



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



AGENDA

June 25, 2019 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. **MOTION. 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. **MOTION. MEETING MINUTES:** PlnBMinutes_2019_05_14_DRAFT, (The May 29 and June 11 meetings were canceled due to a lack of agenda items.)
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.*
 - 4a) **Comments on items not on agenda and requests to add items to future agendas**
 - 4b) **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**
 - a. **Motion. Letter of Support 2019 Better Utilizing Investments to Leverage Development (BUILD) Grant.** Wyeth Friday, Director, Planning & Community Services Department
8. **NEW BUSINESS:** (Agenda items new to this meeting).
 - a. **Presentation. Discussion. Bicycle Pedestrian Advisory Committee, (BPAC), Annual Update.** Elyse Monat, Active Transportation Planner. Ed Gulick, BPAC, presenting.

- b. **Motion. South Billings Boulevard Urban Renewal Plan. Wyeth Friday, Director, Planning & Community Services**

- 9. **OTHER BUSINESS:**
 - A. **(Standing Item) Long Range Strategic Issues and an overview of future City and County issues and projects.**

 - B. **FUTURE AGENDA ITEMS FOR TUESDAY, JULY 9, 2019-Planning Staff and Planning Board**

- 10. **ADJOURNMENT**

Planning Board Meeting 2 (4th Tuesday)

Meeting Date: 06/25/2019

Information

Subject

MOTION. MEETING MINUTES:PlnBMinutes_2019_05_14_DRAFT, (The May 29 and June 11 meetings were canceled due to a lack of agenda items.)

Attachments

PlnBMinutes_2019_05_14_DRAFT

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. 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	01/08/2019	01/22/2019	02/12/2019	02/26/2019	03/12/2019	03/26/2019	04/09/2019	04/23/2019	05/14/2019	** 05/29/2019	06/11/2019	06/25/2019	07/09/2019	07/23/2019	08/13/2019	08/27/2019	09/10/2019	09/29/2019	10/08/2019	10/22/2019	11/12/2019	11/26/2019	12/10/2019
Dave Goodridge	Mayor/Billings Ward I	E	1	1	1	E	E	E	E	E	-													
Matt Macrow	Mayor/Billings Ward II	1	1	1	1	1	E	1	E	1	-													
Eric Wallace	Mayor/Billings Ward III	1	1	1	E	E	E	1	1	1	-													
Darell Tunnickliff	Mayor/Billings Ward IV	1	1	1	E	1	1	E	1	1	-													
Jon Thompson	Mayor/Billings Ward V	1	E	1	E	1	1	1	1	E	-													
Troy Boucher	YC District 1	1	E	E	1	1	1	1	1	1	-													
Dennis Cook	YC District 2	1	1	1	1	1	1	1	E	E	-													
Vacant	YC District 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vacant	YC District 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Woody Woods	YC District 5	1	1	1	1	1	1	1	E	1	-													
Vacant	YC District 6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jarett Hillius	YC District 7	1	1	1	1	1	1	1	E	1	-													
Jerry Williams	Y County Cons. District	1	1		1	1	1	1	1	1	-													
Scott Reiter	Ex-Officio SD2	A	A	A	A	A	A	A	A	A	-													

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May 14, 2019

DRAFT- To be approved by a motion on June 11, 2019

Call the Meeting to Order

President Tunnicliff called the meeting to order at 6:00 p.m. on Tuesday, May 14, 2019 in the Miller Building 1st Floor Conference Room, 2825 3rd Avenue North, Billings, Montana.

Introduction of Planning Board Members and Planning Department Staff

President Tunnicliff called for introductions of the members of the Planning Board and staff.

Attending Planning staff members: Wyeth Friday, Director, Planning & Community Services Department; Monica Plecker, Planning Division Manager; Dave Green, Planner II, Tammy Deines, Planning Clerk

In Attendance: Darin Swenson, Yellowstone County Public Works; Craig Dalton, Performance Engineering; Citizen Jay Nichols; Citizen Arnie Reiter

Approval of the May 14, 2019 Agenda – A motion was made by Board member Macrow and seconded by Board member Hillius to approved the May 14, 2019 Agenda as submitted. The motion carried with a unanimous voice vote.

Approval of Minutes: April 9, 2019 and April 23, 2019: A motion was made by Board member Woods and seconded by Board member Macrow to approve the minutes of April 9, 2019 and April 23, 2019 as submitted. The motion carried with a unanimous voice vote.

Public Comment: President Tunnicliff asked if there was anyone wishing to speak during the public comment portion of the meeting. He stated any member of the public might 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.

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 were no declarations of ex parte communications or conflicts of interest.

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7. OLD BUSINESS

7a. Continued Public Hearing. Motion/Recommendation to BOCC. Bar 11 Estates Subdivision, County Major Subdivision, Production Consulting, LLC, owner. Performance Engineering, Agent. Dave Green, Planner II.

Dave Green introduced this agenda item and gave a brief presentation. The Board of County Commissioners is scheduled to act on this preliminary plat on May 21, 2019. He pointed out Conditions of Approval #2 and #9, which were modified by the Commissioners. He said the County Public Works Director is aware of the storm water drainage issues coming from Plateau Road.

INTRODUCTION

On March 1, 2019, the Planning Division received an application for major plat approval for the proposed Bar Eleven Estates Subdivision. The property is generally located on the south side of Plateau Road approximately .25 miles west of Bitterroot Drive. This subdivision would create 7 lots from a 17.55-acre parcel of land. Lots 5 and 6 are proposed to be developed as condominium type development with multiple single family dwelling units on a single lot. All of the proposed lots will be developed as single family residential. The land is currently dryland grass and is zoned Residential 9600 (R-96). This application is back before the board for a vote to make a recommendation to the Board of County Commissioners due to lack of a quorum at the April 23 Planning Board meeting.

RECOMMENDATION

Staff recommends that the Yellowstone County Board of Planning recommend the Board of County Commissioners conditionally approve the preliminary plat of Bar Eleven Estates Subdivision 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 protect public health and safety, prior to final plat approval the applicant will receive approval from the MDEQ for the proposed water systems, septic systems and the proposed storm water management.
2. To ensure compliance with requirements of subdivision regulations, prior to final plat approval the applicant will add a paragraph in the SIA under the heading Conditions That Run With The Land to notify future homeowners of their responsibility to install sidewalk along their street frontage.
3. To ensure public access to the public park within the subdivision, prior to final plat approval the applicant will provide easement documents that allow the public to drive up the access along the eastern edge of the public park at Lot 7.
4. To minimize the effects on local services, prior to final plat approval, the applicant will coordinate with the USPS for locating and providing the correct amount of space for safely delivering the mail to the residents.
5. To minimize effects on the natural environment, prior to final plat approval a weed management plan and property inspection shall be completed by the County Weed Department.
6. To ensure the placement of easements for private utility providers, prior to final plat approval the applicant will coordinate with private utility companies to provide needed easements within the proposed subdivision.
7. 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.

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8. The final plat shall comply with all requirements of the County Subdivision Regulations, rules, regulations, policies, and resolutions of the Yellowstone County, including laws regarding moving houses onto or off the property, and the laws and Administrative Rules of the State of Montana.

Discussion

President Tunncliff called for questions and discussion from the members of the Board. Board member Woods commented he is glad to see the additional condition of approval for sidewalks as it is part of the suburban review criterion. Dave Green said in the future, this condition would be added on a regular basis during the Planning Board review.

Division Manager Plecker pointed out that DEQ requires a 10-year storm water detention level. Anything beyond a 10-year event will still overtop the area but the subdivision complies with the DEQ requirement. She stated any required revision is beyond the scope of this Board. President Tunncliff stated the Board relies on the professional direction, policies, and procedures of DEQ. Board member Woods asked when DEQ last updated this regulation to a 25-year event.

Applicant

Craig Dalton, Performance Engineering, (no address given)

Mr. Dalton is the agent for applicant/owner, Production Consulting. He stated DEQ updated the storm water manual last year and all designs are reviewed for compliance with storm water regulations. Board member Hillius asked if the cumulative storm water impacts were taken into consideration. Mr. Dalton commented on the historical rates and said per DEQ requirements, any additional water has to be retained and not leave the site any faster than what has historically happened. Board member Woods commented he does not like to see designated parkland contain drain fields, as they become a public health and safety issue when they fail.

Public Hearing

President Tunncliff opened the public hearing and asked if there is anyone wishing to speak in favor or against the Bar 11 Estates Subdivision preliminary application.

Jay Nichols, 4015 Chara Lane, Billings, Montana

Mr. Nichols stated he is concerned with storm water runoff from this subdivision to Plateau Road and to Chara Lane. He said the Bar 11 Subdivision has had difficulties with the existing retention pond. He asked how many dwellings are proposed with this subdivision. He said the new grade on Plateau Road has generated instances of Chara Lana experiencing storm water runoff. He provided photos of depicting the storm water

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runoff issues as the water flows from Bitterroot down Plateau Road into Chara Lane. He voiced concerns with the inability for emergency vehicles to enter and residents to exit during a recent fire event in the Bar 11 Subdivision. Mt. Nichols stated additional density is a concern and the developer should not put the density at the end of the road. The area schools are at capacity and there is a 30-45 minute emergency response time.

Arnie Reiter, 4055 Chara Lane, Billings, Montana

Mr. Reiter said his residence is at the end of Chara Lane. He stated he has had more issues in the last two years. He stated his driveway becomes a river with the storm water runoff. He has had six inches of water inside the garage; and has rented pumps and fans to place under the house to dry it out. He said they changed the crown of the road when Plateau Road was improved. Mr. Reiter stressed that the water abatement is not adequate. This has made a significant change to the hillside and to his home site.

Rebuttal

Craig Dalton, Performance Engineering, (no address given)

Mr. Dalton said after the first meeting, he visited the site along with another engineer. The road was widened to the south and there is an increased impervious area. Chara Lane is a private road not built to County standards. He said he could see the potential issues on Chara Lane as there are no barrow ditches along Chara Lane. He advised working with the County Public Works Department on a means to control and convey the water back towards Bitterroot.

Discussion

Board member Woods asked about the addition 10-feet added to the roadway.

Mr. Dalton replied this was just an extension to the road surface. President Tunnichliff stated the Board has to rely on DEQ for clarification and asked if they had contacted the County Road Department. Mr. Nichols said they have but they were “given the run around”. Per Request of Board member Boucher, staff clarified and said Condition of Approval #2 addresses the RSID and sidewalk construction. Dave Green responded to question by Director Friday, and said staff brought this issue to Yellowstone County Public Works but will pass this information forward. Darin Swenson, YC Public Works, said the RSID covers the original subdivision, (Bar 11 Subdivision).

