



YELLOWSTONE COUNTY BOARD OF PLANNING
CITY OF BILLINGS AND
YELLOWSTONE COUNTY, MONTANA



AGENDA

Tuesday, June 9, 2015 MEETING TIME: 6:00 p.m.
1st Floor Large Conference Room, Miller Building
2825 3rd Avenue North, Billings, Montana 59101

1. **CALL TO ORDER - Planning Board President:** Welcome and Introduction of new and returning Board Members.
2. **APPROVAL OF AGENDA*** - including any additions or deletions to agenda. The agenda for a regular meeting will be closed at 5:00 p.m. three (3) working days prior to the date of the meeting.
3. **MEETING MINUTES:** May 27, 2015

Attachments

2015_05_27 Planning Board Minutes

4. **PUBLIC COMMENT PERIOD** – As required (3 minute maximum per person). *Any member of the public may be heard on any subject that is not on the agenda. The Planning Board will not take any action on these items at this time, but could choose to add an item to the next meeting's agenda for discussion.*
 1. **Comments on items not on agenda and requests to add items to future agendas**
 2. **Comments on items on the non-public hearing agenda items**
5. **DISCLOSURE OF CONFLICT OF INTEREST:**
6. **DISCLOSURE OF EX PARTE COMMUNICATION:** Ex Parte Communication Binder is available at the Sign-In and Agenda station.

7. **OLD BUSINESS** (Agenda items that were not discussed or not completed in a previous meeting or items requiring action).

- a. **Public Hearing Participation Guidelines**: The County Planning Board welcomes public input on matters brought before the Board. To ensure a fair and effective public comment process, we ask that you consider the following guidelines when presenting your comments: **Address the Planning Board directly. You must state your name and address before commenting.** This is an opportunity to explain how you will be affected by the decision and why that is an important consequence. **By state law, the Planning Board must consider only certain criteria when reviewing subdivisions (76-3-608(a), MCA). Please see the attached guidelines for the criterion. *Thank you for participating!***

Attachments

Public Hearing Participation Guidelines

- b. **PUBLIC HEARING. MOTION/RECOMMENDATION. 2015-2019 TIP Amendment I** Federal regulations require that Metropolitan Planning Organizations (MPOs) review and update their Transportation Improvement Programs (TIP) periodically. Due to additional projects being added to the current Billings MPO 2015- 2019 TIP and a variety of cost adjustments to existing projects, the Billings MPO requires a TIP amendment. This amendment will be called the 2015-2019 TIP Amendment I. The projects that have been amended include Bench Boulevard, Airport Road and Zimmerman Trail, and cost adjustments on a variety of other projects. These projects are programmed into MDT project funding and are not funded through local allocations. The Yellowstone County Board of Planning will conduct a public hearing on the TIP Amendment at this meeting and forward a recommendation to the governing bodies.

Attachments

2015-2019 Transportation Improvement Plan Amendment I_ Summary
2015-1019 TIP Amendment I_DRAFT

- c. **PUBLIC HEARING. MOTION/RECOMMENDATION:**
City/County Subdivision Regulation Amendments. Planning staff was recently alerted to an inconsistency in the local subdivision regulations with state law in relation to subdivision of land within a 100-year floodplain. It is desirable to have local subdivision regulations that are consistent with all other applicable laws. This proposed amendment is designed to bring the local and state regulations related to the 100-year floodplain into alignment with each other. The Planning Board reviewed the proposed subdivision regulation amendments on May 27 and is scheduled to conduct a public hearing and make a recommendation at this meeting.

Attachments

County Subdivision Regulation Amendments

City Subdivision Regulation Amendments

8. **NEW BUSINESS:** (Agenda items new to this meeting).

- a. **PLAT REVIEW/DISCUSSION. Clear Creek Subdivision, 2nd Filing, Amended Lot 5 Block 1.** On May 1, 2015, owners Robert and Dorothy Labert applied for preliminary subsequent minor plat approval for Clear Creek Subdivision, 2nd Filing, Amended Lot 5, Block 1. The proposed plat creates 2 lots from a 3.8-acre parcel of land. The subject property is generally located on the south side of Pine Ridge Lane, just north of the Highway 87 N/ Highway 312 intersection in the Heights. The property is zoned Community Commercial (CC) and there are a mixture of commercial and residential uses in the immediate vicinity. The Yellowstone County Board of Planning will review the plat at this meeting and conduct a public hearing on Tuesday, June 23, 2015. The Board of County Commissioners is scheduled to act on the proposal on July 14, 2015.

Attachments

Findings of Fact

Attachment

Preliminary Plat

- b. **PLAT REVIEW/DISCUSSION. Lone Tree Industrial Park:** On May 1, 2015, the Planning Division received an application for review and approval of a seven-unit condominium subdivision on Tract 3A of Certificate of Survey 971. The property is located on the north side of King Avenue West, between South 64th Street West and South 72nd Street West, the general address is 6875 King Avenue West. The property is not within the County zoning jurisdiction and therefore, in accordance with Chapter 8 of the County Subdivision Regulations, this condominium development must be reviewed as a “subdivision for rent or lease.” The Planning Board will conduct a plat review at this meeting and a public hearing on June 23, 2015.

Attachments

Findings

Attachments

Tract 3a Proposed Site Plan

- c. **PLAT REVIEW/DISCUSSION. Aspen Ridge Subdivision, 2nd Filing.** On May 1, 2015, owner, Superior Builders, LLP, applied for preliminary major plat approval for Aspen Ridge Subdivision, 2nd Filing. The proposed plat creates 15 lots from a 28-acre parcel of land. The subject property is generally located in Lockwood, on the south side of San Marino Drive, between Tanglewood Drive and Noblewood Drive. The property is zoned Residential-9,600 (R-96). The Yellowstone County Board of Planning will review the plat at this meeting and conduct a public hearing on Tuesday, June 23, 2015. The Board of County Commissioners will act on the proposal on July 14, 2015.

Attachments

Findings of Fact

Preliminary Plat

Zoning Area Map

9. **OTHER BUSINESS:**

10. **ADJOURNMENT**

FUTURE AGENDA ITEMS FOR TUESDAY, JUNE 23, 2015:

1. PUBLIC HEARING. MOTION/RECOMMENDATION: Lone Tree Industrial Park, A 7-lot County major subdivision generally located at 6875 King Avenue West Richard Cotter, Applicant.Dave Green, Planner I

2. PUBLIC HEARING. MOTION/RECOMMENDATION: Clear Creek Subdivision, 2nd Amd L5 B1, a 2-lot County Commercial Subsequent minor subdivision generally located at on Pine Ridge Lane. Blueline Engineering on behalf of Bob and Dorothy Lambert,Dave Green, Planner I

3. PUBIC HEARING. MOTION/RECOMMENDATION: Aspen Ridge Subdivision, 2nd Filing, a County Residential major subdivision generally located in Lockwood near San Marino and Noblewood.Drive. Blueline Engineering on behalf of Superior Builders, LLP.Wyeth Friday, Planning Division Manager

Planning Board Plat Review
Meeting Date: 06/09/2015

3.

Information

Subject

MEETING MINUTES: May 27, 2015

Attachments

2015_05_27 Planning Board Minutes

CITY/COUNTY PLANNING BOARD

“Serving Billings, Broadview and Yellowstone County”

Board Attendance Roster: Please note: “E” stands for excused absence, “A” stands for un-excused absence, “1” stands for present.

BYLAWS, YELLOWSTONE COUNTY BOARD OF PLANNING, (Amended. May 25, 2004)

Section 4. Absences and Removal

- A. Each member shall inform the Planning Director at least one day before the meeting of his/her inability to attend a Board or Committee meeting. Such an absence shall be considered an excused absence.
- B. If any Board member accrues three (3) or more consecutive unexcused absences from regular meetings, notice of which has been given at his/her usual place of work or residence, or by announcement at a meeting attended by him/her, the President may call such absences to the attention of the Board which may then recommend to the appointing authority that such member be asked to resign and that another person be appointed to serve out the unexpired term. Schedule: (** denotes a Wednesday meeting)

	Position	01/13/2015	01/27/2015	02/11/2015	02/24/2015	03/10/2015	03/24/2015	04/14/2015	04/28/2015	05/12/2015	05/26/2015	06/09/2015	06/23/2015	07/14/2015	07/28/2015	08/11/2015	08/25/2015	09/08/2015	09/22/2015	10/13/2015	10/27/2015	11/10/2015	
Dave Goodridge	Mayor/Billings Ward I	-	-	-	-	1	1	-	1														
Patrick Klugman	Mayor/Billings Ward II	1	1	1	-	1	1	-	1														
Donna Forbes	Mayor/Billings Ward III	1	1	E	-	1	1	-	1														
Darell Tunnicliff	Mayor/Billings Ward IV	1	1	1	-	-	1	-	1														
Dick Clark (President)	Mayor/Billings Ward V	1	E	1	-	1	1	-	1														
Vacant	YC District 1	-	-	-	-	-	-	-	-														
Dennis Cook	YC District 2	1	1	1	-	-	E	-	1														
Lisa Sukut	YC District 3	1	E	E	-	-	E	-	E														
Vacant	YC District 4	-	-	-	-	-	-	-	-														
Don Reed	YC District 5	E	E	1	-	-	1	-	1														
Dean Clark	YC District 6	E	E	1	-	1	1	-	1														
Al Littler	YC District 7	1	1	1	-	1	E	-	E														
Clint McFarland	Y County Cons. District	1	1	1		1	1	-	E														
Scott Reiter	Ex-Officio S.D. 2 Facilities Director	E	E			1	1	-	1														
Supt. Terry Bouck	Ex-Officio S.D. 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CITY/COUNTY PLANNING BOARD

“Serving Billings, Broadview and Yellowstone County”

May 27, 2015

To be approved by a motion on June 9, 2015

1. Call the Meeting to Order

President Dick Clark called the meeting to order at 6:00 p.m. on Wednesday, May 27, 2015, in the Miller Building 1st Floor conference room, 2825 3rd Avenue North, Billings, Montana. (The meeting date was moved due to the Memorial Day Holiday).

Introduction of Planning Board Members and Planning Department Staff

President Clark called for introductions of the members of the Planning Board and staff. The Board recognized Subdivision Coordinator Juliet Spalding for her work in the Planning Division and in the Community as she has resigned her position.

Attending Planning staff members were: Wyeth Friday, Planning Division Manager; Juliet Spalding, Subdivision Coordinator; Scott Walker, Transportation Planning Coordinator; Tammy Deines, Planning Clerk

2. Approval of the Agenda-President Clark called for approval of the May 27, 2015 meeting agenda.

Motion

Dennis Cook made a motion and it was seconded by Donna Forbes to approve the May 27, 2015 meeting agenda

The motion carried with a unanimous voice vote.

3. Meeting Minutes for April 8, 2015

Motion

Donna Forbes made a motion and Patrick Klugman seconded the motion to approve the April 8, 2015 minutes with a correction on page 11 to note Darell Tunnickliff’s vote against the motion.

The motion carried with a unanimous voice vote.

4. Public Comment: President Clark asked if there was anyone wishing to speak during the public comment portion of the meeting. He stated any member of the public may be heard on any subject that is not on the agenda; the Planning Board will not take any action on these items at this time, but could choose to add an item to the next meeting agenda for discussion.

There were no Public Comments given during this time.

5. Disclosure of Conflict of Interest – Board members and Planning Staff. There were no disclosures of conflict of interest.

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6. Disclosure of Outside (Ex Parte) Communication– Board Members and Planning Staff. The Ex Parte Communication Binder is available at the Sign-In and Agenda station. There was none.

7. OLD BUSINESS-There was no Old Business.

8. NEW BUSINESS

**8a. Discussion. 2015-2019 TIP Amendment I, Scott Walker
Transportation Planner**

Introduction

Scott Walker gave an overview of the summary and adoption schedule below.

2015-19 TIP AMENDMENT I

PROJECTS ADDED/AMENDED - Summary

- Bench Boulevard – Cost Updates
- Signal Upgrades Billings – Various Locations
- Lockwood Signal Upgrades – Various Locations
- Pinehills and Prior Creek Interchanges – Pavement Preservation
- Highway 3 (27th to Zimmerman Trail) – Pavement Preservation
- 6th Avenue (27th to 32nd) – Pavement Preservation
- Division Street – Pavement Preservation
- Hillcrest – Right Turn Lane
- Billings North – Rumble Strips
- King Avenue Interchange Signals – Reflective Back plating

2015-2019 TIP AMENDMENT I - ADOPTION SCHEDULE

- The Technical Advisory Committee met the morning of May 21st to review the 2015-196 TIP Amendment I. TAC has recommended approval.
- The Planning Board will initially review the 2015-19 TIP Amendment I at its regular meeting on May 27th then make final recommendation of the document June 9th and forward its recommendation to the PCC.
- The Board of County Commissioners will review and take action on the 2015-19 TIP Amendment I at its regularly scheduled meeting on June 16th and forward its recommendation to the PCC.
- The City Council will review and take action on the 2015-19 TIP Amendment I at its regular meeting on June 22nd and forward its recommendation to the PCC.
- The PCC is expected to meet on June 23rd to take final local action on the 2015-19 TIP Amendment I.

Discussion

President Clark called for questions and discussion. President Clark called for questions and discussion. Patrick Klugman asked if any of the projects were upgraded from the illustrative

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“Serving Billings, Broadview and Yellowstone County”

list. Scott Walker said the majority are preservation projects as the timing is such that MDT is aware of how much funding is available to spend. He said safety and maintenance projects will continue and the larger projects will start to move through when the current big projects are completed. In response to a question by Donna Forbes, the plan is to segment the Billings Bypass project into six phases with a projected completion date of 2021.

Clint McFarland asked if there is a provision for a signal on 54th Street West and Molt Road. Scott Walker agreed that its time is coming with the development and the new Junior High School. He said there may be a recommendation for a signal and some other treatments within the next couple of years. Clint McFarland recollected that the developer of 54th and Rimrock agreed to contribute to a signal. Juliet Spalding said this is correct and they have contributed for three intersections. Wyeth Friday noted there will be some analysis in this area with the West End Planning Study.

David Goodridge asked regarding the project lists and if widening will take place at the intersection of 17th Street West and Grand Avenue. Scott Walker said the 2014 Transportation Plan has the project listing. He commented improvements to this intersection will be very costly as several of the buildings are built near the street.

Patrick Klugman asked about the future of the left turn lane located at the intersection of Wicks Lane, Governor’s Boulevard and Dick Clark asked about the left hand turn west on Central and 19th Street West, and they commented on the need for signalization. Scott Walker said he will check with the City's Traffic Engineer to get an update.

Donna Forbes if City’s use eminent domain in cases like Grand Avenue. Dick Clark stated the City has done this in the past for the Dairy Queen property on Grand Avenue but it is a very expensive purchase.

**A public hearing for the 2015-2019 TIP Amendment I will be held at the next Planning Board meeting on June 9, 2015.

8b. Discussion. City and County Subdivision Regulation Amendments- Juliet Spalding, Subdivision Coordinator

President Clark asked Juliet Spalding to open this agenda item. She explained that Planning staff was recently alerted to an inconsistency in the local subdivision regulations with state law in relation to subdivision of land within a 100-year floodplain. It is desirable to have local subdivision regulations that are consist with all other applicable laws. This proposed amendment is designed to bring the local and state regulations related to the 100-year floodplain into alignment with each other.

Proposed Amendments

Appendix O (City) Appendix N (County) Flood Hazard Evaluation:

- A. Definitions – Updated to mirror state law and local floodplain ordinance; deleted definitions for words not referenced in text
- B. General – struck entire section; reworked to bring into conformity with state law and local floodplain ordinance

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C. Flood Study Requirement – struck entire section; Floodplain permit process will cover any information previously required by a study

Below is the proposed schedule for review and adoption of 2015 amendments.

- May 27, 2015 – Planning Board Review
- June 9, 2015 – Planning Board Public Hearing and Recommendation to governing bodies
- June 16, 2015 – BOCC Resolution of Intent to Amend Regulations, Setting of Public Hearing date
- July 14, 2015 – BOCC Public Hearing and Resolution to Adopt
- July 13, 2015 – City Council Public Hearing and 1st Reading of Ordinance
- July 27, 2015 – City Council 2nd Reading of Ordinance

RECOMMENDATION

Planning staff recommends that the Board of Planning review the proposed changes, provide feedback, and set a public hearing date for June 9, 2015.

Discussion

President Clerk called for questions and discussion. President Clerk called for questions and discussion. Donna Forbes asked if this update would be considered contentious in any area. Juliet Spalding stated she does not think so as this is an update to existing law.

**A public hearing will be held on June 9, 2015 for this agenda item.

9. OTHER BUSINESS-

a. Growth Policy Update, Candi Millar, Director, Planning & Community Services

Department

President Clark asked Division Manager Wyeth Friday to open this agenda item in the absence of Candi Millar. He opened with a PowerPoint Presentation.

BACKGROUND

The future needs of our businesses and residents are why the City-County Planning Division has embarked on an ambitious 2-year process to plan for Billings. The plan has been branded, “Billings Beyond!”, because it looks beyond the needs of current residents and beyond our current boundaries. Starting in October, 2014, and ending in February, 2015, the Planning Division gave 35 presentations on the current status of many aspects of our city. The presentation also showed a chart on growth trends. From 1990 to 2010, Billings grew approximately 1.5% per year. Since 2010, Billings has grown closer to 4% per year. If the population were to continue to grow at 1.5%, approximately 10,000 more people would be added by 2035. A slightly higher growth rate of 2.0% would add about 70,000 people. At a 3.0% annual growth rate, the City of Billings would exceed a quarter million people in 20 years. The participants at each presentation were asked two questions: How do you want Billings to grow, and where

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“Serving Billings, Broadview and Yellowstone County”

do you want Billings to grow? From over 1,200 responses, the how’s could easily be grouped into six categories. The planners evaluated the responses and developed goals for each category:

ESSENTIAL INVESTMENTS: Spend money wisely and on those things that would improve our quality of life.

PLACEMAKERS: Preserve and enhance our important public buildings and spaces.

COMMUNITY FABRIC: An attractive and well-designed City.

STRONG NEIGHBORHOODS: Clean and safe neighborhoods that meet our essential daily needs

HOME BASE: A choice of housing types and sufficient supply of affordable housing.

MOBILITY AND ACCESS: The transportation system is designed to be safer and more efficient for all users.

The identified growth areas will provide the next element of the planning effort; growth scenarios. Scenario planning entails comparing the consequences of developing in different areas to determine which scenario offers the best outcomes in terms of revenue generated, costs incurred and goals achieved. While no one scenario may meet everyone’s desires and be most cost-effective, the exercise will help reveal what factors of the scenarios are responsible for driving costs and affecting the values stated in the goals. The intent of the scenario analysis is to determine if our current pattern of growth and infrastructure investments can be modified to achieve the desired outcomes. The planning effort will continue through June, 2016. The Planning Division staff values all input from the public, including City employees, advisory boards and elected officials.

FINANCIAL IMPACT

The Billings growth plan may be used by elected officials and city departments to help guide them in making infrastructure investments.

RECOMMENDATION

No recommendation at this time is needed as this is an update on the progress of developing the 1015-2016 Growth Policy.

Discussion

In response to a question by David Goodridge, Wyeth Friday said this Growth Policy has similar goals to previous Growth Policies but is handled with a different overall format, and it carries the idea of a City/County document as there will be a lot of focus in the City/urban area and development. This is the first time staff is trying to provide different scenarios and cost estimates for services. This document will include more informational charts and graphics and less text and should be easier to measure performance. David Goodridge noted

CITY/COUNTY PLANNING BOARD

“Serving Billings, Broadview and Yellowstone County”

the previous document was wordy and the goals were not easily measurable. Darrell Tunnickliff advocated for a special meeting to allow the Planning Board more time for discussion on this topic.

**At 7:05 p.m. President Clark excused himself from the meeting and asked Dennis Cook to preside.

Announcements: Wyeth Friday, Planning Division Manager

1. **Public Hearing Participation Guidelines**-Copies were distributed to the members of the Board and they are encouraged to review these. Staff will work toward including them as a part of the agenda format.
2. **Community Transportation Safety Plan:** Staff received a letter on May 13, 2015 MDT stating they will move forward with this effort.
3. **West End Traffic Modeling Project-** the RFP was sent out May 7, 2015 and the consultant selection process has begun.
4. **Study-Rims to Rimrock Bike Pedestrian Trail Study**-looking at potential access points besides 27th Street or Zimmerman Trail. The consultant process has begun and Staff will provide an update in the future.

ADJOURNMENT:

ATTEST: DRAFT. To be approved on June 9, 2015

Richard Clark, President, Yellowstone County Board of Planning

Candi Millar, Planning Board Executive Secretary and Planning and Community Services Department Director

Planning Board Plat Review
Meeting Date: 06/09/2015

7. a.

Information

Subject

Public Hearing Participation Guidelines: The County Planning Board welcomes public input on matters brought before the Board. To ensure a fair and effective public comment process, we ask that you consider the following guidelines when presenting your comments: **Address the Planning Board directly. You must state your name and address before commenting.** This is an opportunity to explain how you will be affected by the decision and why that is an important consequence. **By state law, the Planning Board must consider only certain criteria when reviewing subdivisions (76-3-608(a), MCA). Please see the attached guidelines for the criterion. *Thank you for participating!***

Attachments

Public Hearing Participation Guidelines

CITY /COUNTY PLANNING BOARD
1st Floor Large Conference Room, Miller Building
2825 3rd Avenue North, Billings, Montana 59101

Public Hearing Participation Guidelines

The County Planning Board welcomes public input on matters brought before the Board. To ensure a fair and effective public comment process, we ask that you consider the following guidelines when presenting your comments: **Address the Planning Board directly. You must state your name and address before commenting.**

This is an opportunity to explain how you will be affected by the decision and why that is an important consequence.

1. Be informed of the process and the requirements of the Board. If you are commenting about a subdivision, please limit your comments to the review criteria.

