelopment plan to be developed, initially for this 93 acres and ultimately for the entire 447 acre Knife River property.

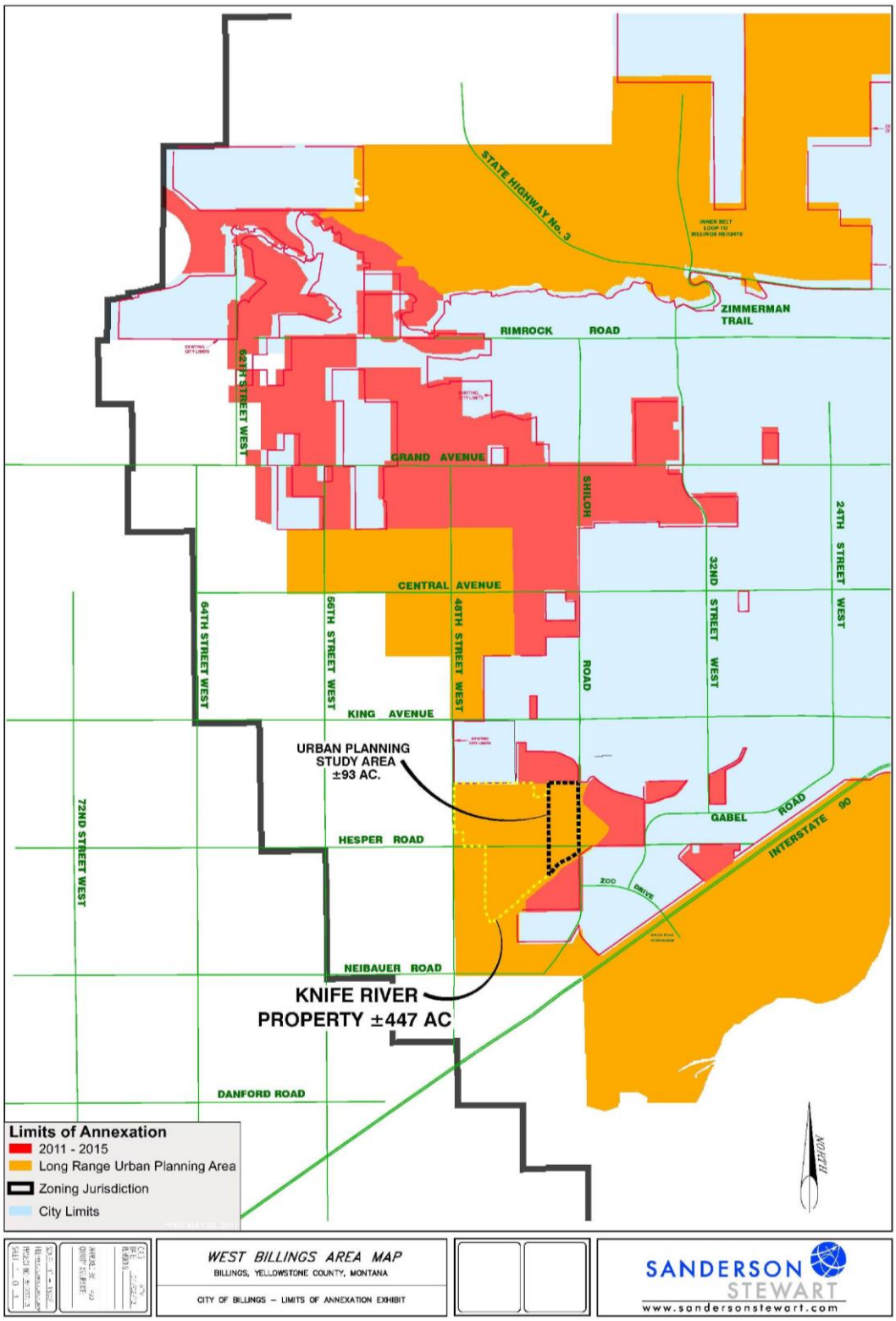


Figure 1: Study Area Location

EXISTING LAND CHARACTERISTICS

Topography and Geology

The area is generally level terrain. The Billings Bench Water Association (BBWA) canal runs along the southern boundary of the study area and the Hogan Slough borders the northern boundary. Due to the gravel mining operations in the study area, the terrain has been modified over the years, however there remains little relief in the overall terrain.

Soils

Within the study area, there are sixteen different soil types identified by the NRCS Soil Map (See Figure 2). The predominant soil type within the study area is loam, with some areas tending towards a more clay composition and some areas tending toward a more gravel composition. Loam is generally a well-draining topsoil, although depending upon the composition, can have compression and expansion issues. These characteristics can pose issues for building foundations if they are not properly designed. Given the amount of activity due to gravel extraction, it is anticipated that prior to any development activity, a soils investigation and geotechnical survey with engineering and construction recommendations be completed.