8. New Business: There is no New Business.

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9. OTHER BUSINESS

- **Project ReCode:** (Division Manager Plecker) The Steering Committee will meet on May 23, 2019. The consultants will be in Billings June 18-20, 2019 and working groups and public meetings will be scheduled.
- **Policy Coordinating Committee:** (Director Friday) Tuesday, May 21, 2019. Transportation Staff will present several project updates.
- **Federal Highway MPO Review:** (Director Friday) Staff received a positive response overall. A report will be provided to staff with recommendations. Staff will bring it forward to the Board during a future meeting.
- **Wayfinding Signage Plan:** Board member Woods asked if the plan will consider the Lockwood and urbanized area. Ms. Plecker stated part of the scope of this plan is to meld with other signage efforts.
- **Announcement:** The Wednesday, May 20, 2019 Planning Board meeting will be canceled due to a lack of agenda items. The next meeting will be held as legally announced and advertised on Tuesday, June 11, 2019.
- **ADJOURNMENT: 6:46 P.M.**

DRAFT-TO BE APPROVED BY A MOTION ON JUNE 11, 2019

—Támara L. Deines, Planning Clerk

Planning Board Meeting 2 (4th Tuesday)

Meeting Date: 06/25/2019

TITLE: Letter of Support - 2019 BUILD Grant for Inner Belt Loop, Sky Line Trail, Marathon Loop Connections

PRESENTED BY: Wyeth Friday

Department: Planning & Community Services

Presentation: Yes

Information

PROBLEM/ISSUE STATEMENT

The Yellowstone County Board of Planning is being asked to support the City of Billings preparation and submittal of a 2019 Better Utilizing Investments to Leverage Development (BUILD) Grant to fund motorized and non-motorized transportation projects in the community. The grant is expected to be for about \$25 million with a local match of about \$7 million. The program of projects to be constructed under the grant would include: The Inner Belt Loop; Sky Line Trail; Stage Coach Trail from the top of Zimmerman Trail to Rimrock Road; and two segments of the Marathon Loop between the Zoo and Riverfront Park and Riverfront Park and Mystic Park.

The grant application is due July 15. City staff from City Administration, Public Works, Planning Division, and PRPL, a community stakeholder group, and a consultant team are working to prepare the grant application. A resolution of support has been secured from the City Council and letters of support are expected from the Montana Department of Transportation, TrailNet, Billings Chamber of Commerce, State Legislators representing Billings, the Montana Congressional Delegation, and other community partners. A letter of support from the Planning Board will be included in the grant application with other support materials.

ALTERNATIVES ANALYZED

NA

FINANCIAL IMPACT

The BUILD Grant application total is expected to be about \$25 million. The City intends to provide about \$7 million in match for the grant utilizing funding approved in the City's adopted CIP for the Inner Belt Loop project. The Inner Belt Loop is estimated to cost a total of \$14 million. If this grant is successful, the Inner Belt Loop would be constructed for only \$7 million in local funding, as well as the community building four other critical trail segments to complete the Marathon Loop around Billings and make motorized and non-motorized travel much safer in several key corridors in or community.

RECOMMENDATION

Staff recommends the Yellowstone County Board of Planning approve a letter supporting the 2019 BUILD Grant Application.

APPROVED BY CITY ADMINISTRATOR

Attachments

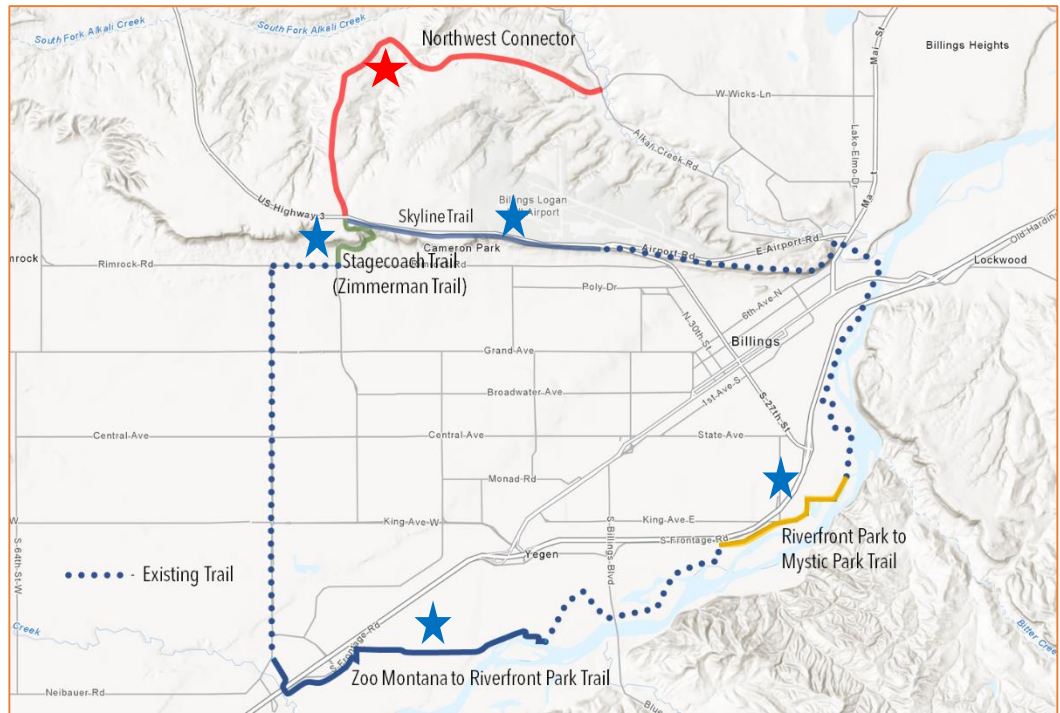
BUILD Grant Information Sheet

PB BUILD Letter of Support



CITY OF BILLINGS, MONTANA 2019 BUILD GRANT APPLICATION INFORMATION

Project Locations



THE PROJECTS

★ Northwest Billings Connector

Complete the construction of the Northwest Billings Connector from Skyway Drive and Alkali Creek to Highway 3 and Zimmerman Trail.

★ Marathon Loop Completion

Skyline & Stagecoach Trails extends a multi-use pathway from west side of North 27th Street pedestrian underpass west to Zimmerman Trail, continue multi-use pathway south along Zimmerman Trail to Rimrock Road.

Zoo to Riverfront and Riverfront to Mystic low-volume on-street or off-street bicycle/pedestrian route.

FEDERAL \$ REQUESTED

\$25 MILLION

LOCAL FUNDS

\$7 MILLION – City
\$85,000 – Billings TrailNet

PARTNERS

Billings-Yellowstone County
Metropolitan Planning
Organization
Billings Chamber of Commerce
Big Sky EDA
Billings TrailNet

Project Goals

- 1 ENHANCE**
Movement of Goods, Services and People
- 2 CREATE**
Emergency Route for Billings Heights
- 3 STRENGTHEN**
Multimodal Transportation Infrastructure
- 4 INCREASE**
Tourism and Recreation Economic Activity
- 5 REDUCE**
Congestion and Transportation Carbon Footprint
- 6 PROVIDE**
Safe Biking and Walking Options
- 7 ENRICH**
Quality of Life and Livability by Increasing Direct Access to Nature and Outdoor Active Recreation Leading to Better public Health

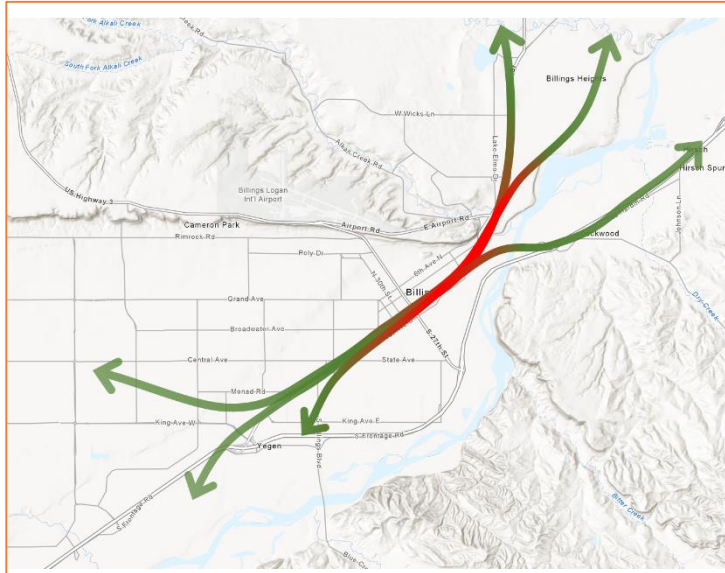
Partners



EXISTING CONDITIONS AND CHALLENGES

The **busiest spot** on Montana roadways is **Main Street** in Billings between Airport Road and Hilltop Road where annual average daily traffic was **44,200 vehicles per day** in 2017.

2018 Fact Book – Montana Department of Transportation



Constrained Artery Challenges

- Travelers using artery routes to travel between downtown and Billings Heights;
- Bicyclist using any of the routes, especially for the purposes of commuting;
- Pedestrians needing to cross routes that have been expanded.

Constrained Artery Crash Summary (2013-2017)

Crash Severity/type	All Crashes	Medium/ Heavy Vehicles Only	Involving Bicycles	Involving Pedestrians	Due to Wet Road Condition
Fatal Crash	12	-	1	3	3
Incapacitating Injury	60	1	4	12	9
Non-Incapacitating Evident Injury	213	2	14	14	40
Possible Injury	854	17	26	50	199
Property Damage Only (non-injury)	2,786	86	18	25	655
Unknown	44	1	-	-	5
TOTAL	3,969	107	63	104	911



MAIN STREET

For the last 30 years, Main Street the primary connector route, has been characterized as the “busiest street in Montana”, which when marketing adjacent development is a positive characteristic, however, as traffic volume has increased congestion and crashes have increased. The central artery includes one-quarter of the 20 highest crash intersections in the Billings area.

RESTRICTED EMERGENCY OR EVACUATION ROUTES

Tornado hits Billings, destroys businesses, arena

By MARY PICKETT/Billings Gazette Jun 21, 2010



During the 5-year period of 2013-2018, there were 63 bicycle and 104 pedestrian crashed in the constrained central artery. About 65 percent of the bicycle crashes occurred on roadways with no marked bike lane or separated path/trail.

MARATHON LOOP

The Marathon Loop is a 26-mile continuous low-volume on-street or off-street bicycle and pedestrian route around Billings.

When this trail is complete, it will form a an approximately 26-mile loop around Billings with an almost entirely off-street trail system. Having a loop around the city within reach of most neighborhoods will provide the backbone of a true community-wide trail system.

YELLOWSTONE COUNTY BOARD OF PLANNING

CITY-COUNTY PLANNING DIVISION
2825 3RD AVENUE NORTH, 4TH FLOOR
BILLINGS, MONTANA 59101
PHONE: (406)247-8676 FAX: (406) 657-8327



June 25, 2019

Elaine L. Chao
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Letter of Support for the 2019 BUILD Discretionary Grant: Northwest Billings Connector/Marathon Loop, Billings Montana

Dear Ms. Chao:

I am writing this letter to express the Yellowstone County Board of Planning's support for the City of Billings Montana Northwest Billings Connector/Marathon Loop request for 2019 DOT BUILD Discretionary grant to construct the final components of the Northwest Billings Connector/Marathon Loop project. The Planning Board is an integral part of the Billings Metropolitan Planning Organization, representing the City and County in reviewing and recommending transportation planning and project programming for Billings and the surrounding areas to our elected officials.