By state law, the Planning Board must consider only certain criteria when reviewing subdivisions (76-3-608(a), MCA). These criteria include:

- **Effect on agriculture and agricultural water user facilities**
- **Effect on local services**
- **Effect on the natural environment**
- **Effect on wildlife and wildlife habitat**
- **Effect on public health and safety**

2. Provide specific information about why you are concerned about the pending application, how the decision will impact the review criteria listed above, and provide suggestions on how to minimize or eliminate the impact.
3. Respect the right of others to participate. Wait until the previous speaker has completed their comments before making your own comments. Do not talk over the person commenting or with other people in attendance.
4. The public hearing is not an opportunity to question or accuse the applicant or their agent. If you have questions of the Board, the applicant or the agent, ask the question directly to the Board during the public hearing portion of the meeting. The Board will respond or request the applicant or agent to respond after the public comment portion of the hearing is closed.
5. After the public comment portion of the hearing is closed, no further comments are allowed unless you are addressed directly by a Board member.
6. You should expect the Board to make a balanced recommendation in accordance with its statutory responsibilities. The Board's ability to make reasonable and thoughtful recommendations is dependent on a fair consideration of everyone's interests.

Thank you for participating.



YELLOWSTONE COUNTY BOARD OF PLANNING
CITY OF BILLINGS AND
YELLOWSTONE COUNTY, MONTANA



Planning Board Plat Review
Meeting Date: 06/09/2015

7. b.

Information

PROBLEM/ISSUE STATEMENT

PUBLIC HEARING. MOTION/RECOMMENDATION. 2015-2019 TIP

Amendment I Federal regulations require that Metropolitan Planning Organizations (MPOs) review and update their Transportation Improvement Programs (TIP) periodically. Due to additional projects being added to the current Billings MPO 2015- 2019 TIP and a variety of cost adjustments to existing projects, the Billings MPO requires a TIP amendment. This amendment will be called the 2015-2019 TIP Amendment I. The projects that have been amended include Bench Boulevard, Airport Road and Zimmerman Trail, and cost adjustments on a variety of other projects. These projects are programmed into MDT project funding and are not funded through local allocations. The Yellowstone County Board of Planning will conduct a public hearing on the TIP Amendment at this meeting and forward a recommendation to the governing bodies.

BACKGROUND

The TIP is a short-range program of highway and transit projects in the Billings Metropolitan Planning Organization area, and is prepared by Planning Division staff in cooperation with state and local agencies. The basic purpose of the TIP is to provide the mechanism for scheduling federal funds for surface transportation projects, indicate regional priorities, and demonstrate a short range transportation vision for the area. A secondary purpose of the TIP is to provide information about other transportation projects in the urbanized area that are exempt from the TIP approval process such as projects that do not utilize federal funds. This TIP Amendment is being presented to the Planning Board for review due to a modification of federal funding.

FINANCIAL IMPACT

There is no local financial impact to the City or County. The projects being modified through this amendment are all funded through the Federal Highway Administration and Supplemental funding through the Montana Department of Transportation.

RECOMMENDATION

Staff recommends the Planning Board conduct a public hearing for the 2015-2019 TIP Amendment I at this meeting and make a recommendation to the Policy Coordination Committee.

Attachments

2015-2019 Transportation Improvement Plan Amendment I Summary

2015-1019 TIP Amendment I DRAFT

2015-19 TIP AMENDMENT I

PROJECTS ADDED/AMENDED - Summary

- **Bench Boulevard – Cost Updates**
- **Signal Upgrades Billings – Various Locations**
- **Lockwood Signal Upgrades – Various Locations**
- **Pinehills and Prior Creek Interchanges – Pavement Preservation**
- **Highway 3 (27th to Zimmerman Trail) – Pavement Preservation**
- **6th Avenue (27th to 32nd) – Pavement Preservation**
- **Division Street – Pavement Preservation**
- **Hillcrest – Right Turn Lane**
- **Billings North – Rumble Strips**
- **King Avenue Interchange Signals – Reflective Backplating**

2015-2019 TIP AMENDMENT I - ADOPTION SCHEDULE

- The Technical Advisory Committee met the morning of May 21st to review the 2015-19 TIP Amendment I. TAC has recommended approval.
- The Planning Board will initially review the 2015-19 TIP Amendment I at its regular meeting on May 27th then make final recommendation of the document June 9th and forward its recommendation to the PCC.
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- The City Council will review and take action on the 2015-19 TIP Amendment I at its regular meeting on June 22nd and forward its recommendation to the PCC.
- The PCC is expected to meet on June 23rd to take final local action on the 2015-19 TIP Amendment I.

BILLINGS URBAN AREA

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)



FY 2015-2019 Amendment I - June 23, 2015

****This document is funded in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation.**

Prepared by:

Yellowstone County Board of Planning
Billings Metropolitan Planning Organization

In Cooperation With:

City of Billings
Yellowstone County
Yellowstone County Board of Planning
Montana Department of Transportation
Federal Highway Administration
Federal Transit Administration

Reviewed By:

Approval Amendment I

Technical Advisory Committee	11/25/14	05/21/15
Yellowstone County Board of Planning	12/09/14	06/09/15
Billings City Council	11/20/14	06/22/15
Yellowstone County Commissioners	12/09/14	06/16/15

Approved By:

Billings Policy Coordinating Committee	12/16/14	06/23/15
Montana Department of Transportation	01/29/15	
Federal Highway Administration	01/28/15	
Federal Transit Administration	01/28/15	

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**METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION**

The Billings Metropolitan Planning Organization for the Billings, Montana, urbanized area hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 49 U.S.C. Section 5303 and 23 U.S.C. 134 and CFR 450.334;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C 2000d-1) and 49 CFR, Part 21;
- III. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded projects (49 CFR part 26);
- IV. The provision of the Americans With Disabilities Act of 1990 (42U.S.C. 12101 *et seq.*) and the U. S. DOT implementing regulation (49 CFR Parts 27, 37 and 38);
- V. The provisions of 49 CFR part 20 regarding restrictions on influencing certain activities; and
- VI. Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)), 40 CFR, part 93.
- VII. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity.
- VIII. 23 CFR, part 230, regarding the implementation of an equal employment opportunity on Federal & Federal-aid highway construction contracts.
- IX. The Older Americans Act as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in program or projects receiving Federal financial assistance.
- X. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender.
- XI. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR, part 27 regarding discrimination against individuals with disabilities.

Billings, Montana

Metropolitan Planning Organization

Signature/Date

Richard Clark, President-Yellowstone County Board of Planning

INTRODUCTION

PREFACE

The Yellowstone County Board of Planning (YCBP) is the metropolitan planning organization (MPO) for the Billings metropolitan planning area. The Transportation Improvement Program (TIP) is the funding mechanism for transportation projects requesting federal dollars in the Billings urbanized area. All MPO's are required by the current Federal Highway Bill SAFETEA LU to produce a TIP and update it at least every four years. SAFETEA LU was signed into law by President Bush in 2005, and extended by President Obama through June 2012. The act and extensions authorized highway, highway safety, transit, and other surface transportation programs.

On July 6, 2012 Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law. The law provides federal program funding through the end of Federal Fiscal Year 2014 and brings program structure changes that will be fully addressed in future long range transportation plans and TIPs. This document contains a list of all surface transportation projects requesting the use of federal funds. Local jurisdictions working through the Billings MPO's Policy Coordinating Committee (PCC) determine how the area's transportation system is developed and expanded.

PURPOSE OF THE TIP

The TIP is a short-range program of highway and transit projects in the Billings metropolitan planning area and is prepared by YCBP staff in cooperation with state and local agencies. The basic purpose of the TIP is to provide the mechanism for scheduling federal funds for surface transportation projects, indicating regional priorities, and demonstrating a short range transportation vision for the area. A secondary purpose of the TIP is to provide information about other transportation projects in the planning area that are exempt from the TIP approval process such as projects that do not utilize federal funds.

THE TIP PROCESS

The development of the TIP document is the responsibility of the Billings MPO and provides an opportunity for local officials to determine priorities and spending for federal highway and transit funds. Any transportation project located in the Billings metropolitan planning area must be included in the TIP prior to receiving federal funds. TIP projects must be included in the area's 20 year Transportation Plan, and are proposed for the TIP by local elected officials, transit operating officials, or state highway agencies. The TIP is reviewed and endorsed annually by the Billings MPO's PCC and may be modified through the TIP amendment process. The PCC includes a Billings City Council representative, the Chair of the Yellowstone County Commission, the President of the Yellowstone County Board of Planning and the District Administrator of the Montana Department of Transportation. After PCC endorsement, the TIP is submitted to the Montana Department of Transportation (MDT) and to the Federal Highway Administration and Federal Transit Administration for federal review of the document and approval of conformity and fiscal constraint determination.

FEDERAL REGULATIONS

The Transportation Improvement Program (TIP) is a required planning program for federally assisted highway and transit improvements for the Billings metropolitan planning area and the Montana Department of Transportation (MDT) over a five-year period. The principal focus is given to the first two years of the program, the Biennial Element, which contains projects that could be implemented between July 1, 2015 and June 30, 2017.

The TIP is prepared annually and is in conformance with 23 CFR, Part 450 324-330.

FINANCIAL RESOURCES

A range of federal funding sources is available to the Billings planning area for the purposes of funding transportation system improvements. Following is a list of those sources which, when available to the Billings area, are shown in the Transportation Improvement Program. Project implementation is indicated as expected to occur during the pertinent program year. Billings has had a favorable history of receiving federal earmarks as reflected in the table below.

BILLINGS FEDERAL EARMARK HISTORY – 2003 through 2012

YEAR	EARMARKS
2003	\$ 3,000,000
2004	\$ 2,000,000
2005	\$ 4,960,000
2006	\$ 35,173,900
2007	\$ 0.0
2008	\$ 4,596,200
2009	\$ 4,750,000
2010	\$0.00
2011	\$0.0
2012	\$54,457
TOTAL	\$54,534,557
10 YEAR AVERAGE	\$5,453,455

FUNDING SOURCES

- Surface Transportation Program Urban (STPU)
- Surface Transportation Program Primary (STPP)
- National Highway System (NHS)
- Interstate Maintenance (IM)
- Highway-Railway Crossing Program (RRX)
- Transportation and Community and System Preservation (TCSP)
- Surface Transportation Enhancement (STPE)
- Highway Safety Improvement Program (HSIP)

- Bridge Replacement and Rehabilitation Program (HBRRP)
- Urban Pavement Preservation (UPP)
- Community Transportation Enhancement Program (CTEP)
- State Funded Construction (SFC)
- Congestion Mitigation Air Quality (CMAQ)
- Montana Air Congestion Initiative (MACI)
- FTA Section 5309 (Formerly Sec. 3)
- FTA Section 5307 (Formerly Sec. 9)
- FTA Section 5310 (Formerly Sec. 16)
- FTA Section 5316 Job Access and Reverse Commute (JARC)
- FTA Section 5317 New Freedom
- Congressionally Directed Funds (MT, NCPD, DEMO)
- Safe Routes to School (SRTS)

AIR QUALITY CONSISTENCY

Billings was designated as a non-attainment area for both Total Suspended Particulates (TSP) and Carbon Monoxide (CO) on March 3, 1978, (Federal Register, Vol. 44, No. 150, page 45421, August 2, 1979). As such, Billings was required to prepare a Transportation Control Plan (TCP). The TCP identified strategies to mitigate the TSP and CO problems. The TCP is the Billings element of Montana's State Implementation Plan (SIP). The TIP is required to be, and is, consistent with the TCP as discussed in the Billings conformity statement.

In 1987 the standard for TSP was dropped, and a new standard for particulate matter under 10 microns in size (PM - 10) was adopted (7/1/87 at 52 FR 24854). The Environmental Protection Agency (EPA), has also adopted the PM 2.5 standard and Billings is considered to be in compliance with both of these new standards.

CONFORMITY OF THE BILLINGS AREA TRANSPORTATION IMPROVEMENT PROGRAM WITH THE 1990 CLEAN AIR ACT

A portion of the Billings Urbanized Area, (Billings), was designated non-attainment for carbon monoxide (CO) on 3/3/78 (43 FR 8962) with a secondary classification of "unclassified". EPA approved the Billings CO Control Plan on 1/16/86 (51 FR 2397). Billings was then re-designated as "Not Classified" on 11/6/91 (56 FR 56697). The area meets the qualifications of the Clean Air Act (CAA) for classification as an attainment area for ozone.

The Billings "not classified" carbon monoxide (CO) nonattainment area was re-designated by the Environmental Protection Agency (EPA) to attainment for the CO National Ambient Air Quality Standards (NAAQS) with an approved limited maintenance plan effective April 22, 2002. Under a CO limited maintenance plan, the motor vehicle emissions budgeted may be treated as essentially non-constraining for the length of the maintenance period because growth would need to exceed reasonable expectations to create a violation of the NAAQS for transportation-related CO. Therefore conformity

demonstration using regional emissions analysis is not required; however, individual projects may still be required to conduct "hot spot" analysis.

As demonstrated in the following sections, the Transportation Improvement Program (TIP) satisfactorily meets the requirements established by the 1990 amendments to the CAA regarding the conformity of TIP's.

- The most recent estimates of CO mobile source emissions have been developed by the Analytical Services Section, Montana Department of Environmental Quality and are based upon development and transportation data provided by the Yellowstone County Board of Planning.

TRANSPORTATION CONTROL MEASURES

Specific Transportation Control Measures have not been proposed for Billings recently, however, the SIP completed in 1986 included the widening of Exposition Drive (Main Street) and the signalization at Main Street and First Avenue North. Both of these projects were completed in 1983.

There are no Transportation Control Measures (TCM's) in the State Implementation Plan (SIP) and therefore there are no specific TCM's recommended for implementation in this TIP.

TIP CONFORMITY

As a prerequisite for receiving Federal-aid transportation funds through the TIP, a determination must be made that the proposed transportation projects do not cause or contribute to violations of the carbon monoxide ambient air quality standards. An analysis, which meets the EPA conformity determination regulations specified in 40 CFR Part 51 was performed in conjunction with the development of the Billings Urban Area 2014 Long Range Transportation Plan. The plan was found to conform at the federal level November 10, 2014. The analysis appears in Section 4, pages 4-24 through 4-27 of the Plan document and is titled "Air Quality/Conformity". As the transportation projects in the TIP are contained in the Transportation Plan's analysis, a separate analysis for the TIP is not necessary.

There are no new regionally significant projects in this 2015-2019 Billings Urban Area TIP.

NEW PROJECTS EXEMPT FROM REGIONAL ANALYSIS-

(Table 1): EXEMPT PROJECTS

Project	Scope	Comments
Exposition Dr & 1 st Ave N-concrete pavement rehab		
27 th St-1 st Ave S to Airport-mill/overlay (pavement preservation)		
2012 Scour Mitigation-Bridge Scour Mitigation (Dick Johnson Bridge)		
I-90 Yellowstone River Bridge-Bridge Replacement		

REGIONALLY SIGNIFICANT PROJECTS

(Table 2): REGIONALLY SIGNIFICANT PROJECTS

Project	Scope	Comments
6 th Avenue/Bench Connection	Reconstruction	Completed, section has functionally classified and added to Urban System
Billings Bypass (aka North Bypass)	Location/Environmental	Ongoing
Bench Boulevard-Billings Phases I and II	Reconstruction	Phase I letting in 2013 Phase II letting anticipated in 2015

ENERGY CONSERVATION CONSIDERATIONS

Energy impact analyses have been conducted as a part of the urban transportation planning process. In addition, increased attention has been given to energy conservation and contingency planning on a project specific basis.

As part of the 2009 update of the Billings Urban Area Transportation Plan, energy conservation was considered in each of the proposed alternative transportation networks.

The City of Billings has a well-developed transit system, and ride-sharing opportunities have been examined. Transit facilities and highway system proposals will continue to be considered in a comprehensive method through the adopted Transportation Planning process.

The detailed energy conservation analysis of specific projects has been conducted for each of the major highway construction projects recommended in the 2009 update of the Billings Urban Area Transportation Plan.

PROGRAMMING OF NON-URBAN SYSTEM, FEDERAL AID AND STATE FUNDING

Proposed projects involving federal-aid funding, other than urban system funding, that are proposed within existing rights-of-way and which are determined to not significantly change traffic patterns, may not be considered to be of appropriate scale to warrant a modification to a currently valid TIP.

When there is knowledge of such projects prior to the annual adoption of the TIP, each project will be included in the program. Generally, projects falling within this category are those which serve to preserve and maintain the integrity of the existing plant or facility such as: overlays to improve or maintain surface conditions; bridge expansion joints and deck repairs necessary to maintain structural and surface sufficiency; slope repair necessary to maintain drainage adequacy; etc. Projects of this nature will be identified by MDT with appropriate justification when requesting program approval of federal highway funds. Local urban area officials will be advised by the Department through the local planning process of the Department's intent to expend federal funds (non-urban system) for such improvements in their area.

(Table 3) -TRANSPORTATION REVENUE ESTIMATES (2015-2019)

BILLINGS, MONTANA																		
YEAR	SURFACE TRANS PROGRAM (STP) (URBAN)*	CMAQ LOCAL	MONTANA AIR CONGESTION INITIATIVE (MACI)*	EARMARKS (MT/NCPD/ DEMO)	SURFACE TRANSPORTATION ENHANCEMENT**	TRANSPORTATION ALTERNATIVES (TA)	NATIONAL HWY SYSTEM (NHS) INTERSTATE MAINTENANCE (IM)	STATE HSIP UPP RRP MDT-MACI BH BR	GAS TAX		TRANSIT SEC 5307		TRANSIT SEC 5310	TRANSIT SEC TRANSADE	TRANSIT SEC 5339	OTHER FUNDS (LOCAL)	TOTAL	
CARRYFORWARD	\$ 12,016,934	\$ 6,232,673	\$ -	\$ 25,141,588	\$ 2,030,301													\$ 45,421,496
2015									CITY	\$ 1,771,687	OPER.	\$ 1,718,629		\$ 117,000		OPER.	\$ 2,421,696	\$ 6,029,012
	\$ 2,489,770	\$ 1,432,171	\$ 589,817			\$ 195,400	\$ 3,285,555	\$ 3,013,215	COUNTY	\$ 291,791	CAP		\$ 160,000		\$ 420,000	CAP	\$ 145,000	\$ 12,022,719
2016									CITY	\$ 1,771,687	OPER.	\$ 1,718,629				OPER.	\$ 2,421,696	\$ 5,912,012
	\$ 2,489,770	\$ 1,432,171	\$ 6,522,824			\$ 700,000	\$ 2,656,720	\$ 6,570,558	COUNTY	\$ 291,791	CAP		\$ 160,000		\$ 420,000	CAP	\$ 145,000	\$ 21,388,834
2017									CITY	\$ 1,771,687	OPER.	\$ 1,718,629				OPER.	\$ 2,421,696	\$ 5,912,012
	\$ 2,489,770	\$ 1,432,171	\$ 4,753,600			\$ 700,000	\$ 21,310,839	\$ 4,663,108	COUNTY	\$ 291,791	CAP		\$ 160,000		\$ 420,000	CAP	\$ 145,000	\$ 36,366,279
2018									CITY	\$ 1,771,687	OPER.	\$ 1,718,629				OPER.	\$ 2,421,696	\$ 5,912,012
	\$ 2,489,770	\$ 1,432,171	\$ 250,000			\$ 700,000	\$ 12,052,476	\$ 38,682,471	COUNTY	\$ 291,791	CAP		\$ 160,000		\$ 420,000	CAP	\$ 145,000	\$ 56,623,679
2019									CITY	\$ 1,771,687	OPER.	\$ 1,718,629				OPER.	\$ 2,421,696	\$ 5,912,012
	\$ 2,489,770	\$ 1,432,171	\$ 250,000			\$ 700,000	\$ 2,500,000	\$ 1,000,000	COUNTY	\$ 291,791	CAP		\$ 160,000		\$ 420,000	CAP	\$ 145,000	\$ 9,388,732
TOTAL	\$ 24,465,784	\$ 13,393,530	\$ 12,366,241	\$ 25,141,588	\$ 2,030,301	\$ 2,995,400	\$ 41,805,590	\$ 53,929,352		\$ 10,317,390		\$ 8,593,145	\$ 800,000	\$ 117,000	\$ 2,100,000		\$ 12,833,480	\$ 210,888,801

Given current funding uncertainties and unknown impacts of future congressional or other Federal actions, Federal funding available may affect the programming of projects.