Figure 2: Soil Types

Map Unit Legend

Yellowstone County, Montana (MT111)			
Map Unit Symbol	**Map Unit Name**	**Acres in AOI**	**Percent of AOI**
Am	Alluvial land, seeped	1.4	1.3%
An	Alluvial land, wet	0.6	0.5%
Bm	Bew silty clay loam, 0 to 1 percent slopes	7.9	7.3%
Hm	Haverson and Lohmiller soils, channeled, 0 to 35 percent slopes	0.3	0.3%
Hx	Hysham-Laurel loams, 0 to 2 percent slopes	14.7	13.7%
Kc	Keiser silty clay loam, 0 to 1 percent slopes	15.6	14.6%
Ke	Keiser silty clay loam, 1 to 4 percent slopes	7.9	7.4%
Kg	Keiser silty clay loam, 4 to 7 percent slopes	0.0	0.0%
Le	Larim loam, 0 to 4 percent slopes	8.3	7.7%
Lg	Larim gravelly loam, 0 to 4 percent slopes	0.9	0.9%
Ll	Larim gravelly loam, 15 to 35 percent slopes	6.3	5.9%
Sr	Shorey gravelly loam, 4 to 7 percent slopes	1.2	1.1%
Te	Toluca clay loam, 0 to 1 percent slopes	8.0	7.5%
Wf	Wanetta clay loam, 0 to 1 percent slopes	22.0	20.5%
Wg	Wanetta clay loam, 1 to 4 percent slopes	0.1	0.1%
Wl	Wanetta-Larim clay loams, 4 to 7 percent slopes	12.0	11.2%
Totals for Area of Interest		**107.1**	**100.0%**

LAND USE

Existing Land Use

The Study Area is currently used by the Knife River Corporation for gravel extraction and office operations. The aerial map below shows the study area has been used as part of the Knife River operations. The southern piece, south of Hesper Road, is no longer an active gravel mine area. As the mining operations are ending, the site is reclaimed and prepared for future use.

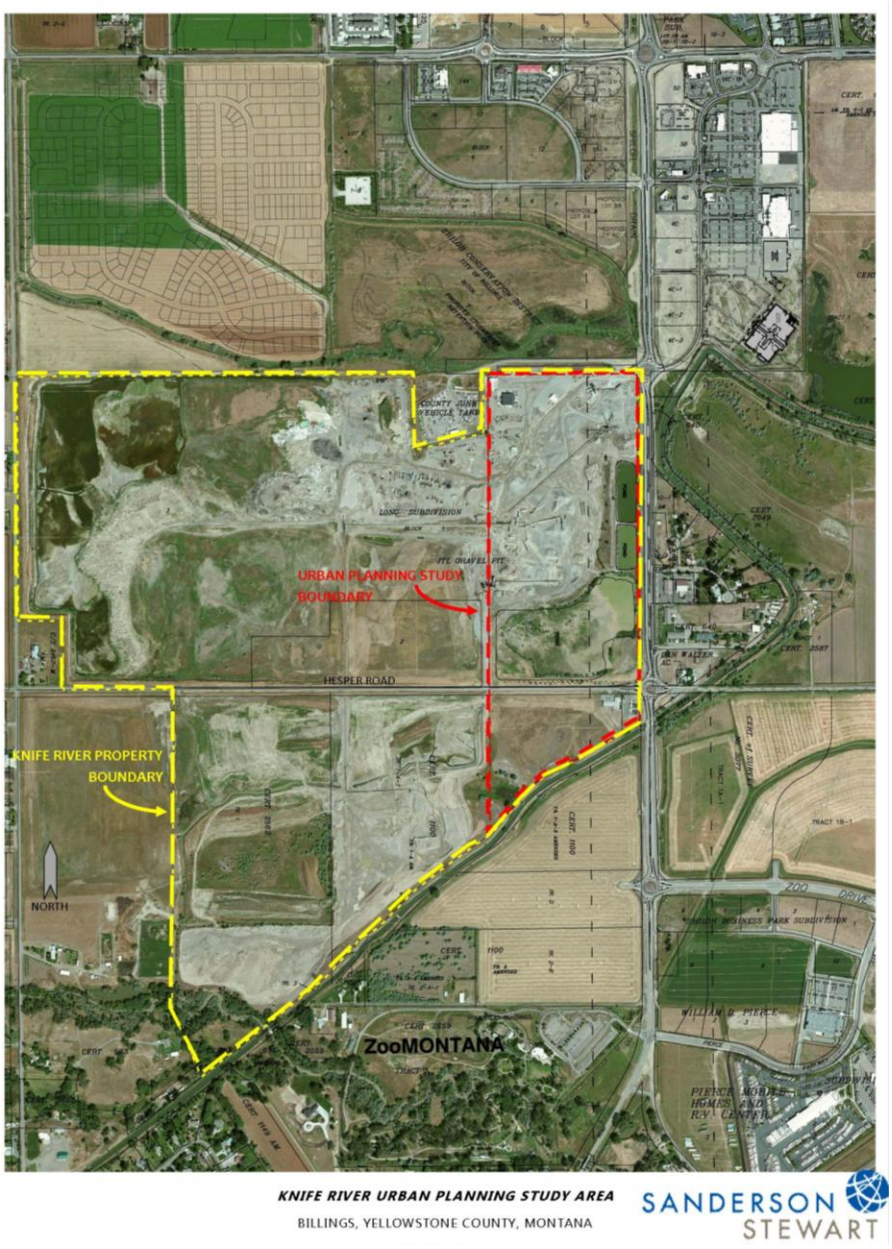


Figure 3: Existing Land Use

Proposed Future Land Use

A site study of the project area has been created showing a likely development scenario. It is envisioned that the initial 93 acres will be developed as a commercial area, with larger development sites along the western part of the area and smaller development site along Shiloh Road. The commercial development is envisioned to complement the existing development of Shiloh Crossing and Montana Sapphire. See Exhibit A for a Concept Site Plan for the 93 acre study area. The area within the Study Area south of Hesper Road, while still commercial in nature, will have a smaller scale to its buildings and may introduce some mixed use components. Development of this first phase is intended to begin within one year. As gravel stockpiles are used over the course of the construction season, the site will begin to be reclaimed for redevelopment. The facilities for the asphalt and concrete will be moved as redevelopment warrants. If the market for commercial sites is strong, the facilities will be moved and/or relocated to other Knife River properties, and the site reclaimed for redevelopment for commercial purposes.

