



YELLOWSTONE COUNTY BOARD OF PLANNING

CITY OF BILLINGS AND
YELLOWSTONE COUNTY, MONTANA



AGENDA

MARCH 11, 2025 MEETING TIME: 6:00 p.m.
City Council Chambers, 5th Floor
316 N 26th St, Billings MT

NOTICE TO THE PUBLIC

Citizens are invited to:

- . Review the Agenda Packet on the City's website at: <https://ci.billings.mt.us/117/Agendas-Minutes>
- . View the meeting live online at Facebook
- . Public comment will be taken only during the Public Comment periods as indicated on the agenda and during the Public Hearings, if any are scheduled, under the Regular agenda. Comments may be sent to the Board via email before 12:00 pm on the meeting date. All emails received prior to this time will be entered into the record for the public hearing. Comments may be submitted by:
 - . Mail: City/County Planning Division PO Box 1178, Billings MT 59103
 - . Email: plnonline@billingsmt.gov
 - . NOTICE: All meetings and official activities of the MPO are held in buildings and locations that comply with accessibility standards according to the Americans with Disabilities Act (ADA). A TTY number for the hearing impaired, 406-657-3079, is available upon request. Special arrangements for participation in the public hearings by individuals with hearing, speech, or vision impairment may be made upon request at least three days prior to the hearing. Please notify the Planning Division Office, at 406-247-8610.
- . **In the event a quorum of the Council is present, no City-related decisions will be made during this meeting or event.

1. **CALL TO ORDER - Planning Board President:** Welcome and Introduction of Board Members and Staff.
2. **APPROVAL OF AGENDA*** - including any additions or deletions to agenda. The agenda for a regular meeting will be closed at 5:00 p.m. three (3) working days prior to the date of the meeting.
3. Meeting Minutes of February 25, 2025
Attachments
Minutes of February 25, 2025
4. **PUBLIC COMMENT PERIOD** -- As required (3 minute maximum per person). *Any member of the public may be heard on any subject that is not on the agenda. The Planning Board will not take any action on these items at this time, but could choose to add an item to the next meeting's agenda for discussion.*
 - 4a) Comments on items not on agenda and requests to add items to future agendas**
 - 4b) Comments on items on the non-public hearing agenda items**
5. **DISCLOSURE OF CONFLICT OF INTEREST:**
6. **DISCLOSURE OF EX PARTE COMMUNICATION:** Ex Parte Communication Binder is available at the Sign-In and Agenda station.
7. **OLD BUSINESS** (Agenda items that were not discussed or not completed in a previous meeting or items requiring action).

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

- a. **Annafeld Subdivision, 7th Filing. Preliminary City Major. Plat Review and Board Discussion.**
Presentation by Hunter Kelly, Planner

Attachments

Findings of Fact

Proposed Plat

Draft SIA

Traffic Study

- b. **City Park Department - Subdivision Evaluation Process for Parks - Presentation /Discussion**

9. **OTHER BUSINESS:**

- a. (Standing Item) Long Range Strategic Issues and an overview of future City and County issues and projects.

10. **ADJOURNMENT**

FUTURE AGENDA ITEMS

- a. **Planning Board Training -- Rolls and Responsibilities, Attendance Policy, Remote Participation, Subdivision Process**

Date: 03/11/2025
Title:
Presented by:
Department: Planning & Community Services
Presentation:

Information

RECOMMENDATION

MEETING MINUTES: February 25, 2025

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

ALTERNATIVES

City Council may:

- Approve; or,
- Not Approve

FISCAL EFFECTS

Attachments

Minutes of February 25, 2025

CITY/COUNTY PLANNING BOARD

TUESDAY, FEBRUARY 25, 2025 at 6:00pm

	Position	01/14/2025	01/28/2025	02/11/2025	02/25/2025	03/11/2025	03/26/2025	04/08/2025	04/22/2025	05/13/2025	05/28/2025	06/10/2025	06/24/2027	07/08/2025	07/22/2025	08/12/2025	08/26/2025	09/09/2025	09/23/2025	10/14/2025	10/28/2025	11/12/2025	11/26/2025	12/09/2025	12/23/2025
Jim Ronquillo	Billings Ward I	1	A	1	1																				
Roger Gravgaard President	Billings Ward II	1	1	1	1																				
Dennie Stephenson	Billings Ward III	1	1	1	1																				
John Staley Vice President	Billings Ward IV	V	1	1	1																				
David Nordel	Billings Ward V	A	V	V	A																				
Troy Boucher	YC District 1	A	A	A	A																				
Dennis Cook	YC District 2	A	1	1	1																				
Vacant	YC District 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vacant	YC District 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Woody Woods	YC District 5	1	1	1	1																				
Alexis Bonogofsky	YC District 6	1	1	V	1																				
Morgan Tuss	YC District 7	A	A	A	A																				
Vacant	Y County Cons. District	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Scott Reiter	Ex-Officio SD2	A	A	A	A																				

Please note: "A" stands for excused absence, "1" stands for present, "V" stands for Zoom participation, "C" stands for Canceled

Call the Meeting to Order: President Gravgaard called the meeting to order at 6:00 p.m.

