



Billings Bypass
CORRIDOR STUDY

BILLINGS BYPASS CORRIDOR STUDY

DRAFT Report 2022

PREPARED FOR:



PREPARED BY:





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EXECUTIVE SUMMARY

The Billings Bypass Corridor Study (Corridor Study) offers the unique chance to vision while simultaneously laying a solid foundation for the thoughtful and safe growth of the community. The recommendations in this study are the result of careful research, extensive data collection and analysis, and inclusive public and stakeholder involvement. **Results achieved through this study will provide insight for future adjacent transportation facility needs and provide guidance for future development along the corridor.**

In cooperation with the City of Billings, Yellowstone County, the Federal Highway Administration (FHWA), and the Montana Department of Transportation (MDT), the Billings Metropolitan Planning Organization (MPO) conducted a corridor study to investigate options to address development needs. The corridor area includes:

- Five Mile Road from Old Highway 312 to Mary Street
- The new roadway, Trailhead Road, from the Main Street/US 87 junction to roundabout at Five Mile Road
- The new roadway, Trailhead Road, from the roundabout at Five Mile Road across the Yellowstone River

This corridor study was a planning-level assessment of a study area occurring concurrent to construction of the Billings Bypass roadway.

The study included review of:

- Transportation system
- Land use
- Public and private utilities
- Floodplains, irrigation, and drainage
- Corridor aesthetics and vision

Information for this study was collected from consultation with technical experts, public and stakeholder engagement opportunities, and thorough research. This information has been compiled to present a vision for transportation and land use and used as a foundation for recommendations.

The study area is illustrated in Figure 1.

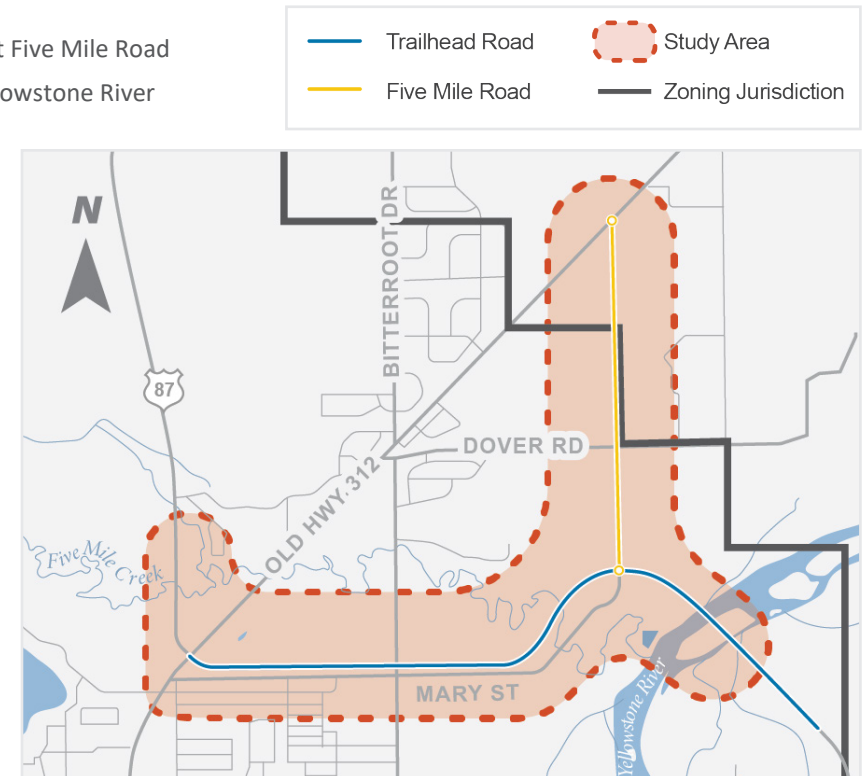


Figure 1. Billings Bypass Study Overview

Goals

The goals that guided this process are:



Document **transportation system plans** related to the new roadway, including access options, intersection designs, bicycle and pedestrian access, and multi-modal transportation safety



Plan for future growth along the new roadway and corresponding connectivity on the north side of the Yellowstone River



Facilitate actionable **public and stakeholder involvement**



Develop a guidance document that integrates existing infrastructure plans and future development plans

Public Participation

The public involvement and participation process for this study included:

- Two public meetings
- Numerous stakeholder and property owner meetings
- Website to collect public comments
- Direct mail
- Media outreach
- Paid advertising

Transportation

The new roadway is classified as a principal arterial. There are four main intersecting roads on this segment of the roadway, including Five Mile Road (minor arterial), Bitterroot Drive (principal arterial), Hawthorne Lane (local street), and Main Street (principal arterial).

Trailhead Road has a 45-mph posted speed limit. The posted speed limits for the four main intersecting streets include: Five Mile Road (45 mph), Bitterroot Drive (35 mph), Hawthorne Lane (25 mph), and Main Street (45 mph). Traffic control along the corridor will include signals at the Trailhead Road intersection with Main Street and the intersection with Bitterroot Drive, a stop-controlled intersection at Hawthorne Lane, and a roundabout at the intersection with Five Mile Road.

Nonmotorized facilities in the corridor area include bike lanes on Five Mile Road, Kiwanis Trail, and the Dover Park trail system. Billings MET Transit has one route that passes by the eastern end of the corridor.

Recommendations

Access Management Plan: Reference the access management plan developed by MDT for the corridor.

Bicycle and Pedestrian Facilities: As development occurs in the study area, nonmotorized activity should be monitored to identify high crossing locations for bicycles and pedestrians. Additional signing, pavement markings, or traffic control may be warranted at the crossing locations if bicycle and pedestrian volumes meet certain thresholds. Future trail development planning should reference the Billings Bikeway and Trails Master Plan.

Transportation System: As updates and maintenance is completed on the nearby transportation system, consider opportunities to respond to evolving community needs.

Land Use

Land use recommendations align with land use assumptions in the transportation planning analysis for the Billings Bypass. The current land use along the corridor includes residential, agricultural, commercial, and green space. Currently the area is comprised of property within the City of Billings city limits and some outside the city limits in Yellowstone County jurisdiction.

Zoning in the area is a mix of agricultural, rural residential, suburban neighborhood, mid-century neighborhood, and open space.

Recommendations

The area along the new roadway includes both existing development that isn't likely to change as well as areas that offer opportunity for future growth. Thoughtful planning could allow this area of Billings to fulfill various needs including:

- Billings Heights town center
- Affordable housing
- Mixed-use development
- Quality-of-life amenities
- Respectful and thoughtful development

Private Utilities

There are several private utilities present along the corridor including power, communications, and a Phillips 66 pipeline.

Recommendations

Any future development should consider existing private utilities in their planning process and follow planned land use within the existing transportation network.

Public Utilities

Public water and sanitary sewer services are available along a portion of the corridor. These services exist primarily west of Bitterroot Drive. Current development along or adjacent to all other portions of the corridor are served by private water and sewer systems for individual residences or businesses, such as groundwater wells or cisterns for water supply, and septic tank and drainfield systems for wastewater disposal.

Recommendations

Public utility expansion follow planned growth in the area including planned land use and within the existing transportation network right-of-way. Extending public water and sanitary sewer systems along the study corridor will be important to enable future development at urban densities, where envisioned. While limited development could potentially be served with individual on-site water and sewer systems or a private community system, significant development will likely require the capacity of municipal water and sewer systems. Continued coordination with the County Water District of Billings Heights (District) and the City of Billings is critical to aligning the various objectives within this corridor study area with the objectives of future utility planning documents.

Floodplains

There are two different floodplains within the study area – the Yellowstone River and Five Mile Creek. Both

floodplains are FEMA delineated Zone AE floodplains with associated floodways. The Zone AE Floodplain refers to the flood boundary representing the 1% annual change flood event.

Recommendations

Floodplains create a natural barrier to existing transportation networks. The existing transportation network currently provides adequate crossing of the Five Mile Creek floodplain and the new Billings Bypass corridor crosses the floodplain in an ideal location.

Developments within the study area and adjacent to the floodplains should coordinate with City of Billings and Yellowstone County floodplain administrators about limitations along the floodplain.

Drainage

Drainage and stormwater management along the corridor is an important consideration for future development. The current study area is mostly a rural and agricultural area with no existing stormwater collection systems.

Recommendations

The proposed transportation network does not adversely affect existing surface drainage patterns. The corridor drainage conveys via traditional and natural methods. Future developments should perpetuate the majority of the drain ditches within this study area to limit negative impacts to existing facilities. Developments will need to work around upstream or downstream agricultural used lands and will need to coordinate with adjacent landowners before any drain ditch is completely removed.

Stormwater collection systems may also be necessary as development occurs and/or drain ditches are modified.

Irrigation

Several irrigation facilities exist throughout the study area, including ditches and pipes, as well as the Billings

Bench Water Association (BBWA) Canal. All the irrigation water in this area is served by the BBWA.

Recommendations

The proposed transportation network does not adversely affect existing irrigation demands in the corridor. Developments should coordinate with BBWA and adjacent landowners before deciding to modify or remove irrigation facilities.

Corridor Aesthetics and Vision

The corridor is comprised of the following development types: Residential, commercial, and green space

Physical barriers including the Yellowstone River and floodplain pose challenges to future development.

Recommendations

As the plans for future development along and adjacent to the corridor proceed, consider requiring developers to include the following features, as appropriate, in their plans (including outside the right-of-way):

- **Transportation System:** As updates and maintenance is completed on the nearby transportation system, consider opportunities to add multimodal facilities and respond to evolving community needs.
- **Landscaping:** Use trees and other landscaping to provide separation between the roadway and nearby homes and businesses
- **Setback:** Require space between the roadway and structures to provide visual space, making the area more aesthetically pleasing
- **Green space:** Park space would make the area a pleasant place to live and work
- **Gateway:** Integrate beautification and wayfinding signage to welcome and direct travelers to and through the Billing area

1. INTRODUCTION

Overview

The Billings Bypass is a new roadway, planned and currently being constructed by the MDT, that will ultimately connect Lockwood at Johnson Lane to the Billings Heights at the intersection of Main Street and US 87. The new connection includes a new Yellowstone River crossing that intersects with Five Mile Road and Mary Street.

The **study** area includes:

- Five Mile Road from Old Highway 312 to Mary Street
- The new roadway, Trailhead Road, from the Main Street/US 87 junction to roundabout at Five Mile Road
- The new roadway, Trailhead Road, from the roundabout at Five Mile Road across the Yellowstone River

This Corridor Study was initiated in anticipation of the impact the new roadway will have on the northern segment of the project, which includes areas west of the Yellowstone River in the Billings Heights. Figure 1 illustrates the area of focus for the Corridor Study. Figure 2 illustrates the entire Billings Bypass project extents.

This document is a proactive step toward thoughtful planning in anticipation of the new roadway, transportation connectivity, and anticipated development. The effort, and resulting content, addresses future access options as development occurs along the roadway, potential intersections, stormwater and utility management, bicycle and pedestrian access, and multi-modal transportation safety along the corridor.

The process of developing this Corridor Study, and corresponding vision for the area included the collection of technical content along with public, stakeholder, and property owner input. This information has been compiled to present a vision for transportation and land use and used as a foundation for recommendations.

The following focus areas are outlined:

- Transportation system
- Land use
- Public and private utilities
- Floodplains, irrigation, and drainage
- Corridor aesthetics and vision

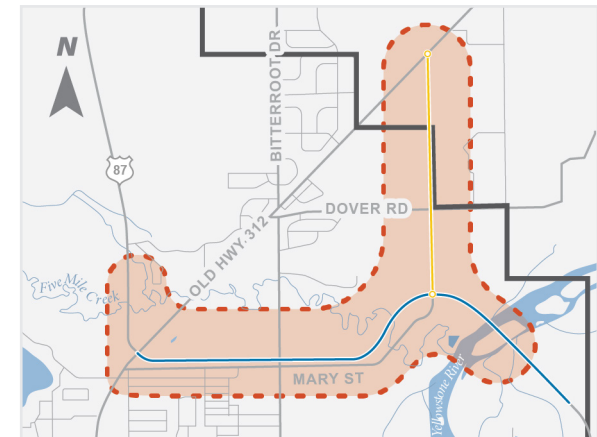


Figure 1. Billings Bypass Study Overview and Billings Bypass Project Extents

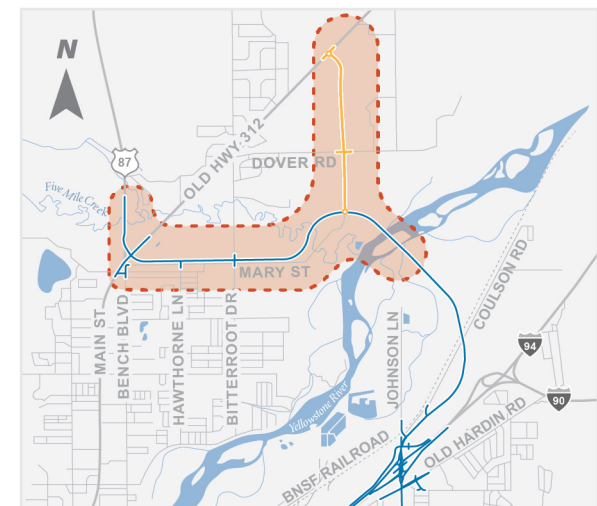


Figure 2. Billings Bypass Project Extents

Input Collected

The input presented in the study represents numerous perspectives, including technical experts, community leaders, stakeholder groups, and the general public.

Community Leaders: Community leaders guided and contributed to the Corridor Study process offering insight to community-specific challenges, processes, and perspectives. Community leader input was present through MPO leadership, service on the Oversight Committee, attendance at public events, and participation in stakeholder meetings. The release of the Corridor Study also included presentations to the Technical Advisory Committee (TAC), Planning Board, City Council, Board of County Commissioners, and Policy Coordinating Committee (PCC).

Oversight Committee: An oversight committee provided guidance and input to the study, representing various focus areas. The following individuals provided time to support this community planning effort:

Scott Walker	City/County Planning
Lora Mattox	City/County Planning
Wyeth Friday	City/County Planning
Elyse Monat	City/County Planning
Monica Plecker	City/County Planning
Rusty Logan	Billings MET Transit
Debi Meling	City of Billings Public Works
Katie Potts	MDT Planning
Michael Taylor	MDT Billings District
Kurtis Schnieber	MDT Billings District
Mike Black	Yellowstone County Public Works
Jennifer Owen	Heights Task Force
Gene Wade	Yellowstone River Parks Association
Dianne Lehm	Big Sky Economic Development
Woody Woods	Planning Board/Lockwood Steering Committee
Alan Woodmansey	FHWA
Lisa Olmsted	DOWL
Doug Enderson	DOWL

Technical Input: Technical experts were engaged to provide input related to the corridor’s existing conditions and requirements for future growth. The input provided the foundation for the Corridor Study development. The content collected included input from professional civil engineers whose focus areas included transportation, traffic, water systems, and water resources. Input was also collected from Billings Public Works, Yellowstone County Public Works, and County Water District of the Billings Heights team members.

Public and Stakeholders: Engagement efforts included a preliminary public meeting to collect input related to corridor development needs and information related to community visions and desires. The public meeting was followed up by stakeholder and property owner conversations, as detailed in the Public Engagement section of this document. A final public meeting was also held to present the draft study.

The public and stakeholder involvement tasks were augmented by a project website that was used to collect public input and allow users to explore the proposed corridor location on an interactive map, media outreach, direct mail, and paid advertising.

Goals

The oversight committee identified the following goals that steered the development of this document.



Document **transportation system plans** related to the new roadway, including access options, intersection designs, bicycle and pedestrian access, and multi-modal transportation safety



Plan for future growth along the new roadway and corresponding connectivity on the north side of the Yellowstone River



Facilitate actionable **public and stakeholder involvement**



Develop a guidance document that integrates existing infrastructure plans and future development plans

Billings Bypass Area Description

The new roadway will connect the Billings Heights and Lockwood with a roadway that allows for an additional access across the Yellowstone River. The new roadway will also provide an alternate route to Main Street in the Billings Heights for travelers to access US 87.

The purpose of the Billings Bypass project, as identified in the Final Environmental Impact Statement, is to improve access and connectivity between I 90 and Old Highway 312 to improve mobility in the eastern area of Billings. The Billings Bypass project need is to:

- Reduce physical barrier impacts to the transportation system
- Improve connectivity between Lockwood and Billings

- Improve mobility to and from Billings Heights
- Improve truck/commercial vehicle access to and through Billings

Corridor Study Area Description

This Corridor Study examines the areas surrounding the Billings Bypass in the Billings Heights area, northwest of the Yellowstone River. Emphasis was given to this area of the project to supplement existing community planning and guidance documents.

The corridor study area is predominantly within the boundary of the Billings-Yellowstone County Metropolitan Planning Organization (MPO) boundary. Some of the area is within Billings city limits, while other sections of the area is Yellowstone County.

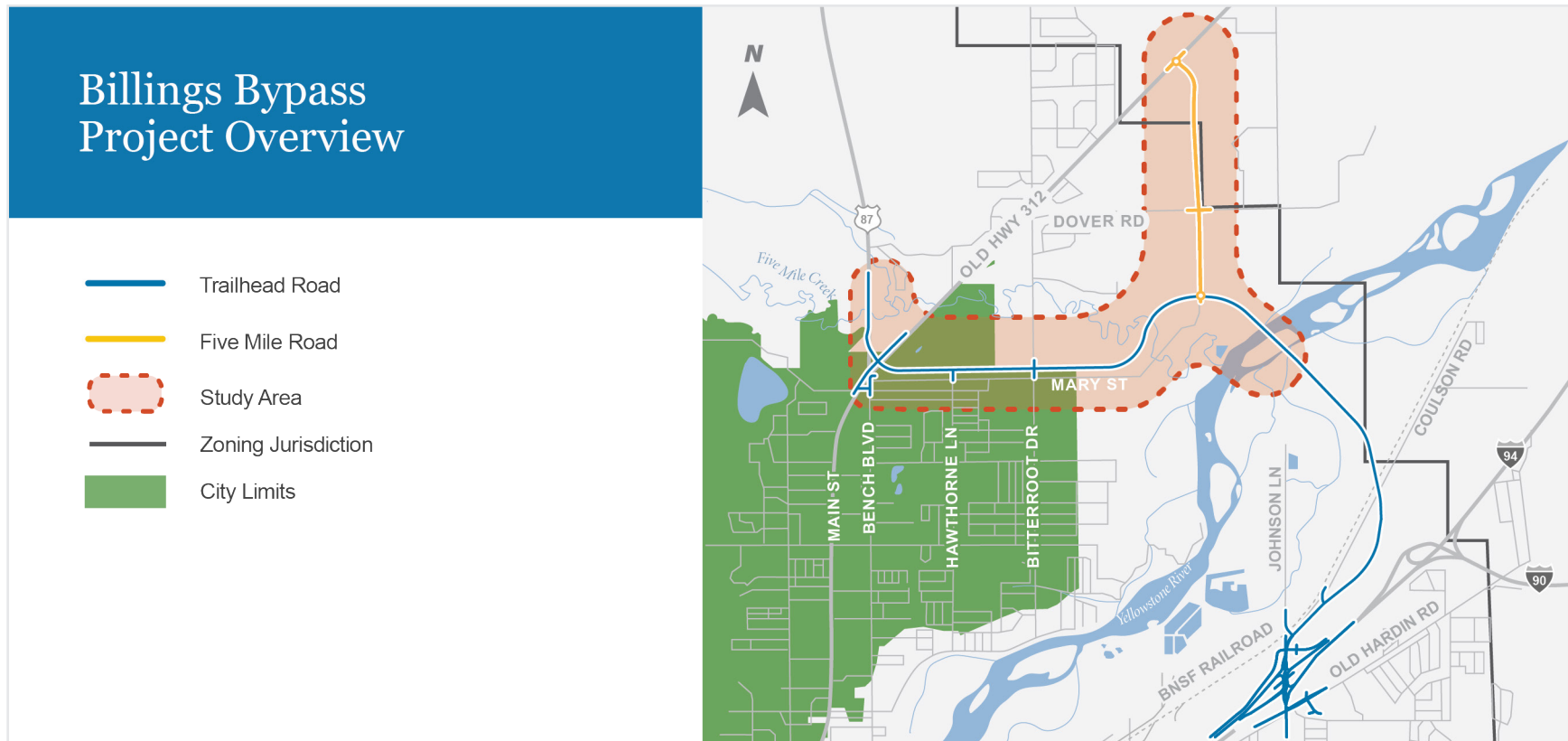


Figure 3. Billings Bypass Project Extents with Corridor Study Area

Public Participation

An inclusive and systematic public participation process was conducted for the Corridor Study in accordance with the Yellowstone County Board of Planning Public Participation Plan, which emphasizes reasonable opportunities for all interested parties to participate in the planning process.

The following meetings were conducted as part of the plan development:

- **Public Meeting No. 1** was held on June 17, 2021, at Independent School in the Billings Heights to discuss the Corridor Study with the public. The content shared at the meeting was also posted as a video on the project website as an alternative means to access the information. Comments and feedback were collected from the public in-person, online, and via phone and email.
- **Stakeholder meetings** with the following groups were held to discuss the Corridor Study and collect comments from meeting participants. Summaries of all stakeholder meetings are included in Appendix A.
 - **Yellowstone River Parks Association (YRPA):** The YRPA is the nonprofit organization that owns and operates Dover Park. YRPA members would like to see Dover Park serve as a new community gateway and destination for visitors. The members recognized that higher density development could help with the community-wide need for affordable housing and that Dover Park's recreational space would add value to nearby housing developments. Lake Elmo State Park is currently the most visited state park in Montana; when Dover Park is expanded and a lake is added, YRPA members hope that Dover Park is similar.
 - **Heights Task Force:** The Heights Task Force is a city task force comprised of Heights residents and community leadership. In discussions about the corridor, their hope is that the Heights remains a vibrant community. For this study, meeting participants prioritized development that contributes to quality of life and affordable housing. They noted that commercial development would make the most sense focused around the intersections, and mentioned that a grocery store would fill a community need.
 - **Billings Chamber of Commerce:** The Billings Chamber of Commerce's Government Committee prefers community amenities such as bike lanes, affordable housing, public transit, and Emergency Medical Services (EMS) access. They suggested the Lockwood Targeted Economic Development



Figure 4. Photos of Public Meeting #1, held at Independent School in the Billings Heights.

District (TEDD) industrial center workforce could benefit from nearby housing. They also suggested a convention center could be located within the project corridor.

- **Yellowstone County Planning Board:** The Yellowstone County Planning Board’s discussion focused on the possibility to modify zoning along the corridor to suit future development needs. The group would like to see pedestrian control on roundabouts, additional park spaces, and trail connections. The board members commented that the new roadway will eliminate the current barrier between Lockwood and the Billings Heights.
- **City of Billings Traffic Control Board:** The Traffic Control Board recognized that the new roadway will fill a community need. They discussed the need for well-organized commercial development, while adding that there is a demand for affordable housing in Billings. They recommended a Costco, or similar business, that would keep economic impact in the Heights. The group noted that only hotels in the Heights are located near the Metra and suggested that the corridor area may pose possibilities for additional hotels.
- **Heights Business Association:** The Heights Business Association’s conversation focused on how the corridor could fill community needs, such as a “Heights town center”, which could offer a home for new amenities and needed quality-of-life businesses like a movie theater, brewery, and/or restaurant. Their input to the Corridor Study noted the importance of protecting green space and the historic significance of Dover Park while enhancing gateway beautification efforts.
- **Lockwood Steering Committee:** The Lockwood Steering Committee encouraged “nodes” of commercial development around intersections with complementary residential development as seen in the downtown area. They suggested coordination with Lockwood planned developments as the bridge connection will eliminate the existing barrier between the communities. Trails are planned in the Lockwood TEDD that are planned to connect to both the bridge and ultimately Dover Park.
- **BCJM Properties LLC:** BCJM Properties LLC is the developer of the Bitterroot Heights subdivision and are working on an expansion to the development that abuts Mary Street between Hawthorne Lane and Bitterroot Drive. From their experience, the District poses corridor development challenges due to fee inconsistencies compared to other areas of town. Homes in the Bitterroot Heights subdivision will be single-

family and anticipated to range between 1,500 and 3,000 square feet. To support nearby amenities, they recommend that the City review liquor license restrictions for restaurants, noting that currently no alcohol is allowed within 650 feet of residences, which limits neighborhood restaurants or breweries.