The Planning Board has reviewed and approved multiple studies that identify this program of projects, including the Rims to Valley Bike/Ped Feasibility Study for the Stage Coach Trail, and the Zoo Montana to Riverfront Park Trail Feasibility Study and the Yellowstone Riverfront Trail Feasibility Study for the trail segments completing the Marathon Loop in south and west Billings. The Planning Board also approved the 2017 Billings Area Bikeway and Trail Master Plan Update to improve mobility and recreation opportunities in the Billings community.

The Northwest Billings Connector/Marathon Loop is a multimodal system of roadway and separated non-motorized parkways intended to provide the following benefits:

- Provide vehicle and non-motorized alternatives to the congested artery of 6th Avenue/4th Avenue/3rd Avenue/1st Avenue that provides the primary connectivity between areas of Billings and Billings Heights.
- Provides separate facilities to reduce conflicts between motorized and non-motorized modes within the compressed artery that connects Billing and Billings Heights. Present conflicts are observed in vehicle-pedestrian and/or vehicle-bicycle crashes that result in injuries, including fatalities.

- Enhanced active transportation and recreation-based economic opportunities associated with the Marathon Loop, which when complete will provide a unique full marathon circuit showcasing the vistas of Billings.

Construction of the Northwest Billings Connector/Marathon Loop will move our community forward in developing a safe and accessible transportation system, construction of interconnected sidewalks and trails, and provide safe transportation choices for Billings' residents, businesses and visitors. The completion of the Northwest Billings Connector/Marathon Loop will greatly benefit our community and the Planning Board is in full support.

Sincerely,

Darell Tunnicliff, President
Yellowstone County Board of Planning



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



Planning Board Meeting 2 (4th Tuesday)

Meeting Date: 06/25/2019

Information

PROBLEM/ISSUE STATEMENT

The City Council has begun the process of making amendments to the South Billings Boulevard Urban Renewal Plan. The Council has found that projects and programs being contemplated in 2019 are not included in the Plan that was adopted in 2008. The City would like to be able to fund directly, or bond for projects in the South Billings Boulevard Urban Renewal District (SBBURD) and amendments to the Plan must be made to accommodate current and future projects and programs. Two major projects that are being focused on in the near term are expansion of a law enforcement evidence facility and a community recreation center in the SBBURD.

As part of the process to amend the Plan called out in Montana Code for urban renewal districts, the Yellowstone County Board of Planning must review the proposed Plan amendments and make a recommendation to the City Council that the Plan is in conformance with the 2016 City of Billings Growth Policy. This review by the Board is somewhat less intense than its initial review of the 2008 SBBURD Plan. The difference is that the City is not forming an urban renewal district and not expanding the SBBURD boundaries. This amendment is solely focused on inclusion of projects and programs for future community consideration and funding with urban renewal funds. This is Seciton 13 of the SBBURD Plan (See Amended Draft Attached).

BACKGROUND

The City Council has begun the process of making amendments to the South Billings Boulevard Urban Renewal Plan. The Council has found that projects and programs being contemplated in 2019 are not included in the Plan that was adopted in 2008. The City would like to be able to fund directly or bond for projects in the South Billings Boulevard Urban Renewal District (SBBURD) and amendments to the Plan must be made to accommodate current and future projects and programs. Two major projects that are being focused on in the near term are expansion of a law enforcement evidence facility and a community recreation center in the SBBURD.

The City must follow the process to create or amend urban renewal plans in as defined in Montana Code. A step in that process includes the Planning Board reviewing plan amendments to ensure they conform to the 2016 City of Billings Growth Policy. The City Council is scheduled to conduct a public hearing at its meeting on July 8 to consider first reading of an ordinance to amend the SBBURD Plan.

Staff has provided some examples below of how the proposed amendments conform to the 2016 City of Billings Growth Policy. The Board also may review Section 14 of the SBBURD Plan (See Amended Draft Attached) for further reference to the Growth Policy Growth Guidelines outlined below:

Parks & Recreational Amenities – Construct and enhance public facilities that will increase the quality or quantity of parks and recreational activities within the District. This may include, but is not limited to, a recreation center, swimming pool, ice arena, indoor and outdoor park development, and other amenities.

Place Making (Enhance, maintain, preserve, and improve existing public places)

- *A multi-use community recreation facility is desirable*

Essential Investments (relating public and private expenditures to public values)

- *Developed parks that provide recreation, special amenities (community gardens, dog parks, viewing areas), and active living opportunities are desirable for an attractive and healthy community*

Public Safety – Construction of Police or Fire facilities within the District, to include necessary furnishings for such facilities.

Essential Investments (relating public and private expenditures to public values)

- *Public health and safety and emergency service response are critical to the well-being of Billings' residents, businesses, and visitors*

Walking Paths and Trails – Construct sidewalks, trails and pathways throughout the District with landscaping to ensure the safety of children and all pedestrians, as well as provide access to neighborhoods and services.

Essential Investments (relating public and private expenditures to public values)

- *The safety of all users and the connectivity of the transportation system are important criteria to consider in roadway designs and transportation plans*

Community Fabric (attractive, aesthetically pleasing, uniquely Billings)

- *Planning and construction of interconnected sidewalks and trails are important to the livability of Billings*

School and Community Services – Assist in funding projects and programs in the District to enhance school playgrounds and athletic fields, health and wellness programs, access to community meeting and activity spaces, and other efforts that improve access to school and community services.

Mobility and Access (transportation choices in places where goods and services are accessible to all)

- *“Safe Routes to Schools” promotes physical health and reduces vehicle trips, earning parents more time and less costs for transportation*

FINANCIAL IMPACT

There is no direct fiscal impact by making a recommendation of conformance of this amendment to the South Billings Boulevard Urban Renewal Plan with the 2016 City of Billings Growth Policy. However, making this amendment will make the Plan more flexible to address project and program funding with urban renewal funds in the future, enabling the City to consider using its other resources for projects and programs outside of the SBBURD.

RECOMMENDATION

Staff recommends the Yellowstone County Board of Planning review the proposed Plan amendments and make a recommendation to the City Council that the Plan as amended is in conformance with the 2016 City of Billings Growth Policy.

Attachments

Planning Board Growth Policy Conformance Statement

SBBURD Urban Renewal Plan Amended

YELLOWSTONE COUNTY BOARD OF PLANNING



PLANNING DIVISION
2825 3RD AVENUE NORTH, 4TH FLOOR
BILLINGS, MONTANA 59101
PHONE: (406)247-8676 FAX: (406) 657-8327

June 25, 2019

Mayor and City Council
City of Billings, Montana

RE: Amendment to the South Billings Boulevard Urban Renewal Plan for the South Billings Boulevard Urban Renewal District

As President of the Yellowstone County Board of Planning, I am forwarding the Board's recommendation for the amendment of the Urban Renewal Plan for the South Billings Boulevard Urban Renewal District. On June 25, 2019, the Planning Board reviewed the proposed amendments to the South Billings Boulevard Urban Renewal Plan as to conformity with the 2016 City of Billings Growth Policy. The Planning Board voted to forward a recommendation to City Council of approval of the amended Plan and its conformity with the Growth Policy.

This item was posted on the Planning Board agenda for its regular meeting held July 25, 2019. The Yellowstone County Board of Planning reviewed the amendments to the South Billings Boulevard Urban Renewal Plan and found the changes conformed with the 2016 City of Billings Growth Policy. Specifically, several Growth Policy Guidelines are addressed by the new projects topics proposed in the plan, and some examples are called out here by the Board:

Parks & Recreational Amenities – Construct and enhance public facilities that will increase the quality or quantity of parks and recreational activities within the District. This may include, but is not limited to, a recreation center, swimming pool, ice arena, indoor and outdoor park development, and other amenities.

Place Making (Enhance, maintain, preserve, and improve existing public places)

- *A multi-use community recreation facility is desirable*

Essential Investments (relating public and private expenditures to public values)

- *Developed parks that provide recreation, special amenities (community gardens, dog parks, viewing areas), and active living opportunities are desirable for an attractive and healthy community*

Public Safety – Construction of Police or Fire facilities within the District, to include necessary furnishings for such facilities.

Essential Investments (relating public and private expenditures to public values)

- *Public health and safety and emergency service response are critical to the well-being of Billings' residents, businesses, and visitors*

Walking Paths and Trails – Construct sidewalks, trails and pathways throughout the District with landscaping to ensure the safety of children and all pedestrians, as well as provide access to neighborhoods and services.

Essential Investments (relating public and private expenditures to public values)

- *The safety of all users and the connectivity of the transportation system are important criteria to consider in roadway designs and transportation plans*

Community Fabric (attractive, aesthetically pleasing, uniquely Billings)

- *Planning and construction of interconnected sidewalks and trails are important to the livability of Billings*

School and Community Services – Assist in funding projects and programs in the District to enhance school playgrounds and athletic fields, health and wellness programs, access to community meeting and activity spaces, and other efforts that improve access to school and community services.

Mobility and Access (transportation choices in places where goods and services are accessible to all)

- *“Safe Routes to Schools” promotes physical health and reduces vehicle trips, earning parents more time and less costs for transportation*

The Board respectfully submits this recommendation to the City of Billings Mayor and City Council for consideration.

Respectfully Yours,

Darell Tunnicliff, President
Yellowstone County Board of Planning

Urban Renewal Plan for the South Billings Boulevard Urban Renewal Area



Prepared by the Planning & Community Services Department
Adopted by the Billings City Council on December 8, 2008
[Amended by the Billings City Council on July 22, 2019](#)

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Acknowledgements

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- Floyd Martin, Vice Chair
- Alan Pomick, Treasurer
- Debbie Rowe, Secretary

Big Sky Economic Development Authority

Downtown Billings Partnership

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Section 1 - Introduction

On May 12, 2008 the City of Billings adopted an ordinance creating the South Billings Boulevard Urban Renewal District (SBBURD) and established a Tax Increment Finance District. As part of this ordinance, an urban renewal plan and the boundaries of the tax increment finance district were adopted. Public participation for preparing the urban renewal plan involved public meetings and participation with the City of Billings, the Southwest Corridor Neighborhood Task Force, residents and property owners, Downtown Billings Partnership, and Big Sky Economic Development Authority.

In October of 2008, the City began a modification of the SBBURD to include three additional properties. Two of these properties were recently annexed and contiguous to the existing SBBURD; therefore, the properties are now eligible to be included within the SBBURD. The third property is contiguous and requested an expansion of the district boundary. The modification of the urban renewal plan will reflect the addition of those properties.