Introduction of Planning Board Members and Planning Department Staff

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

Attending Staff: Wyeth Friday, Planning & Community Services Director; Anna Vickers, Planning Division Manager; Elyse Monat, Transportation Planner; Brenda Berns, Planning Clerk

1. Others in Attendance

2. Approval of Agenda

Motion

Motion made by Board member Stephenson, seconded by Board member Cook to approve the agenda as submitted. Motion carried with a unanimous vote.

3. Approval of Minutes: February 11, 2025

Motion

Motion by Board member Stephenson, seconded by Board member Ronquillo to approve the minutes of February 11, 2025 as submitted. Motion carried with a unanimous vote.

4. Public Comment: As required (3 minutes maximum per person). Any member of the public might be heard on any subject that is not on the agenda. The Planning Board will not take any action on these items at this time but could choose to add an item to the next meeting agenda for discussion. There were no comments from the public.

5. Disclosure of Outside (Ex-Parte) Communication – There was none.

6. Disclosure of Conflicts of Interest – There was none.

7. Old Business

- a. **Board Discussion. Motion. Pedestrian and Bicycle Master Plan Update** – Submitted by Elyse Monat, Transportation Planner.

Ms. Monat stated staff recommends the approval of the Billings Area Pedestrian and Bicycle Master Plan to the Policy Coordinating Committee, as a part of the Metropolitan Planning Organization's plan adoption process. The board was previously presented with the plan updates.

Questions

Board member Staley inquired about which entity is responsible for maintaining the trails and paths.

Ms. Monat explained that several groups are involved, but for areas along roadways, maintenance is generally handled by the City Public Works department, while the City Parks department is responsible for maintaining parks and paths.

Board member Staley also asked about the Bike Net group and its role. Ms. Monat clarified that Bike Net, now known as Billings Trail Net, is a nonprofit organization that raises funds for the trail system and contributes matching funds when grants are applied for. They also participate in trail clean-up projects but are not typically involved in the daily maintenance of bike trails and paths.

President Gravgaard asked about the availability of records regarding bicycle versus traffic accidents, particularly in the area of 32nd and Central, where there is a right-turn-only lane and wondered about the safety of “mixing zones” where a bike lane is temporarily stopped to allow motor vehicles to cross. Ms. Monat explained that the Manual on Uniform Traffic Control Devices standardizes signage on roadways. According to the standard for the right-turn-only lane, the bike lane cannot be positioned to the right of a right-turn-only vehicle lane which causes these areas where the bike lanes and vehicle travel lanes merge.

Board member Staley expressed concerns about the crosswalk lights, particularly on Shiloh Road to Zoo Drive. He pointed out that when activated by a pedestrian, the lights only flash on one side of the roundabout. Additionally, because of the roundabout's design, drivers are unable to see the opposite side or check for pedestrians or cyclists in the crosswalk. Mr. Staley inquired whether it would be possible to install flashing lights on both sides. Ms. Monat explained that the current design has the lights flashing on just one side for safety reasons, mainly to prevent confusing drivers.

Board member Staley expressed his understanding that the Parks department is underfunded, and as a result, the current parks, trails, and paths are not being adequately maintained. Wyeth Friday clarified that projects are prioritized based on a structured process; for ongoing projects, maintenance responsibilities are clearly defined, including who is responsible and how they are compensated. Regarding existing parks, discussions are ongoing. The Parks department had proposed allocating more annual funds toward maintenance, rather than pursuing new CIP projects. However, the city council did not act on this proposal and instead began discussing the possibility of selling city park land. The Parks department is continuing with its current maintenance process and will proceed accordingly until the next fiscal cycle. Mr. Staley expressed concern that the Parks department is not receiving sufficient support and is hesitant to approve more new trails. Ms. Monat clarified that the planning document does not commit any funds to additional construction; it simply outlines what the ‘ideal’ network would look like. Mr. Friday noted that the maintenance plan provided by the Parks department has not yet been acted on and reflects areas of concern that the board also shares.

Board member Woods understands that the roundabouts were built higher and so that headlights from oncoming cars would not interfere with the vision of oncoming traffic. He asked if a lighted arrow could be added to the top of the roundabout, showing the direction of pedestrians crossing the road. Ms. Monat did not believe it was a part of the standardized MUTCD document but would investigate it.