Exhibit B shows a Master Land Use Concept Plan for the entire 447 acre property. The property will have a mix of uses, with a strong commercial/retail component along Shiloh Road and a mix of commercial, office and light industrial uses along the western portion of the property. South of Hesper Road will be mixed use office/retail/residential in the east half and medium to high density residential in the west half. This mix of uses will allow the property to be fully used, phased as development demand dictate and support the goals and policies of the West Billings Plan.

Effects on Agriculture

The Study Area is currently not used for agriculture. There has been active gravel pit activity within the study area for many years. Properties to the south and west have been used for agriculture. However, the addition of this area into the long range urban planning area would have minimal effects on these agricultural properties. There would be negligible effects on agriculture.

Historic Sites and Cultural Resources

The National Historic Preservation Act declared that the preservation of our irreplaceable heritage was in the Nation's interest, and called upon federal agencies to partner with states, Indian Tribes, local governments and the public in a spirit of stewardship. Montana's State Antiquities Act also makes provision for the safeguarding of our collective heritage. Montana State Historic Preservation Office (SHPO) was created as a result in order to ensure that the state's cultural and historic resources are protected for the enjoyment of future generations.

Previous studies of the area have identified historic irrigation and farmstead facilities. Due to the mining operations, it is not anticipated that inclusion of the study area into the long range urban planning area will have any effect on historical resources. The BBWA canal that runs along the southern edge of the study area has a long history, dating back to the early 1900s. As with all ditches and canals, the BBWA canal is controlled by the Association and has easements for the canal. Any alterations, crossings or use would require their approval.

Wildlife

The Montana Natural Heritage Program (MTNHP) website indicates that based on the MTNHP search of the township, range, and section and surrounding 1-mile buffer, indicates that there are nine species of concern within the area. They range from the spotted bat, which prefer arid rock outcroppings to soft shell turtles, preferring prairie rivers and streams. Given the current use of the study area as an industrial site, it is unlikely that there is much wildlife habitat within the study area.

Preferred Land Use

The study area is covered by the 2001 West Billings Plan, which is a neighborhood plan that provides community preferences for future land use and development in West Billings. The oldest existing development in the area was likely a reaction to the I-90 interchange location, and less expensive County property prices. However, with availability of City services, this area has become a prime location for a variety of urban land uses. Generally, as is reflected in the current zoning, this area is slated for light industrial and commercial uses due to the existing land uses and the easy access to the Interstate. The Future Land Use Map within the West Billings Plan indicates long term use of the Study Area as residential and potential gravel resource site. It also indicates the eastern portion of the study area, adjacent to Shiloh Road should be used for a flood detention area. The planned Shiloh Conservation Area directly to the north of the Study Area, is currently in a master plan phase of design. It is anticipated to have a stormwater detention facility as part of the master plan. Given its proximity to Shiloh Road and ultimate development of commercial uses to the east, developing the property for commercial uses appears to uphold the goals and policies of the West Billings Plan.

The following goals and policies from the West Billings Plan can be used to guide development decisions in this study area:

Goal: Establish development patterns that use land more efficiently.

Policy: Promote efficient utilization of land within the West Billings planning area by promoting well designed, more pedestrian friendly, urban development patters with a mix of uses and an efficient, creative use of land.

Policy: Commercial development along Shiloh should be developed as commercial nodes for neighborhood, community commercial and regional commercial center uses.

Goal: Identify Gravel Resource Land for Commercial Gravel Extraction, Minimize the Detrimental Effects of Gravel Extraction on the Environment and Other Land Uses, and Plan for the Eventual Post-Extractive Use of Gravel Sites.

Goal: Create Developments in West Billings that are Compatible with Their Surroundings and Provide a Safe and Desirable Environment for Residents, Shoppers, Workers and Visitors.

Policy: Regional commercial development to serve travelers, tourists and businesses is appropriate adjacent to the Shiloh Road-Interstate 90 interchange.

Policy: Commercial nodes should contain business development sites of various sizes to accommodate a variety of businesses.

The above goals and policies should be used to guide future development of the Study Area for its life beyond gravel extraction. The existing surrounding neighborhoods within the City limits are made up of light industrial and highway commercial enterprises, and some multi-family residences. It is likely a similar mix of land use will continue in the area.

A strong theme of the Plan is to concentrate development and reduce sprawl in West Billings. Reuse of this site, from gravel mine to commercial development along a major transportation corridor achieves many of the goals and policies of the Plan.

Projected/Estimated Population

The majority of the Study Area will ultimately be developed for commercial and retail use. Mixed use activity is contemplated in the southern portion (triangle area) of the site and is approximately 20 acres. Assuming an average density within a mixed use development of 10 units/acre; an addition of 200 residences could be added within the study area. In all likelihood, the density will be closer to 100 units, with an estimated population increase of 180. It is likely that dwelling units within the mixed use area will be smaller, attracting smaller households than typically found within the City.

Effects of Urbanization on the Existing Environment

The property within the Study Area has been used for industrial use for a number of years. It is inevitable that the gravel mining within the Study Area will end and a future use will be necessary and desired. The improvements to Shiloh Road enable improved transportation efficiencies. The Billings West Plan desires a plan to address the reuse of sites such as those within the study area. Given is proximity to the City limits, mix of adjacent uses, improvements to Shiloh Road, this area is logical of inclusion in the long range urban planning area.

TRANSPORTATION SYSTEM IMPACTS

The Study Area comprises approximately 93 acres located directly adjacent and to the west of Shiloh Road, the major north-south arterial street on the edge of the urbanized area of west Billings. The property is bordered on its south side by Hesper Road, a major east-west arterial.