*Includes Non-Federal Match

**Surface Transportation Enhancement (CTEP) funding no longer available after 2015

***Funds to be transferred to 5307

TABLE 4(a) -TRANSPORTATION PRIORITY LIST BILLINGS, MONTANA					
PROJECT	TYPE OF WORK	PROJECT LENGTH	PHASE	ESTIMATED COST	FUNDING SOURCE
SURFACE TRANSPORTATION PROGRAM-URBAN (STPU)					
BENCH BLVD-US 87 INTERSECTION	Reconstruction		IC	\$195,095	STPU
			CN	\$264,950	STPU
			TOTAL	\$460,045	
BENCH BLVD	Reconstruction		RW	\$525,000	STPU
			IC	\$5,018	STPU
			TOTAL	\$530,018	
BENCH BLVD HILLTOP/PEMBERTON	Reconstruction		CN	\$3,660,751	STPU
			TOTAL	\$3,660,751	
BILLINGS BYPASS	New Construction	5	CN	\$8,300,575	STPU
			TOTAL	\$8,300,575	
CONGESTION MITIGATION AIR QUALITY (CMAQ) Local Match					
BENCH BLVD HILLTOP/PEMBERTON	Reconstruction		CN	\$7,150,649	CMAQ
			TOTAL	\$7,150,649	
MONTANA AIR CONGESTION INITIATIVE (MACI) State Match					
MDT PREVENTIVE MAINTENANCE 27th St-1ST AVE S to AIRPORT	Pavement preservation Signal Optimization		CN	\$4,503,600	MACI
			TOTAL	\$4,503,600	
UNDERPASS AVE IMPROVEMENTS	Study		OT	\$309,337	MACI
			PE	\$0	
			CN	\$0	
			TOTAL	\$309,337	
AIRPORT RD & MAIN ST - BLGS	Study		OT	\$152,503	MACI
			PE	\$0	
			CN	\$0	
			TOTAL	\$152,503	
BILLINGS SIGNAL UPGRADES	Signal Optimization		OT	\$320,869	MACI
			TOTAL	\$320,869	
LOCKWOOD SIGNALS - BILLINGS	Signal Optimization		OT	\$18,948	MACI
			TOTAL	\$18,948	
DOWNTOWN STATE SIGNALS BLGS	Signals		PE	\$250,000	MACI
			CN	\$6,272,824	MACI
			TOTAL	\$6,522,824	
MDT-MACI	Signal Optimization		PE/OTHER	\$1,000,000	MACI
			TOTAL	\$1,000,000	
EARMARKS/DISCRETIONARY GRANTS					
BENCH BLVD-US 87 INTERSECTION	Reconstruction	3	CN	\$2,114,314	MT
			TOTAL	\$2,114,314	
ZIMMERMAN TRAIL	Rockfall Mitigation	1	PE	\$571,014	MT
			CN	\$988,521	MT
			TOTAL	\$1,559,535	
ZIMMERMAN TRAIL	Roadway Improvements		PE	\$563,614	MT
			RW	\$100,000	MT
			CN	\$4,972,528	MT
			LOCAL	\$880,373	LOCAL
			TOTAL	\$6,516,515	
BILLINGS BYPASS	New Construction	5	PE/ENV	\$7,422,021	NCPD
			PE	\$8,419,640	MT/DEMO
			RW	\$7,847,000	MT
			TOTAL	\$23,688,661	
INTERSTATE MAINTENANCE (IM)					
VARIOUS PROJECTS	Pavement Preservation		PE/CN	Per Project	IM
D5 INTERSTATE FENCING (only portion in MPO area)	Fencing		CN	\$700,000	IM
			TOTAL	\$700,000	
PINEHILLS INTCH-PRYOR CR INTCH (only portion in MPO area)	Pavement Preservation		PE	\$30,307	IM
			CN	\$857,250	IM
			TOTAL	\$887,557	
I-90 Yellowstone River-Billings	Replace Bridges		CN	\$6,008,627	IM
			TOTAL	\$6,008,627	

**TABLE 4(b)-TRANSPORTATION PRIORITY LIST
BILLINGS, MONTANA**

TABLE 4(b)-TRANSPORTATION PRIORITY LIST						
BILLINGS, MONTANA						
NATIONAL HIGHWAY SYSTEM - (NH)						
MDT PREVENTIVE MAINTENANCE	Pavement Preservation		ALL	Per Project		NH
BILLINGS - NW	Pavement Preservation		CN	\$4,439,700		NH
			TOTAL	\$4,439,700		
MAIN ST - BILLINGS	Pavement Preservation		CN	\$1,514,700		NH
			TOTAL	\$1,514,700		
AIRPORT RD - ZIMMERMAN TRAIL	Pavement Preservation		PE	\$75,690		NH
			CN	\$2,227,383		NH
			TOTAL	\$2,303,073		
27th St-1ST AVE S to A	Pavement Preservation		CN	\$7,554,000		NH
			TOTAL	\$7,554,000		
BILLINGS BYPASS	New Construction	5	IC	\$3,188,004		NH
			TOTAL	\$3,188,004		
EXPOSITION DR & 1ST AVE N BLGS	Pavement Preservation		PE	\$126,989		NH
			CN	\$1,257,185		NH
			TOTAL	\$1,384,174		
MT3-ZIMMERMAN TR INTRST IMPRV	Intersection Improvement		PE	\$376,134		NH
			RW	\$94,032		NH
			IC	\$62,688		NH
			CN	\$1,316,466		NH
			TOTAL	\$1,849,320		
BRIDGE (BH, BR)						
2012 Scour Mitigation (Yellowstone River (Dick Johnson Bridge))	Mitigation		PE	\$79,000		BH
			CN	\$520,000		STPB
			TOTAL	\$599,000		
I-90 Yellowstone River-Billings	Replace Bridges		PE	\$3,809,700		BR
			CN	\$35,551,049		BR
			TOTAL	\$39,360,749		
SURFACE TRANSPORTATION PROGRAM-URBAN PAVEMENT PRESERVATION (UPP)						
1ST AVE S-MINN AVE-13 ST-BLGS	Pavement Preservation		CN	\$964,700		UPP
			TOTAL	\$964,700		
4TH AVE N-13TH ST TO MAIN-BLG	Pavement Preservation		CN	\$452,300		UPP
			TOTAL	\$452,300		
6TH AVE N- 27TH TO 32ND (BLGS)	Pavement Preservation		PE	\$63,076		UPP
			CN	\$347,783		UPP
			TOTAL	\$410,859		
DIVISION STREET - BILLINGS	Pavement Preservation		PE	\$63,076		UPP
			CN	\$526,951		UPP
			TOTAL	\$590,027		
VARIOUS PROJECTS 2015-2019	Pavement Preservation		PE/CN	Per Project		UPP
HIGHWAY SAFETY (HSIP)						
SF 129-RNDABOUT KING 56TH	Roundabout		PE	\$705,817		HSIP
			RW	\$82,387		HSIP
			IC	\$54,925		HSIP
			CN	\$3,044,800		HSIP
			TOTAL	\$3,887,929		
SF 139-RNDABOUT CENTRAL/56TH	Roundabout		PE	\$349,219		HSIP
			RW	\$253,976		HSIP
			IC	\$126,988		HSIP
			CN	\$2,778,099		HSIP
			TOTAL	\$3,508,282		
SF 139 13TH/PARKHILL SIGNAL	Signal		PE	\$65,780		HSIP
			CN	\$432,119		HSIP
			TOTAL	\$497,899		
MT3-ZIMMERMAN TR INTRST IMPRV	Intersection Improvement		CN	\$2,131,422		HSIP
			TOTAL	\$2,131,422		
SF-149 HILLCREST RIGHT TURN LN.	Intersection Improvement		PE	\$30,098		HSIP
			CN	\$300,975		HSIP
			TOTAL	\$331,073		
SF 129 BILLINGS HORIZONTAL CURVE SIGNAGE	Signage		CN	\$1,126,611		HSIP
			TOTAL	\$1,126,611		

TABLE 4(c)-TRANSPORTATION PRIORITY LIST					
BILLINGS, MONTANA					
SF-149 CLRS BILLINGS NORTH(only portion in MPC)	Centerline Rumble Strips		PE	\$27,851	HSIP
			CN	\$285,000	HSIP
			Total	\$312,851	
SF 149 - KING INTCH SFTY IMPRV	Safety		PE	\$4,114	HSIP
			CN	\$10,275	HSIP
			TOTAL	\$14,389	
VARIOUS SAFETY PROJECTS	Safety		ALL	\$2,250,000	HSIP
				\$2,250,000	
OTHER FUNDING					
STP ENHANCEMENTS	Various Projects		OTHER	\$2,030,301	CTEP
ANNUAL OPERATION AND MAINTENANCE	Various Projects		OTHER	\$225,000	LOCAL
ANNUAL OPERATION AND MAINTENANCE	Various Projects		OTHER	\$446,000	STATE
MDT-MACI	Equipment Purchase		OTHER	\$220,562	CMAQ/LOCAL
TRANSPORTATION ALTERNATIVES PROGRAM	Various Projects		OTHER	Per Project	TA
STATE FUNDED MAINTENANCE	Various Projects		OTHER	\$1,300,000	STATE
			TOTAL	\$4,221,863	
CN Estimates Include CE Costs					

(Table 4D): BENCH BOULEVARD PROJECT

Project Sponsor	Description Current TIP Est. Cost	Phase	Program Schedule					Funding	State	Federal
			Pre 2013	2014	2015	2016	2017	Source	13.42%	86.58%
Bench Blvd <i>UPN6041001</i>	Preliminary Engineering	PE	\$87,892		\$20,298			STPU	\$14,519	\$93,671
		PE	\$2,990,428		\$67,932			MT-Earmark	\$410,432	\$2,647,928
		IC**	\$1,269,416		\$136,668			MT-Earmark	\$188,696	\$1,217,388
		IC			\$5,018			STPU	\$673	\$4,345
		RW	\$1,585,000					MT-Earmark	\$212,707	\$1,372,293
		RW			\$525,000			STPU	\$70,455	\$454,545
		CN	\$3,479,201		-\$136,666			MT-Earmark	\$448,568	\$2,893,967
		CN	\$1,629,618		-\$52,153			STPU	\$211,696	\$1,365,769
	\$11,607,652	Total	\$11,041,555	\$0	\$566,097	\$0	\$0	\$1,557,747	\$10,049,905	
Bench Blvd <i>UPN6041002</i> BENCH BLVD-US 87 INTERSECTION	Reconstruction of roadway.	IC			\$195,095			STPU	\$26,182	\$168,913
		CN			\$2,114,314			MT-Earmark	\$283,741	\$1,830,573
		CN			\$264,950			STPU	\$35,556	\$229,394
		Total	\$0	\$0	\$2,574,359	\$0	\$0	\$345,479	\$2,228,880	
Bench Blvd <i>UPN6041003</i> BENCH BLVD-HILLTOP/PEMBERTON	Reconstruction of roadway and bridge.				\$5,036,394	\$2,114,255		CMAQ/MT*	\$959,617	\$6,191,032
		CN				\$3,660,751		STPU	\$491,273	\$3,169,478
		Total	\$0	\$0	\$5,036,394	\$5,775,006	\$0	\$1,450,890	\$9,360,510	
Totals	\$24,993,411		\$11,041,555	\$0	\$8,176,850	\$5,775,006	\$0	\$3,354,116	\$21,639,295	

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions.

*Excess apportionment being spent from CMAQ authority.

** Includes non par funds of \$29,830

ADVANCEMENT OF PROJECTS

It is mutually agreed that the first two years of this program is the best estimate of the project phase that will be undertaken during the Biennial timeframe. Occasionally, projects advance through the design process faster than anticipated. An approved project may accelerate into the next logical phase providing that the funding source does not change from that, which was initially identified in the TIP. Federal, State, and local governments have agreed that a TIP revision is not required in order to accelerate a specific project phase, so long as other planned work is not unduly delayed. The priorities with regard to the FTA Section 5307 projects in the Biennial Element are: 1) Operating Assistance.

- The priorities with regard to the FTA Section 5310 projects in the Biennial Element are: 1) Replacement vehicles for MET Special Transit, 2) Replacement vehicles for MET Special Transit.
- The priorities with regard to the FTA Section 5309 projects are: 1) Livability Grant for ITS.

PRIVATE ENTERPRISE PARTICIPATION

Both the City of Billings and Yellowstone County have locally developed policies and procedures to examine opportunities for private sector participation in the provision of transit services and related support services. The City of Billings adopted resolution 86-15346 which states said policy and provides a process for implementation. The Council approved that resolution on July 7, 1986. Further, a Private Transportation Enterprise Participation Policy (PEP) and implementing procedures were adopted by the MPO's Technical Advisory Committee on April 24, 1986; by the Policy Coordinating Committee on May 8, 1986; and by the Yellowstone County Planning Board on May 13, 1986.

The City's MET Transit Department has examined various opportunities for private sector provision of services. The Department utilizes private tire firms to handle parts of servicing of the tire inventory. The Department also contracts with various private firms for radiator repair, air compressor rebuilds, as well as glass, bodywork on the vehicles, and occasional component rebuilds.

The required TIP documentation related to the PEP process is as follows:

- a) The City of Billings MET Transit System solicited the possible interest or involvement of the private sector in providing leased tires for the MET Transit fleet of coaches. In the spring of 1993, 1996, 2001, 2006 and 2011, a Request for Bids was sent to potentially interested private vendors and was also advertised in a local newspaper and a national transit journal. Bids are evaluated based on cost and ability to perform. Three firms requested bid packages. The current contract for the tire lease is in effect through August 31, 2012 with four additional one-year renewal options.
- b) No other proposals were received from the private sector.
- c) There are no known impediments to holding service out for competition.
- d) There are no known private sector complaints.

The Yellowstone County-City of Billings Planning Division has and will continue to follow its adopted policy and procedures regarding private sector participation. The mailing list of private providers has been updated and used to provide notice about TAC and PCC meetings, including those that deal with the Unified Planning Work Program, (UPWP), projects and process as well as the TIP process. Through these mailings the private providers are aware of the development of the proposed transit capital and operating projects as well as the proposed paratransit capital projects for the five years covered in the TIP.

FEDERAL TRANSIT ADMINISTRATION PROJECTS

The Federal Transit Act funded projects, including FTA Section 5309 grant projects, (Biennial Element) are intended to insure the continued efficient operation, maintenance and administration of the MET Transit system fleet and facilities, including meeting federal regulations such as the Americans with Disabilities Act (ADA). The operating grants are for the fiscal years of July 2015 to June 2016 and July 2015 to June 2016 and the Section 5309 grant projects will permit Bus and Bus Facilities projects in Fiscal Years 2015-2016 through 2015-2016.

The vehicle purchases for MET Special Transit are projects to enable the City to continue providing the required specialized demand-responsive paratransit service for citizens who are unable to use the MET Transit System due to their disabling conditions. The projects to purchase vehicles for other entities will address some of the transportation needs of developmentally impaired or disabled residents.




**(Table 5) -TRANSPORTATION PROJECT PRIORITY LIST
BILLINGS, MONTANA**

SECTION/PROJECT	PROJECT ESTIMATE
FTA SECTION 5307 (INCLUDES LOCAL FUNDS)	
OPERATING PROJECT (7-1-2014 TO 6-30-2015)	4,140,325
OPERATING PROJECT (7-1-2015 TO 6-30-2016)	4,140,325
OPERATING PROJECT (7-1-2016 TO 6-30-2017)	4,140,325
OPERATING PROJECT (7-1-2017 TO 6-30-2018)	4,140,325
OPERATING PROJECT (7-1-2018 TO 6-30-2019)	4,140,325
TOTAL	\$20,701,625
FTA SECTION 5310(INCLUDES LOCAL FUNDS)	
REPLACEMENT VEHICLES-TRANSIT (FY2015)	192,000
REPLACEMENT VEHICLES-TRANSIT (FY2016)	192,000
REPLACEMENT VEHICLES-TRANSIT (FY2017)	192,000
REPLACEMENT VEHICLES-TRANSIT (FY2018)	192,000
REPLACEMENT VEHICLES-TRANSIT (FY2019)	192,000
* DEPENDENT ON FUNDING AND APPLICATION APPROVALS BY MDT	
*TOTAL	\$960,000
FTA SECTION 5311* #Funds transferred to 5307	
OPERATING PROJECT (2015)	0
OPERATING PROJECT (2016)	0
OPERATING PROJECT (2017)	0
FTA SECTION 5339 (INCLUDES LOCAL FUNDS)	
CAPITAL PROJECTS 2015	525,000
CAPITAL PROJECTS 2016	525,000
CAPITAL PROJECTS 2017	525,000
CAPITAL PROJECTS 2018	525,000
CAPITAL PROJECTS 2019	525,000
TOTAL	\$2,625,000
TRANSADE (STATE FUNDED)	
OPERATING PROJECT (2015)	\$117,000
TOTAL	\$117,000
TOTAL	\$24,403,625

**(Table 6) - MULTI-YEAR STAGING PROGRAM
CALENDAR YEARS 2015-2019
BILLINGS, MONTANA**

PROJECTS	2015	2016	2017	2018	2019	>2019
BENCH BLVD-BILLINGS						
BENCH BLVD-US 87 INTERSECTION	Construction					
BENCH BLVD-HILLTOP/PEMBERTON	Construction	Construction				
BILLINGS BYPASS	Construction	Construction		Construction	Construction	Construction
BILLINGS BYPASS						
TRANSPORTATION ALTERNATIVES PROJECTS (VARIOUS)	Per Project-----					
ZIMMERMAN TRAIL	Construction		Construction			
MT3-ZIMMERMAN TR. INTERSECT. IMPROVE.	Construction			Construction		
D5 IM FENCING CHAINLINK	Construction					
MDT PREVENTIVE MAINTENANCE (NH)	Per Project-----					
MDT PREVENTIVE MAINTENANCE (IM)	Per Project-----					
STP URBAN PAVEMENT PRESERVATION(UPP)	Per Project-----					
2012 SCOUR MITIGATION	Construction					
I-90 YELLOWSTONE RIVER-BILLINGS		Construction		Construction		
SF 129-RNDABOUT KING 56TH		Construction				
SF 129 BILLINGS HORIZONTAL CURVE SIGNAGE						
SF 139-RNDABOUT CENTRAL/56TH			Construction			
SF 139-13TH/PARKHILL SIGNAL		Construction				
27TH ST. - 1ST AVE S TO AIRPORT			Construction			
4TH AVE N - 13TH ST TO MAIN BLG	Construction					
BILLINGS SIGNAL UPGRADES	Construction					
LOCKWOOD SIGNALS - BILLINGS	Construction					
PINEHILLS INTCH-PRYOR CR INTCH	Construction		Construction			
AIRPORT RD-ZIMMERMAN TRAIL	Construction			Construction		
6TH AVE N-27TH TO 32ND (BLGS)	Construction		Construction			
DIVISION STREET - BILLINGS	Construction					
SF-149 HILLCREST RIGHT TURN LN	Construction	Construction				
SF-149 CLRS BILLINGS NORTH	Construction					
SF-149 KING INTCH SFTY IMPRV	Construction		Construction			
CTEP - VARIOUS PROJECTS	Construction					
DOWNTOWN STATE SIGNALS BLGS		Construction				
BILLINGS-NW			Construction			
MAIN ST BILLINGS						
EXPOSITION DR & 1ST AVE			Construction			
1ST AVE S - MINN AVE 13TH ST BLGS	Construction					

***ALL TIME FRAMES ARE APPROXIMATE

	PRELIMINARY ENGINEERING
	RIGHT OF WAY/UTILITIES
	CONSTRUCTION

(Table 7) - HIGHWAY/TRANSIT MULTI-YEAR IMPROVEMENT PROGRAM FISCAL YEAR 2015
BILLINGS, MONTANA

PROJECT DESCRIPTION	UPN	PHASING	STP URBAN (STPU)	CMAQ LOCAL	MT. AIR CONGESTION INITIATIVE (MACI)	EARMARKS (MT, NCPD, DEMO)	SURFACE TRANSPORTATION PROJECTS STPE	TRANSPORTATION ALTERNATIVES PROGRAM (TA)**	NATIONAL HWY SYSTEM (NHS) INTERSTATE MAINTENANCE (IM)	HSP UPP BRIDGE	TRANSIT SEC 5307	TRANSIT SEC 5310**	TRANSADA	TRANSIT SEC 5339**	OTHER FUNDS*	TOTAL
Estimated carryover balance			\$ 12,016,934	\$ 6,232,673	\$ -	\$ 25,141,588	\$ 2,030,301	\$ -				\$ 27,000				
Estimated allocation			\$ 2,489,770	\$ 1,432,171	\$ -		\$ -	\$ 195,400	\$ 3,285,555		\$ 1,718,629	\$ 160,000	\$ 117,000	\$ 420,000	\$ 2,566,696	
Estimated beginning balance			\$ 14,506,704	\$ 7,664,844	\$ -	\$ 25,141,588	\$ 2,030,301	\$ 195,400				\$ 187,000				
MT3-ZIMMERMAN TR INTRSC IMPRV	8888	PE							\$ 376,134							\$ 376,134
BENCH BOULEVARD-BILLINGS	6041	RW	\$ 525,000													\$ 525,000
BENCH BLVD-US 87 INTERSECTION	6041	IC/CN	\$ 460,045				\$ 2,114,314									\$ 2,574,359
BENCH BLVD-HILLTOP/PEMBERTON	6041	CN		\$ 5,036,394												\$ 5,036,394
BILLINGS BYPASS	4199	PE/RW				\$ 14,408,611										\$ 14,408,611
ZIMMERMAN TRAIL	6040	PE				\$ 563,614										\$ 563,614
BILLINGS SIGNAL UPGRADES	9007	OT			\$ 320,869											\$ 320,869
LOCKWOOD SIGNALS - BILLINGS	9012	OT			\$ 18,948											\$ 18,948
TRAFFIC MITIGATION		ALL			\$ 250,000											\$ 250,000
MDT-PREVENTATIVE MAINTENANCE - IM		ALL						\$ 1,500,000								\$ 1,500,000
D5 IM FENCING - CHAIN LINK (only portion in MPO)	8131	CN						\$ 700,000								\$ 700,000
PINEHILLS INTCH-PRYOR CR INTCH (only portion in MPO)	8986	PE						\$ 30,307								\$ 30,307
MDT-PREVENTATIVE MAINTENANCE - NH		ALL						\$ 350,000								\$ 350,000
27th St-1st Ave S to Airport	7910	IC/RW						\$ 253,424								\$ 253,424
AIRPORT RD - ZIMMERMAN TRAIL	8987	PE						\$ 75,690								\$ 75,690
MDT-URBAN PAVEMENT PRESERVATION (UPP)		ALL							\$ 500,000							\$ 500,000
1ST AVE S-MINN AVE-13 ST-BLGS	8592	CN						\$ 964,700								\$ 964,700
4TH AVE N-13TH ST TO MAIN-BLG	8593	CN						\$ 452,300								\$ 452,300
6TH AVE N- 27TH TO 32ND (BLGS)	9003	PE						\$ 63,076								\$ 63,076
DIVISION STREET - BILLINGS	9004	PE						\$ 63,076								\$ 63,076
ENHANCEMENT PROJECTS-VARIOUS LOCATIONS		ALL														\$ -
STPE PONDEROSA SCHOOL PATH - BILLINGS	8183	CN					\$ 176,800									\$ 176,800
STPE ARROWHEAD SCHOOL PATH - BILLINGS	8184	CN					\$ 82,500									\$ 82,500
STPE SWORDS PARK OUTLET TRAIL - BLGS	8185	CN					\$ 117,900									\$ 117,900
STPE POLY DRIVE SCHOOL WALKS - BLGS	8186	CN					\$ 95,500									\$ 95,500
STPE BROADWATER SCHL LSCAPE - BLGS	8836	CN					\$ 188,795									\$ 188,795
STPE 19TH ST W WALKS - BLGS	8837	PE,CN					\$ 130,956									\$ 130,956
STPE POLY DRIVE BIKE/PED - BLGS	8838	CN					\$ 196,434									\$ 196,434
STPE 44TH ST W WALKS - BLGS	8839	PE,CN					\$ 111,312									\$ 111,312
STPE WICKS LN PATH - BLGS	8841	PE,CN					\$ 278,282									\$ 278,282
STPE BARRETT RD PATH - BLGS	8842	PE,CN					\$ 143,277									\$ 143,277
STPE CALHOUN LN WALKS - BLGS	8843	CN					\$ 188,795									\$ 188,795
STPE JACKSON ST WALKS - BLGS	8822	PE,CN					\$ 236,266									\$ 236,266
STPE KING AVE TRAIL - BLGS	8823	PE,CN					\$ 83,484									\$ 83,484
TRANSPORTATION ALTERNATIVES-VARIOUS LOCATIONS		PE						\$ 150,000								\$ 150,000
TA BROADWATER AVE PATH-BILLINGS	8701	PE						\$ 45,400								\$ 45,400
SAFETY PROJECTS VARIOUS		PE/RW/IC/CN							\$ 250,000							\$ 250,000
SF 129 RNDABOUT KING 56TH	8052	RW/IC						\$ 138,000								\$ 138,000
SF-149 HILLCREST RIGHT TURN LN.	8904	PE						\$ 30,098								\$ 30,098
SF-149 CLRS BILLINGS NORTH(only portion in MPO)	8906	PE						\$ 27,851								\$ 27,851
SF 149 - KING INTCH SFTY IMPRV	8941	PE						\$ 4,114								\$ 4,114
2012 SCOUR MITIGATION	7960	CN							\$ 520,000							\$ 520,000
TRANSIT OPERATING (7/2014-6/2015)										\$ 1,718,629		\$ 117,000		\$ 2,421,696		\$ 4,257,325
REPLACEMENT VEHICLES											\$ 187,000			\$ 40,000		\$ 227,000
TRANSIT CAPITAL (7/2014-6/2015)		CAPITAL											\$ 420,000	\$ 105,000		\$ 525,000
TOTAL			\$ 985,045	\$ 5,036,394	\$ 589,817	\$ 17,086,539	\$ 2,030,301	\$ 195,400	\$ 3,285,555	\$ 3,013,215	\$ 1,718,629	\$ 187,000	\$ 117,000	\$ 420,000	\$ 2,566,696	\$ 37,231,591