- **Billings Realtors Association:** The Billings Realtors Association recognized that Mary Street and Bitterroot Drive present opportunities for additional residential development in currently undeveloped areas. They echoed concerns over the distance required between residences and businesses that serve alcohol. Albertson’s and Shamrock Foods are the only grocery opportunities in the Heights; they commented that there is a need for more options. The group highlighted the value of neighborhood schools like Bitterroot Elementary and Joe Medicine Crow Middle School to successful development.
- **Big Sky Economic Development:** Big Sky Economic Development (BSED) recommended mixed-use development with light industrial or medial-office-style businesses. They counseled that new developments be integrated and carefully planned and added that business recruitment may be challenging based on population numbers. They added that land within the corridor offers access to schools (Heights, Lockwood, Pioneer). EMS access will be an important consideration as additional development occurs.
- **David Mitchell:** At the recommendation of Big Sky Economic Development, a meeting was also held with David Mitchell, a commercial real estate agent with Coldwell Banker. He provided a Voids Analysis, which details which businesses are present in the corridor area and which are absent.
- **An interactive website** specific to the study hosted maps, FAQs, links to relevant documents, details about meetings and events, meeting minutes and/or videos, study contacts, and a forum for public comment. The web address is: www.billingsbypasscorridor.com.
- **Public Meeting No. 2** was held on September 8, 2022, at Independent School in the Billings Heights to present a draft of the Corridor Study to the public. The content shared at the meeting was also posted on the project website as an alternative means to accessing the information. Comments and feedback were collected from the public in-person, online, and via phone and email.

Public comment received throughout the Corridor Study process is presented in the following pages and in Appendix A.

2. BACKGROUND

Design History

The Billings Bypass project has been an ongoing effort since 1998. Over the years, the purpose and need has evolved to meet community needs. The new roadway was initially intended to serve as a truck bypass between I 90 and MT 3 but has evolved over time, resulting in the current function as a principal arterial connecting Lockwood and the Billings Heights.

History of the Project

1998	The Billings Bypass concept began with a Feasibility Study.
2001	Billings North Bypass Feasibility Study investigated a bypass in the Billings area using a five-mile-wide corridor north of Billings to assess the feasibility of a bypass route connecting the I 90/I 94 interchange area east of Billings with MT 3 west of Billings.
2003	The FHWA issued the Notice of Intent (NOI) that MDT would prepare an Environmental Impact Statement (EIS) on a proposal to construct a bypass route north of Billings in Yellowstone County, Montana from I 90 to MT 3.
2004	Work on the EIS included coordination with local, state, and federal agencies and the public.

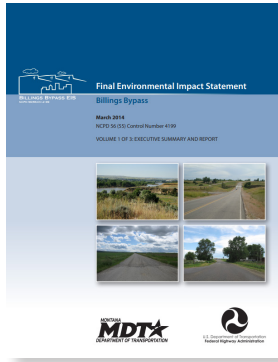
2005	The Billings Urban Area Long-Range Transportation Plan (LRTP) Update, which is the fiscally constrained Metropolitan Transportation Plan (MTP), included the Billings Bypass as a “regionally significant project” in the process of being implemented.
2006-2008	The project team developed preliminary alternatives and provided agencies and the public with opportunities for input.
2008	FHWA released guidance requiring that all project phases planned within the life of the MTP must be included in the “fiscally constrained” Billings Urban Area LRTP. As proposed, the project did not have sufficient funding to be included in the plan.
2009	The local PCC voted to re-scope the Billings Bypass project to focus only on the eastern segment between I 90 and Old Highway 312.
2010	FHWA reissued the NOI. The purpose and need statements were revised based on input from agencies and the public.

2011-2012	The Draft EIS (DEIS) was completed and released it for public review and comment in August 2012.
2013-2014	The project was subsequently modified to include provision for phased implementation, and a Final EIS (FEIS) was released for public review and comment in March 2014. A Record of Decision (ROD) was released in July 2014, which named Phase 1 of the Mary Street Option 2 Alternative as the selected alternative.
2015-2017	Following the approved FEIS and ROD, MDT selected DOWL to advance design and prepare construction documents with support from Kittelson & Associates, Inc., Marvin & Associates, Morrison-Maierle, and Peaks to Plains Design. The project progressed to preliminary design to confirm the alignments and right-of-way needs. Due to the project's size, complexity, and construction cost, the overall Billings Bypass project was segmented into six separate construction projects.
2019	In September 2019, the Granite Construction/LHC team was selected as the construction manager/general contractor for the Johnson Lane Interchange segment. In November 2019, Riverside Contracting, Inc. was selected as the contractor for the Five Mile Road phase of the project.

2020	Riverside Contracting, Inc. completed construction of the Five Mile Road segment of the project, which reconstructed Five Mile Road and extended the road to a new roundabout intersection with Old Highway 312. Wadsworth Brothers Construction began construction on the Yellowstone River Bridge project segment, which constructed a new bridge over the Yellowstone River, the new roundabout intersection with Five Mile Road and Mary Street, and the road connecting the roundabout to the bridge. The Billings MPO issued a RFP for the Billings Bypass Corridor Study to determine the impact of the new bypass and to evaluate future transportation needs and land use study along the proposed alignment of the Billings Bypass.
2021-2022	The Billings Bypass Corridor Study is developed. Wadsworth Brothers Construction completed construction on the Yellowstone River Bridge project segment.
Next Steps	Construction on the Billings Bypass will continue until complete. At the time of this document development, construction is anticipated to continue through approximately 2025.

Reference Projects

The following documents offer important background information for the Billings Bypass project.



Billings Bypass Environmental Impact Statement and Record of Decision

The National Environmental Policy Act (NEPA) requires that an EIS be prepared for major projects that have the potential for adverse impacts to the community and environment. The Billings Bypass EIS established a need for the project to reduce physical barrier impacts to the transportation system, while improving connectivity between Lockwood and Billings, mobility to and from Billings Heights, and truck/commercial vehicle access to and through Billings. The cumulative effects of the project would improve mobility and expedite already planned growth for the area and would likely not induce growth beyond what has already been identified in local plans. Expediting planned growth and enhancing access to developable land may also provide a positive impact to the area.

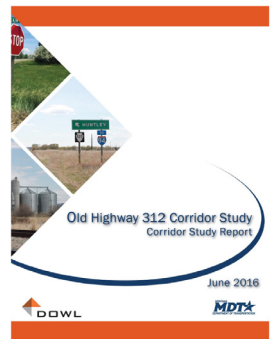
The EIS provides the foundation for the Billings Bypass project, noting the original purpose and need and design objectives. The document details proposed alternatives and offers detail on the review and feasibility of those alternatives. The affected environment and environmental consequences are also detailed. The document also includes Appendices A through J.

The ROD identifies and offers justification for the selected alignment. These documents are all available on the Billings Bypass project website: <https://www.mdt.mt.gov/pubinvolve/billingsbypass/>.



NCPD (56)55 Billings Bypass

This project, led by the MDT, comprises the design and construction of the Billings Bypass principal arterial. The Billings Bypass is a multi-phase project that will result in a new arterial roadway. The new road will begin at the Johnson Lane Interchange in Lockwood, Montana, span the Yellowstone River, and connect to the Old Highway 312/US 87 intersection in the Billings Heights. An additional segment reconstructed Five Mile Road north of the new road and now connects Five Mile Road to Old Highway 312. The project website offers project updates and background information about the project and public involvement efforts: <https://www.mdt.mt.gov/pubinvolve/billingsbypass/>.

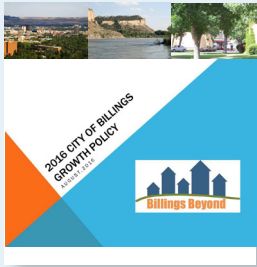


Old Highway 312 Corridor Planning Study

The MDT Rail, Transit, and Planning Division completed a corridor study on Old Highway 312 outside of Billings in 2016. Old Highway 312 (X-56788) connects the communities of Huntley, Shepherd, and Worden with Billings. The purpose of the study was to develop a comprehensive long-range plan for managing the corridor and determining what, if anything, can be done to improve the corridor based on needs, public and agency input, and financial feasibility. The study was a collaborative process with local jurisdictions, other agencies, MDT, the FHWA, and the public to identify transportation needs and potential solutions given funding constraints. The study can be reviewed at: <https://mdt.mt.gov/pubinvolve/hwy312/>.

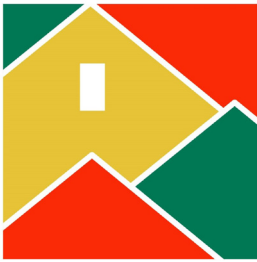
Reference Documents

The following documents offer important guidance to any planned development.



2016 City of Billings Growth Policy

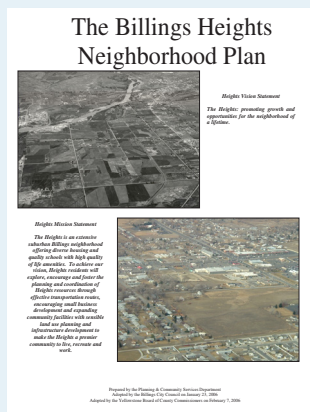
The 2016 City of Billings Growth Policy (Growth Policy) statement notes that in the next 20 years, Billings will manage its growth by encouraging development within and adjacent to the existing City limits, but preference will be given to areas where City infrastructure exists or can be extended within a fiscally constrained budget and with consideration given to increased tax revenue from development. The Growth Policy provides guidance on community priorities, goals, and objectives and offers direction toward achieving those as development occurs.



City of Billings Zoning Code

The City of Billings Zoning Code, updated in November 2020 and adopted by City Council in 2021 (Project Re:Code) provides guidance for all zoning issues within the zoning jurisdiction boundaries of Yellowstone County. The document and regulations outlined align with the goals of the Growth Policy and aim to facilitate efficient land use, encourage innovations in development, and provide space for commercial and industrial development.

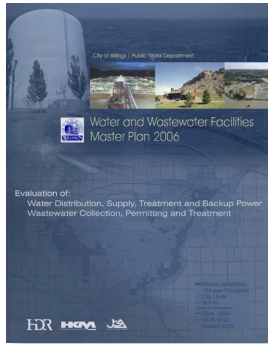
The document offers guidance related to the development of various district types, including details on site design, landscaping, and restrictions on use. Project Re:Code provides direction related to landscaping, parking and loading, sign code, nonconformities, and administrative procedures (including guidance for zone change requests).



Billings Heights Neighborhood Plan

The Billings Heights Neighborhood Plan was adopted in 2006 and is an advisory document, also in alignment with the Growth Policy. The boundary of the defined Heights Neighborhood runs along Old Highway 312 and Dover Road, capturing a significant portion of the Billings Bypass corridor and adjacent property. The plan outlines issues and goals along several relevant themes:

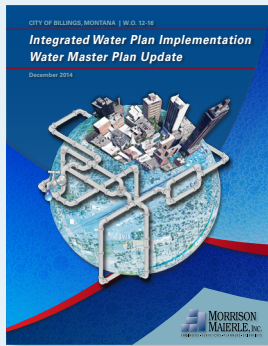
- **Public safety:** Decreased emergency response times; safe pedestrian routes; improved stormwater drainage; and improved street lighting
- **Transportation:** Arterial streets to improve both mobility and connectivity to other areas of Billings; nonmotorized transportation facilities; improved safety for motorized and nonmotorized transportation facilities; and infrastructure and traffic planning
- **Land use:** Manage the scale of commercial development in residential areas; develop land use plan along main existing and future transportation corridors; provide safe, quality, affordable housing in the Heights; revitalize Main Street; and annex “County Islands” in order to provide city services
- **Housing:** Infill vacant areas
- **Economic development:** Provide easier physical access to Heights businesses/services; attract small/medium businesses; promote opportunities for residents to live close to their work; aesthetically appealing streetscape development
- **Infrastructure:** Prohibit dead-end water/sewer line



Water/Wastewater Master Plan

Building on the 1994 and 1999 documents, the Water/Wastewater Master Plan provides information about the City’s entire water distribution, wastewater collection, water treatment and wastewater treatment system capabilities to meet the City’s needs through Planning Year 2025.

A significant amount of the Billings Bypass corridor area is referenced in the document as being planned for annexation.



Integrated Water Plan Implementation Water Master Plan Update

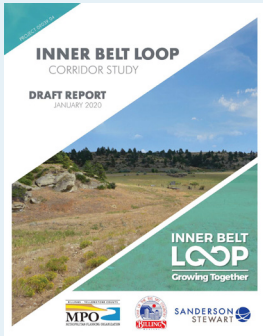
The Billings Water/Wastewater Master Plan was updated in 2014. Information relevant to corridor development summarized in the document includes:

- Fire flow analysis
- Hydraulic analysis on the pipelines for both West End Treatment Plant alternatives
- Reservoir analysis
- Pump station analysis
- West End Treatment Plant Alternatives #1 and #5 analyses as developed in the 2014 Integrated Water Plan Implementation Water Distribution System Study (Water Distribution System Study)



County Water District of Billings Heights Standards, Rules, and Regulations

This 2020 document serves as the rules and regulations governing water services standards and water system improvements for the County Water District of the Billings Heights. The content provided offers guidance on the County Water District of the Billings Heights and instructions on water service use, procedures, and rates. Additional content includes information about the water service area, extension, fire lines, connections, fire hydrants, and other facilities.



Inner Belt Loop Corridor Study

Another recent corridor study and forthcoming roadway project in the Billings MPO, the Inner Belt Loop will also provide improved connectivity to the Billings transportation system. The document offers insight to nearby future growth that will also have a significant impact on the Billings Heights.



2018 Billings Urban Area Long-Range Transportation Plan and MPO Travel Demand Model

The 2018 Billings Urban Area Long-Range Transportation Plan and MPO Travel Demand Model is a framework to guide the development and implementation of multi-modal transportation system projects for the Billings urban area, including and within the vicinity of the corridor, which is the largest ongoing project within the plan. The travel demand modeling process included estimated Billings Bypass traffic. A study also evaluated the traffic demand impacts along the corridor.



2018 Billings Fire Department Long Range Master Plan

The City of Billings Fire Department commissioned Emergency Services Consulting International (ESCI) to provide a Master Plan for the future delivery of emergency services within the City of Billings and the adjacent Billings Urban Fire Service Area. This Long Range Master Plan assists the city in future planning and provision of comprehensive emergency services to the citizens of the service area. This report evaluates current conditions in the agency, projects future community growth and service demand, and provides recommendations to sustain or enhance current services over the next 10 to 15 years.



Billings Visitor Profile: Final Report of Findings (January 2019)

The data presented in the Billings Visitor Profile: Final Report of Findings, released in January 2019, is collected from individuals who reside outside of Yellowstone County. The data offers insight to infrastructure that will help support the tourism industry. Specific needs noted include wayfinding, access to green space, and corridor aesthetics. Convenient travel through town is also recommended to support positive visitor experiences, including transit options and connectivity.

3. TRANSPORTATION

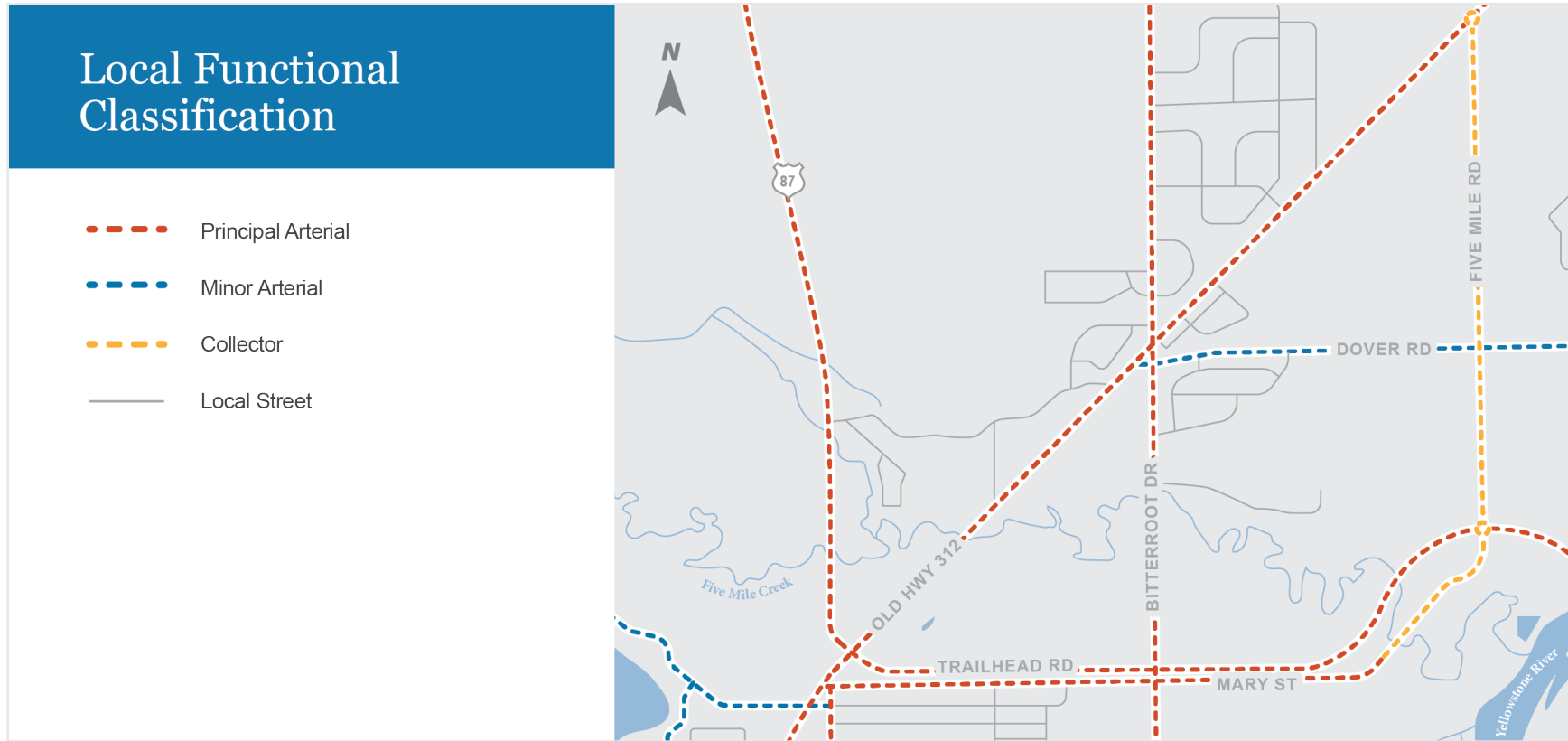


Figure 5. Local Functional Classification

Roadway Network

Construction Phasing

In 2020, Five Mile Road was reconstructed from Mary Street to Dover Road and extends north from Dover Road to Old Highway 312. A roundabout intersection at the Five Mile Road and Old Highway 312 intersection was constructed to safely allow traffic to connect between Trailhead Road and Old Highway 312.

The Billings Bypass Yellowstone River Bridge segment is currently under construction, which also includes a roundabout intersection at the Trailhead Road and Five Mile Road. Construction of Trailhead Road from Main Street to Five Mile Road is planned to begin in 2025. This work will also include the reconstruction of the intersection at Main Street and US 87.

Local Functional Classification

Figure 5 shows the local functional classification for the roadways within the study area, based on the 2018 Billings Urban LRTP. Trailhead Road is classified as a principal arterial. There are four main intersecting roads on this segment of the Bypass, including Five Mile Road (minor arterial), Bitterroot Drive (principal arterial), Hawthorne Lane (local street), and Main Street (principal arterial). Of note, Mary Street is currently classified as a principal arterial but is expected to become a local street after the construction of the Billings Bypass.

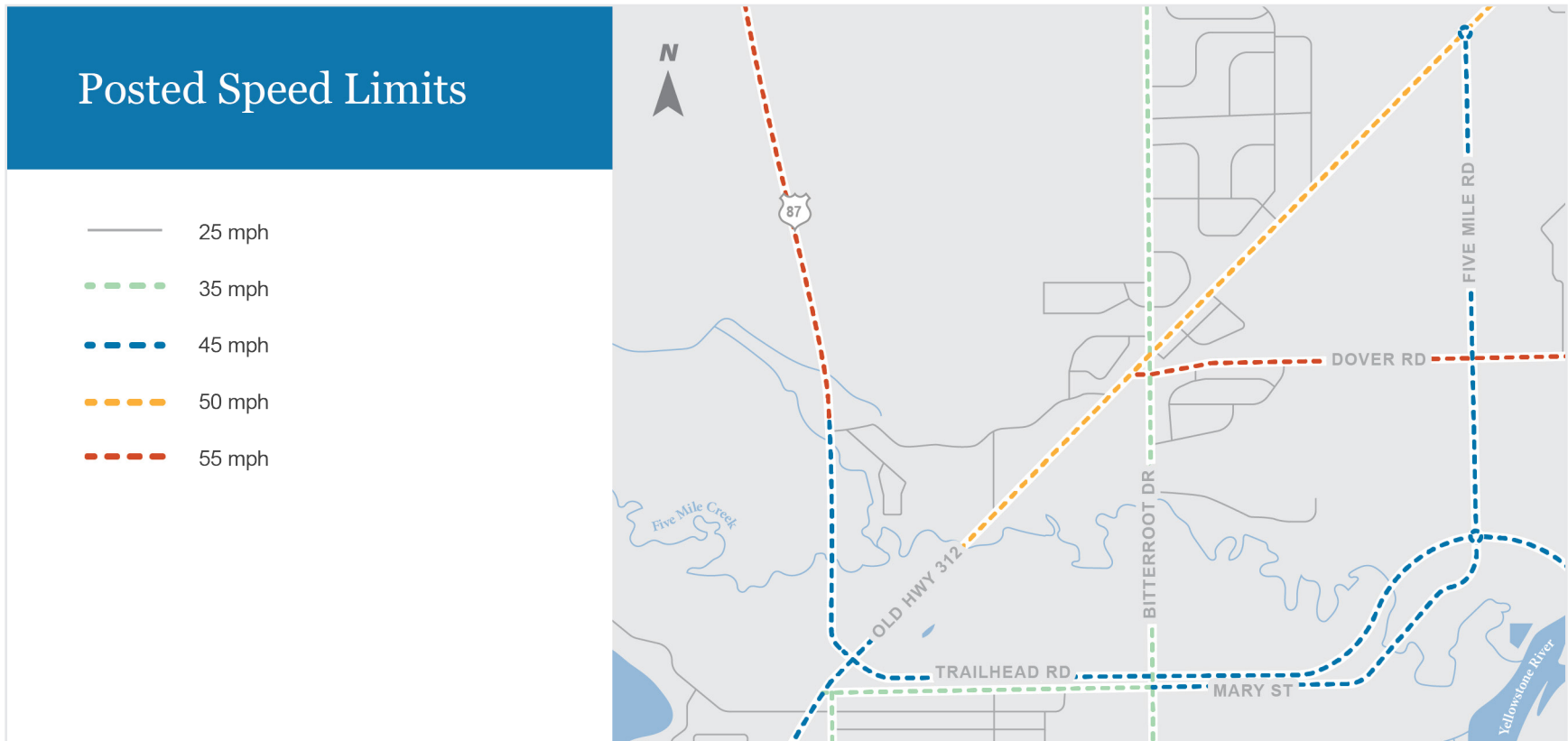


Figure 6. Posted Speed Limits

Posted Speed Limits

Figure 6 shows the posted speed limits for the roadways within the study area. Trailhead Road has a 45-mph posted speed limit. The posted speed limits for the four main intersecting streets on the Bypass include: Five Mile Road (45 mph), Bitterroot Drive (35 mph), Hawthorne Lane (25 mph), and Main Street (45 mph).



