

Merton Musser, 6125 Landing Pointe, Billings MT 59106
Wade & Lindsey Affleck, 6209 Landing Pointe, Billings, Mt 59106
Contiguous landowner to the North of proposed Stone Creek
Subdivision

I will begin by saying growth is acknowledged as inevitable; planned growth is desired. Achieving planned growth requires acknowledgement and avoiding some very fundamental principles. Many of these are outlined in the West Billings and Yellowstone County Master Plan.

Leapfrog development occurs when developers skip over land to obtain cheaper land further away from cities, thus, leaving huge areas empty between the city and the new development.

Urban sprawl diminishes the local character of the community. Advocates of smart growth contend that economic growth can serve the community if it maintains the vitality and distinctiveness of the community and the quality of life for the community's residents. It's inconceivable to think **Regal Land Development** has taken a city subdivision plan and planted it right smack in the middle of agricultural land, 5 miles from city limits. This demonstrates total disregard for community continuity, compatibility and respect of area landowners. Ag land surrounds **Stone Creek Subdivision** on all four sides and imposes unfair degradation of country living for the contiguous landowners.

Highways must be safe and efficient and developed in a way that defines a desirable community character for West Billings. Yellowstone County has failed to stay level or equal with the increase traffic between Shiloh Road and 72nd Street W. **Stone Creek Subdivision** will exacerbate existing road-congestion problems. The present congestion surrounding Elder Grove School during morning drop off and afternoon pickup is candidate for the worse traffic flow in all of Yellowstone County. **Stone Creek Subdivision**, only 1/2 mile South of Elder Grove, will add another 250-350 vehicles daily commuting to and from work or school.

The governing bodies of Yellowstone County must take non-vehicular transportation right-of-way needs into account when reviewing all subdivision requests. Focal points, such as parks, schools, and other uses located within walking distance of neighborhoods with pathways and bikeways. Walking is either unpleasant or impossible, due to narrow

country roads with no shoulders and 60 mph speed zones. With schools 1/2 mile away, **Stone Creek Subdivision** does not address a solution to this problem. Significant public safety issues should be addressed regarding traffic before this subdivision or any other, for that matter, would be considered.

Ground water quality is a serious issue and I find it incomprehensible **Stone Creek Subdivision** wouldn't affect the ground water. Yellowstone County statistics report 2.3 people per household x 126 lots = 289 people. EPA reports the typical household uses 300 gallons per day which equates to 37,800 gallons per day for **Stone Creek Subdivision** plus outdoor watering for vegetation. In addition, vast areas of impermeable surfaces in built-up areas often replace water-absorbing vegetation and permeable soils. Residential, roads, and parking spaces for automobiles greatly impede the absorption of water into the soil. Chemicals present on pavement at the time of rain are often carried with runoff as water pollution, reducing water quality.

There are two types of domestic sewage: blackwater (wastewater from toilets) and graywater (wastewater from all sources except toilets). Blackwater and graywater have different characteristics, but both contain pollutants and disease-causing agents that require treatment. Average household will discharge 40 gallons per person per day x 2.3 pph = 92 gallons x 126 households = 11,592 gallons x 365 days = 4,231,080 gallons of wastewater annually. This is cause for serious concern regarding adequate treatment and disposal system to protect an individual's health and the environment.

One of the most obvious environmental effects of widespread building construction is the destruction of wildlife habitat. To make way for human dwellings and their associated infrastructure, natural land is plowed under, graded, and paved. With Canyon Creeks' close proximity to **Stone Creek Subdivision**, there are white tail deer, pheasants, bald eagles, sandhill cranes and masses of water fowl that fly in and out during their annual migration. The **Stone Creek Subdivision** will diminish the deer, pheasants, bald eagles and destroy the water fowl habitat during migration.

Lastly, my property bordering on the North is registered with the Federal Aviation Administration (FAA) as a private airport with a grass airstrip used lightly by small private aircraft. A mid to high density subdivision adjacent

the airstrip generally would be considered as incompatible because of noise and, in some cases, for reasons of safety, depending on the location of the property.

As a contiguous land owner I feel an effort should be made to preserve or perhaps conserve agricultural land and create developments that are compatible with their surrounding. Considering the fundamental problems outlined above, we **ADAMANTLY OPPOSE** the **Stone Creek Subdivision** as proposed.

Unless the Planning Board, along with the County Commissioners, can guarantee the aforementioned fundamental principles will not negatively affect all contiguous and area landowners I encourage you to decline the **Stone Creek Subdivision** as proposed.

A more suitable plan would be for minimum acreage lot sizes of one acre or greater and a buffer along the North boundary.

Concerned Landowners,

Merton and Susan Musser
Wade and Lindsey Affleck