The December 2008 modification of the urban renewal plan will:

- Served as a framework for the official urban renewal plan
- Fulfilled Montana state law
- Updated and define district boundaries
- Classified ~~by~~ blight
- Set forth the protocol for its authorization, execution, and management
- Illustrated the development opportunities
- Documented baseline taxable property values and potential areas for redevelopment

The July 2019 amendment of the urban renewal plan will:

- Identify future projects and programs
- Ensure the City has the option to bond future projects
- Update to the 2008 Plan to reflect the 2019 amendment process

The modification of the urban renewal plan will:

- Serve as a framework for the official urban renewal plan
- Fulfill Montana state law
- Update and define district boundaries
- Classify blight
- Set forth the protocol for its authorization, execution, and management
- Illustrate the development opportunities
- Document baseline taxable property values and potential areas for redevelopment

Section 2 - Definitions

The following terms have the following meanings unless a different meaning is clearly indicated by the context:

1. "Agency" or "urban renewal agency" means a public agency created by Section 7-15-4232 of the Montana Code Annotated.
2. "Blighted area" means an area that is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, and crime; substantially impairs or affects the sound growth of the city or its environs; retards the provision of housing accommodations; or constitutes an economic

- or social liability or is detrimental or constitutes a menace to the public health, safety, welfare, and morals in its present condition and use, by reason of:
- a. The substantial physical dilapidation; deterioration; defective construction, material, and arrangement; or age obsolescence of buildings or improvements, whether residential or nonresidential;
 - b. Inadequate provision for ventilation, light, proper sanitary facilities, or open spaces as determined by competent appraisers on the basis of an examination of the building standards of the municipality;
 - c. Inappropriate or mixed uses of land or buildings;
 - d. High density of population and overcrowding;
 - e. Defective or inadequate street layout;
 - f. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
 - g. Excessive land coverage
 - h. Unsanitary or unsafe conditions;
 - i. Deterioration of site;
 - J. Diversity of ownership;
 - k. Tax or special assessment delinquency exceeding the fair value of the land;
 - I. Defective or unusual conditions of title;
 - m. Improper subdivision or obsolete platting;
 - n. The existence of conditions that endanger life or property by fire or other causes; or
 - o. Any combination of the factors listed in the subsection (2).
3. "Bonds" means any bonds, notes, or debentures (including refunding obligations) authorized to be issued pursuant to pmi 43 or this pmi.
 4. "Clerk" means the clerk or other official of the municipality who is the custodian of the official records of the municipality.
 5. "Local governing body" means the council or other legislative body charged with governing the municipality.
 6. "Mayor" means the chief executive of a city or town.
 7. "Municipality" means any incorporated city or town in the state.
 8. "Redevelopment" may include:
 - a. acquisition of a blighted area or portion of the area;
 - b. demolition and removal of buildings and improvements;
 - c. installation, construction, or reconstruction of streets, utilities, parks, playgrounds, and other improvements necessary for carrying out in the area the urban renewal provisions of this pmi in accordance with the urban renewal plan; and
 - d. making the land available for development or redevelopment by private enterprise or public agencies, including sale, initial leasing, or retention by the municipality itself, at its fair value for uses in accordance with the urban renewal plan. If the property is condemned pursuant to Title 70, chapter 30, the private enterprise or public agencies may not develop the condemned area in a way that is not for a public use.
 9. "Urban renewal area" means a blighted area that the local governing body designates as appropriate for an urban renewal project or projects.
 10. "Urban renewal plan" means a plan for one or more urban renewal areas or for an urban renewal project. The plan:
 - a. must conform to the growth policy if one has been adopted pursuant to Title 76, chapter 1; and;
 - b. must be sufficiently complete to indicate, on a yearly basis or otherwise:
 - 1: any land acquisition, demolition, and removal of structures; redevelopment;

- improvements; and rehabilitation that is proposed to be carried out in the urban renewal area;
- 11: zoning and planning changes, if any, including changes to the growth policy if one has been adopted pursuant to Title 76, chapter 1;
- 111: land uses, maximum densities, building requirements; and
- 1v: the plan's relationship to definite local objectives respecting appropriate land uses, improved traffic, public transportation, public utilities, recreational and community facilities, and other public improvements.

Section 3 - Background

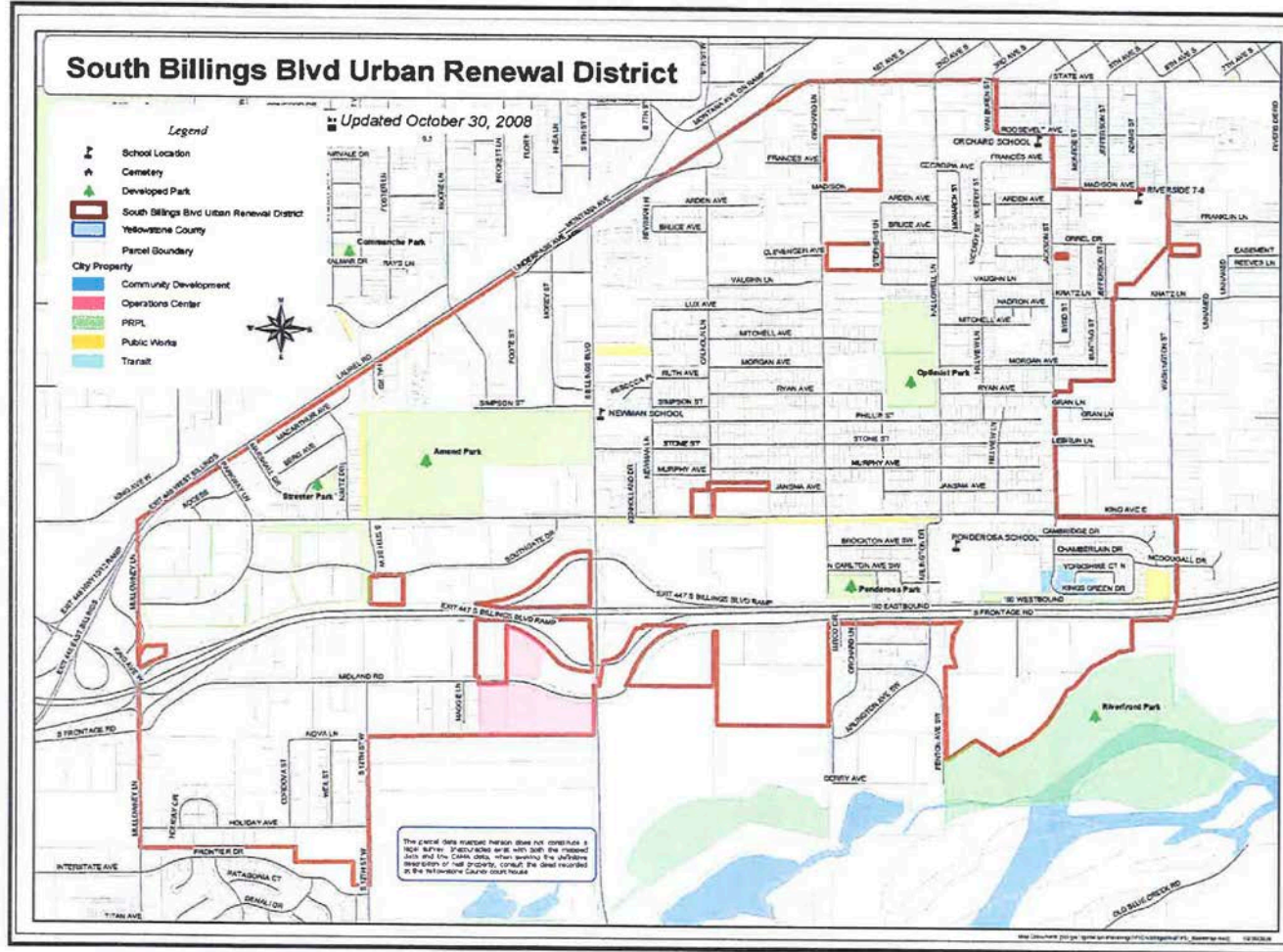
The South Billings Boulevard Urban Renewal District lies within city boundaries, is situated between major transportation routes, and stretches from the east side of the King Avenue Overpass east to Washington Street and from State Avenue South to the city limit boundaries. Located within the district is the I-90/94 Interstate and adjacent north is the major railway line through the city. Map 1 shows the boundaries of the SBBURD.

This district lies within the Southwest Corridor Neighborhood Task Force. The task force was created in the early 1990's in response to the growing problem with the roadway interchanges and associated issues. Since that time, the Task Force has become a more diverse body that handles many issues for the Southwest Billings community. Recent neighborhood issues include the re-opening of the Southgate Cop Shop and the development of Amend Park. Existing land uses and current zoning are shown on Maps 2 and 3.

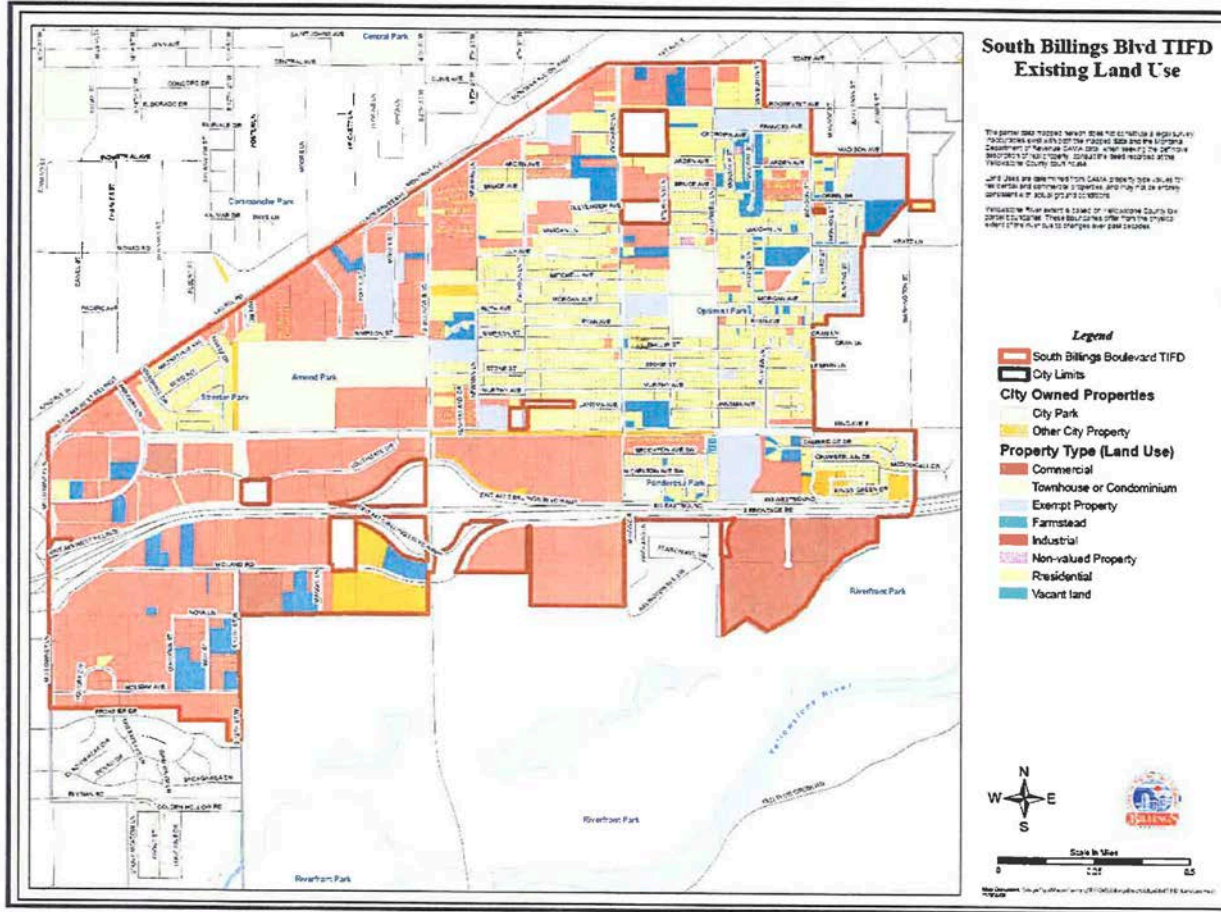
A closer look at this neighborhood shows an established area of mixed residential and commercial uses. This area also includes four schools. Some areas include unimproved streets, no sidewalk, curbs or gutters. In addition, many areas are not served by municipal water and sewer or there is old, inadequate water and sewer infrastructure. Many of the concerns raised by residents within the district center around routes for children to get to school, including bus routes that run on unimproved streets and children walking down the street instead of sidewalks to get to school.