Figure 7. Intersection Traffic Control

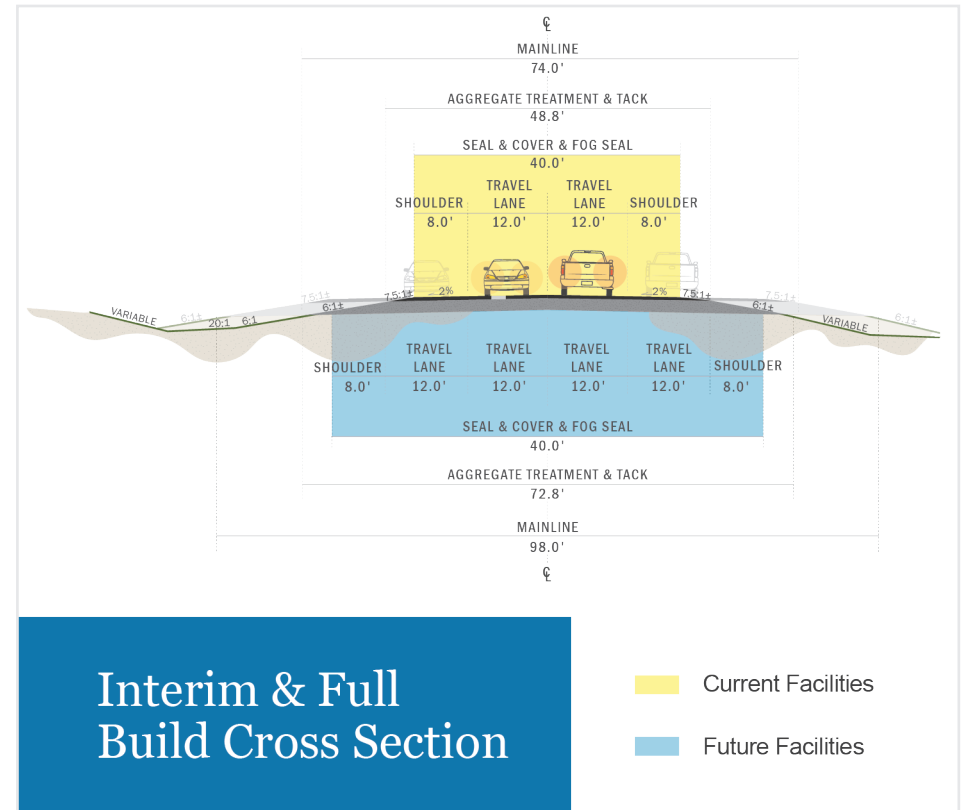


Figure 8. Billings Bypass Interim and Full Build Cross Section

Traffic Control and Cross Section

Figure 7 shows the proposed traffic control at the intersections along the corridor. Figure 8 shows the interim and full build cross sections for the new roadway. The interim cross section provides one lane in each direction with a center turn lane; the full build cross section provides two lanes in each direction with a center turn lane. Intersection traffic control will include a traffic signal at the intersection of Main Street and US 87, a traffic signal at Bitterroot Drive, stop control at Hawthorne Lane, and a roundabout at the intersection with Five Mile Road. Of note, the Trailhead Road/Bitterroot Drive intersection may initially be stop-controlled, until traffic signal warrants are met.



Figure 9. Existing Nonmotorized and Transit Facilities

Nonmotorized and Transit Facilities

Existing Facilities

Figure 9 shows the existing bicycle, pedestrian, and transit facilities within the study area. The existing Billings MET routes running through the study area include bus routes 16, 17, and 18 (traveling via Bench Boulevard, Pemberton Lane, and Lake Elmo Drive). There are no current plans to extend service to the corridor area; funding opportunities would have to be identified to support any future expanded service to this area, which is partially outside Billings city limits. There would also need to be appropriate population density and need for service to justify a new route in the area.

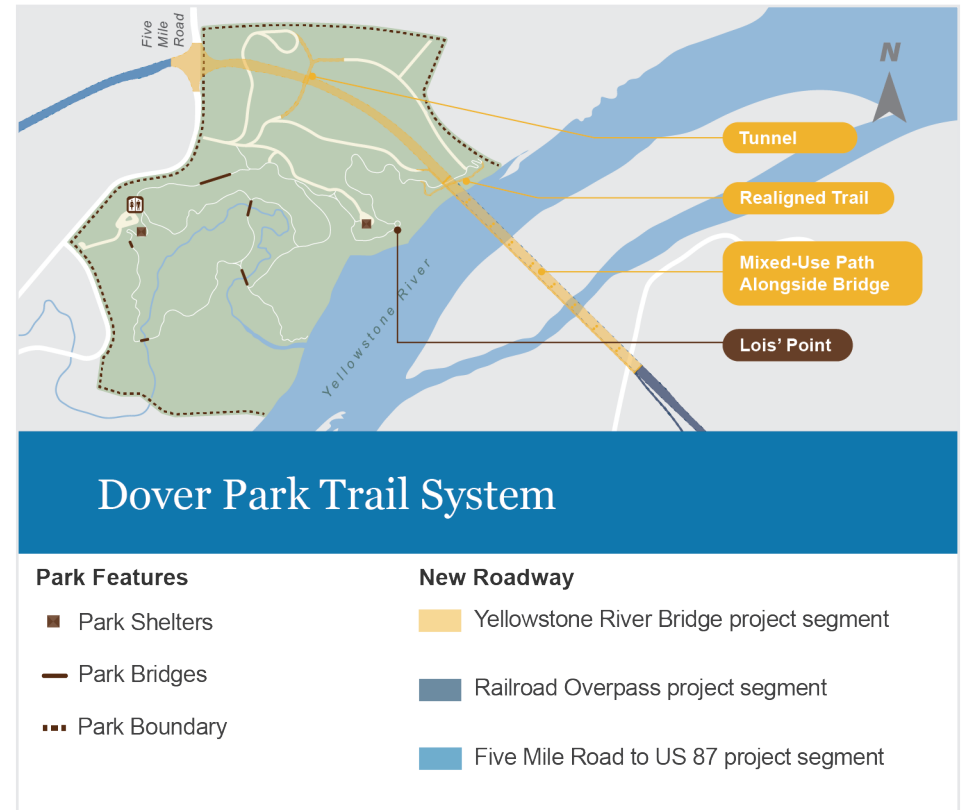


Figure 10. Dover Park Trail System

Figure 10 shows the network of trails within Dover Park and the realignment of trails impacted by the construction of the roadway. As shown in the figure, a ten-foot shared-use path is provided on the Yellowstone Bridge with a connection to Dover Park trails on the northwest side and a planned connection to a future TEDD trail on the southeast side.

Major nonmotorized facilities in the study area include:

- Kiwanis Trail (paved north-south multiuse path extending to the south)
- Dover Park trails
- Five Mile Road bike lane

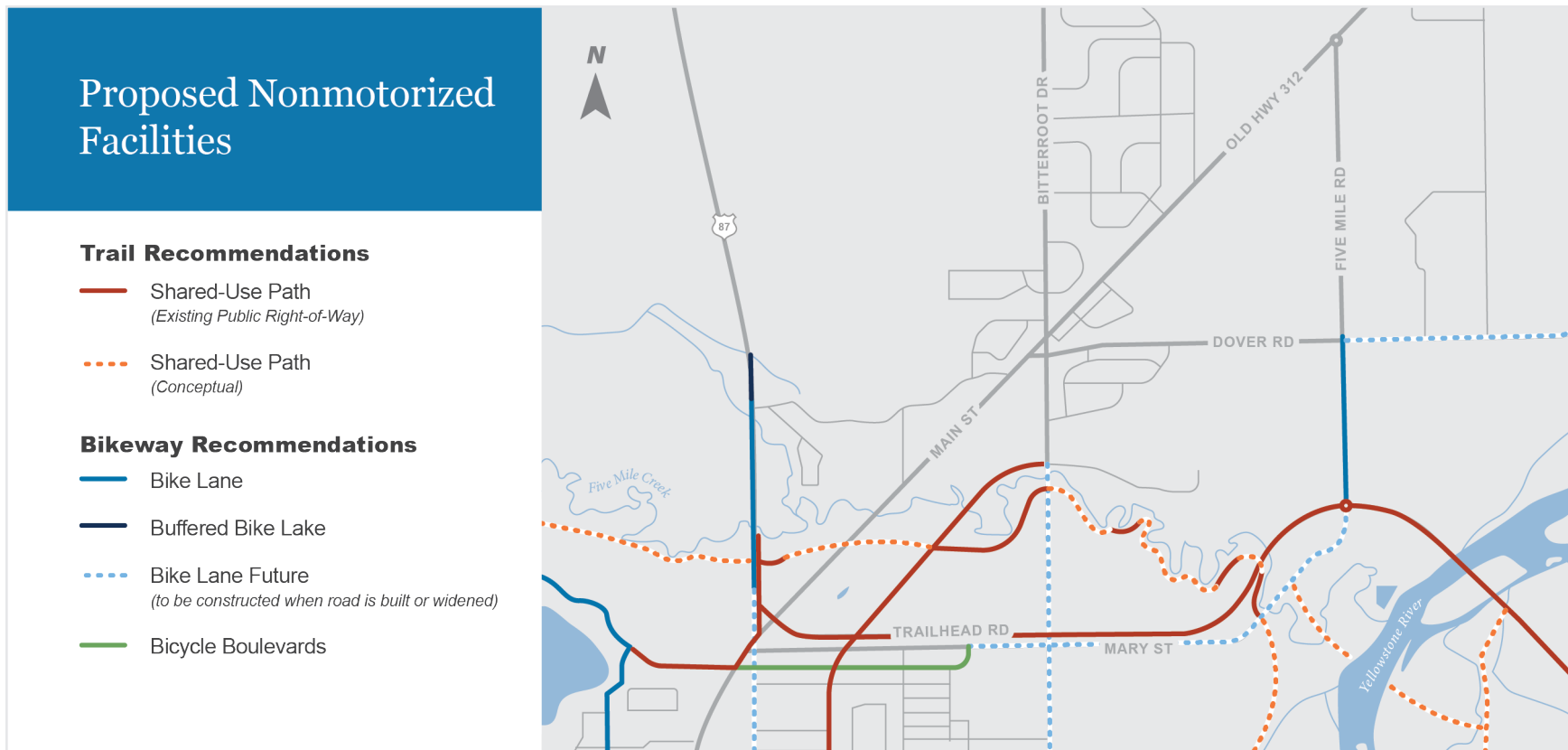


Figure 11. Proposed Nonmotorized Facilities

Proposed Facilities

The Billings Bikeway and Trails Master Plan was referenced to identify proposed nonmotorized facilities within the study area. Figure 11 illustrates the features within the Corridor Study area that are identified. The following features are noted in the document:

- A shared-use path is proposed on the Billings Bypass, along with an extension of the Kiwanis Trail to Bitterroot Drive (*Note: This was not included in the Billings Bypass ROD*)
- Bike lanes are proposed on Mary Street, Bitterroot Drive, Bench Boulevard, and Lake Elmo Drive
- A bicycle boulevard is proposed on Crist Drive, though it's important to note that portions of Crist Drive are gravel
- Several trail heads are also proposed in the area, which would potentially include shaded picnic tables and restrooms

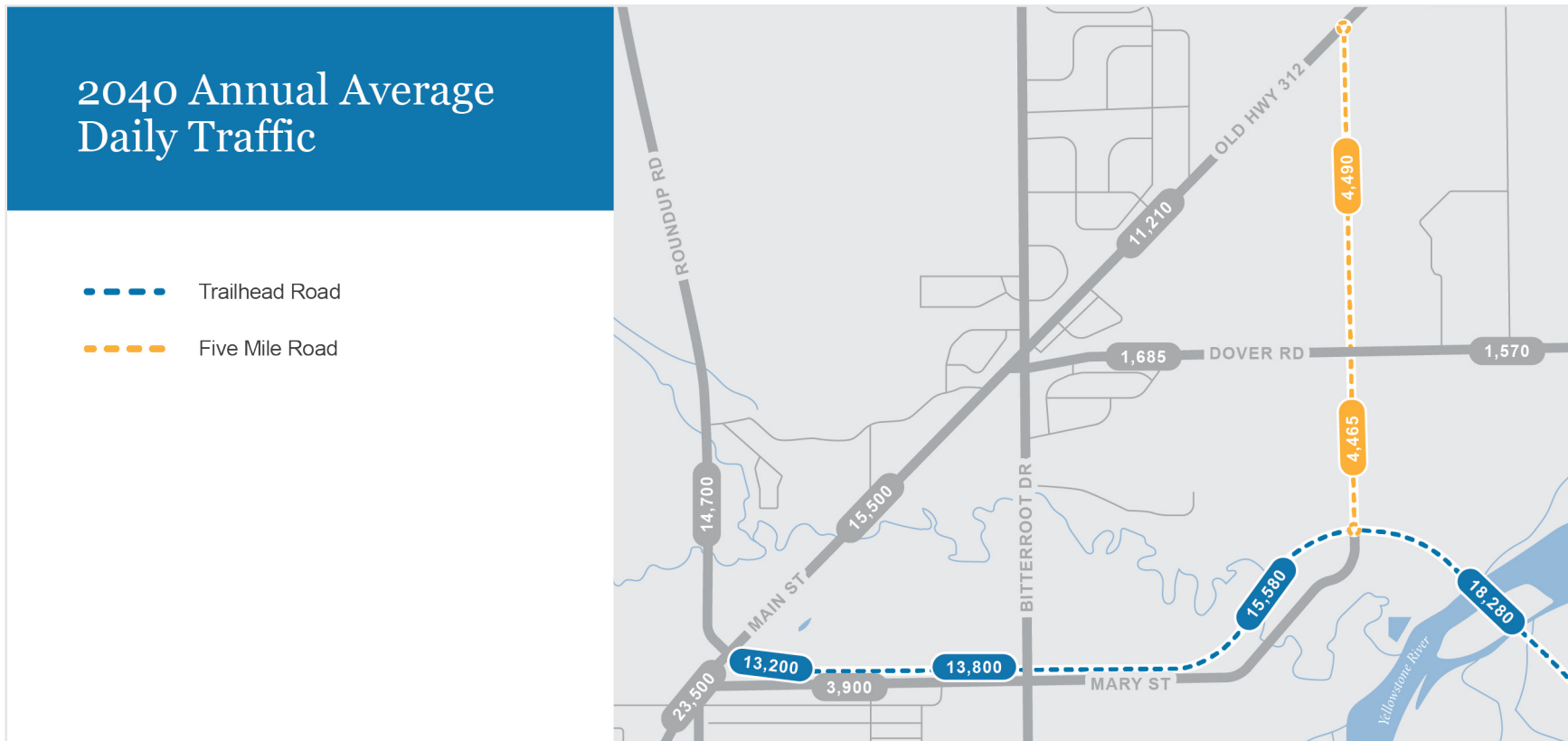


Figure 12. 2040 Annual Average Daily Traffic

Traffic Analysis

2040 Traffic Volumes

Figure 12 shows the expected daily traffic on Trailhead Road and Five Mile Road in 2040, as identified in the Billings Bypass Arterial Intersections Preliminary Traffic Report. There are 13,000 to 16,000 vehicles per day expected on Trailhead Road west of Five Mile Road. There are 18,000 vehicles per day expected on the Bypass east of Five Mile Road. About 4,000 to 5,000 vehicles per day are expected on Five Mile Road in 2040. This information is from the Billings Bypass Arterial Intersections Preliminary Traffic Report prepared for MDT by Kittelson and Associates, Inc.

2040 PM Peak Hour Turning Movements

- Trailhead Road
- Five Mile Road

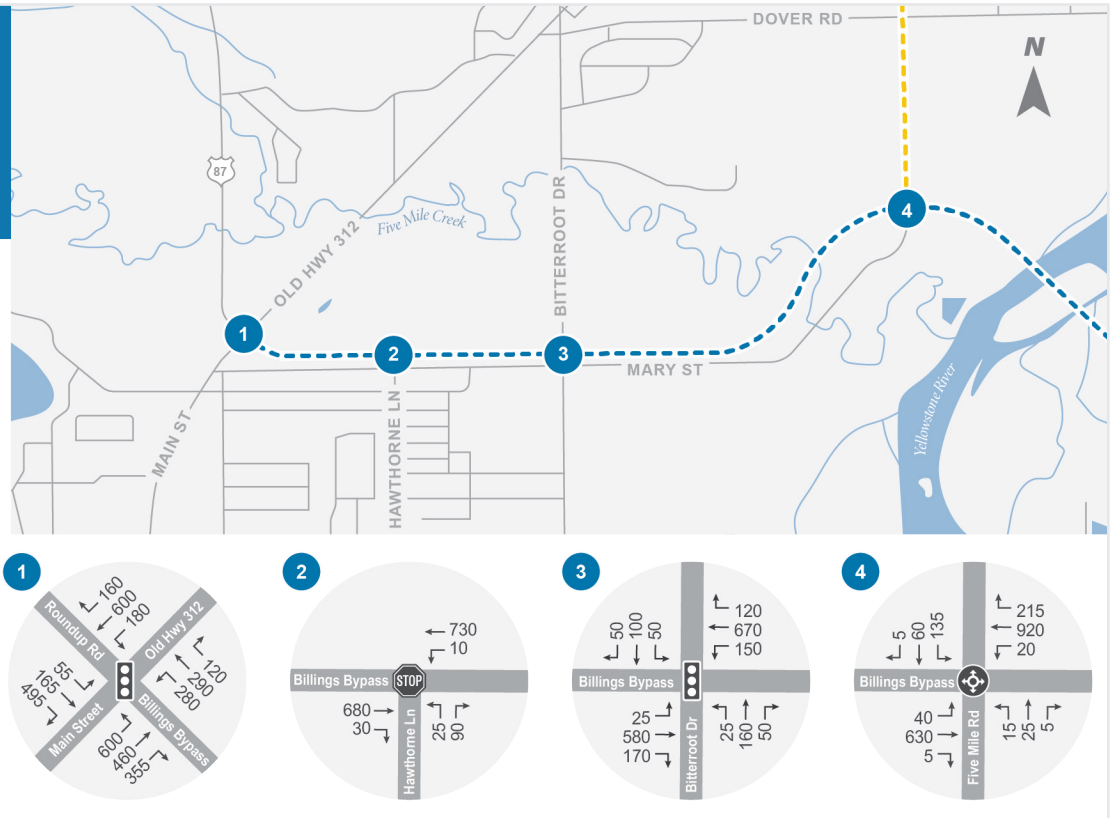


Figure 13. 2040 PM Peak Hour Turning Movements

2040 PM Peak Hour Turning Movements

Figure 13 illustrates the 2040 PM peak hour turning movements for the intersections along Trailhead Road. This information is from the Billings Bypass Intersections Preliminary Traffic Report prepared for MDT by Kittelson and Associates, Inc.

2040 Traffic Operations

Figure 14 shows the PM peak hour delay and level of service (LOS) in 2040, with the full build laneage. The Main Street signal is expected to operate at LOS D in the PM peak hour in 2040. All other intersections are expected to operate at LOS B or C.

Intersection	Traffic Control	Critical Approach	Delay	LOS
Trailhead Road & Main Street/US 87	Signal	–	44	D
Trailhead Road & Hawthorne Ln	TWSC	NB	20	C
Trailhead Road & Bitterroot Dr	Signal	–	14	B
Trailhead Road & Five Mile Rd	Roundabout	–	12	B

Note: Delay reported for critical approach at two-way stop control (TWSC) intersections. Critical approach is the approach with the greatest delay

Figure 14. 2040 PM Peak Hour Intersection Operations (Full Build Laneage)

Transportation Recommendations

Access Management Plan

Development plans should reference the corridor access management plan developed for the Billings Bypass by MDT. The plan provided guidelines for the number and spacing of access points along the corridor, the location of turn lanes and raised median, and the application of turn restrictions. An access management plan helps the roadway maintain its intended functional class, as development occurs in the study area.

Bicycle and Pedestrian Facilities

Both the Kiwanis bike trail and the Five Mile Road bike lanes terminate at Trailhead Road, while existing nonmotorized trails are located at Dover Park. As development occurs in the study area, nonmotorized activity should be monitored to identify high crossing locations for bicycles and pedestrians. Additional signing, pavement markings, or traffic control may be warranted at the crossing locations, if bicycle and pedestrian volumes meet certain thresholds. As the area grows, additional trails could be added within the corridor and to complete the surface treatment on Crist Drive.

To continue completing nonmotorized facilities recommended in the Billings Bikeway and Trails Master Plan, consider local-level funding opportunities or requiring developers to construct facilities outside of the right-of-way.