President Gravgaard asked if there were any additional questions from the board. There were none.

Motion

Motion made by Board member Staley, seconded by Board member Woods, to approve the Pedestrian and Bicycle Master Plan Update as read. The motion carried with a unanimous vote.

Board Discussion

Ms. Monat clarified the work session for City Council is March 3rd. President Gravgaard suggested a draft of safety concerns to be presented at City Council. Mr. Friday said that it would be acceptable and suggested inclusion of Mike Pigg, Parks Director.

Board member Woods mentioned bringing both issues before the Policy Coordinating Commission. Ms. Monat indicated that PCC follows the City Council meeting and both items do not need to be presented at the same meeting. The Pedestrian and Bicycle Master Plan and maintenance issue are not necessarily related. Mr. Friday added the overall maintenance issue is a separate item, currently being discussed and could be shared for inclusion in the Parks maintenance budget as well.

Ms. Vickers mentioned that we consistently include portions of the board's discussions in the staff report, which is then submitted to the City Council.

8. New Business – No new business

9. Other Business

Mr. Friday informed the board that, beginning in March, all future board meetings will be held in the Council Chambers on the 5th floor. If no plats are submitted for consideration at the scheduled March meetings, Planning staff will instead present informational items to the board for training and educational purposes.

- West Groundwater Study – returning spring/summer 2025
- City Park Department – review process of subdivision park proposals; cash-in-lieu

Mr. Friday stated that security will be stationed in the 1st-floor lobby to provide additional assistance to both Board and Commission members, as well as the public.

Legislature - Mr. Friday informed the board that staff is monitoring several Senate bills that could impact subdivision regulations. One bill in particular relates to county manufactured homes and may require amendments to the county's "Buildings for Lease or Rent" sections. Board member Bonogofsky asked for clarification regarding this process. Mr. Friday highlighted the manufactured home standards in terms of access, internal roads, separation between the units, parking spaces required, and guest parking spaces.

Ms. Vickers added we would like to see the same type of controls we would see in a subdivision. Typically, the struggle is outside of zoning you would not see the zoning guidelines, and this is why we've kept it within the platting act. This bill would remove it from the platting act and put it within a different review criteria; Buildings For Lease or Rent regulations to keep some of those health and safety aspects such as separation between the units and a nice access to the units. We want to ensure there is separation from arterial roads if outside of zoning, not overcontrolling but looking at a quicker process. We would need to update the Buildings for Lease or Rent regulations.

Board member Bonogofsky asked the intent of the bill. Ms. Vickers stated it is to accelerate the process. In other areas in the state, it can take as long as 18 months and we want to provide affordable housing in a more timely manner.

Mr. Friday mentioned that staff is reviewing legislation related to the regulation of exempt wells. Under the proposed law, developers would no longer be able to utilize exempt wells in the same way they do now, due to water shortages in certain parts of the state. The Billings West End has been identified as a monitoring area to assess the impact on both existing and future wells. This monitoring effort will help determine if regulatory changes are needed. This issue ties directly to the recent presentation from the Montana Bureau of Mines and Geology (MBMG) and is considered significant for long-term planning and development. Staff will continue to monitor the progress of this bill.

Ms. Vickers noted there are Parking issues coming forward, addressing reduction of parking and a couple concerning items; such as, commercial building with 5000 sq ft, the city could only require one parking space per 5k sq ft, assisted living community, or daycare facility. Parking reform is one thing to look at, we believe there are strides to be made there. When we're listing some of these at-risk groups such as assisted living or families at daycares, we want to be cognizant of this. Additionally, treating Miles City's needs like Billings' needs is concerning and something we'd rather see left to the local jurisdiction.

Board member Staley asked if multifamily was included. Ms. Vickers said multifamily was looked at in a different way and is part of a different, existing bill. The three we just discussed are the more complex issues being addressed.

Board member Woods asked where these issues come from. Ms. Vickers stated that the Governor's Housing Task Force has identified parking as a number one way to reduce the cost of housing. However, when the number of parking spaces is reduced to the numbers we're seeing, that is very concerning.

Board member Stephenson noted that if parking requirements are reduced, there must be an increase in public transportation options. Ms. Vickers agreed, adding that smaller communities often lack the public transportation necessary to meet that need. Mr. Friday commented that the current code does include some parking offsets, such as allowing the use of nearby parking lots with available spaces. He also noted that the Governor's Housing Task Force continues to see pushback on how to effectively increase housing development

Board member Woods expressed concerns about older and younger families being impacted by reduction of available parking spaces at facilities that are currently struggling to provide adequate parking for their residents, customers, and guests.

President Gravgaard advised Planning staff that the board is willing to assist with legislative efforts, including providing written testimony if needed. Ms. Vickers added that board comments on the Senate bills staff is tracking are welcomed and appreciated.