*Local Match for Transit **Dependent on Funding & Application Approvals by MDT ***FUNDS TO BE TRANSFERRED TO 5307

(Table 8) - HIGHWAY/TRANSIT MULTI-YEAR IMPROVEMENT PROGRAM FISCAL YEAR 2016

BILLINGS, MONTANA															
PROJECT DESCRIPTION	UPN	PHASING	STP URBAN (STPU)	CMAQ LOCAL	MT. AIR CONGESTION INITIATIVE (MACI)	EARMARKS (MT, NCPD, DEMO)	TRANSPORTATION ALTERNATIVES PROGRAM (TA)**	NATIONAL HWY SYSTEM (NHS) INTERSTATE MAINTENANCE (IM)	HSIP UPP RRP BRIDGE	TRANSIT SEC 5307	TRANSIT SEC 5310**	TRANSIT SEC 5311***	TRANSIT SEC 5339**	OTHER FUNDS*	TOTAL
Estimated carryover balance			\$ 13,721,659	\$ 2,628,450		\$ 8,055,049	\$ -				\$ -				
Estimated allocation			\$ 2,489,770	\$ 1,432,171	\$ -	\$ -	\$ 701,096	\$ 2,656,720	\$ 6,570,558	\$ 1,718,629	\$ 160,000	\$ -	\$ 420,000	\$ 2,566,696	
Estimated beginning balance			\$ 16,211,429	\$ 4,060,622	\$ -	\$ 8,055,049	\$ 701,096				\$ 160,000				
MT3-ZIMMERMAN TR INTRSCCT IMPRV	8888	RW/IC						\$ 156,720							\$ 156,720
ZIMMERMAN TRAIL	6040	RW				\$ 100,000									\$ 100,000
BENCH BLVD-HILLTOP/PEMBERTON	6041	CN	\$ 3,660,751	\$ 2,114,255											\$ 5,775,006
TRAFFIC MITIGATION		ALL			\$ 250,000										\$ 250,000
DOWNTOWN STATE SIGNALS BLGS	8036	CN			\$ 6,272,824										\$ 6,272,824
MDT-PREVENTATIVE MAINTENANCE - IM		ALL						\$ 1,500,000							\$ 1,500,000
MDT-PREVENTATIVE MAINTENANCE - NH		ALL						\$ 1,000,000							\$ 1,000,000
MDT-URBAN PVMT PRES (UPP)		ALL							\$ 500,000						\$ 500,000
TRANSPORTATION ALTERNATIVES-VARIOUS LOCATIONS		ALL					\$ 380,000								\$ 380,000
TA BROADWATER AVE PATH-BILLINGS		CN					\$ 321,096								\$ 321,096
SAFETY PROJECTS VARIOUS		PE/RW/IC/CN							\$ 500,000						\$ 500,000
SF 129 RNDABOUT KING 56TH	8052	CN							\$ 3,044,800						\$ 3,044,800
SF 139 13TH/PARKHILL SIGNAL	8610	CN							\$ 432,119						\$ 432,119
SF 129 BILLINGS HORIZONTAL CURVE SIGNAGE(only portion in MPO)	7990	CN							\$ 1,126,700						\$ 1,126,700
SF 139-CENTRAL & 56TH RNDABOUT	8611	RW/IC							\$ 380,964						\$ 380,964
SF-149 CLRS BILLINGS NORTH(only portion in MPO)	8906	CN							\$ 285,000						\$ 285,000
SF-149 HILLCREST RIGHT TURN LN.	8904	CN							\$ 300,975						\$ 300,975
TRANSIT OPERATING (7/16-6/17)		Operating								\$ 1,718,629				\$ 2,421,696	\$ 4,140,325
VEHICLE REPLACEMENTS**		Purchase									\$ 160,000			\$ 40,000	\$ 200,000
TRANSIT CAPITAL (7/16-6/17)		Capital											\$ 420,000	\$ 105,000	\$ 525,000
TOTAL			\$ 3,660,751	\$ 2,114,255	\$ 6,522,824	\$ 100,000	\$ 701,096	\$ 2,656,720	\$ 6,570,558	\$ 1,718,629	\$ 160,000	\$ -	\$ 420,000	\$ 2,566,696	\$ 27,191,529

*Local Match for Transit **Dependent on Funding & Application Approvals by MDT ***FUNDS TO BE TRANSFERRED TO 5307

(Table 9) - HIGHWAY/TRANSIT MULTI-YEAR IMPROVEMENT PROGRAM FISCAL YEAR 2017

BILLINGS, MONTANA															
PROJECT DESCRIPTION	UPN	PHASING	STP URBAN (STPU)	CMAQ LOCAL	MT. AIR CONGESTION INITIATIVE (MACI)	EARMARKS (MT, NCPD, DEMO)	TRANSPORTATION ALTERNATIVES PROGRAM (TA)**	NATIONAL HWY SYSTEM (NHS) INTERSTATE MAINTENANCE (IM)	HSIP UPP RRP BRIDGE	TRANSIT SEC 5307	TRANSIT SEC 5310**	TRANSIT SEC 5311***	TRANSIT SEC 5339**	OTHER FUNDS*	TOTAL
Estimated carryover balance			\$ 12,550,678	\$ 1,946,367		\$ 7,955,049	\$ -								
Estimated allocation			\$ 2,489,770	\$ 1,432,171	\$ -	\$ -	\$ 700,000	\$ 21,310,839	\$ 4,663,108	\$ 1,718,629	\$ 160,000	\$ -	\$ 420,000	\$ 3,447,069	
Estimated beginning balance			\$ 15,040,448	\$ 3,378,538	\$ -	\$ 7,955,049	\$ 700,000				\$ 160,000				
BILLINGS BYPASS	4199	IC						\$ 3,188,004							\$ 3,188,004
ZIMMERMAN TRAIL	6040	CN				\$ 4,972,528								\$ 880,373	\$ 5,852,901
TRAFFIC MITIGATION		ALL			\$ 250,000										\$ 250,000
MDT-PREVENTATIVE MAINTENANCE - IM		ALL						\$ 1,500,000							\$ 1,500,000
PINEHILLS INTCH-PRYOR CR INTCH (only portion in MPO)	8986	CN						\$ 857,250							\$ 857,250
MDT-PREVENTATIVE MAINTENANCE - NH		ALL						\$ 1,000,000							\$ 1,000,000
BILLINGS - NW	8721	CN						\$ 4,439,700							\$ 4,439,700
MAIN ST - BILLINGS	8717	CN						\$ 1,514,700							\$ 1,514,700
27th St-1st Ave S to Airport	7910	CN			\$ 4,503,600			\$ 7,554,000							\$ 12,057,600
EXPOSITION DR & 1st AVE	7908	CN						\$ 1,257,185							\$ 1,257,185
MDT-URBAN PVMT PRES (UPP)		ALL							\$ 500,000						\$ 500,000
6TH AVE N- 27TH TO 32ND (BLGS)	9003	CN							\$ 347,783						\$ 347,783
DIVISION STREET - BILLINGS	9004	CN							\$ 526,951						\$ 526,951
TRANSPORTATION ALTERNATIVES-VARIOUS LOCATIONS		ALL					\$ 700,000								\$ 700,000
SAFETY PROJECTS VARIOUS		PE/RW/IC/CN							\$ 500,000						\$ 500,000
SF 139-CENTRAL & 56TH RNDABOUT	8611	CN							\$ 2,778,099						\$ 2,778,099
SF 149 - KING INTCH SFTY IMPRV	8941	CN							\$ 10,275						\$ 10,275
TRANSIT OPERATING (7/16-6/17)		Operating								\$ 1,718,629				\$ 2,421,696	\$ 4,140,325
VEHICLE REPLACEMENTS**		Purchase									\$ 160,000			\$ 40,000	\$ 200,000
TRANSIT CAPITAL (7/16-6/17)		Capital										\$ 420,000	\$ 105,000	\$ 105,000	\$ 525,000
TOTAL			\$ -	\$ -	\$ 4,753,600	\$ 4,972,528	\$ 700,000	\$ 21,310,839	\$ 4,663,108	\$ 1,718,629	\$ 160,000	\$ -	\$ 420,000	\$ 3,447,069	\$ 42,145,773

*Local Match for Transit and Zimmerman Trail **Dependent on Funding & Application Approvals by MDT ***FUNDS TO BE TRANSFERRED TO 5307

(Table 10) - HIGHWAY/TRANSIT MULTI-YEAR IMPROVEMENT PROGRAM FISCAL YEAR 2018
BILLINGS, MONTANA

PROJECT DESCRIPTION	UPN	PHASING	STP URBAN (STPU)	CMAQ LOCAL	MT. AIR CONGESTION INITIATIVE (MACI)	EARMARKS (MT, NCPD, DEMO)	TRANSPORTATION ALTERNATIVES PROGRAM (TA)**	NATIONAL HWY SYSTEM (NHS) INTERSTATE MAINTENANCE (IM)	HSIP UPP RRP BRIDGE	TRANSIT SEC 5307	TRANSIT SEC 5310**	TRANSIT SEC 5311***	TRANSIT SEC 5339**	OTHER FUNDS*	TOTAL
Estimated carryover balance			\$ 15,040,448	\$ 3,378,538		\$ 2,982,521									
Estimated allocation			\$ 2,489,770	\$ 1,432,171	\$ -	\$ -	\$ 700,000	\$ 12,052,476	\$ 38,682,471	\$ 1,718,629	\$ 160,000	\$ -	\$ 420,000	\$ 2,566,696	
Estimated beginning balance			\$ 17,530,218	\$ 4,810,710	\$ -	\$ 2,982,521	\$ 700,000				\$ 160,000				
BILLINGS BYPASS(Five Mile Road)	4199	CN	\$ 3,357,041												\$ 3,357,041
MT3-ZIMMERMAN TR INTRSCCT IMPRV	8888	CN						\$ 1,316,466	\$ 2,131,422						\$ 3,447,888
TRAFFIC MITIGATION		ALL			\$ 250,000										\$ 250,000
MDT-PREVENTATIVE MAINTENANCE - IM		ALL						\$ 1,500,000							\$ 1,500,000
MDT-PREVENTATIVE MAINTENANCE - NH		ALL						\$ 1,000,000							\$ 1,000,000
AIRPORT RD - ZIMMERMAN TRAIL	8987	CN						\$ 2,227,383							
MDT-URBAN PVMT PRES (UPP)		ALL							\$ 500,000						\$ 500,000
TRANSPORTATION ALTERNATIVES-VARIOUS LOCATIONS		ALL					\$ 700,000								\$ 700,000
I-90 YELLOWSTONE R-BILLINGS	7972	CN						\$ 6,008,627	\$ 35,551,049						\$ 41,559,676
SAFETY PROJECTS VARIOUS		PE/RW/IC/CN							\$ 500,000						\$ 500,000
TRANSIT OPERATING (7/16-6/17)		Operating								\$ 1,718,629				\$ 2,421,696	\$ 4,140,325
VEHICLE REPLACEMENTS**		Purchase									\$ 160,000			\$ 40,000	\$ 200,000
TRANSIT CAPITAL (7/16-6/17)		Capital										\$ 420,000	\$ 105,000	\$ 525,000	\$ 525,000
TOTAL			\$ 3,357,041	\$ -	\$ 250,000	\$ -	\$ 700,000	\$ 12,052,476	\$ 38,682,471	\$ 1,718,629	\$ 160,000	\$ -	\$ 420,000	\$ 2,566,696	\$ 57,679,930

**(Table 11) - HIGHWAY/TRANSIT MULTI-YEAR IMPROVEMENT PROGRAM FISCAL YEAR 2019
BILLINGS, MONTANA**

PROJECT DESCRIPTION	UPN	PHASING	STP URBAN (STPU)	CMAQ LOCAL	MT. AIR CONGESTION INITIATIVE (MACI)	EARMARKS (MT, NCPD, DEMO)	TRANSPORTATION ALTERNATIVES PROGRAM (TA)**	NATIONAL HWY SYSTEM (NHS) INTERSTATE MAINTENANCE (IM)	HSIP UPP RRP BRIDGE	TRANSIT SEC 5307	TRANSIT SEC 5310**	TRANSIT SEC 5311***	TRANSIT SEC 5339**	OTHER FUNDS*	TOTAL
Estimated carryover balance			\$ 14,173,177	\$ 4,810,710		\$ 2,982,521									
Estimated allocation			\$ 2,489,770	\$ 1,432,171	\$ -	\$ -	\$ 700,000	\$ 2,500,000	\$ 1,000,000	\$ 1,718,629	\$ 160,000	\$ -	\$ 420,000	\$ 2,566,696	
Estimated beginning balance			\$ 16,662,947	\$ 6,242,881	\$ -	\$ 2,982,521	\$ 700,000				\$ 160,000				
BILLINGS BYPASS(South RR Connection)	4199	CN	\$ 4,943,534												\$ 4,943,534
TRAFFIC MITIGATION		ALL			\$ 250,000										\$ 250,000
MDT-PREVENTATIVE MAINTENANCE - IM		ALL						\$ 1,500,000							\$ 1,500,000
MDT-PREVENTATIVE MAINTENANCE - NH		ALL						\$ 1,000,000							\$ 1,000,000
MDT-URBAN PVMT PRES (UPP)		ALL							\$ 500,000						\$ 500,000
TRANSPORTATION ALTERNATIVES-VARIOUS LOCATIONS		ALL					\$ 700,000								\$ 700,000
SAFETY PROJECTS VARIOUS		PE/RW/IC/CN							\$ 500,000						\$ 500,000
TRANSIT OPERATING (7/16-6/17)		Operating								\$ 1,718,629				\$ 2,421,696	\$ 4,140,325
VEHICLE REPLACEMENTS**		Purchase									\$ 160,000			\$ 40,000	\$ 200,000
TRANSIT CAPITAL (7/16-6/17)		Capital											\$ 420,000	\$ 105,000	\$ 525,000
TOTAL			\$ 4,943,534	\$ -	\$ 250,000	\$ -	\$ 700,000	\$ 2,500,000	\$ 1,000,000	\$ 1,718,629	\$ 160,000	\$ -	\$ 420,000	\$ 2,566,696	\$ 14,258,859

*Local Match for Transit **Dependent on Funding & Application Approvals by MDT ***FUNDS TO BE TRANSFERRED TO 5307

(Table 12) - BIENNIAL ELEMENT OCTOBER 1, 2014 - SEPTEMBER 30, 2016 (HIGHWAY)							
BILLINGS, MONTANA							
PROJECT/PHASE	PROJECT NUMBER	PROJECT DESCRIPTION	TOTAL ESTIMATED COST	FEDERAL FUNDS AND SOURCES	NON-FEDERAL FUNDS AND SOURCES	RECIPIENT OF FUNDS	RESPONSIBLE IMPLEMENTING AGENCY
MT3-ZIMMERMAN TR INTRSCCT IMPRV PE/RW/IC	HSIP/NH UPN8888	INTERSECTION IMPROVEMENT	532,852	479,567 FHWA	53,285 STATE MATCH	MDT	MDT
BENCH BLVD-US 87 INTERSECTION IC/CN	STPU/MT 1036() UPN6041002	RECONSTRUCTION	2,574,359	2,228,880 FHWA	345,479 STATE MATCH	MDT	MDT
BENCH BLVD-HILLTOP/PEMBERTON CN	CM/STPU/MT 1036() UPN6041003	RECONSTRUCTION	10,811,400	9,360,510 FHWA	1,450,890 STATE MATCH	MDT	MDT
BILLINGS BYPASS RW	NCPD-MT56(45) UPN4199	RECONSTRUCTION	7,847,000	6,793,933 FHWA	1,053,067 STATE MATCH	MDT	MDT
TRAFFIC MITIGATION ALL	CM()	SIGNAL OPTIMIZATION	500,000	432,900 FHWA	67,100 STATE MATCH	MDT	MDT
BILLINGS SIGNALS UPDGRADE OT	CM UPN9007	SIGNAL OPTIMIZATION	320,869	277,808 FHWA	43,061 STATE MATCH	MDT	MDT
LOCKWOOD SIGNALS - BILLINGS OT	CM UPN9012	SIGNAL OPTIMIZATION	18,948	16,405 FHWA	2,543 STATE MATCH	MDT	MDT
MDT-PREVENTIVE MAINTENANCE (IM) PE/CN	IM	MAINTENANCE MAINTENANCE	3,000,000	2,597,400 FHWA	402,600 STATE MATCH	MDT	MDT
D-5 IM FENCING - CHAINLINK(only portion in MPO) CN	IM STWD UPN 8131	INTERSTATE FENCING	700,000	606,060 FHWA	93,940 STATE MATCH	MDT	MDT
PINEHILLS INTCH-PRYOR CR INTCH PE	IM UPN 8986	PAVEMENT PRESERVATION	30,307	26,240 FHWA	4,067 STATE MATCH	MDT	MDT
MDT-PREVENTIVE MAINTENANCE (NH) PE/CN	NH	MAINTENANCE MAINTENANCE	1,350,000	1,168,830 FHWA	181,170 STATE MATCH	MDT	MDT
27th St-1st Ave S to AIRPORT IC/RW	NH53-1(29) UPN7910	OVERLAY	253,424	219,414 FHWA	34,010 STATE MATCH	MDT	MDT
MDT-URBAN PVMT PRESERVATION(UPP) ALL	UPP	PAVEMENT PRESERVATION	1,000,000	865,800 FHWA	134,200 STATE MATCH	MDT	MDT
6TH AVE N - 27TH TO 32ND (BLGS) PE	UPP UPN9003	PAVEMENT PRESERVATION	63,076	54,611 FHWA	8,465 STATE MATCH	MDT	MDT
DIVISION STREET - BILLINGS PE	UPP UPN9004	PAVEMENT PRESERVATION	63,076	54,611 FHWA	8,465 STATE MATCH	MDT	MDT
AIRPORT RD - ZIMMERMAN TRAIL PE	NH UPN8987	PAVEMENT PRESERVATION	75,690	65,532 FHWA	10,158 STATE MATCH	MDT	MDT
1ST AVE S-MINN AVE-13 ST-BLGS CN	UPP UPN8592	PAVEMENT PRESERVATION	964,700	835,237 FHWA	129,463 STATE MATCH	MDT	MDT
4TH AVE N-13TH ST TO MAIN-BLG CN	UPP UPN8593	PAVEMENT PRESERVATION	452,300	391,601 FHWA	60,699 STATE MATCH	MDT	MDT
STPE PONDEROSA SCHOOL PATH - BILLINGS CN	STPE UPN8183	BIKE/PED	176,800	153,073 FHWA	23,727 LOCAL MATCH	MDT	LOCAL
STPE ARROWHEAD SCHOOL PATH - BILLINGS CN	STPE UPN8184	BIKE/PED	82,500	71,429 FHWA	11,072 LOCAL MATCH	MDT	LOCAL
STPE SWORDS PARK OUTLET TRAIL - BLGS CN	STPE UPN8185	BIKE/PED	117,900	102,078 FHWA	15,822 LOCAL MATCH	MDT	LOCAL
STPE POLY DRIVE SCHOOL WALKS - BLGS CN	STPE UPN8186	BIKE/PED	95,500	82,684 FHWA	12,816 LOCAL MATCH	MDT	LOCAL
SAFETY PROJECTS VARIOUS ALL	HSIP	SAFETY	500,000	450,000 FHWA	50,000 STATE MATCH	MDT	MDT
SF 129 RNDABOUT KING 56TH RW/IC/CN	HSIP UPN8052	SAFETY	3,182,800	2,864,520 FHWA	318,280 STATE MATCH	MDT	MDT
2012-SCOUR MITIGATION CN	HSIP UPN7960	SCOUR MITIGATION	520,000	468,000 FHWA	52,000 STATE MATCH	MDT	MDT
ZIMMERMAN TRAIL RW	MT1001() UPN6040	ROADWAY IMPROVEMENTS	100,000	86,580 FHWA	13,420 STATE MATCH	MDT	MDT
DOWNTOWN STATE SIGNALS BLGS CN	CMSTWD(100) UPN8036	SIGNAL OPTIMIZATION	6,872,600	5,950,297 FHWA	922,303 STATE MATCH	MDT	MDT
ENHANCEMENT PROJECTS-VARIOUS LOCATIONS ALL	TA()	BIKE/PED TRAILS	700,000	606,060 FHWA	93,940 STATE MATCH	MDT	MDT
SF 139 13TH/PARKHILL SIGNAL CN	HSIP1099() UPN8610	NEW SIGNAL	432,119	388,907 FHWA	43,212 STATE MATCH	MDT	MDT
SF 129 BILLINGS HORIZONTAL CURVE SIGNAGE CN	HSIPSTWD UPN7990	SIGNAGE UPGRADE	1,126,700	1,014,030 FHWA	112,670 STATE MATCH	MDT	MDT
SF 139-CENTRAL & 56TH RNDABOUT RW/IC	HSIP5() UPN8611	INSTALL ROUNDABOUT	380,964	342,868 FHWA	38,096 STATE MATCH	MDT	MDT
SF-149 HILLCREST RIGHT TURN I.N. PE/CN	HSIP UPN8904	SIGNAGE UPGRADE	331,073	297,966 FHWA	33,107 STATE MATCH	MDT	MDT
SF-149 CLRS BILLINGS NORTH(only portion in MPO) PE/CN	HSIPSTWD UPN8906	CENTERLINE RUMBLE STRIPS	312,851	281,566 FHWA	31,285 STATE MATCH	MDT	MDT
SF-149 KING INTCH SFTY IMPRV PE	HSIP UPN8941	REFLECTIVE BACKING	4,114	3,703 FHWA	411 STATE MATCH	MDT	MDT
Not all Earmarks require 13.42% match							