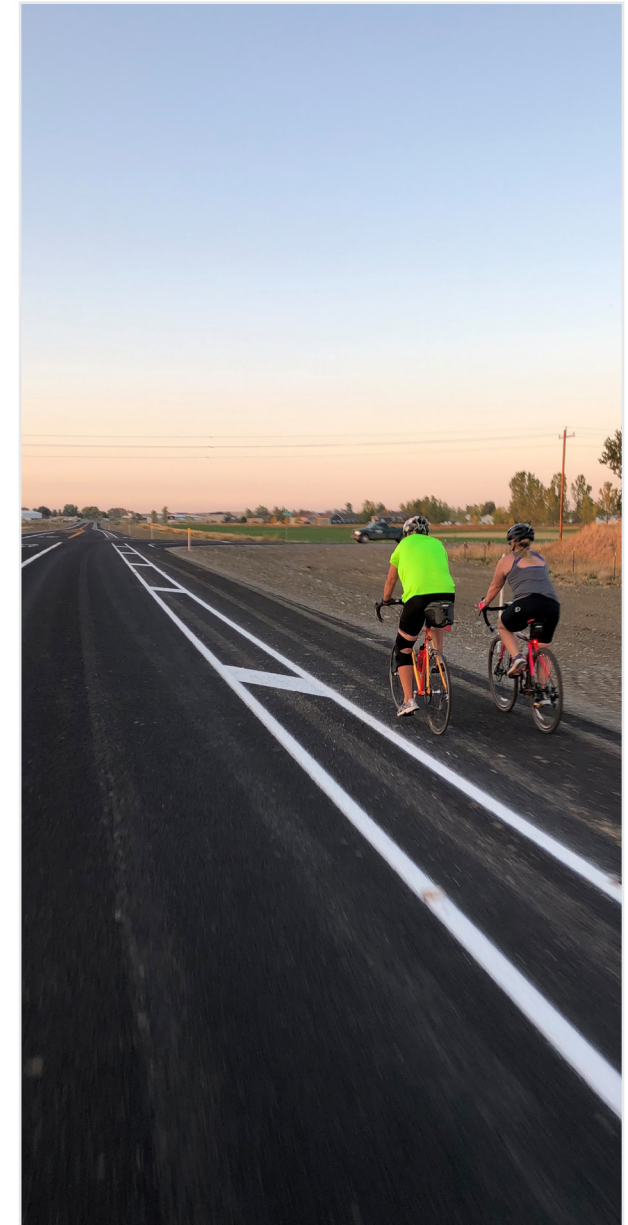


Figure 15. Photo of Bicyclists on Five Mile Road

4. LAND USE AND DEVELOPMENT

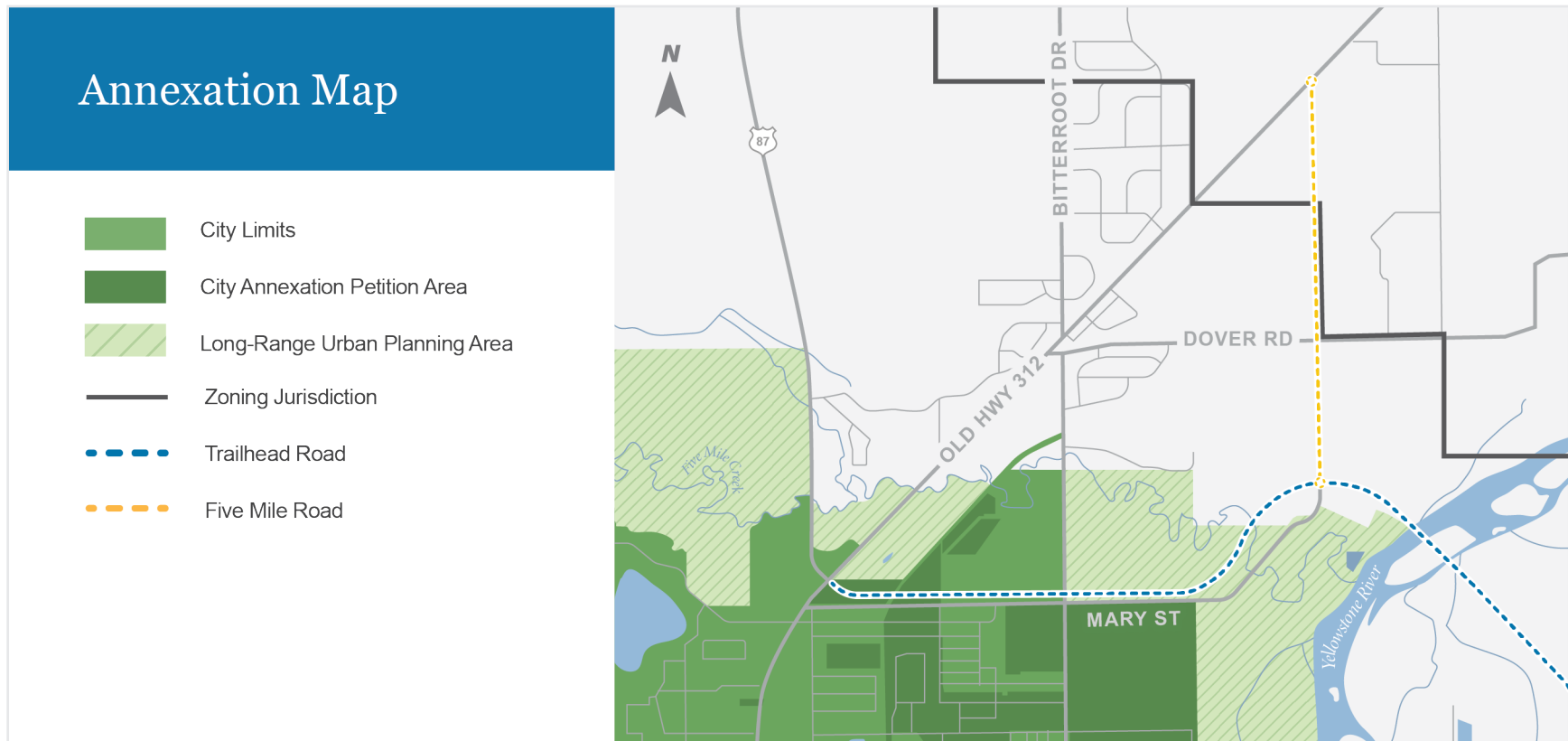


Figure 16. City Limits and Long-Range Urban Planning Area

Current Land Use

The current land use along the corridor includes residential, agricultural, commercial, and green space. As shown in Figure 16, the corridor includes sections that are within Billings City Limits and areas identified as the City Annexation Petition Area, meaning that if a property owner requests annexation that it would likely be approved. Areas outside the Billings city limits fall under Yellowstone County jurisdiction.

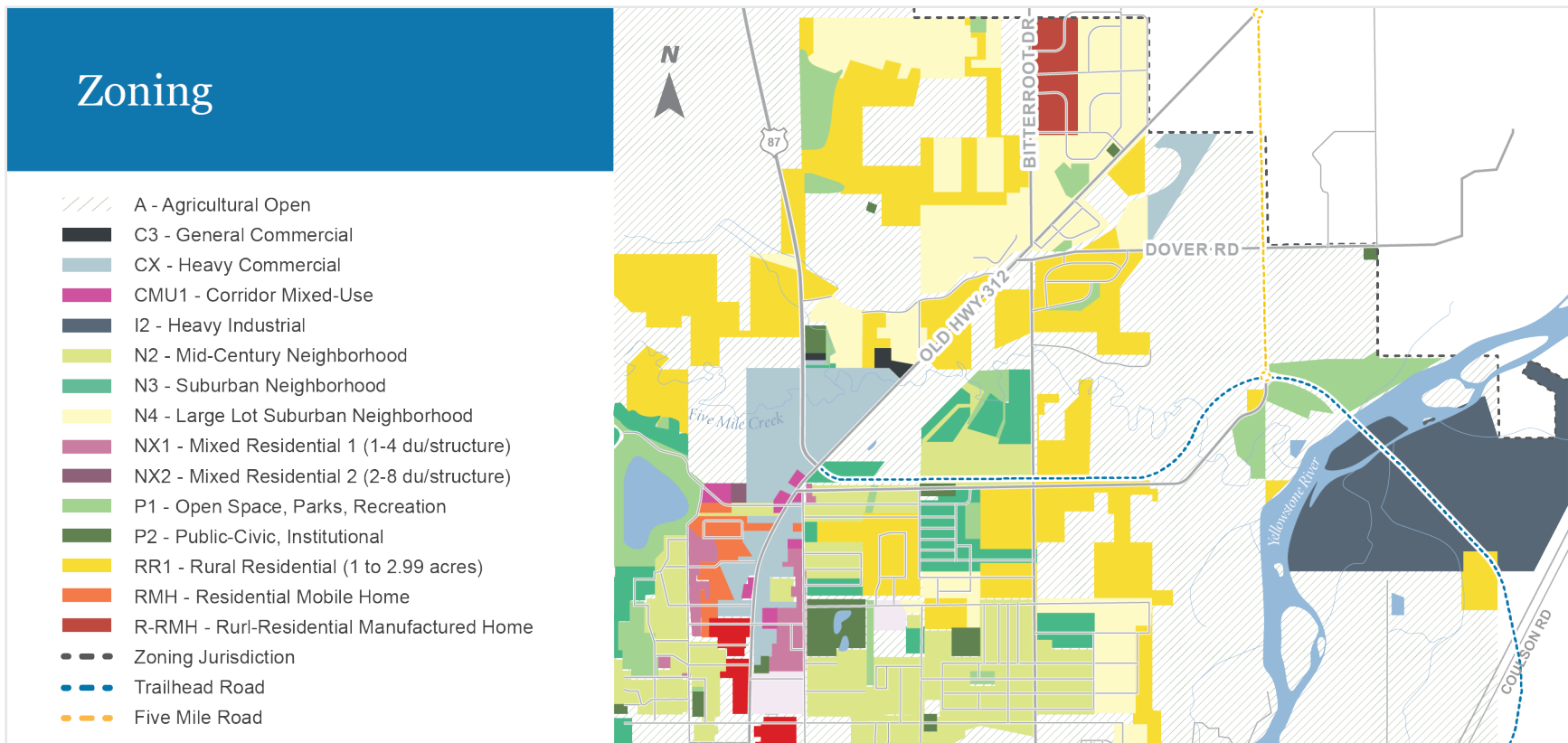


Figure 17. Zoning Along Corridor

Figure 17 illustrates the current zoning for the area along the corridor.

The predominant land use surrounding the roadway includes areas that exhibit high percentages of:

- Commercial use or has potential for additional commercial development. These areas are predominantly located along Old Highway 312 and Five Mile Road north of Dover Road and on the west side of Five Mile Road south of Dover Road.
- Residential use or has potential for additional residential development. These

areas are predominantly located along Mary Street and the new Trailhead Road.

- Green space, established park, are planned for park development, or has potential for additional park development. These areas are predominantly located on the east side of Five Mile Road south of Dover Road.

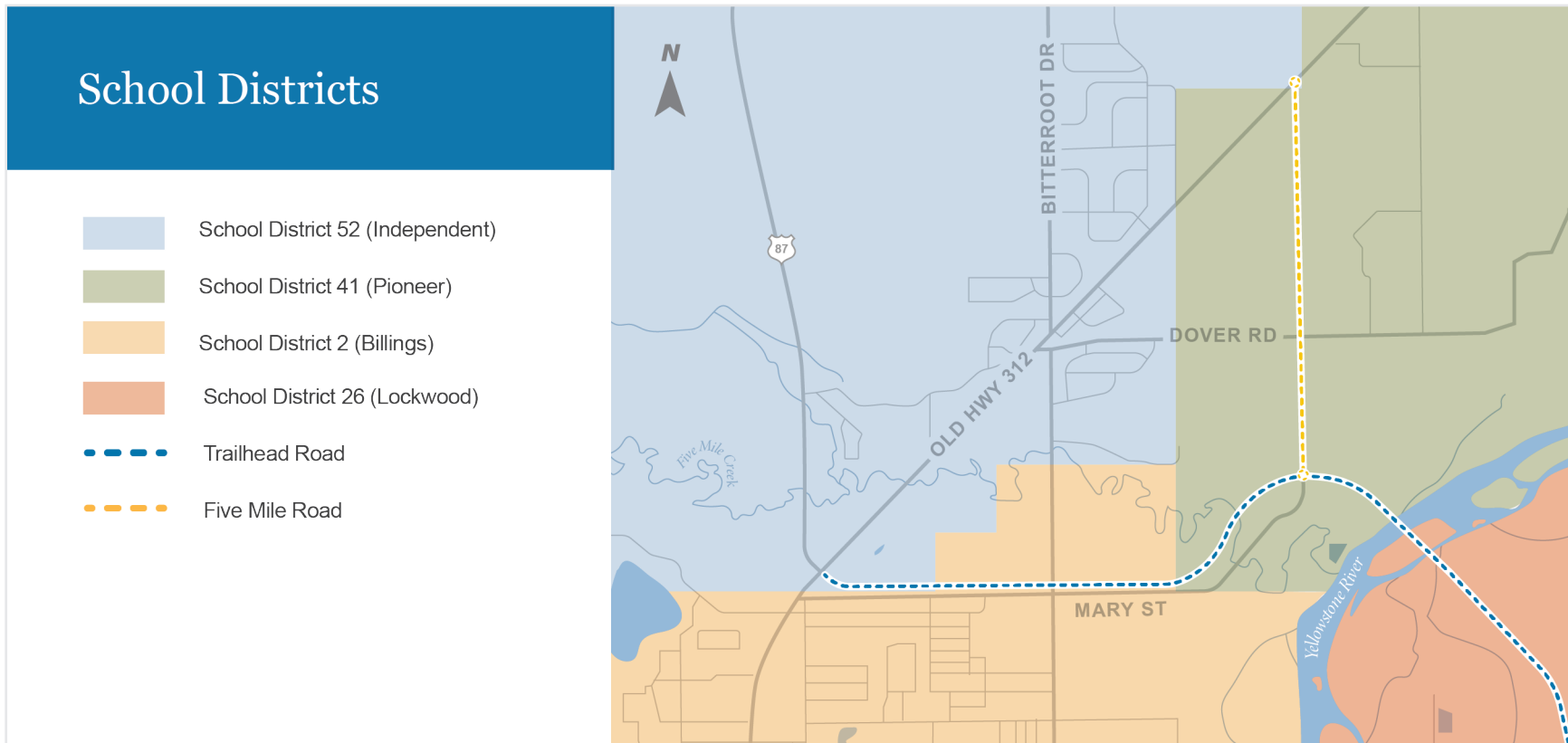


Figure 18. School Districts Along Corridor

School Districts

The corridor is segmented into three different school districts: Independent School District on the northwest section of the corridor, Pioneer School District on the northeast section of the corridor, and Billings School District 2 on the southern section of the corridor area. Lockwood School District serves the area on the east side of the Yellowstone River.

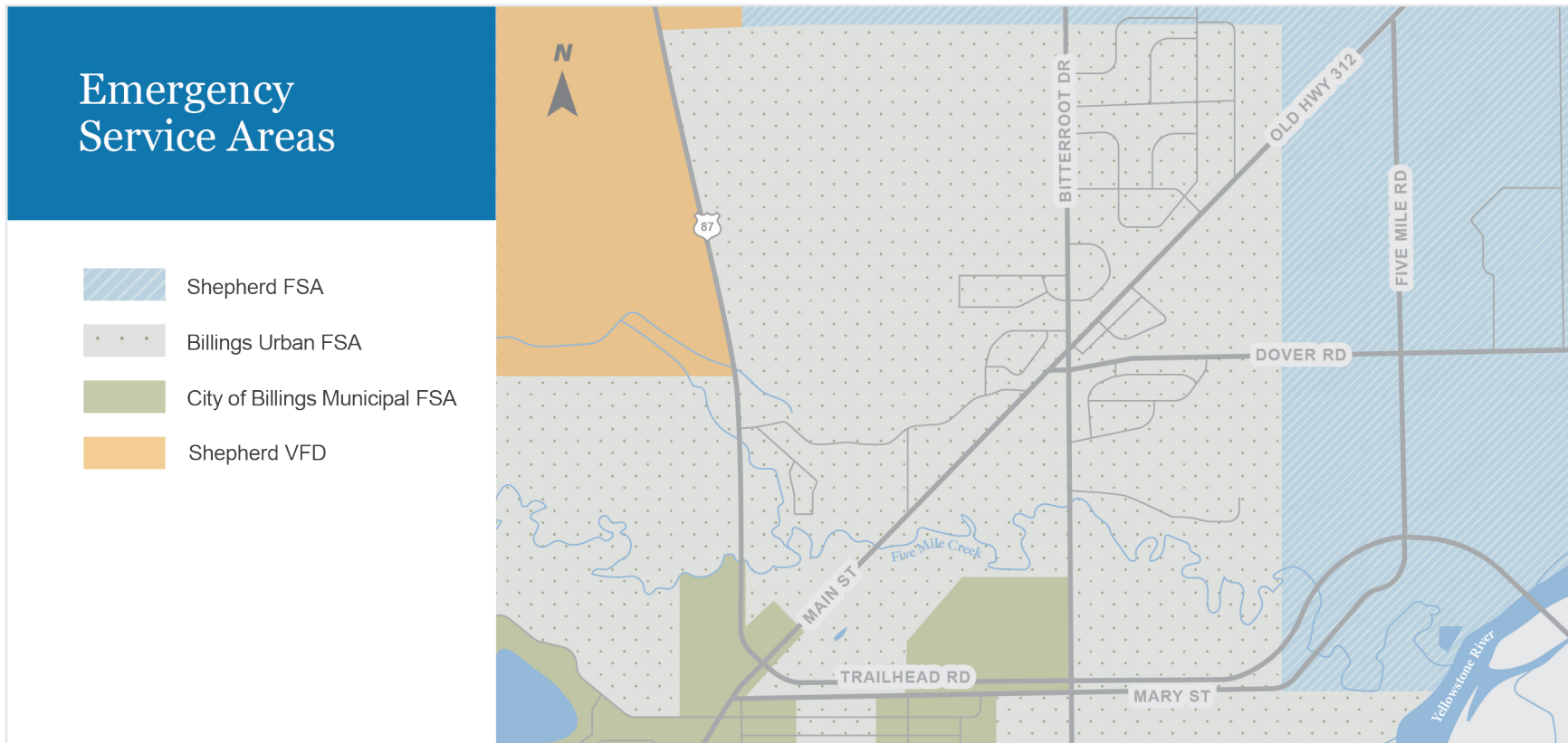


Figure 19. Emergency Service Areas Along Corridor

Emergency Services

The corridor is served by multiple emergency service areas. Fire services are provided by Shepherd Fire Service Area (FSA), Billings Urban FSA, and City of Billings Municipal FSA. The Shepherd Volunteer Fire Department (VFD) serves some nearby property along US 87. Areas within the City of Billings are currently serviced by Billings Police Department. The Yellowstone County parcels are in the jurisdiction of the Yellowstone County Sheriff's Department.

The nearest siren to the corridor is located off Elaine Street and can be heard by users in the southern portion of the study area along Mary Street.

Land Use and Development Recommendations

Land use recommendations align with land use assumptions in the transportation planning analysis for the Billings Bypass.

Coupled with the new roadway and improved connectivity, land along and near the new roadway offers possibilities for development. There are established developments, namely the Bitterroot Heights subdivision and Dover Park, which likely won't change. Paired with those established areas, thoughtful planning could allow this area of town to fulfill various needs including:



- **Billings Heights town center:** Several stakeholder meetings noted the need for a town center in the Billings Heights. Thoughtful commercial development could complement the existing development and green space, fulfilling this need. Although the new principal arterial will route drivers by this area, there is certainly an opportunity to pull drivers off the street to patronize local business and partake in recreational activities.



- **Affordable housing:** A constant theme of public involvement conversations included the demand for affordable housing to fulfill workforce housing needs and meet the demand from new-to-Billings home buyers. Opportunities exist for both single-family structures, such as those presently in-place as well as the planned expansion of Bitterroot Heights, and the addition of multi-family developments and denser units to meet lower-income housing needs.



- **Mixed-use development:** Shiloh Commons is a successful example of a mixed-use development that was often referenced throughout public engagement activities. A similar format featuring first-floor businesses coupled with apartments or condos above could fulfill both the town center and affordable housing community needs.



- **Quality-of-life amenities:** There is a community desire for features and facilities that contribute to a healthy and vibrant quality of life. Examples of these features that were often referenced included trails, green space and landscaping, and local businesses including a restaurant and/or brewery. **Schools in the study area also merit attention, particularly in relation to the transportation system. Safe routes to schools are imperative; public input received noted lack of trails and safe crossing opportunities on US 87 near Independent School.**



- **Respectful and thoughtful development:** Maintain the positive features along the corridor. Members of the public noted an appreciation for the Dover Park history and appreciate the residential pockets that are currently present. Meanwhile, there is excitement for improved access, a new, aesthetically pleasing gateway to Billings, and opportunities to fill voids left by existing businesses. Concurrently, there is awareness of the Lockwood TEDD development that may grow to employ a new workforce and the potential to offer amenities to corresponding housing/living/shopping needs to those people.

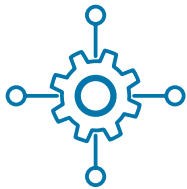


Figure 20. Dover Park trails, Yellowstone River views, and green space are valuable amenities to the corridor

5. PRIVATE UTILITIES

Existing Private Utilities

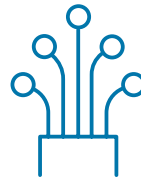
There are a number of private utility companies providing services and/or routing services through the corridor area.



Power

The following power utilities are present on the corridor:

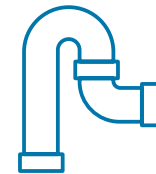
- Northwestern Energy: Electrical lines throughout City of Billings including overhead
- Yellowstone Valley Electric Company: Electrical lines throughout Yellowstone County



Communications

The following communication utilities are present on the corridor:

- Spectrum: Fiber optics near Pioneer School
- Lumen: Fiber optics and phone lines throughout
- TDS Fiber: New fiber optic internet lines are currently being in the Billings Heights



Natural Gas and Petroleum

Also of note from the utility locate:

- Montana Dakota Utilities: Gas lines throughout
- Phillips 66: Oil pipeline near the end of Mary Street

Private Utility Recommendations

When planning for future improvements or development, these providers offer opportunities for connection. Knowledge of their presence is also important in order to plan for coordination and/or avoidance, when necessary. **Any future development should consider existing private utilities in their planning process and follow planned land use within the existing transportation network.**

6. PUBLIC UTILITIES

Existing Water and Sanitary Sewer Systems

Currently, public water and sewer systems are available along only a portion of the corridor. These systems exist primarily west of Bitterroot Drive. Current development along or adjacent to all other portions of the corridor are served by private water and sewer systems for individual residences or businesses, such as groundwater wells or cisterns for water supply, and septic tank and drainfield systems for wastewater disposal.

Water

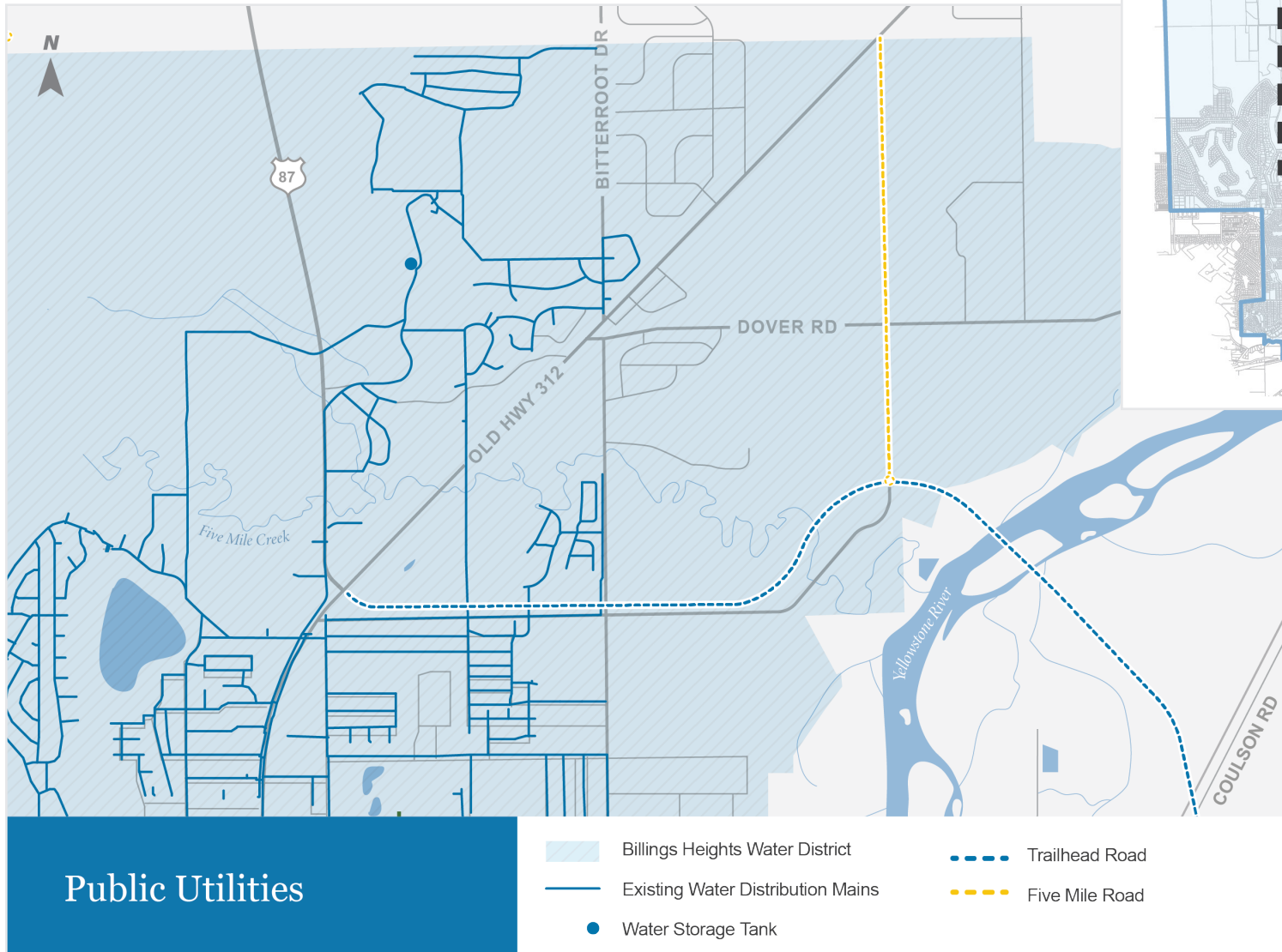
The public water system in the study area is under the jurisdiction of the District. The District operates and maintains over 140 miles of distribution pipe and currently has more than 5,800 service connections. The system also includes seven pump stations and a total of six million gallons of water storage among three tanks. All water supplied within the District is purchased from the City of Billings.