Hesper Road is a two-lane road built to county standards that provides access to the mostly rural area west of Billings. At this time, it does not carry high traffic volumes by urban standards.

Shiloh Road is a four-lane road that serves as a commuter route along the city's western edge linking northwest Billings to Interstate 90. Because of the commuter influence, southbound traffic is typically heavier in the morning, with heavier northbound traffic in the evening.

Shiloh was recently reconstructed and widened to urban arterial standards as part of a Montana Department of Transportation project. Urban growth projections, including the development of

properties like this one along Shiloh Road, were incorporated into the travel demand models that were used to project future traffic volumes on the corridor. Adjacent to the Study Area, design year (2027) traffic volumes are projected to exceed 33,000 AADT. Shiloh Road currently carries about 7,000 AADT adjacent to the Knife River property. Several traffic engineering design reports were published in 2005 and 2006 during the development of the project, which document the methodology and conclusions of the design alternatives analysis.

As part of the Shiloh Road project, a strict access control plan was adopted for the corridor that limits access from Shiloh Road, with full access at the roundabout intersections and left-turn restricted access at intermediate points.

In addition to the design studies completed as part of the Shiloh Road Corridor project, several traffic impact studies have been completed for recent developments and master plans on the Shiloh Corridor:

- Shiloh Crossing Subdivision
- Montana Sapphire Subdivision
- St Vincent Healthcare Subdivision
- Billings Clinic West Subdivision

Most of these recent studies were completed either prior to or concurrent with the development of the Shiloh Road Corridor project.

A study was completed in May 2011 to analyze the post-construction traffic operations of the Shiloh Road-King Avenue roundabout. That study showed the Shiloh-King roundabout now carries about 1400 vehicles during the p.m. peak hour.

The Knife River Pit property encompasses a significant portion of the mostly undeveloped one-mile square section of land bounded by principal arterial streets: Shiloh Road, Hesper Road, King Avenue and 48th Street West. It has good access to arterial roads at its perimeter. There is no developed roadway system to provide access within the section. The *Billings Urban Area Long-Range Transportation Plan: 2009 Update* shows that collector-level roadways should be planned within the section to provide local access; generally one running north-south and one running east-west.

PUBLIC SERVICE EVALUATION

Water Service

When annexed, the subject area would be served by the City of Billings public water system. The subject area is located within the Zone 3 pressure zone. Currently there are discussions of the potential need for additional water storage in the west end of Zone 3 and the City of Billings is currently evaluating options for additional storage for this service area to provide for the growth needs of the west end of Billings.

Existing water service infrastructure exists adjacent to the site. This includes a 16-inch trunk water main extending from Shiloh Crossing Subdivision to the northeast corner of Lot 1, Block 1 of Long Subdivision. This water main was installed as part of the Shiloh Road Corridor Water and Sewer System Improvements to provide service for future development along the Shiloh Road Corridor. This 16-inch trunk water main would be extended south along the west side of Shiloh Road and to the west along Hesper Road to 44th Street West. Ultimately this 16-inch trunk water main would be

Figure 4: Existing and Proposed Water and Sewer

extended to 48th Street West where it would be connected to a future 36-inch trunk water main planned to be located along 48th Street West.

Lateral water mains would be extended within the development as required for the water service needs of the development. It is anticipated that a water main would be extended along the alignment of 44th Street West with a future connection to the proposed water main to be installed as part of the proposed King Meadows Subdivision at the northwest corner of Lot 4, Block 1 of Long Subdivision. This connection would provide a secondary loop back to the trunk water main in King Avenue West. It is anticipated that all water main extensions would be completed as part of the required site development improvements.

The study area is approximately 93 acres in size and will consist primarily of commercial development similar to the Shiloh Crossing and Montana Sapphire developments to the north. Actual development plans may result in different use patterns than are predicted and more accurate assessment of the impact on City services can be submitted during future platting if necessary. Build-out of the entire project is estimated to take 5 to 10 years with service needs increasing incrementally over time.

In estimating the impacts on City services, the information used was consistent with that presented in the *Water and Wastewater Facilities Master Plan 2006* prepared for the City of Billings by HDR, Inc., HKM, Inc., and JGA, Inc. These include the following:

1.	Single-family density (dwelling units/acre):	4
2.	Multi-family density (du/ac):	8
3.	Average day per capita water use (gallons per day - gpd):	219
4.	Billings 2005 max. day water demand (million gallons per day - MGD):	43.2
5.	Average day to maximum day water use ratio:	2.20
6.	Maximum day to peak day water use ratio:	1.50
7.	Average day per capita wastewater (WW) flow (gpd):	152
8.	Average maximum month to average month WW flow ratio:	1.17
9.	Billings 2000 maximum month average day WW flow (MGD):	7.33
10.	Persons per dwelling unit:	2.3

The following assumptions were also made:

Wastewater flow in commercial districts, including office and professional space, is equal to the median of the unit-flow rate (800 gpd – 1,500 gpd) presented in Metcalf & Eddy, *Wastewater Engineering*, or 1,150 gpd per acre.