(Table 12) - BIENNIAL ELEMENT JULY 1, 2014-JUNE 30, 2016 (TRANSIT)					
BILLINGS MONTANA					
PROJECT/FUNDING SOURCE	TOTAL EST COST	FEDERAL FUNDS AND SOURCES	NON-FEDERAL FUNDS AND SOURCES	RECIPIENT OF FUNDS	RESPONSIBLE IMPLEMENTING AGENCY
FTA SECTION 5307					
OPERATING PROJECT (7-1-14 TO 6-30-15)	4,140,325	1,718,629	2,421,696	CITY	CITY
OPERATING PROJECT (7-1-15 TO 6-30-16)	4,140,325	1,718,629	2,421,696	CITY	CITY
FTA SECTION 5310*					
REPLACEMENT VEHICLES(2015)	160,000	128,000	32,000	STATE	VARIOUS LOCAL
REPLACEMENT VEHICLES (2016)	160,000	128,000	32,000	STATE	VARIOUS LOCAL
FTA SECTION 5311* #Funds transferred to 5307					
OPERATING PROJECT (2015)	-	-	-	CITY	CITY
OPERATING PROJECT (2016)	-	-	-	CITY	CITY
FTA SECTION 5339					
CAPITAL/VEHICLES (2015)	525,000	420,000	105,000	CITY	CITY
CAPITAL/VEHICLES (2016)	525,000	420,000	105,000	CITY	CITY
TransADE State Funded					
OPERATING PROJECT (2015)			117,000	CITY	CITY
*Dependent on Funding & Application Approvals by MDT					



YELLOWSTONE COUNTY BOARD OF PLANNING
CITY OF BILLINGS AND
YELLOWSTONE COUNTY, MONTANA



Planning Board Plat Review
Meeting Date: 06/09/2015

7. c.

Information

PROBLEM/ISSUE STATEMENT

PUBLIC HEARING. MOTION/RECOMMENDATION: City/County Subdivision Regulation Amendments. Planning staff was recently alerted to an inconsistency in the local subdivision regulations with state law in relation to subdivision of land within a 100-year floodplain. It is desirable to have local subdivision regulations that are consistent with all other applicable laws. This proposed amendment is designed to bring the local and state regulations related to the 100-year floodplain into alignment with each other. The Planning Board reviewed the proposed subdivision regulation amendments on May 27 and is scheduled to conduct a public hearing and make a recommendation at this meeting.

BACKGROUND

There is an inconsistency in the local subdivision regulations with state law in relation to subdivision of land within a 100-year floodplain. Specifically, Montana Code Annotated (MCA) 76-3-504(1)(f) indicates that local subdivision regulations must prohibit the subdivision of land for building purposes in areas located within the *floodway* of a flood of 100-year frequency. The City of Billings and Yellowstone County local regulations are more restrictive than state law in this case, prohibiting the subdivision of land for building purposes within the *entire* floodplain of a flood of 100-year frequency. The floodplain is made up of the floodway and the flood fringe. Local floodplain regulations administered by the City and County Flood Plain Administrators also mirror state law, prohibiting building only within the floodway. Flood fringe development is allowed if the appropriate permit is acquired. It is desirable to have subdivision regulations that are consistent with all other laws.

Attached are proposed amendments to Chapter 11 and Appendix O. of the City of Billings, and Chapter 11 and Appendix N. of the Yellowstone County Subdivision

Regulations. The purpose of these amendments is to bring the local regulations in compliance with State law and local floodplain ordinances.

Below is the proposed schedule for review and adoption of 2015 amendments.

- May 27, 2015 – Planning Board completed its review
- June 9, 2015 – Planning Board conducts a Public Hearing and makes a recommendation to both the City and County governing bodies
- June 16, 2015 – The BOCC acts on a Resolution of Intent to Amend Regulations, Setting of Public Hearing date
- July 14, 2015 – BOCC conducts a Public Hearing and acts on a Resolution to Adopt
- July 13, 2015 – City Council conducts a Public Hearing and acts on 1st Reading of the Ordinance
- July 27, 2015 – City Council conducts 2nd Reading of the Ordinance

FINANCIAL IMPACT

There should be no direct financial impact to the City or County in adopting these amendments to the subdivision regulations.

RECOMMENDATION

Staff recommends that the Yellowstone County Board of Planning conduct the public hearing and recommend approval of the amendments to the City and County Subdivision Regulations to the City Council and the Board of County Commissioners.

Attachments

County Subdivision Regulation Amendments

City Subdivision Regulation Amendments

Attachment A

2015 Yellowstone County Subdivision Regulations Amendments

Changes to the current regulations are shown with ~~strike-through~~ for proposed deletions, and underline for proposed additions of text.

As is the case in the existing regulations, text shown in **Arial Font** is mandated by State law (MCA 76-3-101, et seq.), and text shown in **Times New Roman** font is based on local laws and policies.

Section 11.1. Variances (**76-3-506, MCA**).

The Board of County Commissioners may grant reasonable variances from the design and improvement standards of these Regulations when strict compliance would result in undue hardship and the result would not negatively affect public health and safety. The granting of a variance shall not have the effect of nullifying the intent and purpose of these Regulations or justifying submission of an incomplete application. The Board of County Commissioners may not approve a variance that would permit structures within the floodway of the 100-year floodplain, as defined in 76-5-101, MCA.

APPENDIX N FLOOD HAZARD EVALUATION

A. Definitions. (Sec. 76-5-103, MCA) Whenever the following words and phrases are used in this Appendix, they shall be given the meaning attributed to them by this section.

- ~~1. Channel: The geographical area within either the natural or artificial banks of a watercourse or drainway.~~
1. Development: Any man-made change to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation, or drilling operations or storage of equipment or materials.
- ~~2. Flood: The water of any watercourse or drainway that is above the bank or outside the channel and banks of the watercourse or drainway.~~
2. Flood Fringe: the identified portion of the floodplain outside of the floodway.
3. Flood of 100-year Frequency: A flood magnitude expecting to recur on the average of once every 100 years or a flood magnitude that has a 1% chance of occurring in any given year. ~~having a one percent (1%) chance of being equaled or exceed in any given year. A 100-year flood is the same as a base flood.~~

4. Floodplain: The area adjoining the watercourse or drainway that would be covered by the floodwater of a flood of 100-year frequency, except for sheet flood areas that receive less than 1 foot of water per occurrence and are considered “shaded X zone” by the federal emergency management agency.
5. Floodway: The channel of a watercourse or drainway and those portions of the floodplain adjoining the channel that are reasonably required to carry and discharge the floodwater of any watercourse or drainway. ~~stream and the adjacent overbank areas that must be reserved in order to discharge a base flood without cumulatively increasing the water surface elevation more than one half (1/2) foot.~~
6. ~~Watercourse: Any depression two (2) feet or more below the surrounding land serving to give direction to a current of water at least nine (9) months of the year and having a bed and well defined banks.~~

B. General.

1. Land located within the floodway of a flood of 100-year frequency as defined by Title 76, chapter 5, MCA, may not be subdivided for building purposes, or other uses that may be prohibited by state or local floodplain regulations.
2. Where the 100-year floodway has been delineated by a Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), or a City- or County-approved study on land in a subdivision, the 100-year floodway boundary and 100-year floodplain boundary shall be shown on the plat of the subdivision and the area within the 100-year floodway shall be labeled as a “No-Build Zone.”
3. Any development of land that is in the flood fringe, a Zone A as shown on a FIRM, or an identified flood prone area is subject to the requirements of the Yellowstone County Floodplain Regulations.

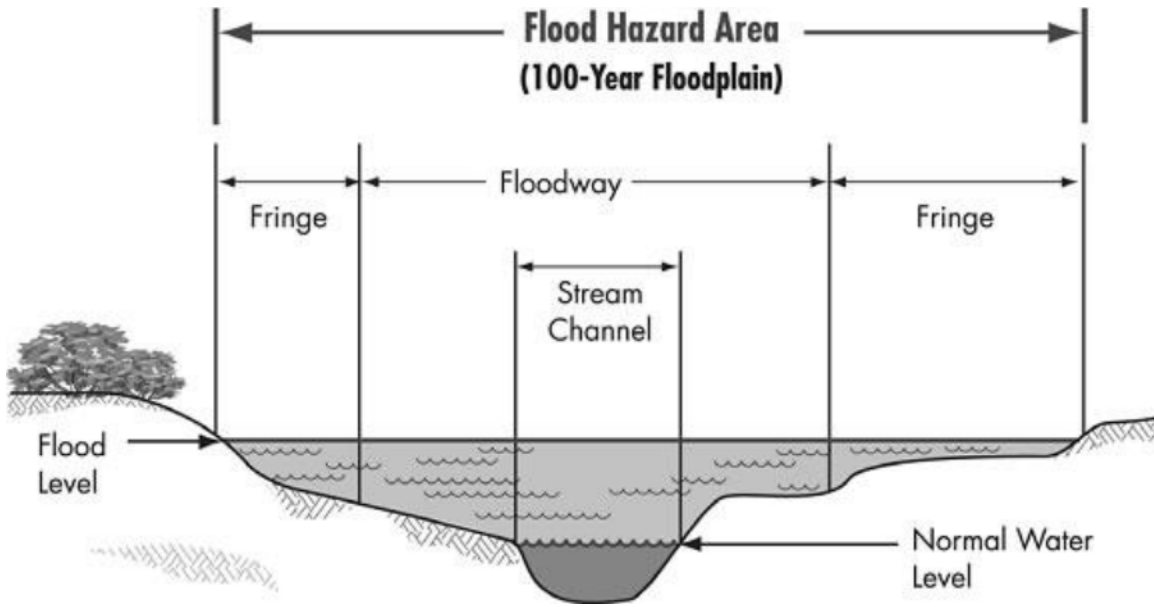


Figure 1. 100-Year Floodplain Cross-Section Diagram

- ~~1. Flood Hazard Areas (See 76-3-504, MCA): Land subject to being flooded by a flood of 100-year frequency as defined in this Appendix by the Federal Emergency Management Agency (FEMA), or land deemed to be subject to flooding by the City or County, may not be subdivided for building or residential purposes, or other uses that may increase or aggravate flood hazards to the public health, safety or welfare, or that may be prohibited by state or local floodplain or floodway regulations. Land deemed to be subject to flooding by the City or County may include (but is not limited to) land subject to shallow flooding, groundwater rise, historically flooded lands and lands located within 2,000 horizontal feet of the channel bank of the watercourse.~~
- ~~2. Where the 100-year floodway has been delineated by a FEMA Flood Insurance Rate Map (FIRM), a FEMA Floodway Map or a City or County approved study on land in a subdivision, the 100-year floodway boundary and 100-year floodplain boundary shall be shown on the plat of the subdivision and the area within the 100-year floodway shall be labeled as a "No-Build Zone."~~
- ~~3. Where the subdivision is within a flood hazard area that has been identified by the City or County, a Flood Study shall be completed as outlined in Part B and Part C of this Appendix, and the 100-year floodway boundary and 100-year floodplain boundary shall be shown on the plat of the subdivision and the area within the 100-year floodway (see Figure 1) shall be labeled as a "No-Build Zone."~~

~~C. Flood Study Requirements:~~

- ~~1. A Flood Study shall be required for a subdivision if:
 - ~~a. Any portion of a proposed subdivision is within 2,000 horizontal feet and less~~~~

~~than 20 vertical feet from the channel bank of a watercourse draining an area of 25 square miles or more, and no official floodplain or floodway delineation (study) of the watercourse has been made; or~~

- ~~b. The subdivision is within a flood hazard area that has been identified by the City or County.~~
- ~~2. The Flood Study shall be performed by a registered Professional Engineer experienced in this field of work. Upon the request of the City or County, the study shall be submitted to the City of Billings Floodplain Administrator and/or the Floodplain Management Section, Water Resources Division, Montana Department of Natural Resources and Conservation (DNRC) for review and comment. A copy of the Flood Study and written comment from the City Floodplain Administrator and/or the DNRC shall be provided to the Planning Department.~~

~~D. **Flood Study Contents.** The Flood Study shall include the following:~~

- ~~1. Certification: Certification by a registered professional engineer, including license number, seal or stamp, signature and date.~~
- ~~2. Written Report: A narrative report containing a description of the study area, data collection, the type of modeling method used for both the hydrology and hydraulics, discussion of the parameters used, modeling results and conclusions.~~
- ~~3. Site Plan: An overall scaled site plan of the subdivision with location of lot lines and an identified scale for vertical and horizontal distance showing the following:
 - ~~a. Vicinity Map~~
 - ~~b. Watercourse~~
 - ~~c. 100-year floodplain and floodway boundaries~~
 - ~~d. Contours shown at intervals between one (1) foot and four (4) feet depending on the site, or at the discretion of the Floodplain Administrator.~~
 - ~~e. Cross-sections~~
 - ~~f. Bridges or other constrictions in the floodplain~~
 - ~~g. USGS gauging stations (if any)~~
 - ~~h. Location and elevation of a temporary benchmark(s) established within the subdivision and referenced to mean sea level with appropriate elevation adjustment.~~~~

~~4. Cross-sectional information:~~

- ~~a. Cross-section elevations and stations should be determined at points representing significant breaks in ground slope and at changes in the hydraulic characteristics of the floodplain (i.e., points where ground cover, soil, or rock conditions change). Elevations shall be reported in NAVD 88 or NGVD 29 datum.~~
 - ~~b. The number of cross-sections needed, and the distance between cross-sections will vary depending on the site, the slope of the watercourse, the slope of the channel, and the hydraulic characteristics of the reach. A minimum of four cross-sections are required over the entire reach with at least two cross-sections at the property where the elevations are desired. Additional cross-sections shall be taken above, below and at bridges, control structures, or natural constrictions in topography.~~
 - ~~c. Each cross-section shall cross the entire floodplain. The cross-section alignment should be perpendicular to the general flow of the watercourse (approximately perpendicular to contour lines). Elevation stations should be recorded at the channel bank and within the channel to determine the channel bottom shape. Cross-sections shall be reasonably spaced to accurately define the study area.~~
 - ~~d. A profile sheet scaled the same as a FEMA Flood Insurance Study showing the observed water surface profile, base flood elevation, location of cross-sections, subdivision boundaries, watercourse profile, and thalweg (lowest point of the channel bottom along the reach of the watercourse).~~
- ~~5. Bridges/Culverts/Pipes: Provide descriptions and sketches of all bridges, culverts and pipes within the reach, showing unobstructed waterway openings and elevations.~~
- ~~6. Water Surface: Base Flood elevation of the water surface is to be determined and shown on each valley cross-section.~~
- ~~7. Supporting Documentation: Provide engineering reports of calculations and assumptions, historical references, research of published hydrology or calculations showing how hydrology was derived, and other documentation of research information.~~
- ~~8. Electronic Data: Provide maps and any other information provided for a Flood Study that may be utilized by FEMA that meets their specific guidelines for digital and electronic data. Please refer to FEMA's Flood Hazard Mapping Program at www.fema.gov/fhm/ for specific guidelines and specifications for data collection.~~

Figure 1. 100-Year Floodplain Cross-Section Diagram

Attachment B

2015 City of Billings Subdivision Regulations Amendments

Changes to the current regulations are shown with ~~strike-through~~ for proposed deletions, and underline for proposed additions of text.

Section 23-1101. Variances.

The City Council may grant reasonable variances from the design and improvement standards of these Regulations when strict compliance would result in undue hardship and the result would not negatively affect public health and safety. The granting of a variance shall not have the effect of nullifying the intent and purpose of these Regulations or justifying submission of an incomplete application. The City Council may not approve a variance that would permit structures within the floodway of the 100-year floodplain, as defined in 76-5-101, MCA.

APPENDIX O FLOOD HAZARD EVALUATION

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1. Development: Any man-made change to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation, or drilling operations or storage of equipment or materials.
- ~~2. Flood: The water of any watercourse or drainway that is above the bank or outside the channel and banks of the watercourse or drainway.~~
2. Flood Fringe: the identified portion of the floodplain outside of the floodway.
3. Flood of 100-year Frequency: A flood magnitude expecting to recur on the average of once every 100 years or a flood magnitude that has a 1% chance of occurring in any given year, having a one percent (1%) chance of being equaled or exceed in any given year. A 100 year flood is the same as a base flood.
4. Floodplain: The area adjoining the watercourse or drainway that would be covered by the floodwater of a flood of 100-year frequency, except for sheet flood areas that receive less than 1 foot of water per occurrence and are considered "~~zone B~~" "shaded X zone" by

the federal emergency management agency.

5. Floodway: The channel of a watercourse or drainway and those portions of the floodplain adjoining the channel that are reasonably required to carry and discharge the floodwater of any watercourse or drainway. stream and the adjacent overbank areas that must be reserved in order to discharge a base flood without cumulatively increasing the water surface elevation more than one half (1/2) foot.
6. ~~Watercourse: Any depression two (2) feet or more below the surrounding land serving to give direction to a current of water at least nine (9) months of the year and having a bed and well defined banks.~~

B. General.

1. Land located within the floodway of a flood of 100-year frequency as defined by Title 76, chapter 5, MCA, may not be subdivided for building purposes, or other uses that may be prohibited by state or local floodplain regulations.
2. Where the 100-year floodway has been delineated by a Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), or a City- or County-approved study on land in a subdivision, the 100-year floodway boundary and 100-year floodplain boundary shall be shown on the plat of the subdivision and the area within the 100-year floodway shall be labeled as a “No-Build Zone.”
3. Any development of land that is in the flood fringe, a Zone A as shown on a FIRM, or an identified flood prone area is subject to the requirements of the City of Billings Floodplain Regulations.