Figure 22 (on the following page) shows an overview of the District's water distribution system, including existing water mains and the District boundary. There is an existing 12-inch diameter water main along Mary Street from Hawthorne Lane to Bitterroot Drive, which functions as a principal pipeline that carries larger volumes of water to the smaller distribution lines branching off to the north and south. A storage tank that serves the study corridor is located east of US 87.

The District does not have a comprehensive master plan addressing future system improvements and expansion. Important documents relevant to corridor development and water system installations can be found on the District's website, including:

- Petition and Request for Annexation of Property into the County Water District of Billings Heights
- Annexation Agreement
- Water Main Extension Agreement
- Application for Water Service Permit
- Rules and Regulations Governing Water Service Standards and Water System Improvements for the County Water District of Billings Heights
- County Water District of Billings Heights Plan Review Requirements
- Hydraulic Modeling Requirements
- Rates and Fees
 - Annexation Buy-In Fee
 - Conservation Rates
 - System Development Service/Fire Line Fees
 - Minimum Monthly Base Rates
 - Water Special Fees and Charges

Figures 21 and 22 on the following page illustrate the property served by the District. Appendix B provides representative water system development fees for both the City of Billings and the District.



Public Utilities

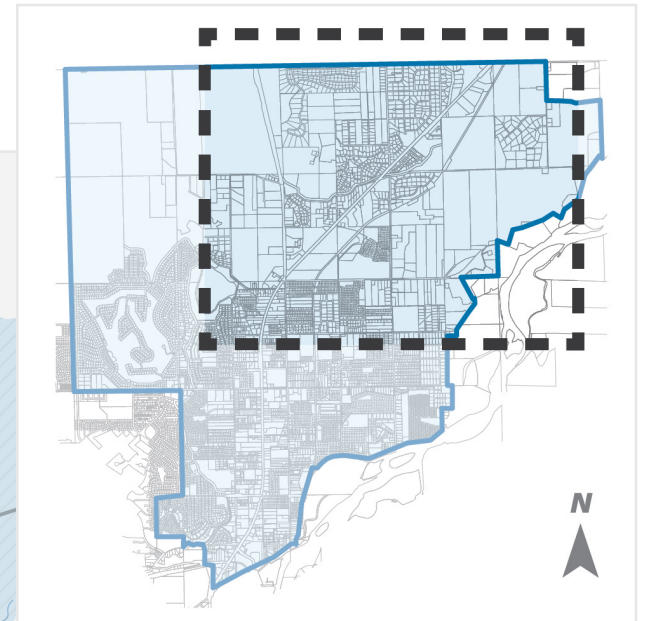


Figure 21. District Perimeter. The dashed line notes the area illustrated in Figure 11.

Figure 22. Existing Public Utilities Along Corridor

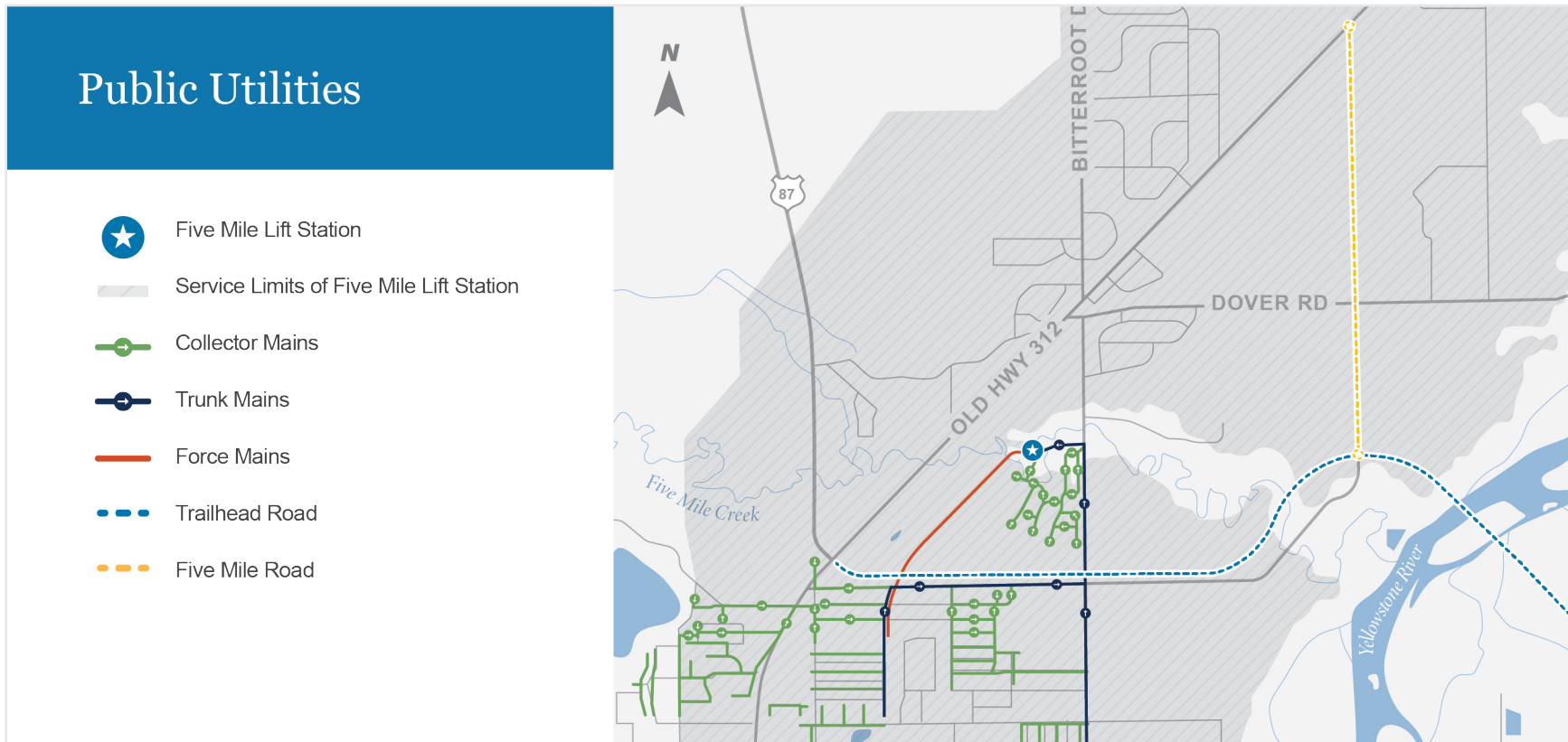


Figure 23. Existing Public Utilities Along Corridor

Sanitary Sewer

The public sewer system in the study area is operated and maintained by the City of Billings Public Works Department (City). Figure 23 illustrates the City’s existing sewer facilities within the study area. Existing large-diameter trunk mains along Mary Street (18-inch diameter) and Bitterroot Drive (24-inch diameter) convey sewer flows by gravity to the Five Mile Lift Station. This lift station then pumps the wastewater through a pressurized force main to an interceptor sewer that flows to the Water Reclamation Facility. The Five Mile Lift Station serves as the centralized sewer

collection point for the shaded service area depicted in Figure 23, which encompasses the developable portions of the study corridor.

The City maintains a comprehensive master plan for their sanitary sewer system that addresses future system improvements and extensions, which are then incorporated into their capital improvement project list. The master plan is updated regularly, typically every five years, or more often if the need arises for a particular portion of the system. Important documents relevant to corridor development and sewer system installations

can be found on the City’s website, including:

- Private Contract Submittal Form
- Policy for Use of Alternate Sewer Systems
- Utility and Right-of-Way Permit Fees
- Sewer Connection Fees
- System Development Fees

Water and Sanitary Sewer Recommendations

Extending public water and sanitary sewer systems within the study area is important for future development at urban densities. While limited development could potentially be served with individual on-site water and sewer systems or a private community system, significant development will likely require the capacity of municipal water and sewer systems. Continued coordination with the District and City is critical to aligning the various objectives within this corridor study area with the objectives of future utility planning documents.

Future water and sewer pipelines would likely be located in public rights-of-way in the study area. Installation of these underground utility mains will be less expensive if completed prior to, or concurrently with, roadway improvements. Along already constructed roadways, locating water and sewer mains in the shoulder or other unpaved alignment is typically most cost-effective. The installations should also take into consideration ease of access for ongoing operation and maintenance. **Public utility expansion should follow planned growth in the area including planned land use and within the existing transportation network right-of-way.**

Water

Municipal water service for future users along the study corridor would most likely be provided by connecting to and extending the existing water main in Mary Street along the new roadway. When expanding a water distribution system, consideration needs to be given to elevation differences and the resulting water pressure changes. The study area along both Trailhead Road and Five Mile Road is relatively flat and all within the same water system pressure zone, so future extensions would not require any pump stations or pressure reducing valves to assure that customer water pressures are not too high or low. Another factor in water system planning is storage capacity, which is primarily provided to handle peak water demands and emergency fire flows. If significant development occurs along the study corridor, a storage capacity evaluation would need to be performed to determine if the existing storage volumes already in place for this pressure zone are adequate.

Corridor development that is supported by the municipal water system will need to progress incrementally outward from existing system connection points unless a complete trunk water main is installed by the District as part of programmed capital improvement project. If the water system expands east along Mary Street toward Five Mile Road, a secondary system connection point at Dover Road or Old Highway 312 would be desired to avoid a long dead-end line. A looped water system creates redundancy

and prevents a widespread loss of service in the event of a water main break or other system interruption.

Sanitary Sewer

Municipal sewer service for future users along the study corridor would most likely be provided by connecting to and extending the existing sewer trunk main in Bitterroot Drive, both east along the new Trailhead Road to serve development areas south of Five Mile Creek and north to Dover Road then east to Five Mile Road to serve development areas north of Five Mile Creek. These system extensions would provide sewer conveyance by gravity flow to the Bitterroot trunk main and Five Mile Lift Station and should not require additional pumping as it is within the existing lift station service boundary established by the City. The Five Mile Lift Station was rebuilt in 2013 and has sufficient capacity to handle anticipated future development.

Similar to water system expansion, corridor development that is supported by the municipal sewer system will need to progress incrementally outward from existing system connection points unless trunk sewer mains are installed by the City as part of the programmed capital improvement project. If the public sewer system is not extended to all areas of the study corridor, the development potential in any unserved areas could be inhibited since there are regulatory restrictions relating to the density of individual on-site wastewater disposal systems.

Development Funding Options

To support development in the area, several solutions exist to fund facility installation and/or improvements. These include:

- Developer-funded infrastructure, where the costs are added to the property purchase price
- Special Improvement Districts (SIDs) or Rural Special Improvement Districts (RSIDs) distribute costs across existing property owners. There are existing RIDs in the corridor area
- Reimbursement agreements allow for the City or County to fund improvements with a reimbursement agreement in place with property owners to recoup the costs over time
- Other private agreements could be arranged between the City/County/developers/property owners to fund improvements

7. FLOODPLAINS, DRAINAGE, AND IRRIGATION

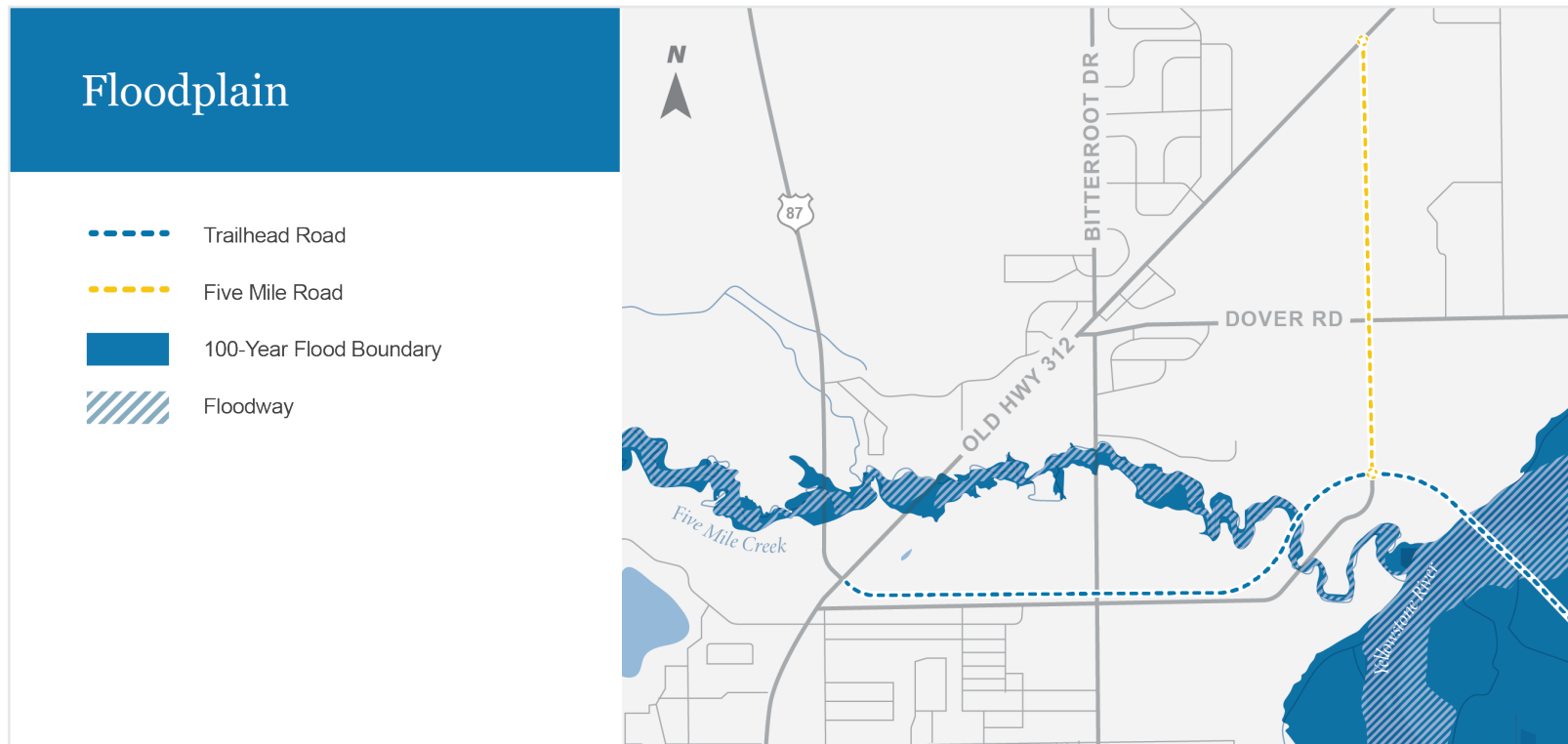


Figure 24. Existing Floodplains Along Corridor

Floodplains

There are two different floodplains within the study area – the Yellowstone River and Five Mile Creek. Both floodplains are FEMA delineated Zone AE floodplains with associated floodways. The Zone AE Floodplain designation refers to the flood boundary representing the 1% annual change flood event. The majority of the streams within this study area are under the jurisdiction of Yellowstone County with a small portion of Five Mile Creek also being in the City of Billings jurisdiction. More information on the floodplains can be found in the FEMA Flood Insurance Study for Yellowstone County, Montana and Incorporated Areas effective November 6, 2013. These floodplains must be considered when planning for development as there are floodplain ordinances adopted by Yellowstone County and City of Billings to safely design facilities to prevent flooding risks. More information on the floodplain

ordinances can be found on both City of Billings and Yellowstone County (<https://www.yellowstonecountymt.gov/floodplain/AdoptedRegulations.pdf>) websites.

Floodplain Recommendations

Floodplains create a natural barrier to existing transportation networks. The existing transportation network currently provides adequate crossing of the five mile creek floodplain and the new Billings Bypass corridor crosses the floodplain in an ideal location. Developments within the study area and adjacent to the floodplains should coordinate with City of Billings and Yellowstone County floodplain administrators about limitations along the floodplain. Since both Five Mile Creek and Yellowstone River in this area are mostly incised channels, the only anticipated impacts on the floodplain would be road access from one side to the other which will require a floodplain construction permit.



Figure 25. Existing Drainage Along Corridor

Drainage

Drainage and stormwater management along the corridor is an important consideration for future development. The current study area is mostly a rural and agricultural area with no existing stormwater collection systems. Drainage in this area is mostly conveyed through agricultural drain ditches that were constructed to lower groundwater and provide a way to discharge irrigation wastewater off the agricultural fields. Developments in this area will need to follow Yellowstone County and City of Billings stormwater criteria which will require retention or detention facilities to limit runoff to pre-developed rates. Outfall from these storage facilities will need to use some of these existing drainage ditches to effectively drain their development.

Drainage Recommendations

The proposed transportation network does not adversely affect existing surface drainage patterns. The corridor drainage conveys via traditional and natural methods. Future developments should perpetuate the majority of the drain ditches within this study area to limit negative impacts to existing facilities. Initially developments will need to work around upstream or downstream agricultural used lands and will need to coordinate with adjacent landowners before any drain ditch is completely removed. Many of the ditches are difficult to maintain and developments should provide adequate width next to the ditch for a large excavator and dump truck to access for maintenance.

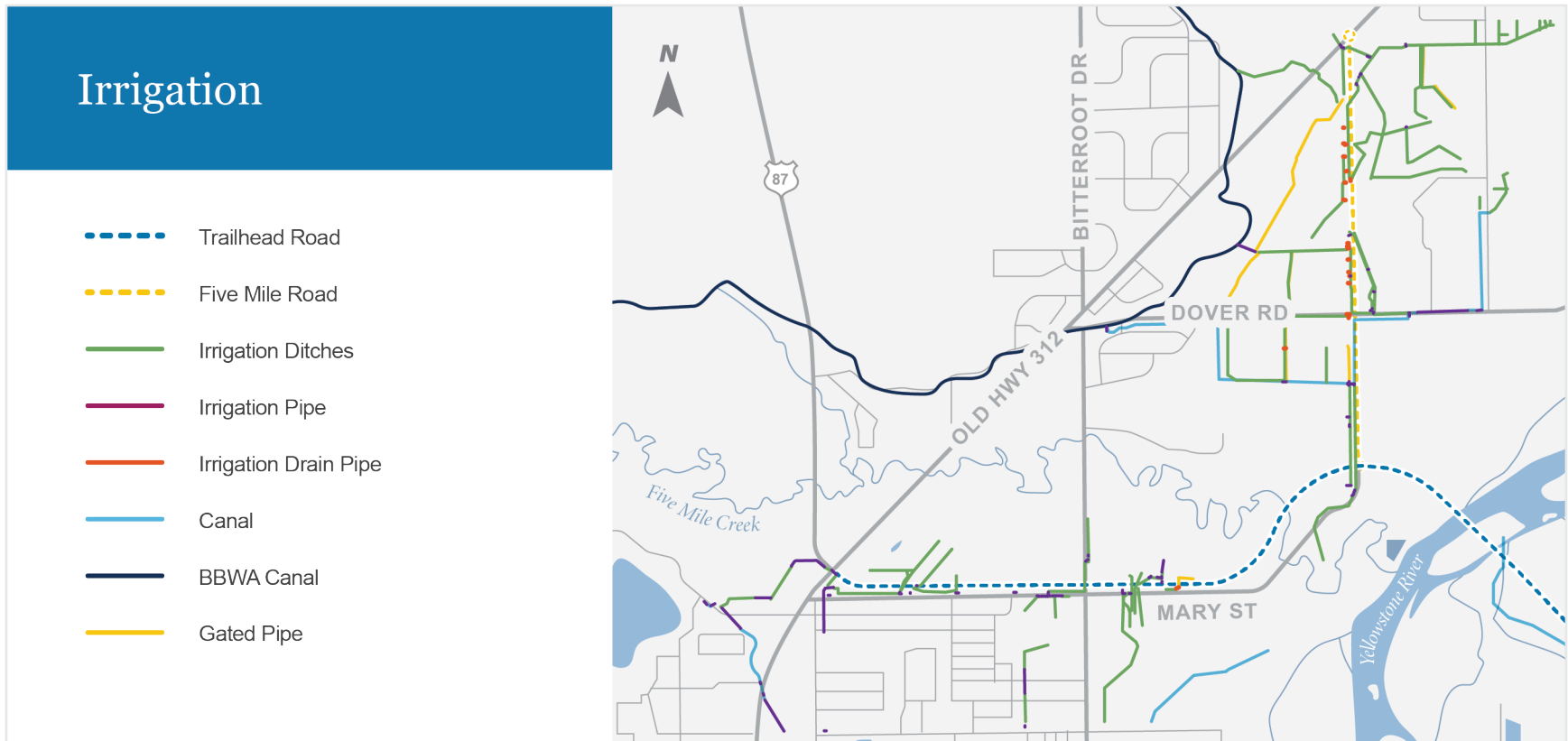


Figure 26. Existing Irrigation Facilities Along Corridor

Irrigation

Several irrigation facilities exist throughout the study area, including ditches and pipes, as well as the Billings Bench Water Association (BBWA) Canal. All the irrigation water in this area is served by the BBWA. The BBWA operates and maintains several smaller irrigation ditches in this area, while the rest are private ditches owned by the landowners. As development overtakes the agricultural lands, some of the irrigation systems can be abandoned and removed while others will remain. Coordination with the BBWA and existing landowners is necessary before the modification or removal of any existing irrigation infrastructure.

Irrigation Recommendations

The proposed transportation network does not adversely affect existing irrigation demands in the corridor. Developments should coordinate with BBWA and adjacent landowners before deciding to modify or remove irrigation facilities. BBWA will have a list of water users who are paying for water shares out of the irrigation ditch and can assist developments with understanding whether irrigation systems can be removed or modified.

8. CORRIDOR AESTHETICS AND VISION

Development Areas

Residential Development

The existing Bitterroot Heights subdivision has imminent plans to expand, offering single-family homes. Stakeholder input was predominantly in favor of mixed-use development along the corridor. Other stakeholders noted the need for affordable housing in Billings and suggested developments offering live/work scenarios.

Commercial Development

In addition to the existing pockets of commercial development on the corridor (predominantly the Main Street/Old Highway 312 areas), there is a desire from stakeholders for community-minded commercial development. “Quality of Life” business suggestions include local restaurants, medical offices, and boutique-style shopping. Commercial development may be best suited at the intersections along the corridor.

Green Spaces

Because of the Yellowstone River Parks Association’s ownership and growth plans for Dover Park, the green space along the corridor will presumably be present well into the future. This space offers a great benefit to the quality of life in the area and serves as a draw for people coming from other areas of town and the region.

Challenges

Physical barriers exist on the corridor, limiting some development scenarios. These include:

- The Yellowstone River is a significant barrier to development. A cliff exists on the west riverbank.
- Floodplains exist, limiting some development. Existing residential developments have used the floodplains as green space/trails, which is a successful use of the space.

Aesthetic Recommendations

As the community plans for future development along and adjacent to the corridor and in the extended transportation system, consider the following recommendations.