Water Service

Domestic water demand for the subject property was estimated for the property based on the likely nature of development at the site. The site is expected to comprise of commercial development. Maximum day water demand is determined by applying a ratio factor of 2.20. Water demands from the subject property are summarized below:

Average daily water demand: 106,950 gpd

Max day average water demand: 235,290 gpd

Storage Capacity

When annexed, the subject area would be served by the City of Billings public water system. The subject area is located within the Pressure Zone 3. The *Water and Wastewater Facilities Master Plan 2006* indicates in the executive summary that Zones 3 and 4 are the most deficient on water storage and are the most critical. The master plan prioritizes Zone 3 storage in a number of recommended projects for storage upgrades to the existing City of Billings water system. The recommendations are as follows according to ranking: (2) Replace Staples Standpipe with 2.0 mega gallon (MG) reservoir and (3) Add 4.0 MG storage west of Rimrock and 62nd. In addition, the current Capital Improvements Plan (CIP) has approximately $7.5 million dollars for fiscal year 2013 to construct new storage facilities for Zone 3 westend storage at the Chapple Reservoir location which will be an expansion of 2.0 MG which should meet current peak demands and future growth needs for the next 15-20 years.

The amount of additional storage required by the development is the sum of operational or equalizing storage (equal to 15 percent of peak day demand) and emergency storage (equal to half of maximum day demand). Fire storage is required per the Uniform Fire Code (UFC) and assumed equal to the commercial/industrial requirement of 3,750 gpm for three hours, (675,000 gallons), which is already figured into the storage deficit. Therefore, additional volume of storage requirement needed for the subject development would equal:

*[(0.24 MG *1.50)* 0.15] + (0.24 MG / 2) = 0.174 MG or 174,000 gals*

Based on the analysis above, development of the proposed property would contribute approximately 0.174 MG of required storage upon full build out. Zone 3 storage is currently deficient for peak demands. Zone 3 has a current available storage of 5.50 MG, which was estimated to be 3.21 MG deficient at the time of the master plan report. As stated in the report, Zone 3 faces a large shortage which can be lessened by providing backup power at Staples Pump Station and transferring surplus Zone 2 flow to Zone 3 or 4. As shown above, a total of 8.0 MG of storage projects are recommended within the pressure zone, which would accommodate the proposed development area.

Pumping

Water to Zone 3 is pumped from three pump stations: Leavens, Staples, and Voelker, which can provide water to the zone. The combined capacity of these pump stations is 25.1 mega gallons per day (MGD) with one pumping unit out of service. Table 3-13 indicates that Zone 3 has a 10.9 MGD surplus capacity. Because the property will likely only increase demand by 0.24 MGD max day, the current pumping capacity is adequate for serving the site.

Distribution

Existing water service infrastructure exists adjacent to the site. This includes a 16-inch trunk water main extending from Shiloh Crossing Subdivision to the northeast corner of Lot 1, Block 1 of Long Subdivision. This water main was installed as part of the Shiloh Road Corridor Water and Sewer System Improvements to provide service for future development along the Shiloh Road Corridor. This 16-inch trunk water main would be extended south along the west side of Shiloh Road and to the west along Hesper Road to the alignment of 42nd Street West. Ultimately this 16-inch trunk water main would be extended to 48th Street West where it would be connected to a future 36-inch trunk water main planned to be located along 48th Street West. Lateral water mains would be extended within the development as required for the water service needs of the development.

Costs

As discussed above plans are currently in place for the City to expand the storage capacity for the Zone 3. This includes approximately $7.5 million dollars in the current Capital Improvements Program to provide 2.0 MG of additional storage at the Chapple Reservoir.

Currently it is the City's policy to pay for general benefit facilities which include trunk water mains that exceed 12 inches in diameter. The estimated cost of the 16-inch water main extension is approximately $180 to $220 per lineal foot. The total 16-inch water main extension upon full build out is approximately 3,600 lineal feet for a total cost of approximately $648,000 to $792,000. This extension is not in the current CIP, but is identified in the facilities master plan to provide service for future growth to the west.

Per Section 26-504 of the City code, if the developer chooses to proceed with an extension project without waiting for its inclusion in the CIP, the developer is responsible for paying for the entire costs of construction. A compensation agreement will define the provisions covering payment of the City's portion of the project costs. Therefore, the development of the property could proceed prior to this main extension being in the CIP.

Wastewater Service

Treatment Capacity

When annexed, the subject area would be served by the City of Billings public wastewater system. According to the *Water and Wastewater Facilities Master Plan 2006,* the capacity of the Billings

wastewater treatment plant is 26 MGD. The year 2000 maximum month average day City wastewater flow is 7.33 MGD. Therefore, maximum month average day wastewater flows from the subject property (0.13 MGD) would represent 0.7 percent of the available wastewater treatment plant capacity:

*[(0.13 MGD) / (26 MGD – 7.33 MGD)] * 100% = 0.7%*

Distribution

The Shiloh Road Corridor Water and Sewer System Improvements project installed sanitary sewer facilities to provide service for future development along the Shiloh Road Corridor. This included a dry 18-inch sanitary sewer crossing along Hesper Road at the Hesper Road roundabout. This 18-inch trunk sewer main is planned to extend west along Hesper Road to serve both the subject area along with future development to the west. This 18-inch trunk sewer main would also need to be extended east along Hesper Road and connected to the existing 18-inch sewer main located at the intersection of Hesper Road and Gable Road. Lateral sewer mains would be extended north and south of the 18-inch trunk sewer main as required for the sanitary sewer service needs within the development. It is anticipated that the majority of the development could be served by gravity flow.

Costs

Currently it is the City's policy to pay for general benefit facilities which include trunk sewer mains that exceed 12 inches in diameter. The estimated cost of the 18-inch sewer main extension is approximately $250 to $290 per lineal foot. The total 18-inch sewer main extension upon full build out is approximately 3,500 lineal feet for a total cost of approximately $875,000 to $1,015,000. This cost includes removal and replacement of existing pavement along Hesper Road and the crossing of the BBWA canal. This extension is not in the current CIP, but is identified in the facilities master plan to provide service for future growth to the west.