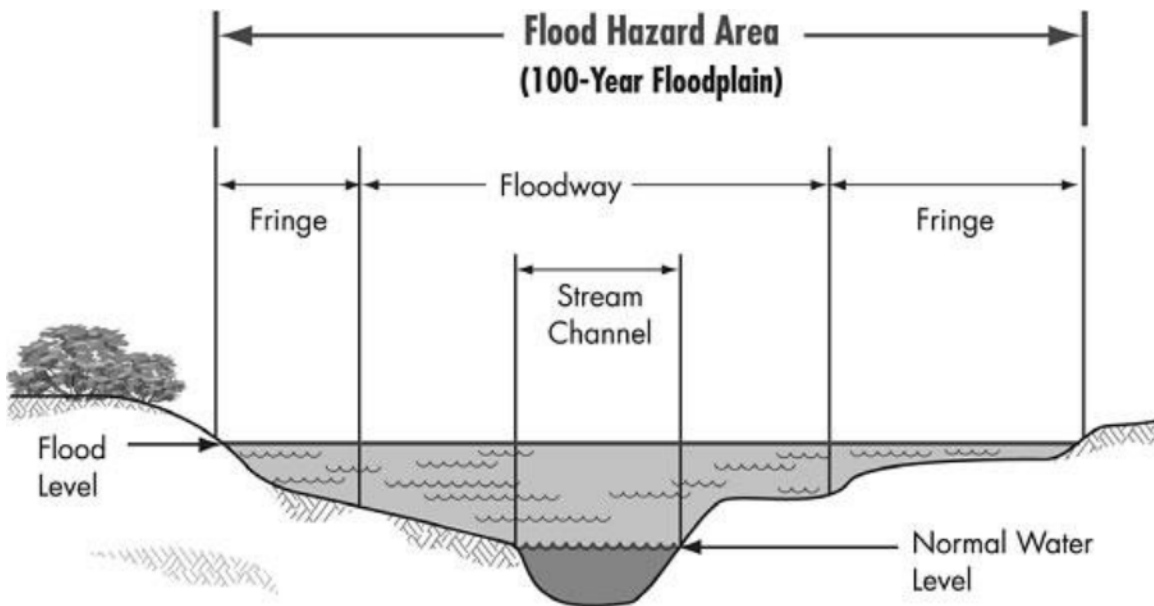


Figure 1. 100-Year Floodplain Cross-Section Diagram

- ~~1. Flood Hazard Areas (See 76-3-504, MCA): Land subject to being flooded by a flood of 100-year frequency as defined in this Appendix by the Federal Emergency Management Agency (FEMA), or land deemed to be subject to flooding by the City or County, may not be subdivided for building or residential purposes, or other uses that may increase or aggravate flood hazards to the public health, safety or welfare, or that may be prohibited by state or local floodplain or floodway regulations. Land deemed to be subject to flooding by the City or County may include (but is not limited to) land subject to shallow flooding, groundwater rise, historically flooded lands and lands located within 2,000 horizontal feet of the channel bank of the watercourse.~~
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- ~~3. Where the subdivision is within a flood hazard area that has been identified by the City or County, a Flood Study shall be completed as outlined in Part B and Part C of this Appendix, and the 100-year floodway boundary and 100-year floodplain boundary shall be shown on the plat of the subdivision and the area within the 100-year floodway (see Figure 1) shall be labeled as a "No-Build Zone."~~

~~C. Flood Study Requirements.~~

- ~~1. A Flood Study shall be required for a subdivision if:
 - ~~a. Any portion of a proposed subdivision is within 2,000 horizontal feet and less than 20 vertical feet from the channel bank of a watercourse draining an area of 25 square miles or more, and no official floodplain or floodway delineation (study) of the watercourse has been made; or~~
 - ~~b. The subdivision is within a flood hazard area that has been identified by the City or County.~~~~
- ~~2. The Flood Study shall be performed by a registered Professional Engineer experienced in this field of work. Upon the request of the City or County, the study shall be submitted to the City of Billings Floodplain Administrator and/or the Floodplain Management Section, Water Resources Division, Montana Department of Natural Resources and Conservation (DNRC) for review and comment. A copy of the Flood Study and written comment from the City Floodplain Administrator and/or the DNRC shall be provided to the Planning Department.~~

~~D. Flood Study Contents. The Flood Study shall include the following:~~

- ~~1. Certification: Certification by a registered professional engineer, including license~~

~~number, seal or stamp, signature and date.~~

- ~~2. Written Report: A narrative report containing a description of the study area, data collection, the type of modeling method used for both the hydrology and hydraulics, discussion of the parameters used, modeling results and conclusions.~~
- ~~3. Site Plan: An overall scaled site plan of the subdivision with location of lot lines and an identified scale for vertical and horizontal distance showing the following:~~
 - ~~a. Vicinity Map~~
 - ~~b. Watercourse~~
 - ~~c. 100 year floodplain and floodway boundaries~~
 - ~~d. Contours shown at intervals between one (1) foot and four (4) feet depending on the site, or at the discretion of the Floodplain Administrator.~~
 - ~~e. Cross sections~~
 - ~~f. Bridges or other constrictions in the floodplain~~
 - ~~g. USGS gauging stations (if any)~~
 - ~~h. Location and elevation of a temporary benchmark(s) established within the subdivision and referenced to mean sea level with appropriate elevation adjustment.~~
- ~~4. Cross-sectional information:~~
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 - ~~b. The number of cross sections needed, and the distance between cross sections will vary depending on the site, the slope of the watercourse, the slope of the channel, and the hydraulic characteristics of the reach. A minimum of four cross sections are required over the entire reach with at least two cross sections at the property where the elevations are desired. Additional cross sections shall be taken above, below and at bridges, control structures, or natural constrictions in topography.~~
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~~channel bank and within the channel to determine the channel bottom shape. Cross sections shall be reasonably spaced to accurately define the study area.~~

- ~~d. A profile sheet scaled the same as a FEMA Flood Insurance Study showing the observed water surface profile, base flood elevation, location of cross sections, subdivision boundaries, watercourse profile, and thalweg (lowest point of the channel bottom along the reach of the watercourse.~~
- ~~5. Bridges/Culverts/Pipes: Provide descriptions and sketches of all bridges, culverts and pipes within the reach, showing unobstructed waterway openings and elevations.~~
- ~~6. Water Surface: Base Flood elevation of the water surface is to be determined and shown on each valley cross section.~~
- ~~7. Supporting Documentation: Provide engineering reports of calculations and assumptions, historical references, research of published hydrology or calculations showing how hydrology was derived, and other documentation of research information.~~
- ~~8. Electronic Data: Provide maps and any other information provided for a Flood Study that may be utilized by FEMA that meets their specific guidelines for digital and electronic data. Please refer to FEMA's Flood Hazard Mapping Program at www.fema.gov/fhm/ for specific guidelines and specifications for data collection.~~

Figure 1. 100 Year Floodplain Cross Section Diagram



YELLOWSTONE COUNTY BOARD OF PLANNING
CITY OF BILLINGS AND
YELLOWSTONE COUNTY, MONTANA



Planning Board Plat Review
Meeting Date: 06/09/2015

8. a.

Information

INTRODUCTION

PLAT REVIEW/DISCUSSION. Clear Creek Subdivision, 2nd Filing, Amended Lot 5 Block 1. On May 1, 2015, owners Robert and Dorothy Labert applied for preliminary subsequent minor plat approval for Clear Creek Subdivision, 2nd Filing, Amended Lot 5, Block 1. The proposed plat creates 2 lots from a 3.8-acre parcel of land. The subject property is generally located on the south side of Pine Ridge Lane, just north of the Highway 87 N/ Highway 312 intersection in the Heights. The property is zoned Community Commercial (CC) and there are a mixture of commercial and residential uses in the immediate vicinity. The Yellowstone County Board of Planning will review the plat at this meeting and conduct a public hearing on Tuesday, June 23, 2015. The Board of County Commissioners is scheduled to act on the proposal on July 14, 2015.

RECOMMENDATION

Staff recommends that the Planning Board recommend that the Yellowstone County Board of County Commissioners conditionally approve the preliminary plat of Clear Creek Subdivision, 2nd Filing, Amended Lot 5, Block 1, and adopt the Findings of Fact as presented in the staff report.

PROPOSED CONDITIONS OF APPROVAL

Planning staff recommends the following conditions of approval:

1. To minimize the effects on the natural environment, a weed management plan and property inspection shall be approved by the County Weed Department, prior to final plat approval.
2. Minor changes may be made in the SIA and final documents, as requested by the Planning and/or Public Works Departments to clarify the documents and bring them into the standard acceptable format.
3. The final plat shall comply with all requirements of the County Subdivision

Regulations, rules, regulations, policies, and resolutions of the Yellowstone County, and the laws and Administrative Rules of the State of Montana.

VARIANCES REQUESTED

No variances have been requested from the Yellowstone County Subdivision Regulations for this proposal.

PROCEDURAL HISTORY

- A pre-application meeting was held on April 16, 2015, to discuss the proposal.
- The preliminary plat application was submitted to the Planning Division on May 1, 2015.
- A departmental review meeting was conducted on May 14, 2015.
- The preliminary plat was resubmitted with revisions based on department reviews on May 21, 2015.
- The Planning Board will review the plat on June 9, 2015.
- The Planning Board will conduct a public hearing on June 23, 2015, and forward a recommendation to the Board of County Commissioners.
- The Board of County Commission will consider the preliminary plat on July 14, 2015.
- The 60 working-day preliminary plat review period ends July 27, 2015.

PLAT INFORMATION

General location: South side of Pine Ridge Lane just north of the Highway 87 North / Highway 312 intersection.

Legal Description: Lot 5, Block 1, Clear Creek Subdivision, 2nd Filing

Subdivider/Owner: Robert and Dorothy Labert

Engineer and Surveyor: Blueline Engineering

Existing Zoning: CC

Existing land use: Vacant previously platted property

Proposed land use: Residential or commercial

Gross/Net area: 3.819 acres

Proposed number of lots: 2

Lot size: Max: 2.83 acres Min.: 0.99 acre

Parkland requirements: No parkland dedication is required for this two-lot subsequent minor subdivision

Attachments

Findings of Fact

Attachment

Preliminary Plat

FINDINGS OF FACT

The City/County Planning staff has prepared the Findings of Fact for the Clear Creek Subdivision, 2nd Filing, Amended Lot 5, Block 1. These findings are based on the preliminary plat application and address the review criteria required by the Montana Subdivision and Platting Act (76-3-608, MCA) and the Yellowstone County Subdivision Regulations (YCSR).

A. What are the effects on agriculture, local services, the natural environment, wildlife, wildlife habitat, and public health and safety (76-3-608(3)(a), MCA) (Section 3.2(H)(2), YCSR)

1. Effect on agriculture and agricultural water users' facilities

The subject property is not currently used for agricultural purposes and does not have water rights. The subdivision is in an area that is developed with a mix of other uses and should not affect agriculture or agricultural water users' facilities.

2. Effect on local services

- a. **Water and Sewer** –The property is served by the County Water District of Billings Heights (CWDBH). A service line and stub to the property are located within the Pine Ridge Road right-of-way. CWDBH has reviewed the proposal and agrees to provide a second service to the new lot. As there is no public sewer to the property, individual septic systems will be used for each of the lots. Locations of septic systems will be reviewed and approved by the Montana Department of Environmental Quality (MDEQ). These systems will be constructed as approved by the MDEQ and as shown on approved plans.
- b. **Streets and roads** – The proposed subdivision is located on the south side of Pine Ridge Lane, a local gravel-surfaced road within a 50-foot public right-of-way. Although Pine Ridge Lane's right-of-way extends to Highway 87 North, due to topographic reasons it does not directly connect, but instead shares an approach with the adjacent property, Lot 1-B, through an existing public access easement. No changes or improvements to the street are anticipated with the subdivision.

An additional access from Highway 87N is available to Lot 5-A through an approach shared with the adjacent property to the north. A public access easement exists for this approach as shown on the plat.

- c. **Fire and Police Services** – The property is within the Billings Urban Fire Service Area's jurisdiction and the Billings Fire Department will provide fire service. It is the subdivider's responsibility to ensure provisions of a water source and adequate access to the proposed lots for emergency service's needs. A pressurized fire hydrant is located at the end of Pine Ridge Lane, adjacent to the subdivision. This hydrant meets the requirements for water supply specified in

the County Subdivision Regulations and the Fire Department indicated that the proposal meets their needs for access.

The Yellowstone County Sheriff's Department will provide law enforcement services.

- d. **Solid Waste disposal** – The Billings Landfill has capacity for solid waste disposal. Solid waste will be collected and disposed of by a private garbage collection company. Each lot owner will be responsible for arranging for collection.
- e. **Storm water drainage** – All storm water drainage shall satisfy storm water management requirements and specifications of MDEQ. The water is proposed to be absorbed on-site in the ditches along the paved road within the public right-of-way.
- f. **School facilities** – The proposed subdivision is located in the Independent School District for elementary school, and Castle Rock Middle School and Skyview High School in Billings School District #2. Although it is not certain that the lots would be used for residential purposes, recent correspondence with Independent School administration confirmed that the elementary school has capacity for more students. School District #2 also has a new middle school on the east side of Main Street will be opening in the Fall of 2016 and this subdivision could likely be served by it.
- g. **Parks and recreation** – This proposed two-lot subsequent minor subdivision is not required to provide parkland dedication, as it is only creating one additional lot (76-3-621, MCA).
- h. **Historic features** – No known historical or cultural assets exist on the site.

3. Effects on the natural environment

The development will use noxious weed control measures to prevent the spread of noxious weeds to adjacent developed or agricultural land. A weed management plan will be completed and a property inspection done prior to final plat approval (**Condition #1**).

A portion of the property has high ground water, as evidenced by the riparian vegetation (cattails) growing there. Future uses of this area may be limited.

There are no apparent or known natural hazards on the property.

4. Effects on wildlife and wildlife habitat

There are no known endangered or threatened species on the property. Montana Fish, Wildlife, and Parks (FWP) responded to a request for review and comment on the proposed subdivision. It is suggested that future homeowners should be made aware that unless they take steps to deter animals such as fencing their yards they may experience

damage problems. A note to this effect is found within the SIA to help inform future landowners.

5. Effects on public health and safety

Plans and designs for use of the proposed individual septic systems will be reviewed and approved by MDEQ. Fire and emergency services are provided for this proposed subdivision. There should be minimal effects on public health and safety as a result of this subdivision.

B. Was an environmental assessment required? If yes, what, if any, significant adverse impacts were identified? (76-3-616, MCA) (Chapter 9, YCSR)

An environmental assessment was not required for this subdivision.

C. Does the subdivision conform to the Yellowstone County-City of Billings 2008 Growth Policy Update, the 2014 Billings Urban Area Long Range Transportation Plan, and the Billings Area Bikeway and Trail Master Plan? (Section 3.2 (H)(4), YCSR)

1. Yellowstone County – City of Billings 2008 Growth Policy Update

- **Goal: Predictable land use decisions that are consistent with neighborhood character and land use patterns. (p. 6)**

This subdivision will create 2 lots for either residential or commercial development, consistent with the immediately surrounding neighborhood.

- **Goal: New developments that are sensitive and compatible with the character of adjacent County townsites. (p. 6)**

There are similarly sized lots directly adjacent to the subject property.

- **Goal: Contiguous development focused in and around existing population centers separated by open space. (p. 6)**

The proposed subdivision will increase the development density on the subject property therefore concentrating development and potentially preserving the agricultural land and open space in the surrounding area.

- **Goal: More housing and business choices within each neighborhood. (p. 6)**

The proposed subdivision will create 2 developable lots in this area.

2. 2014 Billings Urban Area Long Range Transportation Plan

The subject property is on the northern boundary of the study area of the Transportation Plan. The subject property has frontage on Highway 87 North which is a principal arterial road. No additional right-of-way is needed for this plat.

3. Billings Area Bikeway and Trail Master Plan (BABTMP)

The subject property is on the northern boundary of the study area of the BABTMP. The subject property has frontage on Highway 87 North which is identified as a future arterial bikeway. No improvements are proposed or required with this plat.

D. Does the subdivision conform to the Montana Subdivision and Platting Act and to local subdivision regulations? [76-3-608(3)(b), MCA and Section 3.2(3)(a), YCSR]

The proposed subdivision meets the requirements of the MSPA and the YCSR. The subdivider and the local government have complied with the subdivision review and approval procedures that are set forth by local and state subdivision regulations.

E. Does the subdivision conform to sanitary requirements? [Section 4.8(C) and 4.9 (C), YCSR]

The subdivider will need to receive approval from MDEQ for the use of septic systems, and CWDBH will review and approve the connections to the public water for the new lots.

F. Does the proposed subdivision meet any applicable Zoning Requirements? [Section 3.2(H)(3)(e), YCSR]

The subdivision is in the County's zoning jurisdiction and is zoned CC. The proposed lots sizes are in compliance with zoning, County Subdivision Regulations, and MDEQ. There is a note within Section II. of the SIA notifying future property owners that a Zoning Compliance Permit is required prior to any construction on the lots.

G. Does the subdivision provide for necessary planned utilities? [76-3-608(3)(c), MCA and Section 3.2 (H)(3)(b), YCSR]

Utility easements shall appear on the face of the final plat as requested by Yellowstone Valley Electric Cooperative and MDU.

H. Does the proposed subdivision provide for legal and physical access to all lots? [76-3-608 (3)(d), MCA and Section 3.2 (H)(3)(c)(d), YCSR]

Legal and physical access will be provided for the proposed lots from Pine Ridge Lane and two existing public access easements connecting to Highway 87 North.

CONCLUSIONS OF FINDINGS OF FACT

- The Clear Creek Subdivision, 2nd Filing, Amended Lot 5, Block 1 does not create adverse impacts that warrant denial of the subdivision.
- Impacts to agriculture, agriculture water user facilities, local services, public health and safety, the natural environment, and wildlife should be minimal.

Impacts identified can be mitigated by reasonable conditions of final plat approval.

- The subdivision conforms to some of the goals of the 2008 Growth Policy.
- The applicant has complied with the MSPA and YCSR processes and the subdivision conforms to the law requirements.

RECOMMENDATION

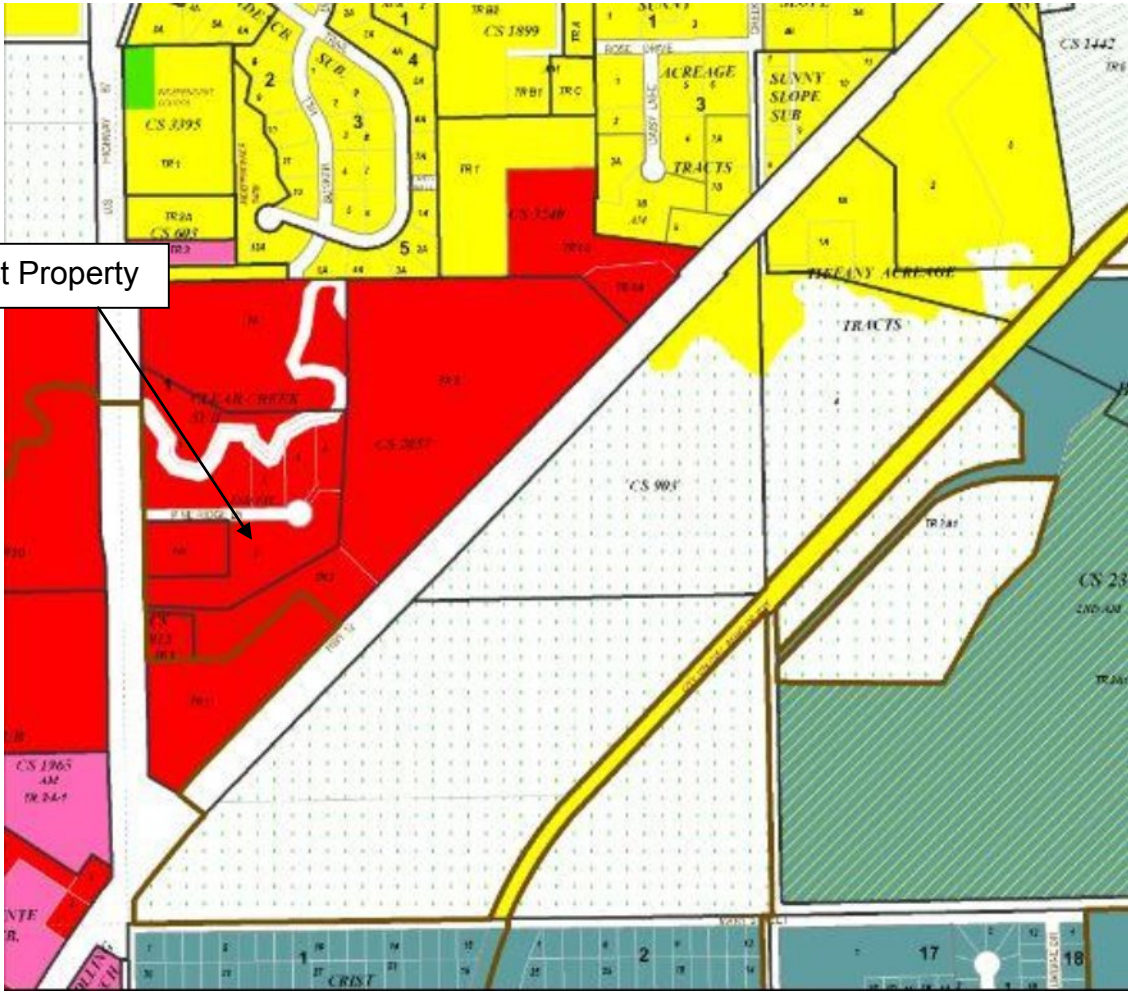
Staff recommends that the Planning Board recommend to the Board of County Commissioners conditional approval of the preliminary plat of Clear Creek Subdivision, 2nd Filing, Amended Lot 5, Block 1 and adoption of the Findings of Fact as presented in the staff report.