- **Transportation system:** As updates and maintenance is completed on the nearby transportation system, consider opportunities to include multimodal facilities and opportunities to respond to evolving community needs.
- **Landscaping:** The roadway design does not include a berm or noise wall. Consider using trees and other landscaping to provide separation between the roadway and nearby homes and businesses.
- **Setback:** Requiring space between the roadway and structures will provide visual space, making the area more aesthetically pleasing.
- **Green space:** While Dover Park is a valuable asset for the corridor area, additional park space would also be valuable in making the area a pleasant place to live and work.
- **Gateway:** This roadway will make the Billings Heights a new entry point to the community. Consider ways to integrate beautification and wayfinding signage to welcome and direct travelers to Billings.



Figure 27: Rendering of Main Street/Old Highway 312 Intersection

Looking west along Main Street/Old Highway 312, this rendering illustrates options for the intersection of Trailhead Road, Main Street, and US 87. The upper left corner of the illustration pictures a possible gas station location for travelers coming to and leaving from Billings. The upper right corner of the illustration shows a moderately sized commercial development that could house businesses such as retail shops or medical offices. A corner-facing business illustrates a possible restaurant with a patio.



Figure 28: Rendering of Trailhead Road intersection with Bitterroot Drive

This rendering illustrates the new Trailhead Road north of Mary Street, at the intersection of Bitterroot Drive. The intersection is signalized and includes a possible future public transit stop. The upper left corner of the illustration shows a residential development similar to the extension of Bitterroot Heights, planned by BCJM Properties, LLC. The upper right corner illustrates a commercial development that could house locally owned businesses including a restaurant or brewery.



Figure 29: Rendering of Roundabout Intersection of Trailhead Road and Five Mile Road

This visualization illustrates a mixed-use development on the northeast corner of the new roundabout that intersects Trailhead Road, Five Mile Road, and Mary Street. The mixed-use development could offer affordable residential housing on upper levels with easy access to businesses on the ground level and Dover Park across Five Mile Road. The foreground of the illustration illustrates a segment of Dover Park.



Figure 30: Rendering of Five Mile Road Looking North

This figure illustrates possible mixed-use development at the northeast quadrant of the new roundabout that would allow for affordable housing paired with ground-level commercial development. Above the mixed-use development in the illustration, continued agricultural use is pictured, and beyond that, a larger box-style store is pictured. Dover Park is pictured on the right side of the image, including the lake that is a part of the YRPA master plan for the park space.



Figure 31: Rendering of Five Mile Road Looking South

Looking south, toward Billings, this illustration of Five Mile Road includes existing residential development and a larger box-style store, such as a Costco.



Figure 32: Rendering of Bridge Across Yellowstone River Entering Dover Park

This image illustrates the possible new gateway to the Billings Heights, across the Yellowstone River Bridge and through Dover Park. “Welcome to Billings” signage, consistent with current standards is illustrated to the left of the roadway. The ten-foot shared-use path along the south side of the bridge is also pictured, including its access to the Dover Park trail system.



Figure 33: Rendering to “Welcome to Billings” Sign



Billings Bypass
CORRIDOR STUDY

APPENDICES



APPENDIX A

Public and Stakeholder Involvement Documents



Public Comment Records

The following pages include the (unedited) comments received from the public through various public engagement platforms including the website, public meetings, and via phone and email responses to media. Comments were received that related to both the Corridor Study and the design and construction of the Billings Bypass project; the columns on the right side of the comment table indicate where comments relate.

Comment	Comment Relates to Corridor Study	Comment Relates to Project Design
This is planned to be a bypass/arterial type of roadway with large amounts of commercial traffic, truck traffic, etc. It makes most sense to prioritize commercial development in the area to accommodate future Heights commercial needs. Trying to force residential development that close to this area is impractical.	X	
Strive to negotiate with BBWA to include a mixed use path on both sides of Lake Elmo and beyond in both directions.	X	
Would love to see smart lighting ordinances to decrease the light pollution and preserve the night sky view	X	
Would like to see infrastructure installed on bypass bridge to mitigate noise pollution and preserve natural aesthetic of Dover Park		X
Community park with a bench and swimming area. Bike trails throughout please.	X	
It needs to relieve semi truck traffic and commuters from using Main street as the main priority. That was the original objective. It will be depressing if truck traffic ends up believing it is still more efficient (time and fuel saving) to go down main and around the fairgrounds as they do now. Main street needs less traffic (sorry businesses but that is a must).	X	X
Let's move things forward!	X	X
Keep those corridors coming.	X	X
I am concerned that this bypass directly and negatively impacts Dover park and green space. Holding this meeting in Roundup (not the communities being impacted) is disappointing and makes it clear that the thoughts of those directly impacted and in the community of Billings are not important. I sincerely hope that great thought is put into how to maintain and protect surrounding open space and recreation areas.		X

Comment	Comment Relates to Corridor Study	Comment Relates to Project Design
<p>Firstly I am extremely concerned about the added noise pollution to Dover Memorial Park. I am disappointed that the corridor bisects the park and would like to know what the city and county plan to do to mitigate noise pollution in the park. Additionally I am also disturbed that the in person meeting is being held in Roundup as this does not allow for equitable attendance from Billings residents that walk, bike, and use transit for primary modes of transportation. Furthermore I would like to know what kind of cycling and pedestrian infrastructure will be installed along Mary's Street to deal with the increased traffic volume that will result due to the new bridge that cuts across Dover Park. Connecting the heights bike path that dead ends at Mary's Street to Dover park would be the sensible and fair solution. Finally there needs to be a safe way to bike and walk across the road deck of the new bridge to ensure safe equitable access to this new piece of tax payer funded infrastructure.</p>	X	X
<p>I love to be able to ride my bike safely away from cars for a fairly long distance but relatively close to home. I would love to be able to ride to lunch from the Westend to the Heights for example on a bike trail. I so appreciate all the efforts of everyone trying to make this happen.</p>	X	X
<p>The new corridor would be the only safe connector for bicycles and pedestrians to travel from Billings to Lockwood</p>	X	X
<p>Make this multi-generational.</p>	X	
<p>Thank you for including a separated shared use path along this corridor.</p>		X
<p>We live by the new roundabout on Hwy 312- we have SO MUCH more road noise from ANGRY drivers coming out of the roundabout and air brakes from trucks slowing down for the roundabout. It would be nice to enforce no air brakes in this area- Also- to make speed limit coming and going out of roundabout to 35 mph to help eliminate the noisy cars and trucks rapidly accelerating. Thank you!</p>		X
<p>At the intersection with Main and Old Highway, redo the intersection or you will have a bottleneck.</p>		X
<p>I'm very concerned about the traffic that will cross this new roadway on Bitterroot. I've seen many accidents there and I feel very strongly that the traffic needs to be controlled with a stop light at this location. Thank you!</p>		X
<p>I live on Bitterroot Dr and there is already somewhat of a problem with people driving too fast (well over the speed limit) on the semi-open roads in this area. Please implement traffic control designs that help limit speeds, and/or plan for increased police patrols of the area as it is developed.</p>	X	X

Comment	Comment Relates to Corridor Study	Comment Relates to Project Design
<p>The present plan shows a road paralleling Mary street which is I believe is a complete waste of taxpayer funds. The road being built across the river to five mile road is great but should be extended north of five mile road and then west to Hwy 87 perhaps to Shepherd Acton road. People who live near 87 are already complaining about trucks using Jake Brakes and this will only get worse. The present plan will likely turn Mary Street into a frontage road. Suggest your design team go back to work to eliminate the Mary street portion of the design and do the smarter route by spending the funds and actually build a bypass north of five mile road! Please let me know if you have any questions.</p>		X
<p>Please. No more roundabouts. No one living here knows how to use them properly (see my car for example one) and when traffic, builds it'll be a hindrance. As a transplant, its been my biggest pet peeve. The poor driving skills combined with all the roundabouts you keep adding.</p>		X
<p>Take it up Five Mile and leave the rest of us alone, please.</p>		X
<p>I hope the new road can be set up so that it connects with the I 90/I 94 connection. This would be practical for everyone, rather than driving through all of the extra routes necessary. When the I 90/I 94 interchange is rebuilt, so then must the connection with the new road to the interchange.</p>		X
<p>Present plan builds a road parallel to Mary street and is waste of funds. Hwy 312 is already a four lane hwy to Hwy 87!</p>		X
<p>Concerned about traffic impact in our nearby existing neighborhood, not limited to but especially traffic on Hawthorne</p>	X	X
<p>The idea of putting the road right next to mary st. makes no sense. the noise will ruin an otherwise nice residential area. Five roads all converging at the corner of bench and main seems like a accident waiting to happen. Please reconsider this route.</p>		X
<p>I am concerned about a round about at Mary street and main. They are unsafe in certain locations and that would be a poor place for one</p>		X
<p>Super excited! The economic and transportation opportunities will make a huge improvement to the north Lockwood area. All of the green spaces and bike paths are well and good but the focus should be functionality and future growth. Too much additional fluff will burden the city and county with extra maintenance.</p>	X	

Comment	Comment Relates to Corridor Study	Comment Relates to Project Design
Dover park is beautiful and should remain free from busy traffic noise.	X	X
Concerns about increased traffic, speed, and compatibility with existing residential and recreational areas should be given priority as the project evolves.	X	X
I hope the developers of these new housing editions are going to have to pay extra fees to pay for the infrastructure improvements that will be needed. The entire Heights community should not be taxed extra for infrastructure improvements for the new developments. We don't want new developments because the traffic is already bad on Main and going towards downtown. The other problem is all the traffic problems at Main and 4th and 6th. That is a terrible bottleneck and adding more subdivisions in the heights will add to more traffic on Main for people who work downtown or the medical campus(s). There aren't a lot of job opportunities out in Lockwood or east of Billings and the way the bypass is set up, people would most likely use Main to get into downtown and the hospitals.	X	X
Why on the lockwood side would you go so far east instead of just using johnson lane that is already there?		X
This has been necessary for years. It will allow for further growth in the heights. For example, Building a Costco and a home depot for people to have affordable products in the heights and compete with these businesses. Also, safety will be greatly improved as the bottleneck at 6th and main is terribly dangerous should there need to be an evacuation.	X	
Billings really needs to up their game in relation to beautifying our entrance as well as recreational/ green space in order to attract new life to our community.	X	
My only concern is the increase of heavy vehicle traffic going by my house (I live on Mary St). I would like to know how or if there is any plans for a fence or barricade of any kind to be constructed between Mary St and the new road being built parallel to Mary.		X
The proposed area/street in Lockwood seems awkwardly placed. Wouldn't it be easier if it was connected to Johnson lane or closer to Johnson lane? Or perhaps make it accessible from the interstate? It just seems like an out of the place street where as the previous mentioned places would make it more connected.		X
I live out of the Heights on Highway 312. I can't wait to have a new way to get out of the Heights without having to go through town.	X	X

Comment	Comment Relates to Corridor Study	Comment Relates to Project Design
As someone who lives in the area, I'd like to see as much green space as possible preserved. I would hate to see commercial development in this area, as we love it and have lived here for over 30 years. I think bike and walking paths would be good, and I like the connection with Dover park at the end of the street.	X	
Economics should drive almost all decision making. A green / trail system will not create economic activity, access to private sector jobs and private housing developments will. I am originally from Laurel and recently relocated back to Billings after 15 years away for school and work. I moved back for the economy, period. All too often, group think evolves into what people would prefer reality be when avoiding what reality is. Provide an environment where economic potential is as unbridled as possible and the community will flourish (economically, socially, etc.).	X	
Concern over high levels of traffic through existing residential areas	X	X
Please include a connection to the Heritage Trail. There should be a separate trail that connects the Dover Park Trails with the Heritage Trail. As the surrounding area develops, the developers should be required to include trails in their masterplans.	X	X
Biking for the purpose of commuting, is on the rise. We need separated bike lanes that ensure the safety of bikers and pedestrians even in winter conditions.	X	X
No roundabouts. No commercial zoning adjacent to Mary Street, the entire northside of the Heights is primarily residential - this project will induce (lifetime) extreme traffic, noise, speeding and other undesirable traffic behavior. The primary goal should be an easy access from the Heights to Lockwood to avoid congestion/bottleneck already present on Main St as well as Airport Rd. (never forget the fiasco of 2010 Father's Day tornado and subsequent tornado warnings where residents in the heights had no access out). Easy access means, to the residents of the Heights, a smooth access without roundabouts, suitable traffic lights, street lighting, merging lanes, suitable speed limits posted due to primarily residential areas, all without expensive, unnecessary roundabouts or dozens of merges.	X	X
Go faster. I live in the heights and work in Columbus and this road will take at least 10-15 minutes off my commute		X
Why not do a loop of the interstate instead of throwing a ton of truck traffic onto roads not able to handle it. Extend I90 to loop north around the city from the I90/94 interchange to park city. Set off/on ramps at the highways it intersects. This also reduces thru traffic from the interstate and allows for a 20+ year outlook of billings growth rather than a bandaid solution		X

Comment	Comment Relates to Corridor Study	Comment Relates to Project Design
Please look ahead, unlike 32nd street and it's current usage vs Shiloh, and know that this area will become HEAVILY used by Heights, Shepherd, Huntley, and Roundup residents. Following the Father's Day tornado we had to drive to Huntley in order to access the Heights. The addition of Aronson's bridge and extension has not significantly moved the traffic out of a quarter mile area of bottle neck. Please believe that direct access into the eastern side of the heights, not vis the Main St or Airport Rd bottle necks will be very popular once it becomes part of people's routines.	X	
Having higher speed lanes to keep traffic moving and safe left and right hand turnouts.		X
I'm glad this corridor is getting built, hopefully it will reduce congestion in the Main Street corridor.		X
If we need more access now, we will need more later. Build with expansion in mind so it is not such a hassle in the future.		X
Trails, trails and trails. Billings needs to up its game. We need more trails for walking, biking, and recreation.	X	X
Just get it done ASAP!	X	X
I would like to recommend that all new roadways have a bike lane. So that residents in Lockwood and Billings can cross the river and have access to Dover park and be able to connect to the Heights bike path at Mary Street.	X	X
I've lived in the Heights for most of my life and my parents live near the top of Bench not far from where the bypass is going to go. It's very important to me that existing intersections (e.g., Bench/ Mary) should be preserved and that the bypass should not obstruct these intersections. I'm also concerned that heightened traffic will result in more crime as criminals might take advantage of the ability to quickly go in and out of neighborhoods. As such, it's equally important to me that the bypass should be well lit and well patrolled. I'm also concerned about the aesthetics of having homes right next to the road and would highly encourage that those making the decisions be mindful of incorporating appropriate set backs.	X	X
It will be so nice when completed! Love the camera for watching the bridge progress.		X
create a bike land along Mary Street from the end of the Heights Bike trail up to the new road connecting the Heights with Lockwood.	X	X

Comment	Comment Relates to Corridor Study	Comment Relates to Project Design
Don't spend more than absolutely necessary	X	X
I really hope the heights will attract more businesses other than fast foods and casinos	X	
I think our community has an enormous opportunity to create affordable housing as well as some commercial development and do it in a meaningful way.	X	
Please put in place structural design and code if necessary so North/south semi truck traffic uses instead of Main street and the current Lockwood exit by Metra park	X	X
If it becomes an industrial Corridor, there needs to be some guidelines on aesthetics. This is right next to the Yellowstone River, which is and can be beautiful; however, industrial complexes can be ugly if there are no rules. We have been shaking our heads at the pitiful state of our river corridor As an unattractive industrial area. Let's learn from the past and retain the aesthetics of the natural area that still exists!	X	X
Law enforcement should be consulted as planning moves forward for patrolling resources on roadways, business areas, and parks/residential areas. It seems that both Yellowstone Co. Sheriff's Dept. and Billings Police Dept. are already spread very thin. Also, I feel that private land owners in the area should have more weighted input than any outside "stakeholder" waiting to capitalize.	X	
I do not believe you have spent enough time on the impact to the school. I think it would benefit you to sit near the school in the morning 8-8:30 and in the afternoons 2:00-3:00 so that you can see the problem that already exists. I believe you are going to make this problem bigger. You want to help with growth for the future with this project so I hope you will take the time and actual see the problem that might be able to be fixed before it gets bigger. It would also be nice to see on a map the new roads and where the roads are now. I was at the 2nd meeting and everyone was confused as to where the roads are now with the new roads.	X	

Stakeholder Meeting Records

Heights Task Force

August 24, 2021



MEETING SUMMARY

PROJECT:	Billings Bypass Corridor Study	DATE:	8/24/2021
PROJECT NUMBER:	4051.21884.01	TIME:	7:00 p.m.
ORGANIZER:	Lisa Olmsted	SUBJECT:	Billings Bypass Corridor Study Stakeholder Conversation
ATTENDEES:		ORGANIZATION:	
Ed Arnold			
Kerri Seekins-Crowe		MT Legislature	
Sgt. Tina Hoeger		Billings PD	
Laura Drager			
Pam Ellis			
Ed Gulick			
Ed Hostettler			
Jennifer Owen		Heights Task Force Chair	
Nancy Steel			
Stephanie Krueger			
Roy Neese		Billings City Council	
Frank Ewalt		Billings City Council	
Lisa Olmsted		DOWL	
Doug Enderson		DOWL	

Presented to Heights Task Force meeting attendees on the objectives and status of the corridor study

Community vision for Billings Bypass corridor

- Businesses and destinations that contribute to quality of life (local brewery?)
- Focus commercial development to road intersections and each end of Mary; access from arterial is necessary for business access
- Could this be a community center for the Heights? Costco? Grocery store?
- Affordable housing

Gateway to Billings and Billings Heights

- Other community gateways to Billings aren't pretty; this is an opportunity

Current zoning doesn't support commercial development; would need to be revised

Discussed residential development options; large lot vs. higher-density housing. Are there opportunities to support affordable housing needs?

Traffic

- No straight shots
- Traffic calming
- Transition out at intersections to slow down traffic

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MEETING SUMMARY

Corridor aesthetics are important

- Setbacks, landscaping

Will there be a berm to limit noise? Discussed noise assessment done in Environmental Impact Statement (EIS) and the assessment that noise mitigation was not needed for this project.

Will trucks be using the road to connect to Main Street/Airport Road? Would four-way stop signs along the new arterial limit truck traffic?

What is the expected travel time on the new roadway compared to the Metra/Lockwood exit?

Discussed need to solicit public input on corridor vision



MEETING SUMMARY

PROJECT:	Billings Bypass Corridor Study	DATE:	8/18/2021
PROJECT NUMBER:	4051.21884.01	TIME:	5:30 p.m.
ORGANIZER:	YRPA/DOWL	SUBJECT:	Dover Park/Billings Bypass
ATTENDEES:		ORGANIZATION:	
Darryl Wilson		YRPA	
Boris Krizek		YRPA	
Carolyn Sevier		YRPA	
Emily Chilcoat		YRPA	
Gabi Morey		YRPA	
Kris Schmidt		YRPA	
Roger Williams		YRPA	
Anthony Sammartano		YRPA	
Ron Smith		YRPA	
John Spencer		YRPA	
Jill Hickson		YRPA	
Don Wirth		YRPA	
Anna Wilson		YRPA	
Bob Wilson		YRPA	
Penni Reed		YRPA	
Scott Walker		Billings MPO	
Lisa Olmsted		DOWL	

Presented to Yellowstone River Parks Association (YRPA) meeting attendees on the objectives and status of the corridor study

Discussed possible annexation of Dover Park; YRPA has no intent for Dover to become a City park

- No intent to be city park
- MPO federal description of what is urban changes with census

Discussed various irrigation topics; Dover Park uses irrigation water

- There is a flume nearby; will development impact it?

Use

- Roundup Road: Commercial, residential, other
- Billings Bypass roadway: anticipate a high percentage of commuters

Visioning discussion included the following points:

MEETING SUMMARY

- Dover will serve as a new community gateway. What opportunities are there to lean into that?
- Tourists could stop at the park on their way into town, but they'll also be looking for food, lodging, gas
 - Weave is building a RV park on Lockwood side of the bridge
- High density development would help urban sprawl
- Would like to see small-lot, traditional neighborhoods
- Opportunity for an alternate town center ("East Billings")
 - High density housing/downtown feel?
 - Establish core/hub for community
 - Will this look like Shiloh Road?
 - Growth can be controlled by zoning
- "Community Curb Appeal"
- Billboards are a problem
- Strategic zoning on the corridor will be important to delineate residential and commercial development

Current park users are mainly from the Billings Heights, but YRPA looks forward to new access for Lockwood users

Lake Elmo is most used park in state; when Dover is expanded and lake is added, Dover will be similar. There is an opportunity for a natural outdoor recreation corridor between Dover/Elmo

Dover Park is middle of 40k residents

- Add traffic, and use will increase

Trails

- Dover Park has a trail easement

Gravel pit is done mining – should be wrapped up in a month

- Gravel inventory will last 5 years



MEETING SUMMARY

PROJECT:	Billings Bypass Corridor Study	DATE:	9/21/2021
PROJECT NUMBER:	4051.21884.01	TIME:	9:00 a.m.
ORGANIZER:	Billings Chamber of Commerce	SUBJECT:	Discussing BBPCS
ATTENDEES:		ORGANIZATION:	
Jennifer Saylor		Yellowstone Valley Electric	
Becky Bey		KLJ	
Pat White		Jacobs	
John Brewer		Billings Chamber of Commerce	
Dan Brooks		Billings Chamber of Commerce	
Jack Jennaway		Billings Chamber of Commerce	
Doug Enderson		DOWL	
Lisa Olmsted		DOWL	

Bike connection are an important feature in Billings

Discussed that the utility system discussion in the study will tie to utility master plan

Electric needs

- Charging station locations are becoming a need for drivers of electric vehicles

Private utilities – territorial boundaries pose challenges

Location of utilities

- Acquiring R/W for fully expanded road width

Land use

- Convention center is a community need – is the an opportunity here?

Not another Main Street

- Commercial destination like Shiloh Crossing
- Bigger setbacks
- Incentivize use of commercial development to incentivize people to travel there from West end
- Don't replicate Main Street

Vertical Development

- Affordable housing
- Mixed-use
- Public transit
- Workforce housing to TEDD industrial workers
- Access to public transit

MEETING SUMMARY

- Not everyone can or should drive
- Seattle didn't plan for transit needs/facilities – we need to do better
- Access to schools
 - Lockwood Schools

Access to greenspace

- Facilities for visitors
- Connections to Five Mile Creek for recreating

Traffic calming to slow drivers

Different “feels” of areas

- Industrial, transition to greenspace

Public safety

- Emergency services – capacity, needs
- CPSM (Center for Public Safety Management) reports

Gateway aesthetics – shouldn't ignore section between interchange and river

- TEDD focus is economic development
- TEDD has talked about wayfinding
- Groundwater → water features

Street trees in median or along road

Zoning commission – makes decisions based on growth policy



MEETING SUMMARY

PROJECT:	Billings Bypass Corridor Study	DATE:	9/23/2021
PROJECT NUMBER:	4051.21884.01	TIME:	12:00 p.m.
ORGANIZER:	Heights Business Association	SUBJECT:	Discussing BBPCS
ATTENDEES:		ORGANIZATION:	
Jennifer Owen		Attorney, Consultant	
Ming Cabrera		Property owner	
Cassie Crookson		Opportunity Bank	
Courtney Bryant		Opportunity Bank	
Kris Mitzman		Gathered Things	
Susan Haugen		Bull Mountain Grill	
Ernie Szillat		CVF	
Shelli Mann		Boothill Inn	
Lisa Olmsted		DOWL	
Doug Enderson		DOWL	

Presented to Heights Business Association meeting attendees on the objectives and status of the corridor study

Expect commercial use

- Would it make sense to do full build-out now?

Keep heavy commercial focused?