Per Section 26-504 of the City code, if the developer chooses to proceed with an extension project without waiting for its inclusion in the CIP, the developer is responsible for paying for the entire costs of construction. A compensation agreement will define the provisions covering payment of the City's portion of the project costs. Therefore, the development of the property could proceed prior to this main extension being in the CIP.

Stormwater Management

Existing stormwater drainage facilities include the facilities recently installed as part of the Shiloh Road Reconstruction which provide stormwater drainage for Shiloh Road. Other existing water/drainage features include the Hogan's Slough and Shiloh Drain located north of the site within the Shiloh Conservation District parcel. These drainage features converge at the northwest corner of the Knife River roundabout and cross Shiloh Road and the BBWA Canal and continues to the flow to the southeast to the Yellowstone River. The Shiloh Drain and Hogan's Slough intercept a significant portion of stormwater runoff from the west end of Billings and also collect irrigation wastewater. The Shiloh Crossing Conservation District project is planned to develop a stormwater

treatment and storage facility to manage stormwater runoff from the west end of Billings. Other nearby features include the BBWA Canal which borders the subject area to the south and Canyon Creek is located southwest of the subject area.

The subject area is required to comply with the Stormwater Management Manual for the City of Billings dated February 2011. This manual requires for the management of increased stormwater runoff in excess of historic conditions along with treatment of stormwater runoff. It is anticipated that stormwater management will be integrated throughout the development and will include stormwater collection, conveyance, treatment and storage facilities. It is anticipated that the detained and treated stormwater runoff would discharge to Canyon Creek located southwest of the site at or below historic runoff rates. In addition, the development would coordinate with the Shiloh Conservation District project as it relates to management of stormwater runoff along with possible cooperative efforts between the two projects.

Solid Waste

Solid waste disposal will be provided by the City of Billings. The City collection and disposal facility has the necessary capacity to accept solid waste from this development. The Landfill Master Plan shows the landfill will be available for continuous operation at current growth rate projections until the year 2042. The total capacity of the landfill for its projected "life" is 20,000,000 tons. The landfill has currently had 4,000,000 tons of waste placed, which leaves 16,000,000 tons of capacity available.

A private hauler is currently serving portions of the area outside the current City limits. Consequently the City of Billings might not assume responsibility for the solid waste collection for up to 5 years under the provisions of MCA 7-2-4736, which states specifically:

Preservation of existing garbage or solid waste service in the event of annexation. (1) A municipality that annexes or incorporates additional area receiving garbage and solid waste disposal service by a motor carrier authorized by the public service commission to conduct such service may not provide competitive or similar garbage and solid waste disposal service to any person or business located in the area for 5 years following annexation except: (a) upon a proper showing to the public service commission that the existing carrier is unable or refuses to provide adequate service to the annexed or incorporated area; or (b) after the expiration of 5 years, if a majority of the residents of the annexed or incorporated area sign a petition requesting the municipality to provide the service. (2) If a proper showing is made that the existing carrier is unable or refuses to provide adequate service to the annexed or incorporated area or, after the expiration of 5 years, if a majority of the residents sign a petition requesting service from the municipality, the municipality may provide garbage and solid waste disposal service to the entire annexed or incorporated area. (3) For the purposes of determining whether an existing motor carrier provides adequate service, those services provided by the carrier prior to annexation are considered adequate service.

After 5 years the property owners within the area can petition the City for solid waste collection. Depending on the number of properties and types of developments the Solid Waste Division may need to add additional staff and equipment.

LOCAL SERVICE IMPACTS

Parks and Recreation

The *Parks 2020 Plan*, a document prepared by Fisher and Associates, P.C., serves as the Billings Parks, Recreation, and Open Space Master Plan. The plan outlines the types of open space, parks, and recreation activities that currently exist in Billings. In addition, the plan gives a guide for future development. Furthermore, the City of Billings has requirements in place for development that also dictates the amount of open space as the area grows. Master Planning of the Study Area will include Parks and trail system to enhance the residential component of the development, provide connections to existing trails and future parks.

The City of Billings also has prepared the Heritage Trail Plan for a bike and pedestrian trail system that encourages development to include trail systems that further enhance open space.

Schools

Elysian School District #23 serves the kindergarten through 8th grade students, and is located southeast across Interstate-90 at 6416 Elysian Road. Current enrollment at Elysian School is approximately 116 students in the elementary school and 28 students in the middle school.
Maximum capacity is 175 students.

School District #2 serves high school students in this area. At this time, existing high school students in the study area are within the West High School attendance boundary. West High is located at 2201 St. John's Avenue. It currently has an enrollment of 2,143 students, while its capacity is 1,600 students.

Public Safety

If annexed, the study area would receive police protection from the City of Billings Police Department. The Police Department is located at City Hall in the Billings Central Business District (approximately 7 miles from the study area). The department is in the initial exploratory stages of establishing a precinct at the new Fire Station #7 located at 54th Street West and Grand Avenue. At this time, the police unit at this location is used as an outpost for communications, but not a full-time staffed precinct. Response time to the study area would vary depending on the location of the mobile patrol unit in the general area at the time of need. If annexed, the study area would be included in an assigned area or beat for police officers. Police protection is already provided to the Montana Sapphire Subdivision at King Avenue West and Shiloh Road, Broso-Valley Park Subdivision at Zoo Drive and Gabel Road, and Shiloh Business Park Subdivision at Zoo Drive and Shiloh Road. This means police officers would not need to substantially expand their service boundary to serve this development. Although an impact from the inclusion of this area is anticipated, the contiguous nature of the parcels and the ability to increase police staff incrementally as development occurs over time should help mitigate demands placed upon the department.