Due to the location, the South Billings Boulevard Urban Renewal District has a tremendous amount of potential to become a major economic force. With the interstate corridor located in this district, the potential exists for this area to become a major destination place for retail, goods and services, manufacturing, and entertainment.

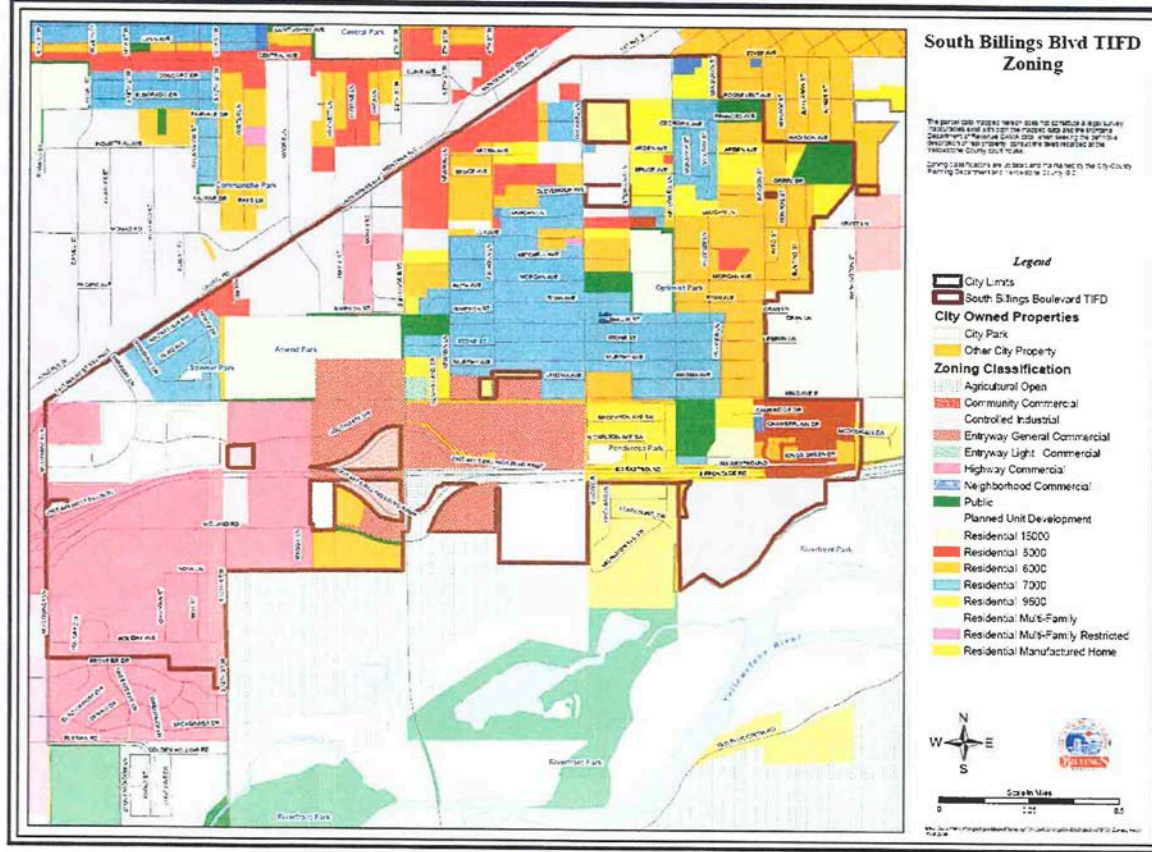
Map 1 – Proposed Boundaries of the District



Map 2 – Existing Land Uses



Map 3 – Current Zoning



Section 4 - Description of Blight

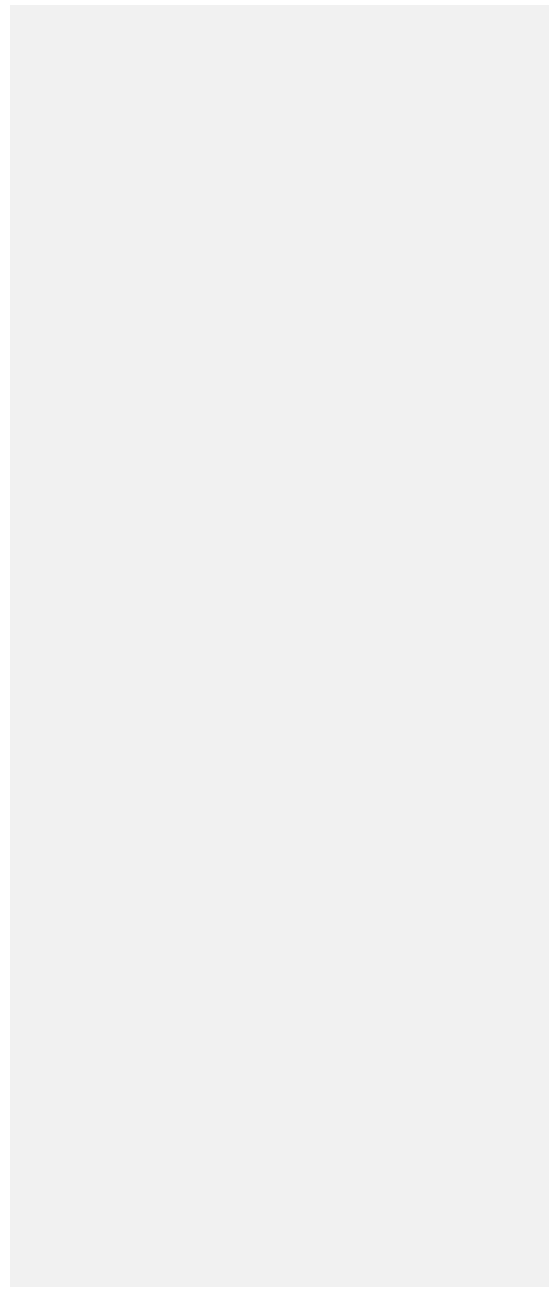
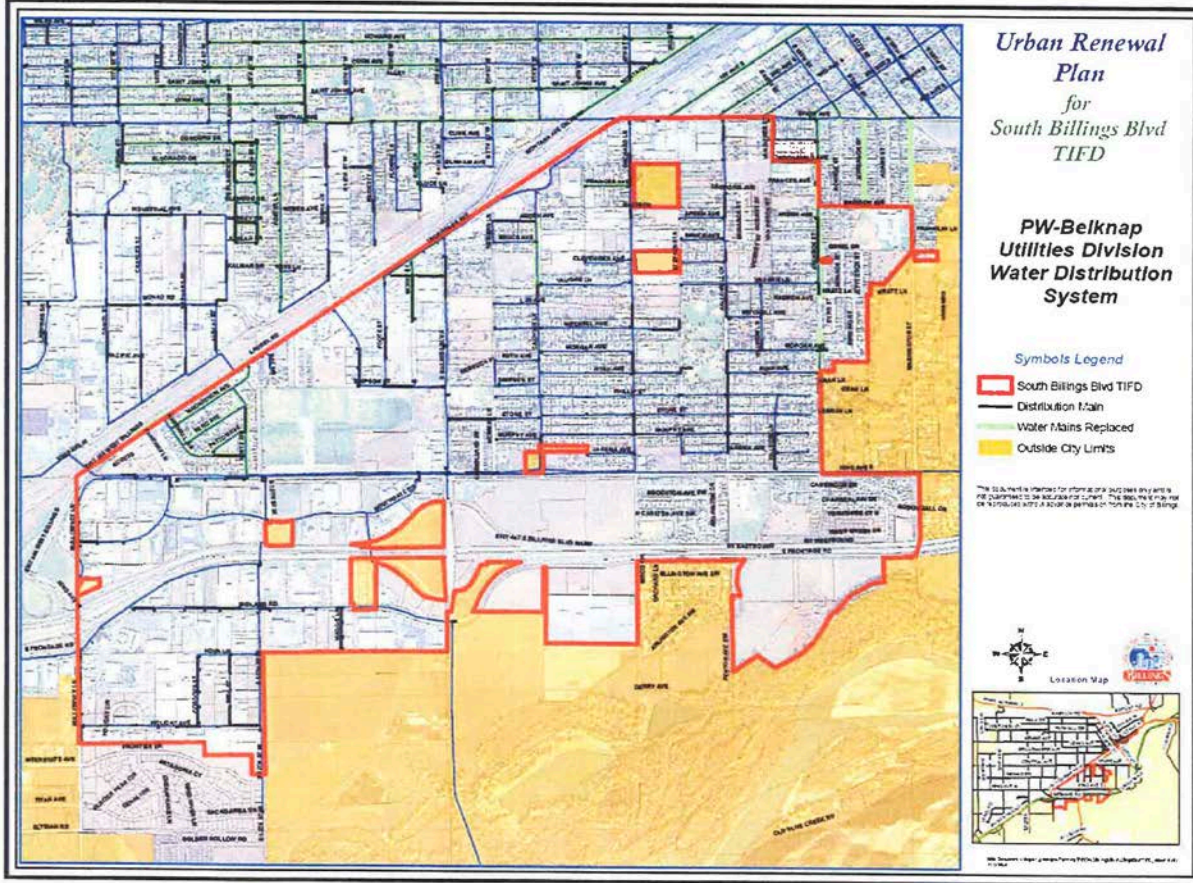
A requirement of Montana Annotated Code 2005 is to justify an urban renewal plan supported through a tax increment finance district through the determination of *blight*. Blight is defined as an area that is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, and crime; substantially impairs or an-ests the sound growth of the city or its environs; retards the provision of housing accommodation; or constitutes an economic or social liability or is detrimental or constitutes a menace to the public health, safety, welfare, and morals in its present condition and use, by reason of:

- the substantial physical dilapidation; deterioration; defective construction, material, and arrangement; or age obsolescence of buildings or improvements, whether residential or nonresidential;
- inadequate provision for ventilation, light, proper sanitary facilities, or open spaces as determined by competent appraisers on the basis of an examination of the building standards of the municipality;
- inappropriate or mixed uses of land or buildings;
- high density of population and overcrowding;
- defective or inadequate street layout;
- faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- excessive land coverage;
- unsanitary or unsafe conditions;
- deterioration of site;
- diversity of ownership
- tax or special assessment delinquency exceeding the fair value of the land;
- defective or unusual conditions of title;
- improper subdivision or obsolete platting;
- the existence of conditions that endanger life or property by fire or other causes;
- any combination of the factors listed

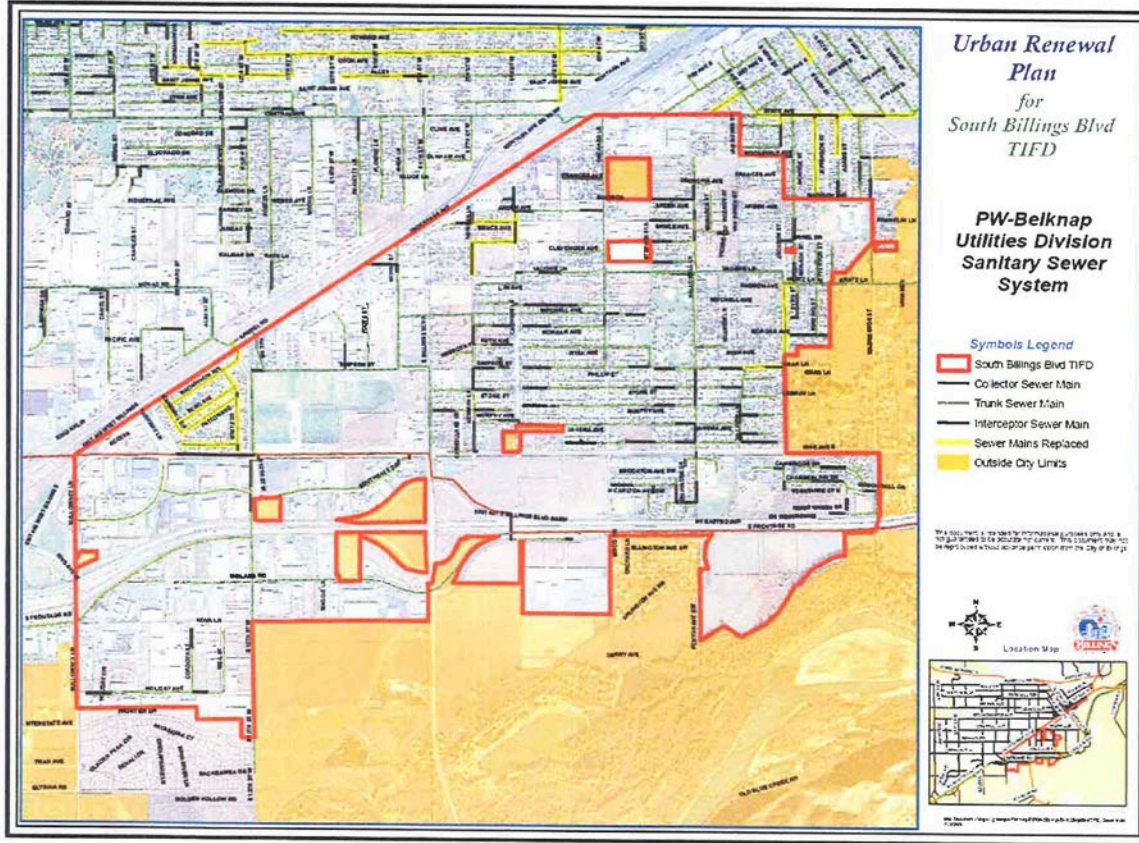
Section 5- Summary of Blight

The area in the proposed district contains a great deal of blight. Within the district there is substantial structural deterioration, long-term land vacancy, and significant infrastructure needs. Several of the commercial buildings in the district are vacant or deteriorated and need demolition. Many of the sidewalks are cracked or nonexistent, alleys are deteriorated, and, in general, much of the area is below city standards. In contrast to the above, there are certain properties within the district in good repair but included in the district to allow for a contiguous block of land within the district; and because pockets of revitalization cannot be sustained if areas of neglect and blight surround them. Over time, without continued managed urban renewal, even these success stories will once again decline in taxable value. Portions of the district fall into the blighted, neglected and under-utilized categories. Maps 4 and 5 show the current infrastructure conditions within the district.

Map 4 – Water Distribution System



Map 5 – Sanitary Sewer System



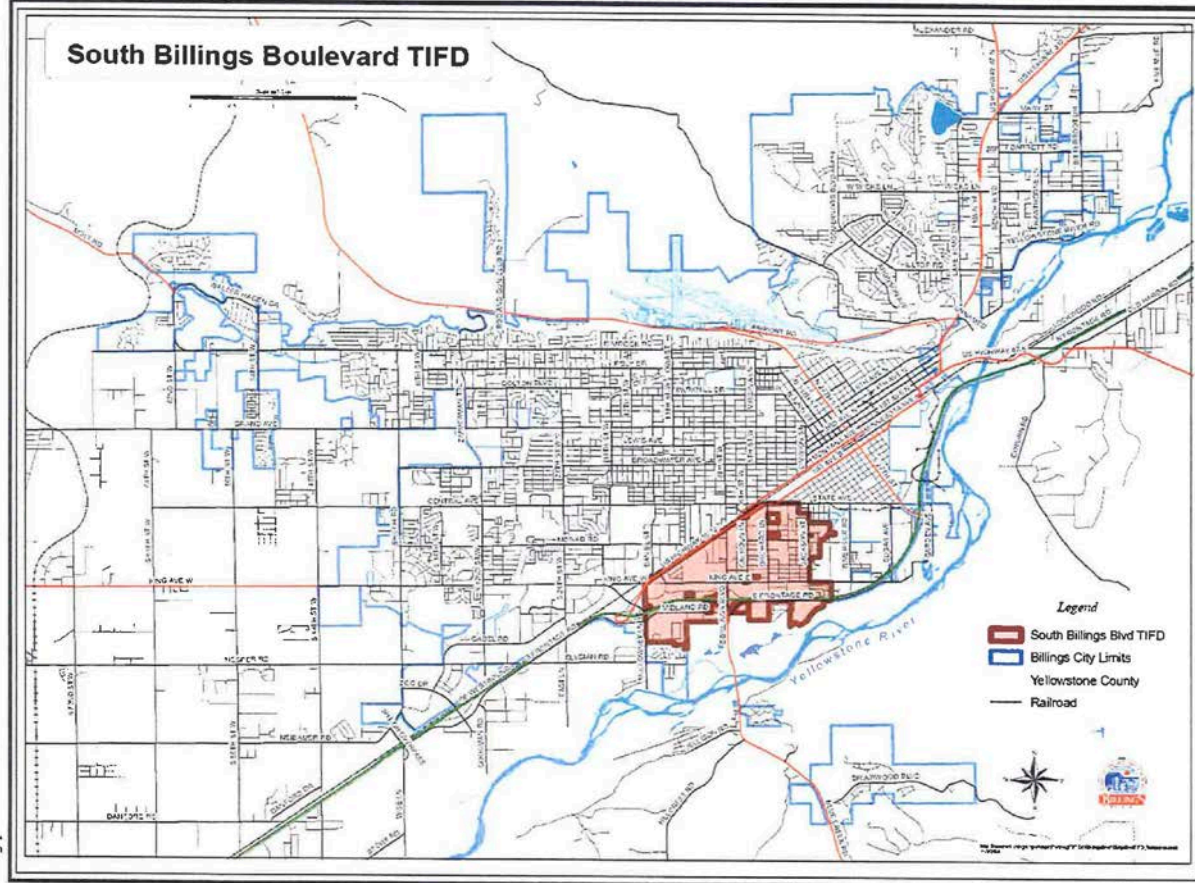
Section 6 - The Site and Its Relationship to the City

The South Billings Boulevard TIFD and Urban Renewal District is located in the south center region of the City of Billings. Bordered by the Interstate Corridor, the main railroad line and principal transportation routes, it is an area where economic development opportunities are numerous. In addition, numerous service, commercial, industrial, parks and recreation and housing choices are located within the district. Map 6 shows the TIFD boundary in relationship to the rest of the city.

Section 7 - Description of the District Boundary

Starting at the intersection of State Avenue and Van Buren Street, extending south down the centerline of Van Buren Street to the intersection of Van Buren Street and Roosevelt Avenue, extending east down the centerline of Roosevelt Avenue to the intersection of Roosevelt Avenue and Jackson Street, extending south down the centerline of Jackson Street to the intersection of Jackson Street and Madison Avenue, extending east down the centerline of Madison Avenue to the intersection of Madison Avenue and Washington Street, extending south down the centerline of Washington Street to the intersection of the centerline of Washington Street and the extension of the northern boundary of Lot 7, Willis Subdivision, extending east along said boundary to the eastern boundary of said lot, extending south along said boundary to the southern boundary of said lot, extending westerly along said boundary and its extension to the centerline of Washington Street, extending north to the existing City of Billings city limit boundary, extending southerly and westerly along the existing city limit boundary to the intersection of Jackson Street and King Avenue East, extending east along the centerline of King Avenue East to the intersection of King Avenue East and Washington Street, extending south along the centerline of Washington Street and its projection across the Interstate 90 right-of-way, to its intersection with South Frontage Road, thence in a westerly direction following the south right-of-way boundary of the South Frontage Road to the intersection of an extension of the east boundary of Riverfront Business Park Subdivision, extending south along eastern boundary of said subdivision to the south boundary of said subdivision, extending southerly and westerly along said boundary to the west boundary of said subdivision, extending northerly and easterly along said boundary and its extension to the south right-of-way boundary of South Frontage Road, extending westerly to the northeast corner of Lot 1, Block 1, Willowbrook Subdivision, thence in a southerly and westerly direction following the existing city limit boundary to a point which intersects with the extension of the southern boundary of Tract 1, C/S 2834, then west along said southern boundary of Tract 1, C/S 2834 and southern boundary of Block 4 of Weil Subdivision to the intersection with the centerline of Mallowney Lane, extending north along the centerline of Mallowney Lane and its projection to the centerline of Laurel Road, extending northeast along the centerline of Laurel Road to its intersection with State Avenue, extending northeast and east along the centerline of State Avenue to the ending point at the intersection of State Avenue and Van Buren Street. Excluding all nonincorporated land within the boundary.

