

**CITY SPECIAL REVIEW**      **APPLICATION FORM** <sup>995</sup> **BillingsSpecialReview#** \_\_\_\_\_ **- Project #** PZX-22-00288

The undersigned as owner(s) of the following described property hereby request a Special Review as outlined in the City of Billings Zoning Regulations.

Present Zoning: Corridor Mixed Use 1 (CMU1)

Special Review Requested: Car wash use with proposed 4 manual bays and 2 automatic bays.

**TAX ID#** D01954A      **CITY ELECTION WARD #** 3

Legal Description of Property: Lot 1 of Blue Creek Storage Subdivision

Address or General Location (If unknown, contact City Engineering): Intersection of Santiago Blvd and Blue Creek Road

Size of Parcel (Area & Dimensions): 0.917 acres/39,934 square feet

Present Land Use: Undeveloped

Covenants or Deed Restrictions on Property:    Yes \_\_\_\_\_    X No \_\_\_\_\_

If yes, please attach to application

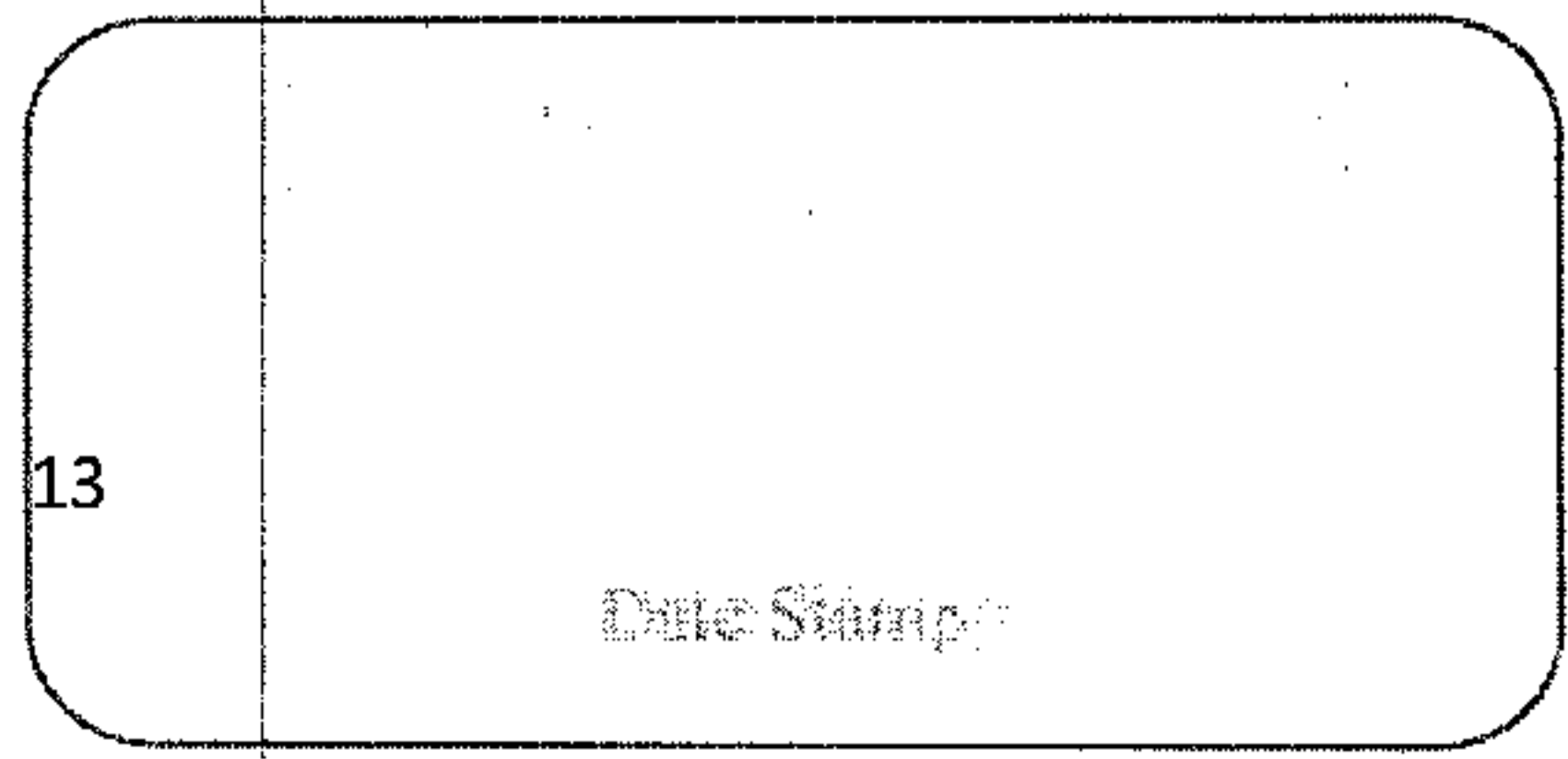
\*\*\* Additional information may be required as determined by the Zoning Coordinator in order to fully evaluate the application.

Owner(s): Blue Creek Storage, LLC  
(Recorded Owner) 2135 Blue Creek Road, Billings, MT 59101  
(Address) 406-697-1791      phillrx@hotmail.com  
(Phone Number)      (email)

Agent(s): Scott Aspenlieder, Performance Engineering, LLC  
(Name) 608 N 29th Street, Billings, MT 59101  
(Address) 406-384-0080      scott@performance-ec.com  
(Phone Number)      (Email)

I understand that the filing fee accompanying this application is not refundable, that it pays for the processing, and that the fee does not constitute a payment for a Special Review. Also, I attest that all the information presented herein is factual and correct.