Fire

The Billings Fire Department currently serves the study area as part of the Billings Urban Fire Service Area (BUFSA). Services provided include: Fire suppression, emergency medical response, dispatch and communication services for local fire, police and ambulance services, hazardous materials response, high angle and confined space rescue, vehicle accident extrication, fire investigations, building inspections, and fire education.

Property west of Shiloh Road will be served by Fire Station #7, located at 54th Street West and Grand Avenue. This new station was constructed with funds from a 2004 mill levy in order to provide better fire response times in this rapidly growing part of Billings. It is located approximately 4 miles from the study area.

Emergency Medical Services

Both Billings Clinic at 2813 Ninth Avenue North and St. Vincent's Hospital at 1233 North 30th Street would provide routine and emergency medical services in the area. The ambulance service for the area would be provided by private industry (American Medical Response). An AMR post location is located at King Avenue W and S 245h St W, approximately 3 miles to the study area.

Library

The Parmly Billings Library (PBL) currently serves the subject area, as well as all of Yellowstone County. This service area includes approximately 135,000 people. All services are free, and the scope of services is large. The current facility is located in downtown Billings. In November 2011, voters approved a bond measure for construction of a new facility. Because the facility is a joint City-County library, it is not anticipated that the addition of the study area will impact the library services.

SUMMARY AND CONCLUSION

The properties within the study area are geographically, environmentally, and economically suitable for urban commercial development. For the most part the area is flat land that is devoid of any major environmental constraints. The existing City limits are to the northeast and southeast corners of the study area, as well as to the northwest of the study area. Property directly to the north and south are currently in the red area. Public water and sewer mains are in close proximity to the area and there may be adequate service capacities. The connecting street systems have sufficient capacity for the additional development in the area and specific improvements to the streets would be addressed at the time of development. Since the development of the study area is intended to be predominantly commercial, public parkland needs should be minimal for the study area.

Provision of emergency services such as fire and police are always of concern. These departments continue to provide excellent service levels to the community, but funding is a continual challenge as growth occurs. The number of new businesses in this service area would not in and of itself cause service issues for these departments, however, it is necessary to continue to consider their resource

needs with each added development. Area school capacities should not be affected due to the projected land uses in the study area, however, the increased tax base upon development of these vacant properties should provide additional funding to the appropriate school districts.

In general, the subject area meets the necessary criteria to be added to the boundaries of the Urban Planning Area.