ATTACHMENTS

A: Zoning Map

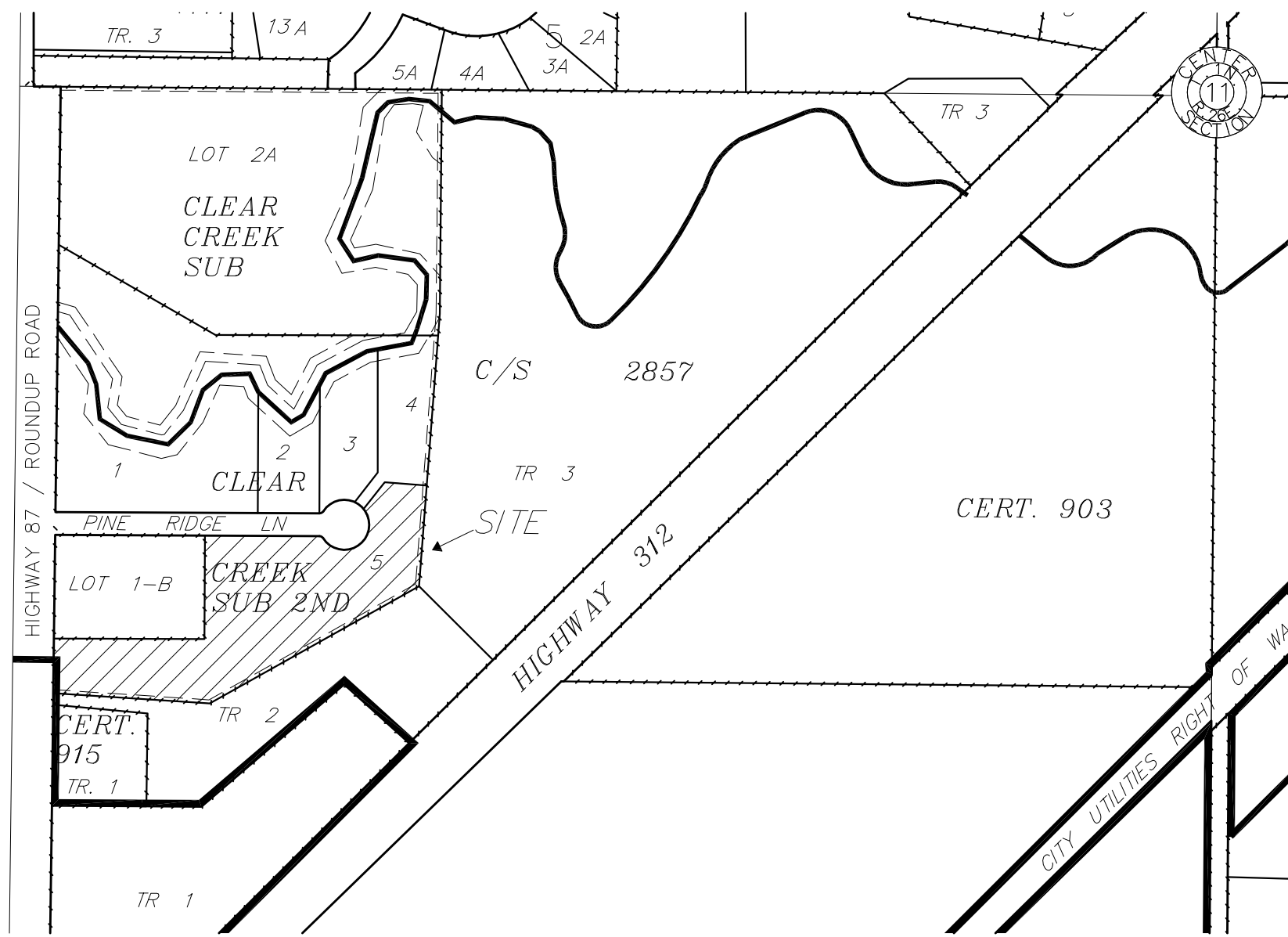
B: Preliminary Plat and Associated Documents

Subject Property



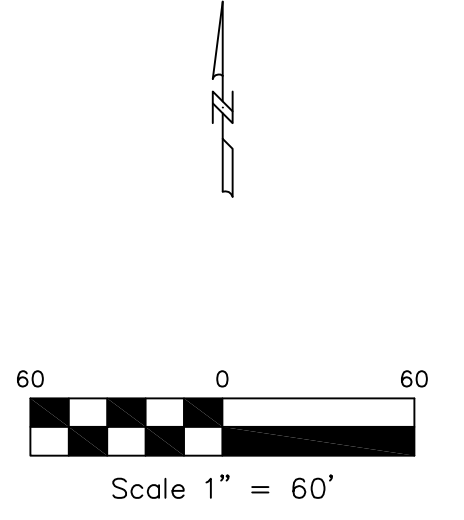
PRELIMINARY PLAT OF
 AMENDED LOT 5, BLOCK 1,
CLEAR CREEK SUBDIVISION, 2ND FILING

SITUATED IN THE SW 1/4, SECTION 11, T. 1 N., R. 26 E., P.M.M.
 YELLOWSTONE COUNTY, MONTANA



VICINITY MAP
 NOT TO SCALE

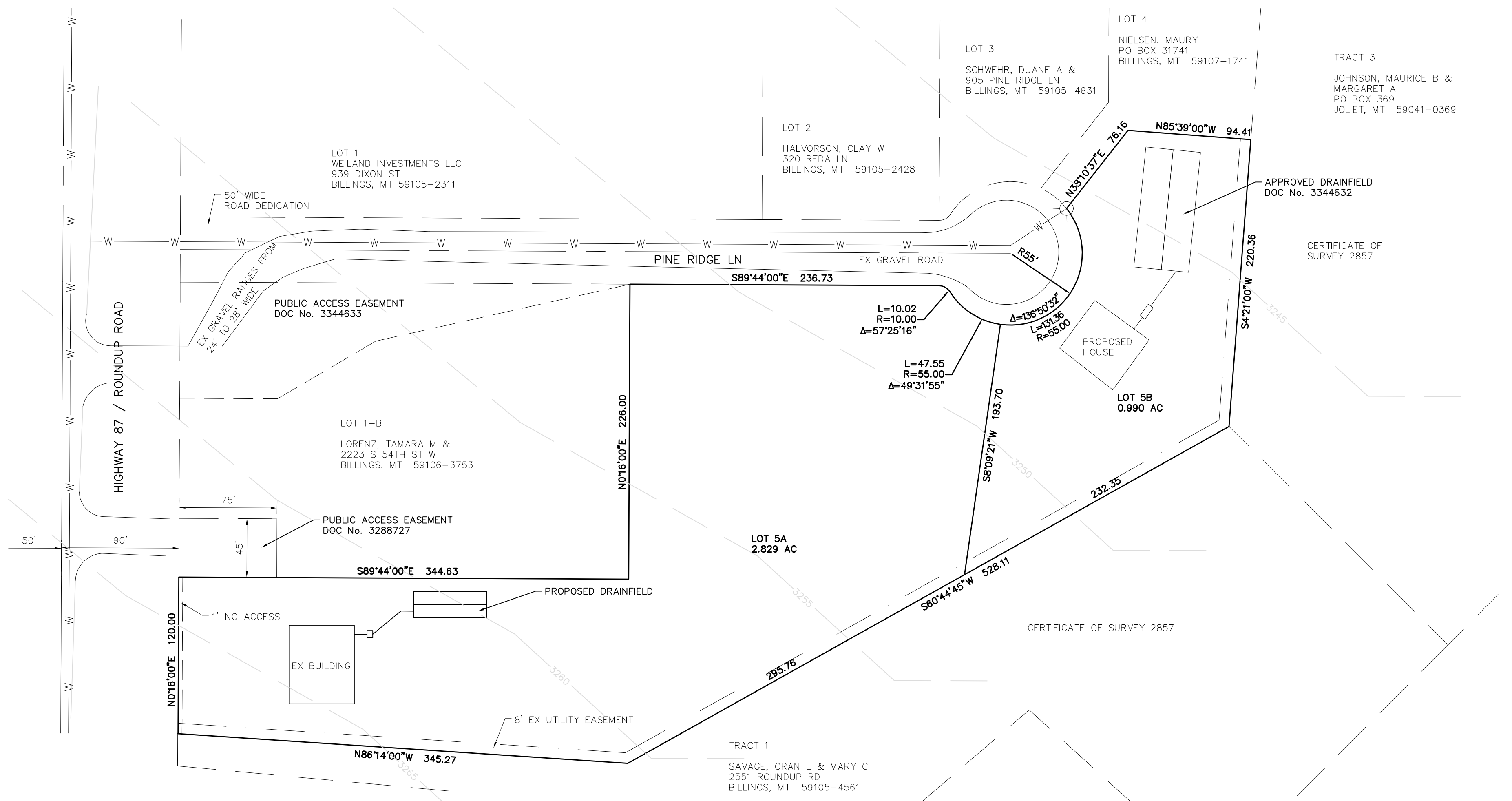
PREPARED FOR: BOB LABERT
 SURVEYOR: NORTH STAR LAND SERVICES, P.C.
 ENGINEER: BLUELINE ENGINEERING LLC
 APRIL, 2015
 BILLINGS, MONTANA



SUBDIVISION DETAILS:

GROSS AREA = 3.819 ACRES
 NET AREA = 3.819 ACRES
 ROAD AREA = 0.00 ACRES
 NUMBER OF LOTS = 2
 MINIMUM LOT SIZE = 0.990 ACRES
 MAXIMUM LOT SIZE = 2.829 ACRES
 EXISTING ZONING = Community Commercial

SURROUNDING ZONING
 NORTH = Community Commercial
 SOUTH = Community Commercial
 EAST = Community Commercial
 WEST = Community Commercial
 EXISTING LAND USE = VACANT
 PROPOSED LAND USE = RESIDENTIAL/ COMMERCIAL





YELLOWSTONE COUNTY BOARD OF PLANNING
CITY OF BILLINGS AND
YELLOWSTONE COUNTY, MONTANA



Planning Board Plat Review
Meeting Date: 06/09/2015

8. b.

Information

INTRODUCTION

PLAT REVIEW/DISCUSSION. Lone Tree Industrial Park: On May 1, 2015, the Planning Division received an application for review and approval of a seven-unit condominium subdivision on Tract 3A of Certificate of Survey 971. The property is located on the north side of King Avenue West, between South 64th Street West and South 72nd Street West, the general address is 6875 King Avenue West. The property is not within the County zoning jurisdiction and therefore, in accordance with Chapter 8 of the County Subdivision Regulations, this condominium development must be reviewed as a “subdivision for rent or lease.” The Planning Board will conduct a plat review at this meeting and a public hearing on June 23, 2015.

RECOMMENDATION

Staff recommends that the Planning Board recommend that the Yellowstone County Board of County Commissioners conditionally approve the preliminary plat of the Lone Tree Industrial Park and adopt the Findings of Fact as presented in the staff report.

PROPOSED CONDITIONS OF APPROVAL

Pursuant to Section 76-3-608(4), MCA, the following conditions are recommended to reasonably minimize potential adverse impacts identified within the Findings of Fact.

1. To minimize the effects on public health and safety, prior to final plat approval the subdivider shall receive approval from the MDEQ / RiverStone Health for the proposed cistern and septic system.
2. Minor changes may be made in the SIA and final documents, as requested by

the Planning and/or Public Works Departments to clarify the documents and bring them into the standard acceptable format.

3. The final plat shall comply with all requirements of the County Subdivision Regulations, rules, regulations, policies, and resolutions of the Yellowstone County, and the laws and Administrative Rules of the State of Montana.

VARIANCES REQUESTED

No variances were requested with this application.

PROCEDURAL HISTORY

- A pre-application meeting was held on April 2, 2015 for this proposal. It was determined that this is a major subdivision for rent or lease application which follows the major subdivision review process.
- The preliminary plat application was submitted to the Planning Division on May 1, 2015.
- A Department Review Meeting was held on May 14, 2015, on this plat application.
- The Yellowstone County Board of Planning will hold a plat review for this application at its June 9, 2015, meeting.
- The Yellowstone County Board of Planning will conduct a public hearing on this application at its meeting on June 23, 2015.
- The Yellowstone County Board of County Commissioners will be considering the application at its regular meeting on July 7, 2015.

PLAT INFORMATION

General location: 6875 King Avenue West

Legal Description: Tract 3A of Certificate of Survey 971

Subdivider and Owner: RK Development

Engineer and Surveyor: Eggart Engineering Company

Existing Zoning: None

Existing land use: Industrial Park

Proposed land use: Commercial uses

Gross area: 2.5 acres

Net area: 2.5 acres

Proposed number of lots: 7 condominium units on one tract

Lot size: 2.5 acres

Parkland requirements: Not required for commercial subdivisions

Attachments

Findings

Attachments

Tract 3a Proposed Site Plan

PROPOSED YELLOWSTONE COUNTY BOARD OF PLANNING
FINDINGS OF FACT

The Findings of Fact for the preliminary plat of Lone Tree Industrial Park have been prepared by the Planning and Community Services Department staff. These findings are based on the preliminary plat application and address the review criteria required by the Montana Subdivision and Platting Act (76-3-608, MCA) and the Yellowstone County Subdivision Regulations (YCSR).

A. What are the effects on agriculture and agricultural water user facilities, local services, the natural environment, wildlife, wildlife habitat, and public health and safety? (76-3-608(3)(a), MCA) (Section 3.2.H.2., YCSR)

1. Effect on agriculture and agricultural water user facilities

The Big Ditch is located near the northern lot line of this subdivision and is the nearest irrigation facility to the subject property. There is an existing 30 foot easement along the south side of the ditch that is on this property. There is also the Birely Drain buried under the subject property, there is also a 30 foot easement for the Birely Drain. Both of these easements are shown on the plat. There are no water rights to this property.

2. Effect on local services

a. Utilities – Cisterns are proposed for this subdivision along with septic facilities. Any proposed onsite water and septic systems must comply with the State of Montana Department of Environmental Quality (MDEQ). Preliminary water and sanitation information has been submitted for review by RiverStone Health and MDEQ.

MDU and Yellowstone Valley Electric Cooperative will provide gas and electrical utilities as necessary. There are existing service lines in the existing 55 foot wide access and utility easement. There are already existing utilities in this easement that will serve the proposed condo development.

b. Stormwater – Stormwater will be retained onsite and will be in compliance with Section 4.7, YCSR. A stormwater management plan will be submitted and approved by MDEQ prior to final plat approval.

c. Solid Waste – Solid waste disposal will be provided through a private hauler. The Billings landfill has the capacity to accommodate waste from this subdivision.

d. Streets – Access to the subdivision is from King Avenue West, then to internal private circulation roads. No additional street right-of-way is necessary. King Avenue West is a state maintained road; no additional RSID is being created at this time for its maintenance.

Access approaches for the lots were determined with the original plat. Internal driveways will be constructed to meet Fire Department width standards. Maintenance of the driveways will be shared proportionately, outlined in the Declaration of Unit Ownership documents to be recorded to establish the condominium ownership.

- e. **Emergency Services** – The subject property is within the jurisdiction of the Billings Urban Fire Service Area (BUFSA) and the Yellowstone County Sheriff’s Department. The two main concerns of the fire department are having adequate access to any structures and an adequate water supply for fighting fires. The proposed condos will be serviced by internal roadways / driveways that will be a minimum of 30 feet in width and constructed to meet the fire department needs. Also, in accordance with Section 4.14.C. of the County Subdivision Regulations, which describes requirements for fire suppression facilities for commercial subdivisions, the subdivider has an existing 30,000 gallon underground storage tank and dry hydrant system.

The Sheriff’s Department will provide law enforcement services for the subdivision and does not have any concerns.

- f. **Mail Delivery** - The United States Postal Service will service the new lots. There is currently centralized mail deliver in the development around this project. They will be adding more boxes to that existing are for this additional development.

3. Effects on the natural environment

No alteration of any stream will occur with this subdivision.

The development will use noxious weed control measures to prevent the spread of noxious weeds to adjacent developed or agricultural land. In accordance with state law, the developer has a weed control plan in place and will revise recommendations based on required site visits.

There are no apparent or known natural hazards on the property.

4. Effects on wildlife and wildlife habitat

There are no known endangered or threatened species on the property. Montana Fish, Wildlife and Parks (FWP) was provided information about the proposed subdivision and indicated that the subdivision is being built in close proximity to good deer habitat. They note that deer may damage landscaping and unless there is commercial agricultural damage, or a threat to public safety, FWP does not assist with wildlife problems. A note to this affect is found in the ‘Conditions that Run with the Land’ section of the SIA.

5. Effects on public health and safety

There are no known manmade public safety hazards that would affect this subdivision. Plans and designs for wells and septic systems will be reviewed and approved by MDEQ prior to final plat approval (**Condition #1**). Fire and emergency services are provided for this proposed subdivision, including a water supply for firefighting purposes there is an existing 30,000 gallon dry hydrant system in place within ½ road mile.

B. Was an Environmental Assessment required? (76-3-603, MCA)(Section 9.2.C.1, YCSR)

An environmental assessment was not required for this subdivision as per Section 9.2.C.1., YCSR. A Summary of Probable Impacts was provided. No major issues were identified.

C. Conformance with the Yellowstone County – City of Billings 2008 Growth Policy Update, the 2011 Billings Area Bikeway and Trail Master Plan, and the Billings Urban Area Transportation Plan 2009 Update (Section 3.2.H.4., YCSR)

1. Yellowstone County – City of Billings 2008 Growth Policy Update

The proposed subdivision is consistent with the following goals of the growth policy:

- Goal: Controlled weed populations. (p. 9)
The developer has an existing weed control plan and will modify it as needed based on required site visits by the County Weed Department.
- Goal: Predictable land use decisions that are consistent with neighborhood character and land use patterns. (p. 6)
The proposed subdivision is not within the County zoning jurisdiction. It is located in an area of the county that has developed into a commercial hub. Therefore, it is consistent with the neighborhood character in this area.
- Goal: More housing and business choices within each neighborhood (p.6).
The proposed subdivision would allow for additional business development at this location.

2. Billings Urban Area Transportation Plan 2014

King Avenue West is classified as a major arterial street and is expected to handle the additional traffic generated by this commercial subdivision. No additional right-of-way is required from this subdivision. The proposed subdivision maintains the street hierarchy defined in the Transportation Plan.

3. Billings Area Bikeway and Trail Master Plan

The subdivision does not have any bike trails identified in this area. The nearest on-street bikeway is identified on South 64th Street West and it runs north and

south along the street. There are no bike lanes, or even shoulders on S. 64th St. West, but these facilities may be considered when future upgrades to the road are made. A waiver of right to protest future RSID's for street improvements is being signed and recorded with this subdivision.

D. Does the subdivision conform to the Montana Subdivision and Platting Act and to local subdivision regulations? (76-3-608(3)(b), MCA) (Section 3.2.H.3.a., YCSR)

The subdivision, with the proposed conditions, satisfies the requirements of the Montana Subdivision and Platting Act and conforms to the design standards specified in the Yellowstone County Subdivision Regulations. The subdivider and the local government have complied with the subdivision review and approval procedures set forth in the local and state subdivision regulations.

E. Does the proposed subdivision conform to all requirements of the zoning in effect? (Section 3.2.H.3.e., YCSR)

The subject property is outside of the County zoning jurisdiction.

F. Does the proposed plat provide easements for the location and installation of any utilities? (76-3-608(3)(c), MCA) (Section 3.2.H.3.b., YCSR)

Utility easements have been provided on the face of the plat for both electric and natural gas, as requested by MDU and YVEC.

G. Does the proposed plat provide legal and physical access to each parcel within the subdivision and notation of that access on the plat? (76-3-608(3)(d), MCA) Section 3.2.H.3.c., YCSR)

Access to the subdivision lots will be from internal private circulation roads that connect to King Avenue West.

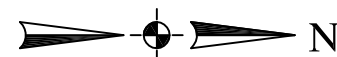
CONCLUSIONS OF FINDINGS OF FACT

- The preliminary plat of Lone Tree Industrial Park Subdivision does not create any adverse impacts that warrant denial of the subdivision.
- With the proposed conditions, Lone Tree Industrial Park Subdivision is in compliance with the Montana Subdivision and Platting Act and the Yellowstone County Subdivision Regulations.
- New water and wastewater facilities will be approved through the Montana Department of Environmental Quality.

ATTACHMENTS

A: Aerial Images

B: Plat and associated documents



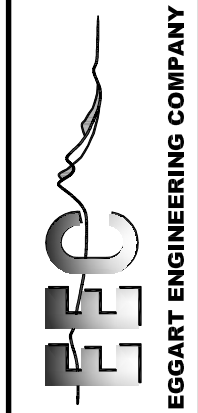
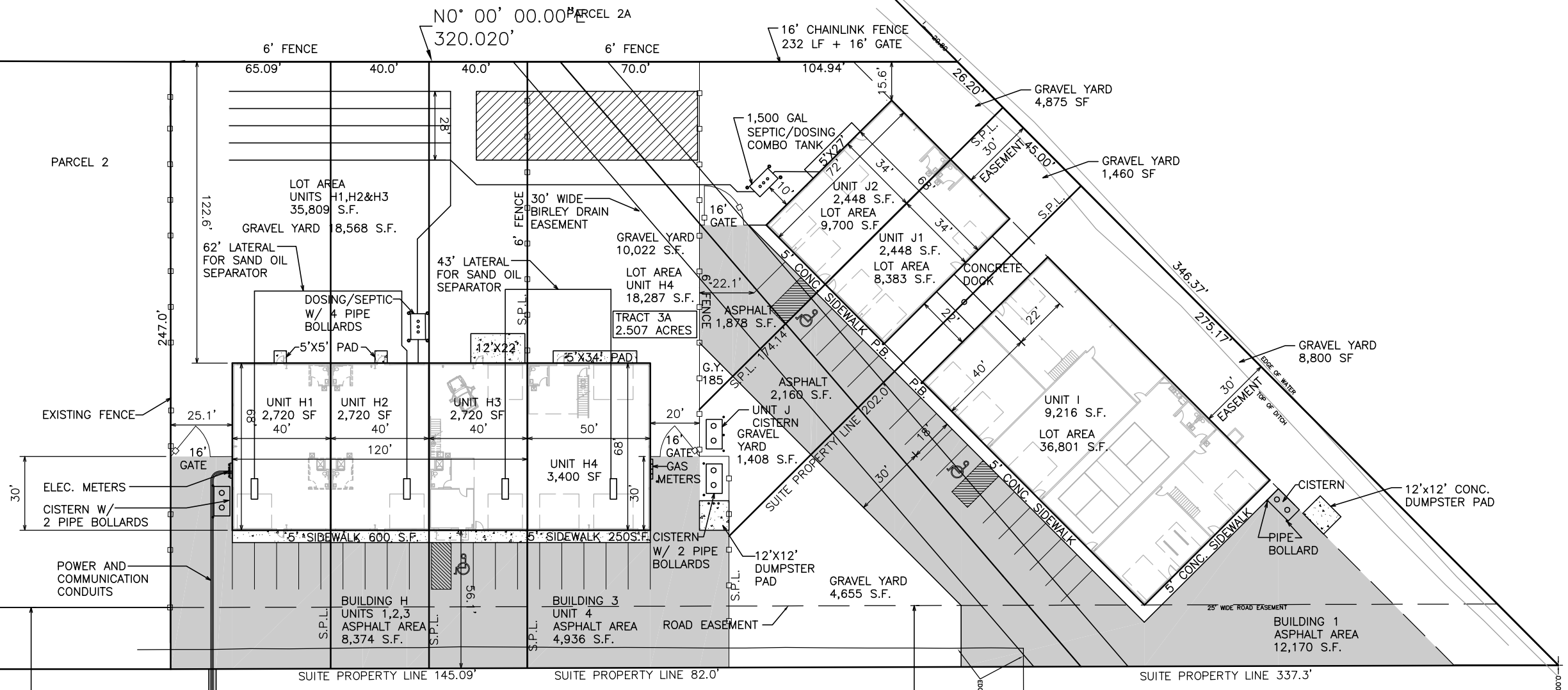
50' SIGNAGE, ACCESS
& UTILITY EASEMENT
BOOK 1102, PAGE 1027,
DOC. NO. 1017792

50' SIGNAGE, ACCESS
& UTILITY EASEMENT
BOOK 1102, PAGE 1027,
DOC. NO. 1017792

1
C1

TRACT 3A, COS 971 SITE PLAN

SCALE: 1" = 50'



EGGART ENGINEERING COMPANY
720 LOHWEST LANE
BILLINGS, MT 59106
OFFICE: 406-839-9151 FAX: 406-839-9150

6875 KING AVE WEST
S07, T01 S, R25 E, COS 971,
PARCEL 3A, AMEND TR 1
BILLINGS MT 59106

SCALE: 1" = 50'
SHEET#: C1



YELLOWSTONE COUNTY BOARD OF PLANNING
CITY OF BILLINGS AND
YELLOWSTONE COUNTY, MONTANA



Planning Board Plat Review
Meeting Date: 06/09/2015

8. c.