Logical connection to 87

Want to keep people here

- Residential

Maintain commercial development on Main

Need a movie theater

Heights lacks a town center

It's important to protect greenspace and historic significance of Dover Park

Need quality of life contributions

- Don't need another gas station

Gateway beautification is important

- Include things like lighting, landscaping, wayfinding

MEETING SUMMARY

The Heights sweet spot is first-time home buyer. How can this area serve that demographic?

- Shiloh Commons
- Avenue C/West Park

Station 8 Fire Station is needed in the Heights

Lockwood Steering Committee

September 23, 2021



MEETING SUMMARY

PROJECT:	Billings Bypass Corridor Study	DATE:	9/23/2021
PROJECT NUMBER:	4051.21884.01	TIME:	7:00 p.m.
ORGANIZER:	Lockwood Steering Committee	SUBJECT:	Discussing BBPCS
ATTENDEES:		ORGANIZATION:	
Woody Woods			
Bob Riehl			
Tim Sather			
Mike Ariztia		Lockwood Water District	
Chief Staley Lockwood Fire		Lockwood Fire	
Peter Freivalds			
Thom MacLean			
Carl Peters			
Lisa Olmsted		DOWL	

Presented to Lockwood Steering Committee meeting attendees on the objectives and status of the corridor study

Summary of comments:

- Nodes of commercial around intersections
- New zoning allows for mixed use
- Would like Costco, grocery, restaurant, box store
 - If we can't have it here (in Lockwood), at least it'll be close
- Needs to be more affordable than Shiloh
- Johnson Lane will be a town center
- Retail could be duplicated
- TEDD plan includes a trail along river
- Access for river use
- RV park off Johnson Lane
- Downtown is a great example of residential and commercial
- Lockwood Schools → currently have some heights students

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MEETING SUMMARY

- Are there opportunities the dovetail services/development styles between Lockwood and the Heights? The river currently causes silos; the bridge will connect, so how can these barriers be broken down?



MEETING SUMMARY

PROJECT:	Billings Bypass Corridor Study	DATE:	9/24/2021
PROJECT NUMBER:	4051.21884.01	TIME:	10:00 a.m.
ORGANIZER:	Big Sky Economic Development	SUBJECT:	Discussing BBPCS
ATTENDEES:		ORGANIZATION:	
	Diane Lehm		Big Sky Economic Development
	Allison Corbyn		Big Sky Economic Development
	Lisa Olmsted		DOWL
	Doug Enderson		DOWL

Discussed the objectives and status of the corridor study with representatives of Big Sky Economic Development

Heights Water/City → are there fee discrepancies that offer challenges to businesses?
Utility access is key

TEDD

- Will be home to large-scale manufacturing and distributions
- Opportunity to house workers on Heights side of river
 - Work bus to TEDD?

Mixed use

- Proximity to workforce
- Light industrial/manufacturing, small-scale manufacturing, or medical offices may be appropriate on the Heights side of the river
- Always a demand for warehouse with connection north
- Need for quality-of-life businesses
- Opportunity to enable neighborhoods and businesses

Heights needs inventory and the population base for development to grow to a higher level

Commercial developers/realtors would offer insight on what business would be interested based on population base

Business recruitment may be a challenge

Building a neighborhood

- Don't build a space that attracts more casinos
- Setbacks
- Integrated, but planned "medical offices"

Walkability – it's hard to cross Shiloh

Schools, bus route

MEETING SUMMARY

- People move to Lockwood because of school
- High percentage of divorced in Lockwood
 - Townhomes, apartments, etc.
- County schools perceived as good
- Pioneer School capacity

Protect character of neighborhood – Pioneer School

Review Emergency Services – How will services be provided?

- Could Lockwood contribute? Lockwood Fire is expensive

Lockwood has limitations

- Landlocked
- Reservation
- Heights offers potential for workforce, housing, shopping
 - Not only housing – not sleeper community
 - People want to live by their grocery store
- Slaughter facility may happen, will need workforce housing

Lockwood and Heights – No “center”

Will Lockwood be its own town?

- Have to be 4-4.5 miles from nearest town

City of Billings Traffic Control Board

September 29, 2021



MEETING SUMMARY

PROJECT:	Billings Bypass Corridor Study	DATE:	9/29/2021
PROJECT NUMBER:	4051.21884.01	TIME:	12:00 p.m.
ORGANIZER:	Traffic Control Board	SUBJECT:	Discussing BBPCS
ATTENDEES:		ORGANIZATION:	
	Jerry Dunning		Traffic Control Board
	Troy Smith		Traffic Control Board
	John Armstrong		Traffic Control Board
	Lora Mattox		MPO
	Mac Fogelsong		City of Billings
	Dakota Martonen		City of Billings
	Mike Hayes		City of Billings
	Lisa Olmsted		DOWL

Discussed the objectives and status of the corridor study with representatives of Traffic Control Board

The group is excited to see development happening in the Heights to “balance” west end development.

Heights residents would like to see businesses like Costco or Home Depot. They also noted that development like Shiloh would be desirable.

Aesthetically, parking toward the rear of businesses is preferable.

There is a community-wide need for affordable housing. How can this area help to fulfill this very important need?

The group would like to see well-organized commercial development and noted that residential development isn’t best located immediately adjacent to the corridor.

Desirable commercial development would include a “true restaurant” and the group noted “no more casinos”.

The group included some residents of the Heights, who expressed desire to keep their money in the heights. A couple other group members reside in central Billings, and noted that they could access heights businesses and amenities just as easily as traveling to the west end.

The new connection to the interstate will also be useful for them. The group also noted that customers from outside of Billings are predominantly traveling from the eastern part of the state and could be captured by business at/near the Johnson Lane Interchange. Is there an opportunity for a hotel to house these visitors? The group noted that the only hotels in the Heights are located by the Metra.

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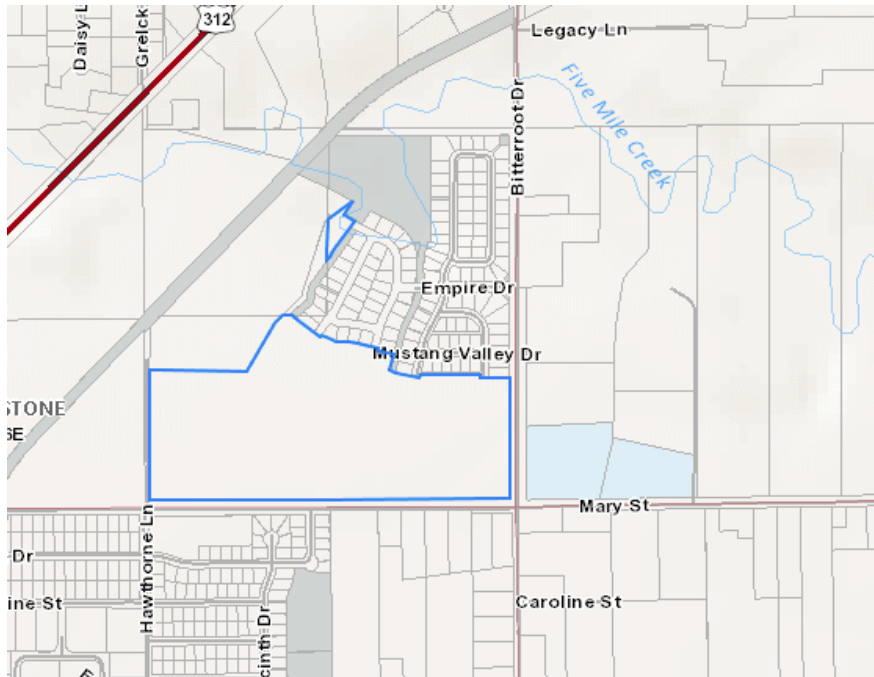




MEETING SUMMARY

PROJECT:	Billings Bypass Corridor Study	DATE:	10/11/2021
PROJECT NUMBER:	4051.21884.01	TIME:	9:00 am
ORGANIZER:	Lisa Olmsted	SUBJECT:	Discussing BBPCS
ATTENDEES:		ORGANIZATION:	
	Jay Doucette		BCJM Properties
	Scott Aspenlieder		Performance Engineering
	Doug Enderson		DOWL
	Lisa Olmsted		DOWL

Discussed the objectives and status of the corridor study with representatives of BCJM Properties and Performance Engineering. BCJM owns the property north of Mary Street between Bitterroot and Hawthorn. The property is planned to be developed as an extension of Bitterroot Heights subdivision.



Their perspective is that the Heights Water District is extremely challenging to work with. The flat development fee is inconsistent with other areas of town. There is also a system impact fee and annexation fee (\$0.23/foot) and private fire hydrant fee. Jay noted that the private fire

MEETING SUMMARY

hydrant fees have driven other developers from the Heights, noting that it's \$100k more than standard City of Billings fees. The structure of the Heights Water District is problematic.

Because the existing and proposed subdivision is in a "bowl", they anticipate that the neighborhood can maintain its integrity regardless of the new roadway. The neighborhood is craftsman-style with front porches. The HOA has a design review board that maintains the look and feel of the neighborhood through the review of proposed house plans.

Homes in the subdivision range between 1,500 and 3,000 square feet and are generally a second or third home purchase for families.

Scott and Jay's preference is a natural barrier/tree separator between the houses and the road.

Bitterroot Heights includes a park in the norther tip of the property. Trails have been constructed in the right-of-way, but the City hasn't maintained them. The group developed a master plan for the parks department.

To make the corridor more successful for the residents of Bitterroot Heights, they feel that there should be neighborhood pockets that would offer a sense of community.

There are opportunities for additional development south of Mary near the intersection of Bitterroot. The area northwest of the Main Street intersection is already platted for commercial development.

The City needs to make allowances for liquor licenses for restaurants. Right now no alcohol is allowed within 650 feet of residences, which doesn't allow for neighborhood restaurants or breweries.

Amenities and neighborhood services make growth and developments sustainable.

Albertsons is the only grocery store in the Heights. Shamrock foods is going in by Planet Fitness.

Recently, commercial businesses were denied in the "triangle" due to "spot zoning concerns".

Schools: Bitterroot and Ben Steele serve the neighborhood.

Aesthetics and green space are important to residential homeowners and prospective buyers.

Yellowstone County Planning Board

October 12, 2021



MEETING SUMMARY

PROJECT:	Billings Bypass Corridor Study	DATE:	10/12/2021
PROJECT NUMBER:	4051.21884.01	TIME:	6:00 p.m.
ORGANIZER:	Yellowstone County Planning Board	SUBJECT:	Discussing BBPCS
ATTENDEES:		ORGANIZATION:	
	Darell Tunnicliff		Yellowstone County Planning Board
	Teresa Larson		Yellowstone County Planning Board
	Scott Reiter		Yellowstone County Planning Board
	Scott Walker		MPO
	Monica Plecker		MPO
	Doug Enderson		DOWL
	Lisa Olmsted		DOWL

Presented on Billings Bypass Corridor Study to Yellowstone County Planning Board.

Discussed possibilities for modifying zoning along the corridor, based on future development needs.

Comments included:

- Pedestrian control on roundabouts is important
- Parkland is aesthetically pleasing
- Need for trail connectivity
- There is currently a big barrier between Heights and Lockwood; BBP will eliminate that



MEETING SUMMARY

PROJECT:	Billings Bypass Corridor Study	DATE:	11/5/2021
PROJECT NUMBER:	4051.21884.01	TIME:	8:30 am
ORGANIZER:	Lisa Olmsted	SUBJECT:	BBPCS
ATTENDEES:		ORGANIZATION:	
	BAR Membership		Billings Association of Realtors
	Doug Enderson		DOWL
	Lisa Olmsted		DOWL

Discussed the objectives and status of the corridor study with Billings Realtors Association

Comments included:

- Mary/Bitterroot presents an opportunity for additional residential development
- Billings needs allowances for liquor licenses for restaurants. Currently there is no alcohol allowed within 650 feet of a residence.
- Amenities would make development sustainable
- Albertsons is the only grocery store. Shamrock Foods is going in by Planet Fitness.
- Commercial business in the area was denied "spot zoning"
- Bitterroot Elementary and Joe Medicine Crow Middle School are valuable to residential development
- Greenspace is important to the aesthetics of the corridor

October 18, 2021



MEETING SUMMARY

PROJECT:	Billings Bypass Corridor Study	DATE:	10/18/2021
PROJECT NUMBER:	4051.21884.01	TIME:	2:00 pm
ORGANIZER:	Lisa Olmsted	SUBJECT:	Discussing BBPCS
ATTENDEES:		ORGANIZATION:	
	David Mitchell		Coldwell Banker
	Doug Enderson		DOWL
	Lisa Olmsted		DOWL

Discussed the objectives and status of the corridor study with David Mitchell

Billings is the fastest growing residential markets in the country. The growth cycle is multi-family -> single-family -> retail

Opportunity exists for industrial and manufacturing. The Heights also has less than 7,000 sf of office space; there is/will be demand for office space. There is also a demand for multifamily in the heights, but it's been limited by the Heights Water District.

10-15k people live south of Mary street. 10k cars = McDonalds; 10k+ cars = Burger King, banks, etc.

Big box stores (Costco, etc.) will go in where growth will occur; often before the growth, but utilities are crucial. Zoning to plan for that development would be prudent now.

Access toward the south (across Mary) will likely limit development. Anticipate more development toward the north because access will be easy. Interesting opportunity to retailers – no competitions across the street. Development will come down to price; maybe it'll be on the south side if it's less expensive.

























Heavy industrial doesn't have density of employees. Expect office workers to fit the demographic for this area (bikers, walkers, greenspace user).

The Heights Water District limits development currently. They take too long to develop, don't have the funds, and are not a big enough player to meet demand. Heights development has stalled, unless there's already a tap into the water district. They are currently trying to expand infrastructure to allow for tap-ins.

David will run a gap/void analysis and send over.

Void Analysis

Lat/Lon: 45.829/-108.4697

Radius 1		Closest Location	Locations In Radius 1	Locations In MT
Auto Parts Tires				
	AutoZone		1	15
	Big O Tires		0	2
	CARQUEST		1	43
	Discount Tire	7.62 Mi SW	0	3
	Firestone		0	3
	Grease Monkey		0	2
	Jiffy Lube		1	10
	Les Schwab Tires		0	16
	Midas	3.54 Mi SW	0	4
	NAPA	2.43 Mi SW	0	65
	O'Reilly		1	28
	Quick Lane		0	1
	Valvoline Instant Oil Change		0	5
Banks				
	Commerce Bank		0	1
	First Interstate Bank		1	49
	Glacier Bank		2	66
	Heartland Financial	3.72 Mi SW	0	9
	U.S. Bank	3.50 Mi SW	0	22
	Wells Fargo		1	31
Banks Minor				
	Bank		2	203
Book Stores				
	Barnes & Noble	7.02 Mi SW	0	4
Clothing Apparel				
	American Eagle Outfitters	6.86 Mi SW	0	2
	Athleta		0	2
	Buckle	6.88 Mi SW	0	5
	Carters	7.46 Mi SW	0	2
	Chico's	6.86 Mi SW	0	3
	Eddie Bauer	6.90 Mi SW	0	3
	Francesca's	6.92 Mi SW	0	1
	Gap		0	1
	H And M	6.93 Mi SW	0	2
	Hollister Co.		0	1
	Lululemon		0	2

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Void Analysis

Lat/Lon: 45.829/-108.4697

Radius 1		Closest Location	Locations In Radius 1	Locations In MT
VOID	maurices	8.74 Mi SW	0	9
VOID	Men's Wearhouse	7.24 Mi SW	0	2
VOID	Old Navy	7.63 Mi SW	0	5
VOID	Rue21	6.87 Mi SW	0	1
VOID	Torrid	6.90 Mi SW	0	2
VOID	Victoria's Secret	6.84 Mi SW	0	3
Computers Electronic				
VOID	Best Buy	7.37 Mi SW	0	3
Convenience Stores				
VOID	76		0	2
VOID	Chevron		0	1
	Conoco		5	170
	Exxon		2	100
VOID	Kum & Go		0	1
VOID	Love's	41.84 Mi SE	0	2
VOID	Mobil	7.66 Mi SW	0	7
VOID	Phillips 66	6.57 Mi SW	0	3
VOID	Pilot Flying J	41.91 Mi SE	0	2
VOID	Pilot Travel Centers	2.69 Mi SE	0	18
VOID	Sinclair	4.97 Mi SW	0	57
VOID	TA	15.19 Mi SW	0	2
Craft Fabric Stores				
VOID	Hobby Lobby	6.63 Mi SW	0	5
VOID	Jo-Ann	7.51 Mi SW	0	7
VOID	Michaels	7.64 Mi SW	0	5
Department Stores				
VOID	Dillard's	6.84 Mi SW	0	2
VOID	JCPenney	6.85 Mi SW	0	3
VOID	Macy's		0	1
Discount Department Stores				
VOID	David's Bridal	6.95 Mi SW	0	1
VOID	Kmart		0	1
VOID	Kohl's	8.69 Mi SW	0	3
VOID	Ross	7.50 Mi SW	0	6
VOID	Sears	95.10 Mi SW	0	5
	Target		1	7
VOID	TJ Maxx	6.76 Mi SW	0	6

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Void Analysis

Lat/Lon: 45.829/-108.4697

Radius 1		Closest Location	Locations In Radius 1	Locations In MT
	Wal-Mart Supercenter		1	14
Dollar Stores				
	Big Lots		1	3
	Dollar Tree		1	17
VOID	Family Dollar	4.78 Mi SW	0	24
Drug Stores				
	CVS		1	15
	GNC		1	6
	Walgreens		1	13
Education				
VOID	College	3.48 Mi SW	0	15
VOID	Cosmetology and Barber	4.95 Mi SW	0	6
	Day Care		6	247
VOID	High School	2.23 Mi NW	0	171
VOID	High School (Private)	4.19 Mi SW	0	20
VOID	Junior College	75.20 Mi SW	0	9
	PK - 8		6	662
VOID	PK - 8 (Private)	4.62 Mi SW	0	95
VOID	Trade Schools		0	1
Entertainment				
VOID	AMC	6.73 Mi SW	0	5
VOID	Chuck E. Cheese's	6.58 Mi SW	0	1
VOID	Cinemark		0	2
VOID	Regal		0	1
VOID	Theatres	3.62 Mi SW	0	52
Fitness				
	9Round		1	3
	Anytime Fitness		1	6
VOID	Curves For Women		0	1
VOID	F45 Training	7.89 Mi SW	0	2
VOID	Orangetheory Fitness	8.73 Mi SW	0	3
	Planet Fitness		1	5
VOID	Pure Barre	5.14 Mi SW	0	3
VOID	Snap Fitness	7.74 Mi SW	0	5
VOID	World Gym		0	1
VOID	YMCA	3.86 Mi SW	0	6
Furniture Household				

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Void Analysis

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Radius 1		Closest Location	Locations In Radius 1	Locations In MT
VOID	Aarons	4.98 Mi SW	0	10
VOID	Ashley Furniture	7.96 Mi SW	0	5
VOID	At Home	7.30 Mi SW	0	1
VOID	Bed Bath & Beyond	7.44 Mi SW	0	6
VOID	Cost Plus	7.39 Mi SW	0	3
VOID	Ethan Allen	3.99 Mi SW	0	1
VOID	HomeGoods		0	1
VOID	Rent A Center	4.88 Mi SW	0	7
VOID	Slumberland	8.93 Mi SW	0	1
Grocery Stores				
	Albertsons		1	29
VOID	IGA	2.44 Mi SE	0	17
VOID	Kroger		0	6
VOID	Natural Grocers	6.74 Mi SW	0	4
VOID	Safeway		0	9
VOID	Smith's		0	4
VOID	Super1 Foods		0	1
VOID	WinCo Foods	6.72 Mi SW	0	4
Health Beauty				
VOID	Bath & Body Works	6.89 Mi SW	0	6
VOID	Claire's	6.90 Mi SW	0	7
VOID	Cost Cutters	5.81 Mi SW	0	7
	Great Clips		1	15
VOID	Regis Salon	6.90 Mi SW	0	2
	Sally Beauty Supply		1	8
VOID	Sephora	6.90 Mi SW	0	4
	Sport Clips		1	5
VOID	ULTA	8.73 Mi SW	0	6
Health Care				
VOID	Addiction Medicine		0	1
VOID	Advanced Heart Failure And Transplant Cardiology	3.34 Mi SW	0	2
VOID	Allergy and Immunology	3.47 Mi SW	0	8
VOID	Anesthesiology	3.39 Mi SW	0	35
VOID	Audiologist	3.28 Mi SW	0	19
VOID	Cardiac Electrophysiology	3.43 Mi SW	0	14
VOID	Cardiac Surgery	3.47 Mi SW	0	3
VOID	Cardiovascular Disease	3.28 Mi SW	0	44

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Void Analysis

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Radius 1		Closest Location	Locations In Radius 1	Locations In MT
VOID	Certified Nurse Midwife	3.47 Mi SW	0	11
VOID	Certified Registered Nurse Anesthetist	4.01 Mi SW	0	31
	Chiropractic		1	206
VOID	Clinical Nurse Specialist	3.50 Mi SW	0	11
VOID	Clinical Psychologist	3.35 Mi SW	0	81
	Clinical Social Worker		2	255
VOID	Critical Care	3.43 Mi SW	0	12
VOID	Dermatology	3.47 Mi SW	0	19
VOID	Diagnostic Radiology	1.99 Mi SW	0	59
VOID	Dialysis Centers	3.32 Mi SW	0	17
VOID	Emergency Medicine	3.41 Mi SW	0	44
VOID	Endocrinology	3.42 Mi SW	0	14
	Family Practice		2	197
VOID	Gastroenterology	3.39 Mi SW	0	21
VOID	General Practice	3.47 Mi SW	0	17
VOID	General Surgery	3.38 Mi SW	0	61
VOID	Geriatric Medicine	3.49 Mi SW	0	2
VOID	Gynecological Oncology	3.44 Mi SW	0	4
VOID	Hand Surgery		0	7
VOID	Hematology	3.44 Mi SW	0	3
VOID	Hematology and Oncology	3.47 Mi SW	0	22
VOID	Hospice and Palliative Care		0	4
VOID	Hospitalist	3.41 Mi SW	0	23
VOID	Infectious Disease	3.41 Mi SW	0	16
	Internal Medicine		1	116
VOID	Interventional Cardiology	3.42 Mi SW	0	18
VOID	Interventional Pain Management		0	5
VOID	Interventional Radiology	1.98 Mi SW	0	10
VOID	Medical Oncology	94.66 Mi SW	0	8
VOID	Nephrology	3.43 Mi SW	0	28
VOID	Neurology	3.41 Mi SW	0	33
VOID	Neurosurgery	3.42 Mi SW	0	21
	Nurse Practitioner		3	300
VOID	Obstetrics and Gynecology	3.43 Mi SW	0	50
VOID	Occupational Therapy	3.42 Mi SW	0	30
VOID	Ophthalmology	3.17 Mi SW	0	31
	Optometry		2	102