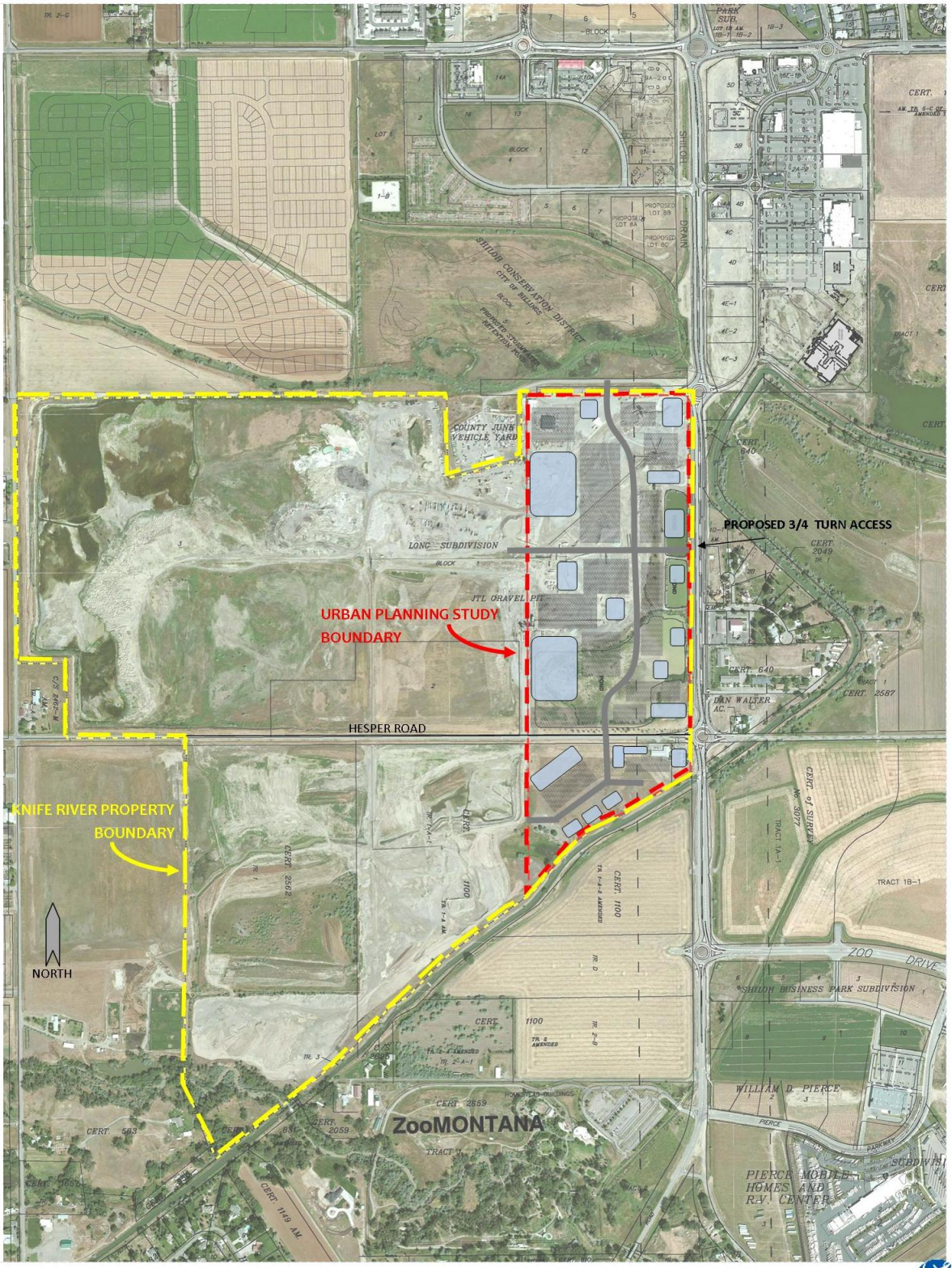


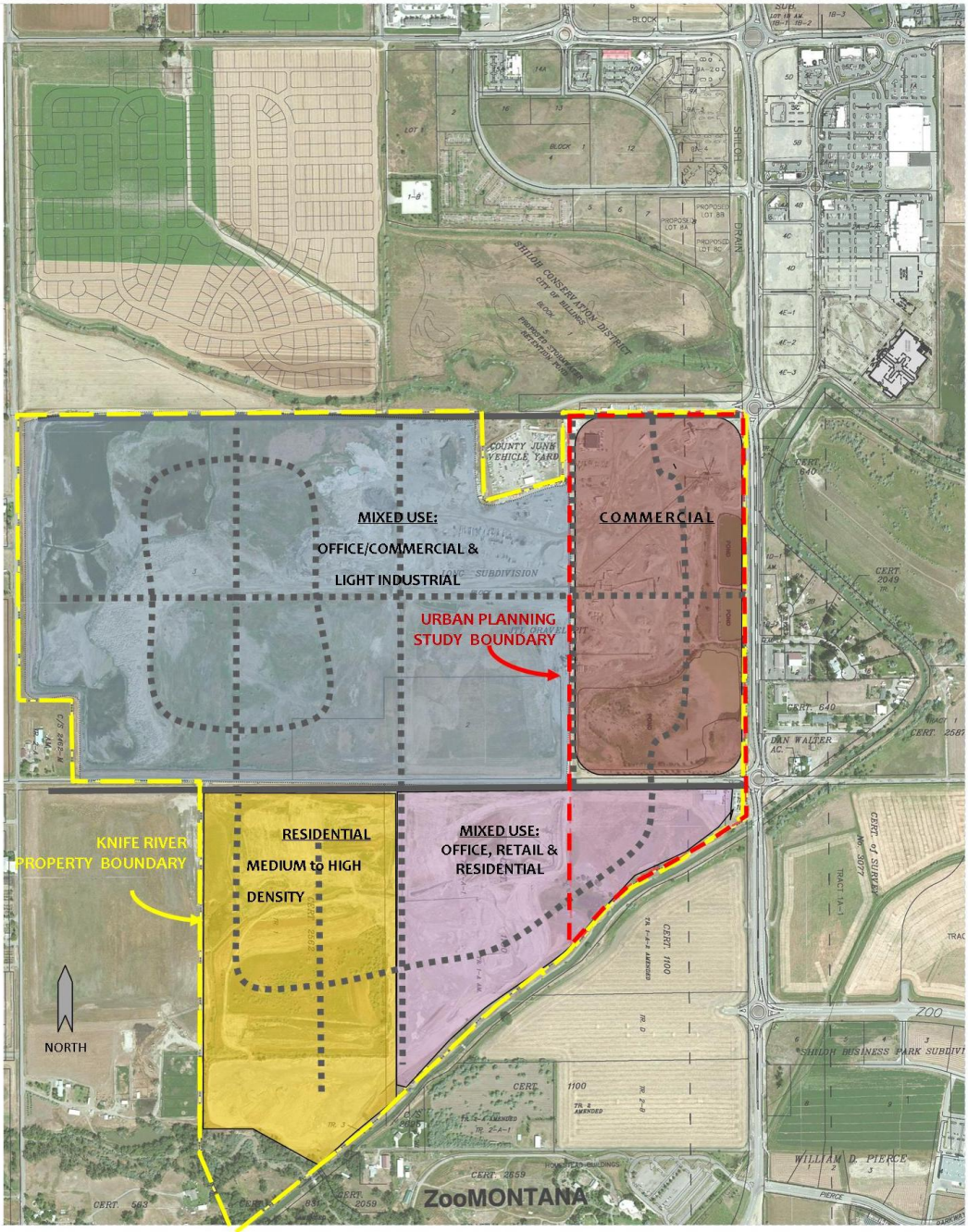
EXHIBIT A

KNIFE RIVER URBAN PLANNING STUDY AREA

BILLINGS, YELLOWSTONE COUNTY, MONTANA

CONCEPT SITE PLAN

SANDERSON STEWART



ANTICIPATED DEVELOPMENT SCHEDULE

COMMERCIAL: IMMEDIATE

MIXED USE: OFFICE/RETAIL/RESIDENTIAL: PHASED DEVELOPMENT BEGINNING 2014

MIXED USE: OFFICE/COMMERCIAL/LIGHT INDUSTRIAL: PHASED DEVELOPMENT BEGINNING 2016

RESIDENTIAL: PHASED DEVELOMENT BEGINNING 2017

EXHIBIT B

KNIFE RIVER URBAN PLANNING STUDY AREA

BILLINGS, YELLOWSTONE COUNTY, MONTANA

MASTER LAND USE CONCEPT PLAN

SANDERSON STEWART