Map 6 – Tax Increment Finance District in Relationship to City



Section 8 - Planning Process

Stakeholder and Community Participation

The initial concept of developing a Tax Increment Finance District and an Urban Renewal Plan in the South Billings Boulevard area was brought forward by the City of Billings, Big Sky Economic Development Authority and the Downtown Billings Partnership. After discussions and meetings with the Southwest Corridor Task Force, it was determined that a steering committee would be established to move forward with the development of an Urban Renewal Plan for the creation of the South Billings Boulevard TIF District. After discussions with the participating members, it was apparent that direct communication with business owners, landowners and public participation was critical for the project to be a success. Two public meetings were scheduled to open dialogue on the proposed Urban Renewal Plan and TIF District process, and to set goals and objectives of the project. It also became clear that a grass-roots effort conducted and led by the property owners themselves was needed.

In October of 2008, the city began an urban renewal plan modification process to include 3 additional properties to the district pursuant to Montana Code section 7-15-4221. All property owners affected by the urban renewal plan modification were notified by mail of the public hearing on the Urban Renewal Plan held November 24, 2008.

In May 2019 the City in coordination with the South Billings Urban Renewal Association began the process to amend the South Billings Urban Renewal Plan. All property owners affected by the urban renewal plan amendment were notified by mail of a public meeting to discuss and receive public comment on the Plan amendment on May 30, 2019. All property owners affected by the urban renewal plan amendment were also notified of the public hearing on the Urban Renewal Plan held July 8, 2019.

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Urban Renewal Plan

The Urban Renewal Plan is the tool that governs what public improvements are needed and desired within the district. Through public meetings and meetings at the Southwest Corridor Task Force, neighborhood needs and projects were identified.

With input from property owners and the identification of goals and objectives, the City of Billings moved forward with the completion of the Urban Renewal Plan. A draft was reviewed with the property owners and the Southwest Corridor Task Force prior to review by the City of Billings City Council.

The high level of transparency and frequency of meetings has ensured that a large local constituency has been involved, and as many stakeholders as possible participate and approve of the plan.

Eminent Domain

In no case shall eminent domain be used as a tool in the redevelopment of the South Billings Boulevard Urban Renewal District except as a last resort in the case of needed public infrastructure improvements and/or rights-of-way.

Residential Relocation Plan

If a residential structure requires relocation as a result of right-of-way acquisition and/or a public infrastructure construction project, that is partially or fully funded with federal assistance (Housing and Urban Development, Federal Highway, etc), the City of Billings shall abide by the Uniform Relocation Assistance Act.

Planning, City Administration and Legal Review

During the many meetings with the local property owners and the Southwest Neighborhood Task Force, it was decided to begin the process of finalizing the urban renewal plan and take it to the city council before the end of 2007. The urban renewal plan was sent to the City Legal Department and City Administration for review and comments. Comments and recommendations from both City Legal and City Administration were taken into account and incorporated into this plan.

The plan was also sent to the Yellowstone County Board of Planning for its review and recommendations regarding the plan's conformity to the 2003 Growth Policy Plan. A recommendation of approval was passed by the Planning Board on October 23, 2007. The plan was then presented at a City Council Work Session on November 5, 2007. The public hearing and first reading of the Ordinance was held by the City Council on November 26, 2007 with the second reading and final adoption on December 10, 2007.

The modification to the SBBURD plan began in October of 2008. On November 10, 2008, the Billings City Council passed a Resolution Declaring Blight, Intent to Modify the District, and Setting a Public Hearing Date. The Yellowstone County Board of Planning reviewed the modified Urban Renewal Plan and made recommendations to the City Council with regard to the plan's conformity with the 2003 Growth Policy on November 12, 2008. The affected property owners were notified of the plan's modification and public hearing notices were published on November 6, 2008 and November 13, 2008 for the first reading and public hearing on the modification of the plan.

The City initiated an amendment to the SBBURD plan in May 2019 to ensure future projects contemplated by the City and also provided by public comments and recommendations would be possible if funded by bonding or directly through tax increment funds generated by the SBBURD. The process to amend the plan has followed the process described in Montana Code as follows: The Yellowstone County Board of Planning reviewed the modified Urban Renewal Plan and made recommendations to the City Council with regard to the plan's conformity with the 2016 Growth Policy on June 25, 2019. The affected property owners were notified by mailed postcard of the plan's modification, and public hearing notices were published on June 28, 2019 and July 5, 2019 for the first reading and public hearing on the plan amendment.

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Financial Programming

The City of Billings to ensure a sound and adequate financial program to fund projects has concluded the following: For every \$1 million dollars of increased market value, assuming Class 4 (commercial) property @ 3.01 % taxable rate and a mill levy of\$.55, it is anticipated that an increment value of \$14,500 will be generated yearly.

Modification of SBBURD Plan

The SBBURD may be modified at any time by the City Council as necessary to eliminate and prevent the development or spread of blighted areas, and encourage urban rehabilitation. The process for plan modification shall follow the procedures set forth in 7-15-4212 through 7-15-4219 MCA, with respect to initial adoption of this plan. For purposes of urban renewal district boundary changes only, the notice of public hearing, as described in 7-15-4215 MCA, may only be mailed to those owners whose properties are situated within the area of expansion or contraction of the Urban Renewal District boundaries. In cases where the boundaries are not modified, but the contents of the urban renewal plan are substantially modified, notification shall be mailed to all owners of property within the Urban Renewal District area.

Section 9 - Housing (Conservation of existing affordable housing)

Housing is an important element to the district. Providing the district with housing opportunities is vital to the sustainability of the district. With housing opportunities, individuals and families can live and work within the district. This provides a dual benefit, first the commute to work for individuals will be reduced and second the businesses within the district will have a local work force to draw from.

Current housing in the area consists of single-family, duplex, and multi-family units and include rental units and owner-occupied. Also, manufactured home parks are located within the district. The main concentration of housing is located in the central and eastern portion of the district. During the summer of 2007, the Planning Division developed a map of existing housing conditions within the City of Billings. The information was generated through the Yellowstone County CAMA (Computer Assisted Mass Appraisal) detail system. Properties were queried that were labeled as either unsound, poor, fair or incomplete. This resulted in approximately 2,390 properties within the city limits that met this query. Out of the 2,390, 562 or 24% were located in the SBBURD. Of the 562 residential structures, 7 were rated as unsound, 184 as poor and 371 as fair.

Future housing for the district is encouraged to be developed for the goal of ownership. When rental housing occurs, such facilities shall be developed in connection with mixed-uses and managed by a company that will provide active policy measures to eliminate crime and blight. Approval of multi-family housing will require either a Zone Change or Special Review request that requires approval by the City Council.

Housing in the area shall also be designed to cater to a variety of income demographics as well. All current affordable housing needs in the district shall be accounted for through the development of owned and rental housing that remain within the district. Housing for mid- and higher level income groups shall also be encouraged. To avoid creation of substandard housing or encourage further blight, mixed-use housing developments shall incorporate all income demographics within the same project in a safe and positive way.

Section 10 - Transportation and Pedestrian Circulation

The transportation and circulation situation in the TIF district should be a major focus during redevelopment of the area. Traffic patterns and access issues can affect the function and livability of a community or neighborhood.

During discussions and public meetings, it was apparent the current street conditions and lack of adequate transportation and pedestrian facilities was a high priority for property owners. The majority

of traffic that comes into the district is either pass-through or destination traffic to the major transportation routes located within the district. In addition, the lack of sidewalk and pedestrian routes is a concern with the number of schools and parks located in the district. Safe and attractive pedestrian amenities, such as sidewalks, boulevards, crosswalks, improved signage and shelters or benches would greatly enhance pedestrian experiences.

Section 11 - Public Services and Facilities

Currently there are four public schools located within the district; three elementary schools and one middle school. A concern mentioned many times by residents was the lack of sidewalks for school children to get to school. It was observed that many students are walking directly in the street due to a lack of sidewalks. The creation of a Safe Routes to School Plan should be created to address this concern. In addition to schools, there are several developed parks located in the district. Amend Park provides a multi-use facility for soccer and rugby as well as picnic sites and shelters. Optimist Park has a variety of amenities that include basketball courts, jogging trails, playground, softball and baseball fields and picnic areas. Ponderosa Park provides horseshoe courts, playground, softball and baseball fields and soccer and rugby fields. The City of Billings also provides services to the district with MET Transit and the Southgate Cop Shop. Currently two MET routes serve the neighborhood; the Central and the Southside Loop. Both of these routes travel to and from the Stewart Park and Downtown Transfer Centers. The Southgate Cop Shop was reopened in May of 2007 and operates on Monday, Wednesday and Friday from 4 - 7 p.m. The station is a neighborhood police contact center currently staffed by volunteers. Residents are encouraged to use the Cop Shop to report crimes, suspicious activities or obtain information and assistance.

Section 12 - Infrastructure and Utilities

The district has infrastructure and utilities deficiencies that need to be addressed prior to any large influx of redevelopment or new building construction. Water and sewer conditions need to be addressed due to out of date installations, inadequate lines, or increases in impacts to existing structures.

The storm water drainage situation is particularly troublesome as many areas either have inadequate storm water facilities or none at all.

By upgrading infrastructure and utilities, therein lies the opportunity for more attractive development opportunities.

Section 13 - Urban Renewal Projects and Programs

The Urban Renewal Projects were identified by property owners within the district during the public meetings at the time the Plan was first adopted in 2008 and also during the amendment process in 2019. Information for the 2008 Plan adoption process utilized the Southwest Corridor Task Force meetings and delivery through comments mailed to the Planning Division. For the 2019 amendment process, a public meeting was held at Orchard Elementary School on May 30, 2019 where projects ideas and comments were collected, as well as at the South Billings Urban Renewal Association meeting on June 4, 2019. It is the City's intent to use Tax Increment to finance public improvement projects. In addition to TIF financing, the City may also use Special Improvement District financing as well as grant funding through but not limited to, the Community Development Block Grant Program. By combining funding opportunities, more projects will be able to be completed.

The project and program list below encompasses both items included in the 2008 Plan as well as the new recommendations for the 2019 Plan amendment. The items are identified by the year:

2008 Project and Program Recommendations:

Project: Traffic calming measures on Calhoun and Orchard Streets.

Project: Street improvements on Newman Drive between Simpson and Stone Streets, install curb and gutter.

Project: Pave, curb and gutter on Simpson from Calhoun to Newman.

Project: Widen, curb and gutter (where needed) and repave Calhoun the full

length. Project: Widen, curb and gutter (where needed) and repave Orchard the

full length. Project: Widen, curb and gutter (where needed) and repave

Hallowell the full length.

Project: Widen, curb and gutter and install bike path or sidewalk the full length of King Avenue East from Parkway to Riverside Drive.

Project: Safety to school plan.

Project: Crosswalks within the district (where needed).

Project: Sidewalks within the district (where needed).

Project: Street lights along King Avenue East.

Project: Street widening at Optimist Park.

Project: 4100 Block of Vaughn Street - sidewalk.

Project: 4100 Block of Vaughn - public sewer needed, drainfields

failing. Project: Bike/pedestrian routes along King Avenue.