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Void Analysis

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Radius 1		Closest Location	Locations In Radius 1	Locations In MT
VOID	Oral Surgery	6.85 Mi SW	0	3
VOID	Orthopedic Surgery	3.42 Mi SW	0	49
VOID	Osteopathic Manipulative Medicine		0	8
VOID	Otolaryngology	3.43 Mi SW	0	20
VOID	Pain Management	41.78 Mi SE	0	9
VOID	Pathology	3.43 Mi SW	0	16
VOID	Pediatric Medicine	3.43 Mi SW	0	19
VOID	Physical Medicine and Rehabilitation	3.47 Mi SW	0	25
VOID	Physical Therapy	3.27 Mi SW	0	199
	Physician Assistant		2	222
VOID	Plastic and Reconstructive Surgery	4.95 Mi SW	0	18
	Podiatry		1	47
VOID	Preventative Medicine		0	1
VOID	Psychiatry	3.35 Mi SW	0	52
VOID	Pulmonary Disease	3.43 Mi SW	0	21
VOID	Radiation Oncology	3.49 Mi SW	0	13
VOID	Registered Dietitian or Nutrition Professional	3.44 Mi SW	0	19
VOID	Rheumatology	3.42 Mi SW	0	8
VOID	Sleep Laboratory and Medicine	3.43 Mi SW	0	10
VOID	Speech Language Pathologist	3.50 Mi SW	0	11
VOID	Sports Medicine		0	6
VOID	Surgical Oncology		0	8
VOID	Thoracic Surgery	3.43 Mi SW	0	13
VOID	Urgent Care	5.92 Mi SW	0	23
VOID	Urology	3.44 Mi SW	0	28
VOID	Vascular Surgery	3.47 Mi SW	0	11
Home Improvement				
	Ace Hardware		1	49
	Builders FirstSource		1	14
VOID	Do It Best	2.46 Mi SE	0	47
VOID	Harbor Freight Tools	5.07 Mi SW	0	6
VOID	Home Depot	7.57 Mi SW	0	6
VOID	Lowe's	7.32 Mi SW	0	5
VOID	Sherwin-Williams	4.58 Mi SW	0	18
	Tractor Supply Company		1	6
VOID	True Value	40.19 Mi SW	0	22
Hotels				

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Void Analysis

Lat/Lon: 45.829/-108.4697

Radius 1		Closest Location	Locations In Radius 1	Locations In MT
VOID	Americas Best Value Inn		0	4
VOID	AmericInn	95.52 Mi SW	0	1
VOID	Ascend Hotel Collection	9.21 Mi SW	0	5
VOID	Baymont Inn & Suites	7.02 Mi SW	0	5
VOID	Best Western Hotels	7.93 Mi SW	0	10
VOID	Best Western Plus	3.51 Mi SW	0	10
VOID	Candlewood Suites		0	1
VOID	Comfort	94.39 Mi SW	0	9
VOID	Comfort Suites	6.17 Mi SW	0	3
	Country Inns & Suites		1	3
VOID	Courtyard		0	1
VOID	Days Inn	6.61 Mi SW	0	7
VOID	Days Inn & Suites		0	2
VOID	DoubleTree	3.61 Mi SW	0	3
VOID	Econo Lodge	6.72 Mi SW	0	5
VOID	Extended Stay America	6.27 Mi SW	0	2
VOID	Fairfield Inn and Suites	6.99 Mi SW	0	4
VOID	Hampton Inn	6.35 Mi SW	0	9
VOID	Hilton Garden	7.42 Mi SW	0	5
VOID	Holiday Inn	94.33 Mi SW	0	4
VOID	Holiday Inn Express	2.99 Mi SE	0	11
VOID	Home2	3.38 Mi SW	0	2
VOID	Homewood	9.26 Mi SW	0	3
VOID	Howard Johnson	7.05 Mi SW	0	2
VOID	Kimpton Hotel		0	1
VOID	La Quinta Inn		0	1
VOID	La Quinta Inn & Suites	7.17 Mi SW	0	6
VOID	MainStay Suites		0	2
VOID	Marriott		0	2
VOID	Microtel Inn & Suites		0	2
VOID	Motel 6	6.64 Mi SW	0	9
VOID	Quality	7.03 Mi SW	0	11
VOID	Red Lion Hotels		0	4
VOID	Residence Inn	7.56 Mi SW	0	5
VOID	Rodeway	3.23 Mi SW	0	4
VOID	Shilo Inns		0	1
VOID	Sleep	6.11 Mi SW	0	4

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Void Analysis

Lat/Lon: 45.829/-108.4697

Radius 1		Closest Location	Locations In Radius 1	Locations In MT
VOID	Springhill Suites	6.79 Mi SW	0	4
VOID	Staybridge Suites		0	2
VOID	Super 8	6.56 Mi SW	0	24
VOID	Towneplace Suites	7.49 Mi SW	0	3
VOID	Travelodge	68.65 Mi SE	0	9
VOID	Wingate		0	4
VOID	Wyndham		0	1
Message				
VOID	Message Envy	5.13 Mi SW	0	2
Mattress				
VOID	Denver Mattress	10.28 Mi SW	0	4
VOID	Mattress Firm	7.23 Mi SW	0	6
VOID	Sleep Number	6.87 Mi SW	0	4
Office Supply				
	Office Depot		1	3
VOID	Staples		0	7
Pet Stores				
VOID	Petco		0	6
	PetsMart		1	7
Restaurants Bakery Bagels				
VOID	Panera Bread	6.68 Mi SW	0	3
Restaurants Casual				
	Applebee's		1	8
VOID	Black Bear Diner		0	1
VOID	Buffalo Wild Wings	6.88 Mi SW	0	7
VOID	Cafe Rio	7.54 Mi SW	0	3
VOID	Chili's		0	2
VOID	Chipotle	5.21 Mi SW	0	3
VOID	Costa Vida		0	1
VOID	Cracker Barrel	7.11 Mi SW	0	2
VOID	Denny's	3.47 Mi SW	0	4
VOID	Dickey's	3.56 Mi SW	0	5
VOID	Famous Dave's	7.68 Mi SW	0	4
VOID	Five Guys	8.91 Mi SW	0	4
VOID	Fuddruckers	7.02 Mi SW	0	2
VOID	Hwy 55		0	1
VOID	IHOP	7.53 Mi SW	0	4

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Void Analysis

Lat/Lon: 45.829/-108.4697

Radius 1		Closest Location	Locations In Radius 1	Locations In MT
VOID	Noodles & Company		0	2
VOID	Olive Garden	7.08 Mi SW	0	2
VOID	Outback Steakhouse	6.98 Mi SW	0	3
VOID	Perkins	3.40 Mi SW	0	5
VOID	Qdoba	7.25 Mi SW	0	4
VOID	Red Lobster	7.14 Mi SW	0	1
VOID	Red Robin	5.15 Mi SW	0	2
VOID	Ted's Montana Grill		0	1
VOID	Texas Roadhouse	6.83 Mi SW	0	1
Restaurants Coffee Donuts				
VOID	Krispy Kreme	6.78 Mi SW	0	3
	Starbucks		2	42
Restaurants Fast Food Major				
	Arby's		1	13
	Burger King		1	24
VOID	Chick-fil-A		0	1
	Dairy Queen		1	36
	Hardee's		1	8
VOID	KFC	3.39 Mi SW	0	9
	McDonald's		2	47
	Sonic		1	2
	Taco Bell		1	21
	Wendy's		1	16
Restaurants Fast Food Minor				
VOID	A&W	93.92 Mi SE	0	10
VOID	Freddys		0	1
	Panda Express		1	7
VOID	Popeyes	6.04 Mi SW	0	3
VOID	Slim Chickens		0	1
VOID	Taco Del Mar		0	2
	Taco John's		1	19
VOID	Taco Time	96.93 Mi NW	0	6
VOID	Teriyaki Madness		0	1
Restaurants Ice Cream Smoothie				
	Baskin-Robbins		1	6
VOID	Cold Stone Creamery	7.69 Mi SW	0	5
VOID	Jamba Juice	3.35 Mi SW	0	1

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Void Analysis

Lat/Lon: 45.829/-108.4697

Radius 1		Closest Location	Locations In Radius 1	Locations In MT
VOID	Surf City Squeeze		0	1
Restaurants Pizza				
VOID	Blaze Pizza	6.86 Mi SW	0	1
	Domino's Pizza		1	22
	Godfather's Pizza		1	3
	Little Caesars		1	13
VOID	MOD Pizza		0	3
	Papa John's		1	9
	Papa Murphy's		1	14
	Pizza Hut		1	35
	Pizza Ranch		1	4
VOID	Simple Simons Pizza		0	3
VOID	Your Pie	3.63 Mi SW	0	2
Restaurants Sandwich				
VOID	Firehouse Subs	7.71 Mi SW	0	4
	Jersey Mike's		1	4
	Jimmy John's		1	14
VOID	Quiznos		0	3
	Subway		3	75
Self Storage				
	U Haul		1	11
Shoes Footwear				
VOID	Boot Barn	6.82 Mi SW	0	4
VOID	Famous Footwear	6.90 Mi SW	0	9
VOID	Foot Locker	6.87 Mi SW	0	1
VOID	Shoe Carnival	8.71 Mi SW	0	1
VOID	Shoe Dept		0	1
VOID	Shoe Dept Encore	6.95 Mi SW	0	2
VOID	Zumiez	6.89 Mi SW	0	5
Specialty				
VOID	Build-a-Bear	6.89 Mi SW	0	1
	Goodwill		1	11
VOID	Hallmark	6.92 Mi SW	0	9
VOID	Party City		0	1
VOID	See's Candies	8.68 Mi SW	0	1
VOID	The Salvation Army		0	5
Sporting Goods				











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Void Analysis

Lat/Lon: 45.829/-108.4697

Radius 1		Closest Location	Locations In Radius 1	Locations In MT
	Cabela's	5.98 Mi SW	0	3
	Champs Sports	6.89 Mi SW	0	3
	Play It Again Sports	6.17 Mi SW	0	3
	REI	8.81 Mi SW	0	4
	Scheels	8.88 Mi SW	0	3
	Sportsman's Warehouse		0	3
Wholesale				
	Costco	7.28 Mi SW	0	5
	Sam's Club	5.88 Mi SW	0	2
Wireless Stores				
	AT&T		1	14
	Cricket		1	10
	MetroPCS	6.00 Mi SW	0	9
	T-Mobile		1	18
	Verizon Wireless	7.46 Mi SW	0	7

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Public Meeting

Attendee Sign-in

June 17, 2021



Billings Bypass CORRIDOR STUDY

Property/Business Owner
Community Leader
Interested Citizen
Add to Contact List

Guest Register: Billings Bypass Corridor Study

7/17/2021

Name	Address	Phone	Email	Property/Business Owner	Community Leader	Interested Citizen	Add to Contact List
Roger Kember	2401 MARY ST	794-9753					
LEON SCHEELER	1144 MARY ST.	860-6364					
Matt Martinson	5724 Larimer Ln	855-3514	esgolter18@gmail.com				
MICHAEL KOIK	1634 QUARTERHORSE LN	248-8114	mkoik@bresnan.net				
PAM PATTERSON							
MIKE BOYETT		644-2430	MIKE.BOYETT@CHARTER.NET				
Tom Zurbuchen	1747 Vickly						
Al & Kathy Redman	1239 Crist		AEREDMAN946@gmail.com				
Lukas Martinson		861-3693	lukas@thecoremt.com				X
DENNIS ANDERSON	1436 STALLION RT.	245-7336					
SANDY ANDERSON	" "						
Mac Saiza	1512 Mary ST	252-9629					
Mary Anne Saiza							



Guest Register: Billings Bypass Corridor Study

7/17/2021

Name	Address	Phone	Email	Property/Business Owner	Community Leader	Interested Citizen	Add to Contact List
Doug Kary	1943 Lake Hills Dr	698-1478	Doug.Kary@mtlegov				
Paula Kary	" "	671-604	paullettekary46@yahoo.com				
MING COBARRA Cabrera	1734 POLY DR	671-2527					





Billings Bypass

CORRIDOR STUDY

Property/Business Owner
Community Leader
Interested Citizen
Add to Contact List

Guest Register: Billings Bypass Corridor Study

7/17/2021

Name	Address	Phone	Email	Property/Business Owner	Community Leader	Interested Citizen	Add to Contact List
Kam Ellis	2000 Outlook Drive	252-6399	pamelis58@gmail				
Deanna Kumbel	2008 Dover Rd.	252-6018					
JENNIFER OWEN	906 Royal Ave	202-209	jowen26@gmail.com				
Alex & Bridget	2926 Hwy 312	2622-2713	alex@bridgetbrosnan.net				
Star Plante	1139 CAROLINE ST.	670-4339	SEMIWATS1951@GMAIL.COM				
Jeremy Ellis	3918 Hwy 312	670-1732					
Wayne & Rita Walker	2437 Alexander Rd.	531-4641					
Trent Parks	634 Claremont Rd	208-4196	ParksT@gmail.com				
Bob Riell	126 Rolling Meadows	860-0272	bsriell@gmail.com				
B Costameyer	1987 Mary St						
SK Helderop	1808 Prescott Dr.	252-4735					
Keryl & Perry Hall	4837 Leewood	702-203-7295	hallkerry@centurylink.net				
Beth & David Kochl	2808 Roundup Rd	406-661-6550	splendhigh@me.com				✓



Guest Register: Billings Bypass Corridor Study

7/17/2021

Name	Address	Phone	Email	Property/Business Owner	Community Leader	Interested Citizen	Add to Contact List
Alice Lehman	108 Sky Ranch	252-0085	alehman@brosnan.net				✓
Gerald Kindsfather	3803 Coulson Rd E	406-697-2307	gkindsfather@gmail.com				✓
ED ARNOLD	1323 PAUL REVERIS	252-0507	SEABOOTS1951@gmail.ca				✓
JOL ALLEN	1432 Mary	670-6483	jallen9221@gmail.com				✓
Lydia Fry	PLSD		(Already on mailing list)				
Mike & Starla Row	Billings	406-471-0483					✓





Billings Bypass

CORRIDOR STUDY

Property/Business Owner

Community Leader

Interested Citizen

Add to Contact List

Guest Register: Billings Bypass Corridor Study

7/17/2021

Name	Address	Phone	Email	Property/Business Owner	Community Leader	Interested Citizen	Add to Contact List
Dennis Dieks	2514 Bowles Way	431-1082	DDIEKS@CONTECHGS.COM	X			
Tim & Patty Wiens	4785 Middle Valley Dr	690-1572	tim@timwiens.com	X			
Chuck Hensley	1834 Schoover Rd	406-672-2224	chashens@charter.net *	X			
Melinda Nielsen	1406 Stallion Pt	406-647-1052	m12nielsen@				
Joe Fending	1516 12 th St. W	.					
Pamela Wilkinson	3905 Prayer Cir	259-7658					
Jeff Specht	3505 Prayer Cir.	259-7658					
Guadalupe McElvira	1478 Birchwood Dr.	248-6720					
Danielle Schmidt	2701 Hwy 312	698-1308	dks@bresnan.net				
Fred Schmidt	2701 Hwy 312	698-9104 252-5246	fcschmidt@bresnan.net				
Lyle Fogle	2938 Saratoga Tr.	406-252-					
Debbie Fogle	2938 Saratoga Tr.	5740					
Carolyn Sevier	221 S 29 th	696-8622	Carolyn.Sevier@gmail	X		X	X



Guest Register: Billings Bypass Corridor Study

7/17/2021

Name	Address	Phone	Email	Property/Business Owner	Community Leader	Interested Citizen	Add to Contact List
Bob Piman	726 Aquarius	670-7430					
Elaine	1985 Mary St	81-5968	OOSTY69@GMail.com				
Guy Schmidt	2500 Arroyo Dr	690-1448	broken femur@gmail.com				
Eugene R. Wede	138 Norris Court	612-9879007	quade08@bresnan.net	X		X	X
Cy Kindfather	3843 Coulson Road East	838-3432	MTspacecowboy@gmail.com	✓	✓	✓	✓
Mel & Arleen Nafts	832 Mary St.	259-9366	anafts@yahoo.com	X			
Ken & Kelly Huxtable	827 Crist Dr	794-4024	Khu x 916@gmail.com	X			X
Alex Baer	540 Burlington		altasnoubird@gmail.com			X	



Public Meeting

Attendee Sign-in

September 8, 2022



Billings Bypass CORRIDOR STUDY

Property/Business Owner
Community Leader
Interested Citizen

Guest Register: Billings Bypass Corridor Study

9/8/2022

Name	Address	Phone	Email	Property/Business Owner	Community Leader	Interested Citizen
Kathy Perry Hallford	4837 Leewood	702-203-7295	hallfordk@centurylink.net	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Jill HICKSON			jillehickson@gmail.com			<input checked="" type="checkbox"/>
Pat Brennan	2933 Goodrich Ln	670-0467		<input checked="" type="checkbox"/>		
Loraine Madden	166 Rosecrans	248-5802	lmadden@bresnan.net	<input checked="" type="checkbox"/>		
Hillary & Greg Greer	1425 Flaming Creek Dr	218-9309	greerch@billingsschools.org	<input checked="" type="checkbox"/>		
Tracy Arnold-Wagenman	1147 EL DORA LN ⁵⁷¹⁰⁵	406-208-7542		<input checked="" type="checkbox"/>		
Beth & Dale Koch	2805 Roundup Rd	416-666-6550	splendidhigh@me.com	<input checked="" type="checkbox"/>		
Guy Schmeier	2500 Arroyo Dr			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Hopki & Carol Reimann	Shepherd	406-666-6673	rbaysinmt@hotmail.com	<input checked="" type="checkbox"/>		
Doug Gullotta	Flaming Creek ⁵⁹¹⁰²	690-56603				
Lance Lee	1946 Bitterroot Dr.	406-654-4129	lancejlee97@gmail.com	<input checked="" type="checkbox"/>		
Denis Pitman	645 Main	670-7498	dpitman@yellowstonecountymt.gov	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Dale Kohl	2808 Roundup Rd	406-855-3559	dkhot@springs@bresnan.net	<input checked="" type="checkbox"/>		



Guest Register: Billings Bypass Corridor Study

9/8/2022

Name	Address	Phone	Email	Property/Business Owner	Community Leader	Interested Citizen
Cheryl & Jim Hoover	2315 Columbie	281-0279	satsuma61@gmail.com	<input checked="" type="checkbox"/>		
Jeff Isom	2821 Sarcoga Trail	670-6419		<input checked="" type="checkbox"/>		
Debra Hagel	3745 Parkhill Dr.					
Ron KAMINSKI	4533 Hoskins Rd	698-8799	Ron.KAMINSKI@HOTMAIL.COM	<input checked="" type="checkbox"/>		
Bill Cole						
SHEILA CHOUNARD	2907 Roundup Rd	688-3356				





Billings Bypass

CORRIDOR STUDY

Property/Business Owner
Community Leader
Interested Citizen

Guest Register: Billings Bypass Corridor Study

9/8/2022

Name	Address	Phone	Email			
Tom Hunt	706 Beach Circle	690-1300	thunt@bresnan	X		
Scott Walker	MPO					
Tony Oosterbaan	Mung St	861-5968	Oosty69@gmail.com	X		
Leo HART	2908 S. Warwood St	671-5951	1-1hart@hotmail			X
Bob MacFinn	7653 Plummet	406-855-4506	YRPA			
Brenda Drockett	774 Asteroid Ave Billings MT	406-250-7536	YRPA			
Edward Cross	2440 Eastridge Dr	406-208-9799	ted.cross3@gmail.com			
JAMES MARSKA	P.O. Box 3513, 59103	406-561-8855				X
Carolyn Swier	221 S 29th 59101	696-8622	carolyn.swier@gmail.com	X		X
Jeremiah Thompson	633 Simdelur 59105	698-8836	jeremiahthompson031@gmail.com	X	X	X
Shawna McCoskey	820 Carolinet/1787 mary st	670-6288	shalanmcc@yahoo.com	X		
Doug McCoskey	" "	259-2479	dougmcoskey@gmail.com	X		
Jessica Schmidt	2701 Hwy 312	698-1308	JKS@bresnan.net	X		

Jess Schmidt 2701 Hwy 312 698-9106
jschmidt@bresnan.net



Guest Register: Billings Bypass Corridor Study

9/8/2022

Name	Address	Phone	Email			
NINA GUTIERREZ	1014 Evergreen Dr	406-272-9853	ning-14@clarknet			
Cindy Taw	2821 Saratoga Trl	406-670-4030	Cindy.taw@gmail.com	X		
Sharon Schmidt Herren	2839 Bunkerhill Dr	406-670-0722	SLSH03@hotmail.com	X		
Frank Michels	2944 Alexander Rd	406-670-4010	Fmichelsmontana@gmail.com	X		
TERRY SMITH	Box 1762 Blgs 59103		inrxring@gmail.com			X
MING COGNINO	1734 POY DR	406-671-2527				





Billings Bypass

CORRIDOR STUDY

Property/Business Owner

Community Leader

Interested Citizen

Guest Register: Billings Bypass Corridor Study

9/8/2022

Name	Address	Phone	Email			
B Cosby	1987 Mary St					
Dean Schreiber	2204 22 nd St W					
HARRY & BEU RUKSTAD	1637 OLD SORREL TRAIL					
Woody Woods	PLANNING BOARD					
Danny Chorizi			chorizi@billingsmt.gov			
BILL HAYNES	2280 GRAY RD		billedent@a			
Gene Wade	139 Norris Court		gwadeo@bresnan.net			
Kris Seyboth	1605 Mary St.		kris@grasshoppermt.com			
Bennett & Sandy Anderson	1436 STALLION RITE					
Vicki Dickinson	521 BENCH BLVD		vicki@nwlect.org			
Josh Benson	3112 Falcon Ridge Way		josh.benson@outwestgaming.com			
Stephanie Hudes	729 Orson Ave					
Jim & Linda Bayle	2946 US Hwy 30Z		l.bayle@bresnan.net			



APPENDIX B

Public Utility Documents

Water System Development Fees

City of Billings

Adopted July 1, 2021

SYSTEM DEVELOPMENT FEES (adopted July 1, 2021)

RESIDENTIAL

WATER		SEWER		TOTAL	
Meter Size	SDF \$	Meter Size	SDF \$	Meter Size	Total Water & Sewer
¾"	2,950	¾"	3,120	¾"	6,070.00
1"	2,950	1"	9,575	1"	12,525.00
1½"	2,950	1½"	27,795	1½"	30,745.00
2"	2,950	2"	47,985	2"	50,935.00
3"	2,950	3"	124,485	3"	127,435.00
4"	2,950	4"	291,435	4"	294,385.00

SYSTEM DEVELOPMENT FEES (adopted July 1, 2021)

COMMERCIAL

WATER		SEWER		TOTAL	
Meter Size	SDF \$	Meter Size	SDF \$	Meter Size	Total Water & Sewer
¾"	8,925	¾"	3,120	¾"	12,045.00
1"	15,140	1"	9,575	1"	24,715.00
1½"	30,270	1½"	27,795	1½"	58,065.00
2"	48,435	2"	47,985	2"	96,420.00
3"	96,875	3"	124,485	3"	221,360.00
4"	151,370	4"	291,435	4"	442,805.00

IRRIGATION METER

Meter Size	SDF \$
¾"	11,030
1"	18,705
1½"	37,415
2"	59,875
3"	119,720
4"	187,075

Water System Development Fees

County Water District of Billings Heights

Effective July 1, 2021

DIRECTORS
WYNN PIPPIN, President
CLIFF JONES, Vice-President
DONNA DINSMORE
JAMES E. MILLER
JON MUESSIG
ROGER OSTERMILLER
BRANDON HURST



1540 Popelka Drive
Billings, MT 59105

DUKE NIESKENS
General Manager
Phone: 252-0539
Fax: 252-0518

COUNTY WATER DISTRICT OF BILLINGS HEIGHTS RATES AND FEES EFFECTIVE JULY 1, 2021

ANNEXATION BUY IN FEE-PROPOSED SERVICE AREA

\$10,147.97 Per Acre OR 23.3 CTS PER SQ FT

3 TIER CONSERVATION RATE

<u>TIERS</u>	<u>7/01/2021</u>
3,301-20,000 GALLONS	\$4.27/ 1,000 GAL
20,001-50,000 GALLONS	\$5.12/ 1,000 GAL
50,001+GALLONS	\$6.14/ 1,000 GAL

SYSTEM DEVELOPMENT SERVICE/FIRE LINE FEE

	<u>7/01/2021</u>
¾"	\$1,742.99
1"	\$3,485.99
1.5"	\$6,972.07
2"	\$11,155.80
4"	\$43,923.36
6"	\$139,439.23
8"	\$244,018.59