Signature: [Handwritten Signature]      Date: 11/30/22  
(Recorded Owner)



## Lot 1, Blue Creek Storage Subdivision

### Zoning Special Review Questions

1. In what ways is your proposal consistent with the goals and policies of the adopted growth policy?

**Essential Investments** – The proposed project is classified as an “infill development” making it very cost effective to provide essential City services to the property. In addition, proposed with this project is street widening on Santiago Boulevard to alleviate voiced concerns of adjacent neighbors with ability to enter Blue Creek Road, in addition to provision of sidewalk and curb and gutter on the south side of Santiago to allow for safe pedestrian traffic along the subject lot’s frontage. The proposed sidewalk and road improvements will end at the subdivision extents along Santiago, however could be extended further should the area residents wish to petition a Special Improvement District to improve the roads and safety throughout the entire area.

**Strong Neighborhoods** – The proposed project will provide a service to the Blue Creek area of the City of Billings that is not already provided and often needed, currently requiring residents to travel back across the Yellowstone River in order to utilize such facilities. By implementing the proposed use in accordance with the Infill Policy, this development will also improve a currently under-utilized property that has remained vacant, and will begin contributing greater tax revenue to the City that can be utilized for other services within the neighborhood.

**Mobility and Access** – The proposed project offers to improve the Santiago Boulevard leg of its intersection with Blue Creek Road to improve access ability onto Blue Creek Road. Concerns voiced by residents regarding speeds on Blue Creek Road are sympathized with, however it is not believed development of the proposed lot affects these concerns as 1) mitigation of these concerns would need to be addressed by a combination of MDT, the City of Billings, and Yellowstone County, and 2) traffic generated by the proposed use is well below being statistically significant (i.e <500 trips per day).

**Zoning** – The proposed project complies with the regulations outlined in the new zoning code in the following ways:

- a. In the Zoning Code’s description of CMU1, it indicates: “Commercial uses in the CMU1 district may be somewhat larger in scale and more flexible than the neighborhood mixed-use district, **including more auto-oriented uses** such as gas stations.” The Owner and PE believe that a car wash falls directly in line with the statement “more auto oriented uses”

2. **How the site is adequate in size and location to accommodate the proposed use while still meeting all of the zone district requirements such as landscaping and parking?**

The subject property has historically been a difficult property to develop provided existing property and topographical constraints including an existing 26' sanitary sewer easement for the City of Billing's main collection line, 100-year floodplain boundary encroaching on the west side of the property, and steep slopes along the east and northeast portion of the site. Given this, corner and frontage build-to requirements for the subject property are in essence infeasible to meet, and limit the ability of ANY development meet landscaping and parking requirements.

The proposed car wash is a beneficial use for the site given the site's property and topographical constraints. A car wash has limited parking requirements when compared to other uses. In addition, landscaping is proposed to be incorporated on the property in accordance with Zoning Code requirements for the underlying zoning and adjacent districts.

3. **How the proposed use is compatible with nearby uses and how the applicant intends to mitigate any potential impacts.**

The proposed use is compatible with nearby uses which include a water fill station to the north, storage units to the south, and the City's pump station to the north east. A buffer of roadway is provided between the subject property and the nearest residential uses.

In addition, the proposed car wash has been laid out to place potential noise impacts furthest from and directed away from the nearest residential properties.

It was noted by neighbors in the pre-application meeting that child safety is a concern when they are walking to Casey's Corner to be picked up by the school bus. This sentiment in sympathized with, and a sidewalk is proposed to be installed along the Blue Creek Storage Subdivision frontage on Santiago to provide a safe route for pedestrian traffic along the proposed development.

4. **How the proposed use will not impede the normal improvement of surrounding property.**

As development of the subject property is an In-Fill development, the surrounding properties have all been developed excepting the lot on the NE corner of Santiago and Blue Creek Road. With that being the case, development of this lot would not impede the normal development of surrounding properties, and would benefit the development of the property on the NE corner of Santiago and Blue Creek road by widening the Santiago Boulevard frontage adjacent to that property.

### Additional Information:

Included with this application is additional information researched and compiled by PE to assist in consideration of the proposed use of a car wash based on concerns raised by the neighbors during pre-application process. Additional information includes speed studies conducted by MDT in 2004 and 2006 respectively which recommended and set the current speed limit on Blue Creek Road today. It is agreed these studies are likely outdated, however the Owner of this site alone cannot petition for additional speed studies to be conducted by MDT. This request would need to be initiated by the City of Billings and/or Yellowstone County as indicated previously.

Also included is the traffic queuing analysis for the proposed car wash. Based on queuing analysis of the proposed use, during peak traffic times of the car wash as determined by ITE recommended values, the site would be able to accommodate the peak volumes of vehicles coming to the site without impacting or backing cars up into Santiago Boulevard.

### Variances Requested:

As noted in answers above, topographical and property boundary easements will necessitate this lot be granted variances from certain requirements included in CMU-1. Those variances include:

- Required to build to the corner of the lot
- Occupy 65% of the front lot line
- Build to within 5-20 of the street-side lot line and front lot line
- Place parking on the rear, internal, or side of lot
- Window and door coverage on front façade
- Number of front façade entries
- Tree planting and landscape near eastern lot line with steep slopes
  - Proposed to utilize sight-obscuring fence in this area until grades shallow out to accommodate frontage plantings.