Information

INTRODUCTION

PLAT REVIEW/DISCUSSION. Aspen Ridge Subdivision, 2nd Filing. On May 1, 2015, owner, Superior Builders, LLP, applied for preliminary major plat approval for Aspen Ridge Subdivision, 2nd Filing. The proposed plat creates 15 lots from a 28-acre parcel of land. The subject property is generally located in Lockwood, on the south side of San Marino Drive, between Tanglewood Drive and Noblewood Drive. The property is zoned Residential-9,600 (R-96). The Yellowstone County Board of Planning will review the plat at this meeting and conduct a public hearing on Tuesday, June 23, 2015. The Board of County Commissioners will act on the proposal on July 14, 2015.

RECOMMENDATION

Staff recommends that the Planning Board recommend that the Yellowstone County Board of County Commissioners conditionally approve the preliminary plat of Aspen Ridge Subdivision, 2nd Filing, and adopt the Findings of Fact as presented in the staff report.

PROPOSED CONDITIONS OF APPROVAL

Planning staff recommends the following conditions of approval:

1. To minimize effects on local services, Lot 9, Block 2 shall be deeded to the County at the time of final plat recording, and a maintenance district shall be established or expanded to maintain the stormwater facilities on the lot.
1. To minimize the effects on the natural environment, a weed management plan and property inspection shall be approved by the County Weed Department, prior to final plat approval.
1. Minor changes may be made in the SIA and final documents, as requested by the Planning and/or Public Works Departments to clarify the documents and

bring them into the standard acceptable format.

1. The final plat shall comply with all requirements of the County Subdivision Regulations, rules, regulations, policies, and resolutions of the Yellowstone County, and the laws and Administrative Rules of the State of Montana.

VARIANCES REQUESTED

No variances have been requested from the Yellowstone County Subdivision Regulations for this proposal.

PROCEDURAL HISTORY

- A pre-application meeting was held on April 30, 2015 to discuss the proposal (three previous pre-application meetings were held).
- The preliminary plat application was submitted to the Planning Division on May 1, 2015.
- A departmental review meeting was conducted on May 14, 2015.
- The preliminary plat was resubmitted with revisions based on department reviews on May 21, 2015.
- The Planning Board will review the plat on June 9, 2015.
- The Planning Board will conduct a public hearing on June 23, 2015, and forward a recommendation to the Board of County Commissioners.
- The Board of County Commission will consider the preliminary plat on July 14, 2015.
- The 60 working-day preliminary plat review period ends July 27, 2015.

PLAT INFORMATION

General location: San Marino Drive, west of Noblewood Drive, in Lockwood.

Legal Description: Lot 5, Block 3, Aspen Ridge Subdivision, 1st Filing

Subdivider/Owner: Superior Builders, LLP

Engineer and Surveyor: Blueline Engineering

Existing Zoning: R-96

Existing land use: Vacant

Proposed land use: Single-Family Residential

Gross area: 28.9 acres

Net area: 27.1

Proposed number of lots: 15

Lot size: Max: 18.5 acres Min.: 0.506 acre

Parkland requirements: Parkland dedication is required in the amount of 0.578 acres.
A cash contribution in lieu of land dedication is proposed.

Attachments

Findings of Fact

Preliminary Plat

Zoning Area Map

FINDINGS OF FACT

The City/County Planning staff has prepared the Findings of Fact for the Aspen Ridge Subdivision, 2nd Filing. These findings are based on the preliminary plat application and address the review criteria required by the Montana Subdivision and Platting Act (76-3-608, MCA) and the Yellowstone County Subdivision Regulations (YCSR).

A. What are the effects on agriculture, local services, the natural environment, wildlife, wildlife habitat, and public health and safety (76-3-608(3)(a), MCA) (Section 3.2(H)(2), YCSR)

1. Effect on agriculture and agricultural water users' facilities

The subject property is not currently used for agricultural purposes and does not have water rights. The subdivision should not affect agricultural water users' facilities or take land out of agricultural production.

2. Effect on local services

- a. **Water and Sewer** – Lockwood Water and Sewer District shall be used to supply water to the individual lots. A service line will be extended from its current terminus in San Marino Drive, and connect to the existing line in Noblewood Drive, completing a necessary loop for water pressure and quality needs. Individual septic systems are proposed for each of the lots. Locations and design of the septic systems will be reviewed and approved by the Montana Department of Environmental Quality (MDEQ) prior to final plat approval. These systems will be constructed as approved by the MDEQ and as shown on approved plans.
- b. **Streets and roads** – The proposed subdivision is located at the east terminus of San Marino Drive, a local paved street, south of Tanglewood Drive in Lockwood. San Marino will be extended to serve the new proposed lots. It will be built to a County paved road standard and will have a pedestrian walkway on its north side.

Additionally, right-of-way for the future continuation of Noblewood Drive fronts the east side of property. Noblewood Drive is a future Collector street, according to the Billings Urban Area Transportation Classification map, therefore, a 40-foot half width right-of-way is being dedicated with this plat. Construction of Noblewood Drive as it fronts the subject property will be limited to a 20-foot wide gravel surface to the south side of Lot 9, Block 2 with this filing. In the future, when Lot 11, Block 3 is developed as shown on the master plan, the entire Noblewood frontage will be constructed to a County paved road standard. This requirement is specified in the Subdivision Improvements Agreement (SIA).

- c. **Fire and Police Services** – The property is within the Lockwood Fire Department's jurisdiction. It is the subdivider's responsibility to ensure provisions of a water source and adequate access to the proposed lots for emergency service's needs. A pressurized fire hydrant shall be installed at the end of San Marino Drive to meet the requirements for

water supply specified in the County Subdivision Regulations and the Fire Department has indicated that the proposal meets their needs for access.

The Yellowstone County Sheriff's Department will provide law enforcement services.

- d. **Solid Waste disposal** – The Billings Landfill has capacity for solid waste disposal. Solid waste will be collected and disposed of by a private garbage collection company. Each lot owner will be responsible for arranging for collection.
- e. **Storm water drainage** – The management of storm water runoff shall be designed to satisfy storm water management requirements and specifications of MDEQ. As was required with the 1st Filing of Aspen Ridge Subdivision, the subdivider shall provide a stormwater master plan for this filing and any future development of Lot 11, Block 3. The preliminary plat shows that storm water will be absorbed on-site in the ditches along the paved road and also within two storm retention areas. The existing retention pond at the north end of Lots 2 and 3, Block 2, will be maintained in an easement on those lots and two additional ponds will be constructed on Lot 9, Block 2. That lot will be deeded to the County at the time of final plat recording, and a maintenance district will be established to maintain these facilities. These details are noted in the SIA and are a recommended condition of approval (**Condition #1**). A stormwater swale will also be constructed to connect all three ponds, and will be located within an easement on the back (north) side of Lots 4-8, Block 2.
- f. **School facilities** – The proposed subdivision is located in the Lockwood School District for elementary and middle school, and Billings School District #2 for high school (Senior High). Both Senior High and Lockwood School administrators commented that the subdivision is located on a current bus route, and that the schools have capacity for more students.
- g. **Parks and recreation** – This subdivision is required to provide parkland dedication for the 14 lots that are less than 5 acres in size. As the lots are between 0.5 and one acre, a dedication equal to 7.5% of the net lot area is required; this equates to 0.578 acres. The subdivision is near Harris Park, a developed County park, and the developer has proposed to provide cash in lieu of land dedication for this filing. The developer will also be required to expand the existing Park Maintenance District for Harris Park prior to final plat approval. These details are noted in the SIA.
- h. **Historic features** – No known historical or cultural assets exist on the site.

3. Effects on the natural environment

The development will use noxious weed control measures to prevent the spread of noxious weeds to adjacent developed or agricultural land. A weed management plan will be completed and a property inspection done prior to final plat approval (**Condition #2**).

MDEQ will review and approve the new proposed septic systems and stormwater management facilities to ensure any impacts of the development are mitigated.

There are no apparent or known natural hazards on the property.

4. Effects on wildlife and wildlife habitat

There are no known endangered or threatened species on the property. Montana Fish, Wildlife, and Parks (FWP) responded to a request for review and comment on the proposed subdivision. It is suggested that future homeowners should be made aware that unless they take steps to deter animals such as fencing their yards they may experience damage problems. A note to this effect is found within the SIA to help inform future landowners.

5. Effects on public health and safety

Plans and designs for use of the proposed septic systems and public water supply will be reviewed and approved by MDEQ prior to final plat approval. Fire and emergency services are provided for this proposed subdivision. The subdivider shall install pedestrian walkways on the north side of San Marino Drive to help facilitate safe pedestrian travel. Effects on public health and safety should be minimal.

B. Was an environmental assessment required? If yes, what, if any, significant adverse impacts were identified? (76-3-616, MCA) (Chapter 9, YCSR)

An environmental assessment was not required for this subdivision.

C. Does the subdivision conform to the Yellowstone County-City of Billings 2008 Growth Policy Update, the 2014 Billings Urban Area Long Range Transportation Plan, and the Billings Area Bikeway and Trail Master Plan? (Section 3.2 (H)(4), YCSR)

1. Yellowstone County – City of Billings 2008 Growth Policy Update

- **Goal: Predictable land use decisions that are consistent with neighborhood character and land use patterns. (p. 6)**

This subdivision will create 14 lots for single family residences, consistent with the immediately surrounding neighborhood.

- **Goal: New developments that are sensitive and compatible with the character of adjacent County townsites. (p. 6)**

There are similarly sized lots containing single-family homes directly adjacent to the subject property.

- **Goal: Contiguous development focused in and around existing population centers separated by open space. (p. 6)**

The proposed subdivision is within the Lockwood water service area. Because it is able to be served with public water, development can be of higher density and more concentrated around the existing population center of Lockwood.

- **Goal: More housing and business choices within each neighborhood. (p. 6)**

The proposed subdivision will create 14 additional residential lots in this area.

2. 2014 Billings Urban Area Long Range Transportation Plan

The subject property is within the boundary of the study area of the Transportation Plan. Although the new lots will be served by an internal local street, the subject property has frontage on Noblewood Drive which is identified as a future collector road on the Functional Classification Map. The appropriate amount of right-of-way is being preserved for this future collector with this plat.

3. Billings Area Bikeway and Trail Master Plan (BABTMP)

The subject property is not within the jurisdiction of the BABTMP.

D. Does the subdivision conform to the Montana Subdivision and Platting Act and to local subdivision regulations? [76-3-608(3)(b), MCA and Section 3.2(3)(a), YCSR]

The proposed subdivision meets the requirements of the MSPA and the YCSR. The subdivider and the local government have complied with the subdivision review and approval procedures that are set forth by local and state subdivision regulations.

E. Does the subdivision conform to sanitary requirements? [Section 4.8(C) and 4.9 (C), YCSR]

The subdivider shall receive approval from MDEQ for the proposal to make use of the public water and individual septic systems for the new lots.

F. Does the proposed subdivision meet any applicable Zoning Requirements? [Section 3.2(H)(3)(e), YCSR]

The subdivision is in the County's zoning jurisdiction and is zoned R-96. The proposed lots sizes are in compliance with zoning, County Subdivision Regulations, and MDEQ. A note is found in the SIA notifying future property owners that a Zoning Compliance Permit is required prior to any construction on the lots.

G. Does the subdivision provide for necessary planned utilities? [76-3-608(3)(c), MCA and Section 3.2 (H)(3)(b), YCSR]

Utility easements shall appear on the face of the final plat as requested by Northwestern Energy and MDU.

H. Does the proposed subdivision provide for legal and physical access to all lots? [76-3-608 (3)(d), MCA and Section 3.2 (H)(3)(c)(d), YCSR]

Legal and physical access will be provided for the proposed lots from San Marino Drive.

CONCLUSIONS OF FINDINGS OF FACT

- The Aspen Ridge Subdivision, 2nd Filing does not create adverse impacts that warrant denial of the subdivision.

- Impacts to agriculture, agriculture water user facilities, local services, public health and safety, the natural environment, and wildlife should be minimal. Impacts identified can be mitigated by reasonable conditions of final plat approval.
- The subdivision conforms to some of the goals of the 2008 Growth Policy.
- The applicant has complied with the MSPA and YCSR processes and the subdivision conforms to the law requirements.

RECOMMENDATION

Staff recommends that the Planning Board recommend to the Board of County Commissioners conditional approval of the preliminary plat of Aspen Ridge Subdivision, 2nd Filing and adoption of the Findings of Fact as presented in the staff report.

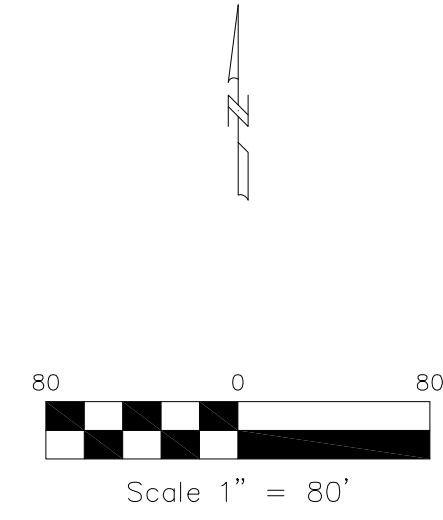
ATTACHMENTS

A: Zoning Map

B: Preliminary Plat and Associated Documents

PRELIMINARY PLAT OF ASPEN RIDGE SUBDIVISION, 2ND FILING

BEING LOT 5, BLOCK 3, ASPEN RIDGE SUBDIVISION, 1ST FILING
SITUATED IN THE SE 1/4, SW 1/4, SECTION 29, T. 1 N., R. 27 E., P.M.M.
YELLOWSTONE COUNTY, MONTANA



VICINITY MAP
NOT TO SCALE

PREPARED FOR: SUPERIOR BUILDERS LLP
SURVEYOR: NORTH STAR LAND SERVICES, P.C.
ENGINEER: BLUELINE ENGINEERING LLC
MAY, 2015
BILLINGS, MONTANA

SUBDIVISION DETAILS:

GROSS AREA	=	28.977 ACRES
NET AREA	=	27.155 ACRES
ROAD AREA	=	1.822 ACRES
PARK LAND	=	0 ACRES
NUMBER OF LOTS	=	15
MINIMUM LOT SIZE	=	0.509 ACRES
MAXIMUM LOT SIZE	=	18.598 ACRES
EXISTING ZONING	=	R-9600
SURROUNDING ZONING	=	
NORTH	=	R-9600
SOUTH	=	AG SUBURBAN
EAST	=	R-9600
WEST	=	R-9600
EXISTING LAND USE	=	VACANT
PROPOSED LAND USE	=	RESIDENTIAL

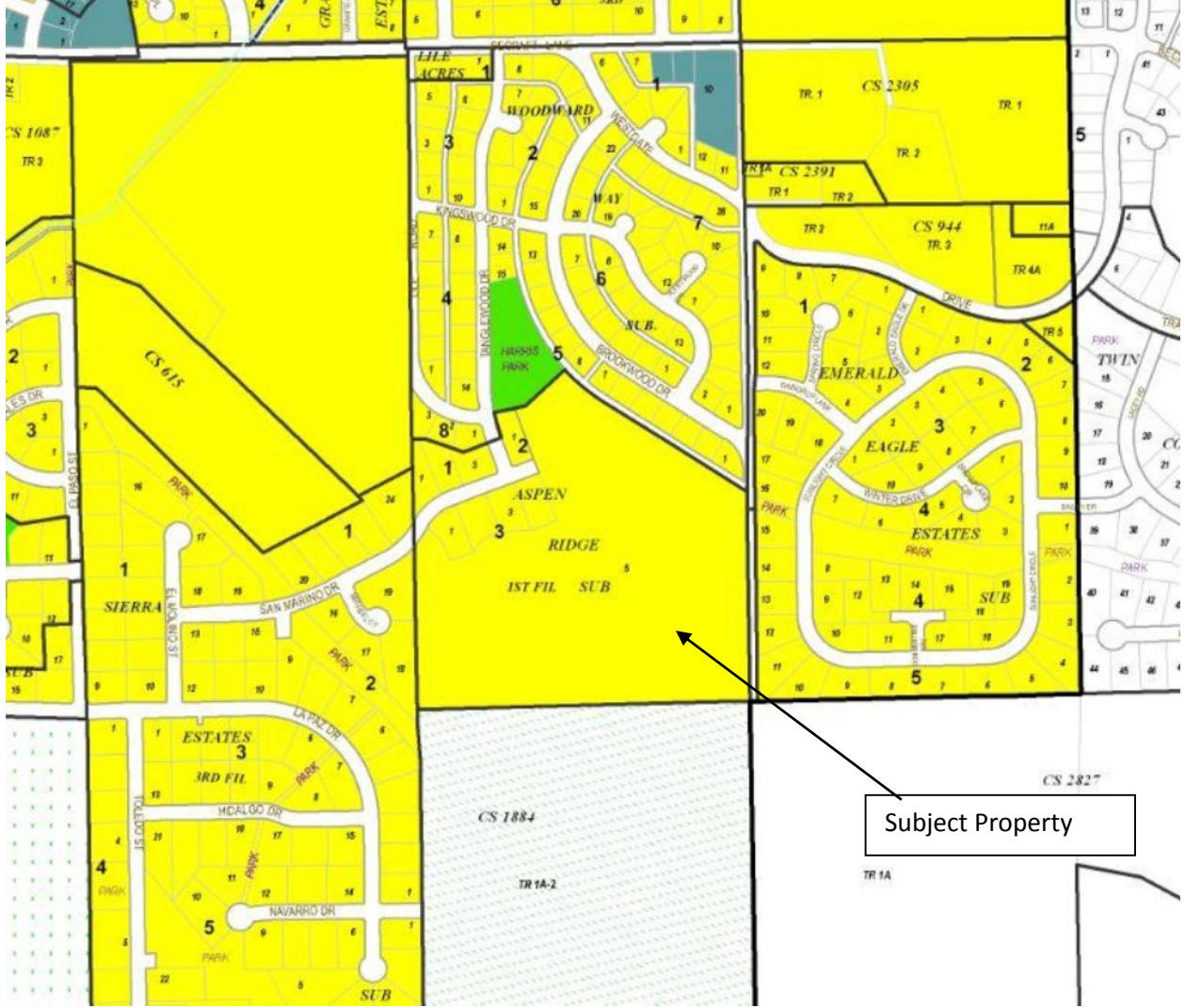
CURVE TABLE					
CURVE #	ARC LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C1	168.08	270.08	35.66	S87°30'32"W	165.38
C2	83.75	270.08	17.77	N65°46'47"W	83.41
C3	9.20	10.00	52.69	N30°32'42"W	8.88
C4	52.72	56.00	53.94	S31°09'56"E	50.79
C5	119.11	56.00	121.87	N60°56'00"E	97.89
C6	107.11	56.00	109.59	N54°47'37"W	91.51
C7	9.20	10.00	52.69	S83°14'24"E	8.88
C8	16.13	330.07	2.80	N58°17'44"W	16.13
C9	96.89	330.07	16.82	N68°06'20"W	96.55
C10	96.66	330.07	16.78	N84°54'18"W	96.32
C11	97.54	330.07	16.93	S78°14'21"W	97.19
C12	251.82	270.08	53.42	N83°56'29"W	242.80
C13	279.02	56.00	285.48	N33°09'08"E	67.81
C14	291.03	330.07	50.53	N84°57'41"W	281.69
C15	7.50	190.00	2.26	S30°42'54"W	7.50



CERTIFICATE OF SURVEY 1884, PARCEL 1A2, AMND TR 1 (LESS EAGLE CLIFF MEADOWS SUB 1ST & COS 3425 & 3484)

ROTRUP, WAYNE & MARY K
4143 FORD RD
BILLINGS, MT 59101-7150

Aspen Ridge, 2nd Filing – Zoning Map



Subject Property

Planning Board Plat Review

Meeting Date: 06/09/2015

Information

Subject

FUTURE AGENDA ITEMS FOR TUESDAY, JUNE 23, 2015:

1. PUBLIC HEARING. MOTION/RECOMMENDATION: Lone Tree Industrial Park, A 7-lot County major subdivision generally located at 6875 King Avenue West Richard Cotter, Applicant.Dave Green, Planner I

2. PUBLIC HEARING. MOTION/RECOMMENDATION: Clear Creek Subdivision, 2nd Amd L5 B1, a 2-lot County Commercial Subsequent minor subdivision generally located at on Pine Ridge Lane. Blueline Engineering on behalf of Bob and Dorothy Lambert,Dave Green, Planner I

3. PUBIC HEARING. MOTION/RECOMMENDATION: Aspen Ridge Subdivision, 2nd Filing, a County Residential major subdivision generally located in Lockwood near San Marino and Noblewood.Drive. Blueline Engineering on behalf of Superior Builders, LLP.Wyeth Friday, Planning Division Manager

Attachments

No file(s) attached.