Project: Sewer improvements on South Billings Boulevard from Mitchell north to Underpass Road. Sewer line currently runs east under adjoining residential development.

Project: Repave Morgan Avenue between Hallowell Lane and Jackson Street include sidewalks, street lights.

Project: Install public sewer along Morgan Avenue that includes storm water

improvements. Project: More bike trails throughout neighborhood.

Project: Park improvements for Little League and soccer leagues.

Project: Community Resource Officer within the neighborhood to steer kids away from drugs and promote a safe neighborhood.

Project: Pave Newman Lane behind Newman Elementary School.

Project: Storm water improvement at the Northeast corner of Phillip and

Hallowell. Project: Need school zone signage at Newman Elementary School.

Project: Installation and improvement of municipal water and sewer lines within the

district. Project: Installation of sidewalks on Jackson Street (where needed).

Project: Stop light at South Billings Boulevard and Midland Road.

Project: Neighborhood wide traffic study for traffic calming

strategies.

Project: Assess adequacy of fire hydrants throughout the neighborhood and add fire hydrants as needed.

Project: Traffic light at State Avenue and Hallowell Lane.

Project: Continuation of street lights on Jackson to King

Avenue.

In addition to property~~ty~~ owner identification of projects for the district, the City of Billings Public Works Department has several ongoing or future infrastructure projects scheduled. These projects include the following:

- Orchard Lane - Replacement of a water main in Orchard Lane from just south of King Avenue East to Underpass Avenue. This project is scheduled for the spring or fall of 2009.
- Calhoun Lane – Replacement of water main in Calhoun Lane from King Avenue East to Underpass Avenue. This project could be scheduled for 2010 or 2011.
- Jackson Street - Jackson Street is split into two phases. The first phase will provide sidewalk and drive approaches on the west side of Jackson Street from King Avenue East to Ryan Avenue. The second phase will provide drive approaches, sidewalk, curb and gutter, and ADA ramps along both sides of Jackson Street from State Avenue to Kratz Lane. These

phases are programmed in the FY 2009 Budget

- Newman Lane and Bruce Avenue - Sanitary sewer rehabilitation work was completed in the TIF district in 2007 at Newman Lane and Bruce Avenue.

2019 Project and Program Recommendations:

Parks & Recreational Amenities – Construct and enhance public facilities that will increase the quality or quantity of parks and recreational activities within the District. This may include, but is not limited to, a recreation center, swimming pool, ice arena, indoor and outdoor park development, and other amenities.

Public Safety – Construction of Police or Fire facilities within the District, to include necessary furnishings for such facilities.

Railroad Infrastructure – Coordinate with BNSF Railway and Montana Rail Link on safety and long-term viability of railroad crossings and corridors in the District and cooperate on projects with the railroads and City of Billings.

Walking Paths and Trails – Construct sidewalks, trails and pathways throughout the District with landscaping to ensure the safety of children and all pedestrians, as well as provide access to neighborhoods and services.

Transportation Corridor Improvements – Construct and reconstruct transportation infrastructure in the District to include streets, sidewalks, lighting, traffic control, multi-purpose side paths, landscaping, water, sewer, stormwater, and transit access projects.

School and Community Services – Assist in funding projects and programs in the District to enhance school playgrounds and athletic fields, health and wellness programs, access to community meeting and activity spaces, and other efforts that improve access to school and community services.

~~The Urban Renewal Projects were identified by property owners within the district during the public meetings, the Southwest Corridor Task Force meetings and delivery through comments mailed to the Planning Division. It is the City's intent to use Tax Increment to finance public improvement projects. In addition to TIF financing, the City may also use Special Improvement District financing as well as grant funding through but not limited to, the Community Development Block Grant Program. By combining funding opportunities, more projects will be able to be completed.~~

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~~Project: Widen, curb and gutter (where needed) and repave Hallowell the full length.~~

~~Project: Widen, curb and gutter and install bike path or sidewalk the full length of King Avenue East from Parkway to Riverside Drive.~~

~~Project: Safety to school plan.~~

~~Project: Crosswalks within the district (where needed).~~

~~Project: Sidewalks within the district (where needed).~~

~~Project: Street lights along King Avenue~~

~~East. Project: Street widening at Optimist Park.~~

~~Project: 4100 Block of Vaughn Street—sidewalk.~~

~~Project: 4100 Block of Vaughn—public sewer needed, drainfields failing. Project: Bike/pedestrian routes along King Avenue.~~

~~Project: Sewer improvements on South Billings Boulevard from Mitchell north to Underpass Road. Sewer line currently runs east under adjoining residential development.~~

~~Project: Repave Morgan Avenue between Hallowell Lane and Jackson Street include sidewalks, street lights.~~

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~~Project: Neighborhood wide traffic study for traffic calming strategies.~~

~~Project: Assess adequacy of fire hydrants throughout the neighborhood and add fire hydrants as needed.~~

~~Project: Traffic light at State Avenue and Hallowell Lane.~~

~~Project: Continuation of street lights on Jackson to King~~

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- ~~• Newman Lane and Bruce Avenue – Sanitary sewer rehabilitation work was completed in the TIF district in 2007 at Newman Lane and Bruce Avenue.~~

Section 14 - Identified Projects and Programs in Relationship to the Goals and Objectives Respective to the 2016 City of Billings County Growth Policy Plan

One of the requirements of Montana's Urban Renewal Law (Title 7, Chapter 15, Parts 42 and 43, MCA) is that the urban renewal plan must conform to the community's growth policy. The ~~Yellowstone County and 2016~~ City of Billings ~~2003~~ Growth Policy ~~Plan~~ ("Growth Policy") refers to and promotes economic development and urban renewal in a variety of ways. The preceding list of urban renewal goals listed in Section 13 are relevant to the ~~goals~~ Growth Guidelines identified in the Growth Policy in the following ~~elements~~ areas:

Growth Guidelines

Essential Investments (relating public and private expenditures to public values)

- ~~• The safety of all users and the connectivity of the transportation system are important criteria to consider in roadway designs and transportation plans~~

- Public transit and commercial air service are critical to ensure access to and around the City
- Planning and construction of safe and affordable interconnected sidewalks and trails are important to the economy and livability of Billings.
- Developed parks that provide recreation, special amenities (community gardens, dog parks, viewing areas), and active living opportunities are desirable for an attractive and healthy community
- Landscaping of public rights-of-way and entryways makes Billings more visually appealing to residents and visitors
- Public health and safety and emergency service response are critical to the well-being of Billings' residents, businesses, and visitors
- Infill development and development near existing City infrastructure may be the most cost effective
- The history and heritage of Billings are cornerstones of our community
- Neighborhoods that are safe and attractive and provide essential services are much desired
- Infrastructure and service investments that stabilize or improve property values, secure future utility costs, consider maintenance costs, and improve our environmental quality far into the future (i.e. energy efficient) are desirable
- A supportive school system that inspires, motivates, and prepares students for meaningful employment is important for ensuring a high quality, competitive community

Place Making (Enhance, maintain, preserve, and improve existing public places)

- A multi-use community recreation facility is desirable
- Enhancement and maintenance of public spaces and buildings through City stewardship is integral to a vibrant community
- Park master plans and transportation plans are important to facilitate the preservation and improved public access to the Yellowstone River and the Rims
- Public and private partnerships are valuable for creating enhanced entryways into Billings
- Enhancing public buildings and spaces to be more efficient in their uses of energy, money, and space is important to having a vibrant and livable City

Community Fabric (attractive, aesthetically pleasing, uniquely Billings)

- Developed landscape areas in commercial areas encourage more pedestrian activity and vibrant commercial activity
- Attractive streetscapes provide a pleasant and calming travel experience in urban and suburban neighborhoods
- Outdoor public spaces provide casual and relaxing gathering areas for people
- Planning and construction of interconnected sidewalks and trails are important to the livability of Billings
- Cost-effective landscaping of public rights-of-way and entryways makes Billings more visually appealing to residents and visitors

Strong Neighborhoods (livable, safe, sociable and resilient neighborhoods)

- Walkable neighborhoods that permit convenient destinations such as neighborhood services, open space, parks, schools and public gathering spaces foster health, good will and social interaction
- Safe and livable neighborhoods can be achieved through subdivision design that focuses on complete streets, pedestrian-scale street lights, street trees and walkable access to public spaces
- Implementation of the Infill Policy is important to encourage development of underutilized properties

Home Base (healthy, safe and diverse housing options)

- A mix of housing types that meet the needs of a diverse population is important
- Common to all types of housing choices is the desire to live in surroundings that are affordable, healthy and safe
- Homes that are safe and sound support a healthy community

Mobility and Access (transportation choices in places where goods and services are accessible to all)

- Connecting people to places with transportation choices is vital to the well-being of Billings' residents, businesses and visitors
- Safe and accessible transportation systems benefit everyone's quality of life
- Affordable public transit is much desired
- Development oriented to transit routes will provide more transportation choices and is preferred
- "Safe Routes to Schools" promotes physical health and reduces vehicle trips, earning parents more time and less costs for transportation
- Planning and construction of interconnected sidewalks and trails are important to the economy and livability of Billings
- On-street bike facilities promote predictability for all users
- Technology can reduce congestion and facilitate emergency vehicle travel at railroad crossings

Prosperity (promoting equal opportunity and economic advancement)

- Predictable, reasonable City taxes and assessments are important to Billings' taxpayers
- Successful businesses that provide local jobs benefit the community
- Community investments that attract and retain a strong, skilled and diverse workforce also attracts businesses
- Retaining and supporting existing businesses helps sustain a healthy economy

Section 15 - Neighborhood Planning

Another tool that is expected to be used in the future to address current conditions within the district and the identification of neighborhood needs will be accomplished through the creation of a Neighborhood Plan. A neighborhood plan may be drafted for this area of Billings in the next three or four years based on available funding. The purpose of the neighborhood plan is to assist residents, governing agencies, planners and developers in making the right choices when determining future growth patterns and development within the neighborhood. The plan also encourages local government, developers and businesses to discuss future land use decisions with neighborhood residents and business owners prior to the proposed land use change. The neighborhood plan is not a regulatory document; instead, it is adopted by the City Council and the Board of County Commissioners as an implementation strategy and is part of the City of Billings and Yellowstone County Growth Policy as an advisory document. The neighborhood plan would be implemented through the City's Capital Improvement Program Planning and by the Southwest Corridor Neighborhood Task Force.

The plan would include general and specific recommendations that reflect the values of the community, encourage sound decision-making, and empower people to take action. The plan also includes realistic implementation strategies that involve both private and public actions, as well as regulatory decisions.

Section 16- Conclusion

The South Billings Boulevard Urban Renewal District has a tremendous amount of potential to become a viable and reliable economic engine. The district has a great potential to become a destination place where Billings residents, business owners, and visitors will purposefully go to conduct business, have goods and services manufactured and enjoy recreation and leisure activities. At the end of the life of this TIFD program it is the hope of all involved that this area of Billings will be a wonderful place to live, work and play far into the future.