10. Future Agenda Items

Mr. Friday advised the board that regarding the Planning & Zoning Commission for the interim, there are no meetings yet. Updates will be provided as they become available.

ADJOURNMENT: 6:45PM

Brenda J Berns, Planning Clerk

--Draft to be approved by motion at the next scheduled meeting.

Planning Board

Date: 03/11/2025
Title: Annafeld Subdivision, 7th Filing - City Major Subdivision Preliminary Plat
Presented by: David Green
Department: Planning & Community Services
Presentation: Yes

Information

RECOMMENDATION

Staff proposes the Planning Board recommend to City Council that the preliminary plat of Annafeld Subdivision, 7th Filing be conditionally approved and the Findings of Fact adopted as presented in the staff report.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

On February 3, 2025, Sanbell, on behalf of McCall Development, LLC, applied for Preliminary Major Plat approval for Annafeld Subdivision, 7th Filing. The proposed subdivision creates 92 lots for development. The subject property is generally located south of Elysian Road and east of East Lane. The property is zoned PD - Planned Development. The land was formerly Phase 2 of Annafeld, 5th Filing, but the applicant is relocating lot lines and taking the lots that were larger and making them into smaller lots to meet the market demand they are experiencing. The road locations will not be changing and the parkland dedication will not be changing. The land is currently vacant.

VARIANCES REQUESTED

No variances from the City Subdivision Regulations have been requested.

PROPOSED CONDITIONS OF APPROVAL

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

1. To minimize the effects on local service prior to final plat approval, the applicant will coordinate with the USPS to determine what type of delivery system is preferred and to locate and provide the correct amount of space for safely delivering the mail to the residents.
2. Minor changes may be made in the SIA and final documents, as requested by the Planning, Legal or Public Works Departments to clarify the documents and bring them into the standard acceptable format.
3. The final plat shall comply with all requirements of the City of Billings Subdivision Regulations, rules, regulations, policies, and resolutions of the City of Billings, and the laws and Administrative Rules of the State of Montana.

PROCEDURAL HISTORY

- Pre-Application Meeting: December 5, 2025
- Preliminary Plat application submitted to Planning Division: February 3, 2025
- Departmental Review Meeting: February 13, 2025
- Preliminary Plat Resubmittal: February 20, 2025
- Planning Board Plat Review: March 11, 2025
- Planning Board Public Hearing: March 25, 2025
- Preliminary Plat to City Council: April 28, 2025
- 60 Working-Day Preliminary Plat Review period ends: April 29, 2025

PLAT INFORMATION

General location: South of Elysian Road and east of East Lane

Legal Description: Being Lots 17-45 of Block 18, Lots 13-16 of Block 19, Lot 1 of Block 28, Lot 1 of Block 29, Lots 1-5 of Block 30, and Lots 1-11 of Block 31 Annafeld Subdivision, 5th Filing.

Owner/Subdivider: McCall Development, LLC

Engineer and Surveyor: Sanbell Engineering

Existing Zoning: Planned Development

Existing land use: Vacant

Proposed land use: Residential
Gross and Net area: 8.639 acres / 8.639 acres
Proposed number of lots: 92
Lot size: Max: 87,968 square feet
Min: 1,200 square feet

Parkland requirements: 0.486 Acres are required and provided. The provided parkland is private. Public and private park dedication is being met with prior filings of Annafeld Subdivision, First, Second, Third, Fourth, and Fifth Filings.

TRAFFIC IMPACT STUDY - SUMMARY

The 7th Filing is projected to have 53 town homes and 24 small single-family homes. This would replace the 72 town homes and 50 condos originally planned for Phase 2 of the Fifth Filing. The 7th Filing is projected to reduce the previously calculated Fifth Filing Phase 2 trip total by 247 average weekday trips. The studied intersections are anticipated to operate similarly to existing conditions at the time this filing is fully built out. Below are the intersections that were included in this study and the percentage of contribution required to those intersections. These percentages were paid with the Annafeld, 5th Filing, Phase 2. No additional contributions will be required.

Muldowney Lane & S Frontage Road/Midland Road	1.38%
Muldowney Lane & Elysian Road	1.83%
Elysian Road & East Lane	0.58%
Elysian Road & S. Frontage Road	0.53%
East Lane & S. Frontage Road	0.09%

STAKEHOLDERS

There are no stakeholder responses at this time. Stakeholder input will be received at a public hearing scheduled for this subdivision on March 25, 2025.

ALTERNATIVES

In accordance with state law, the City Council has 60 working days to act upon this major preliminary plat. The 60 working day review period for the proposed plat ends on April 29, 2025. State and City subdivision regulations also require that preliminary plats be reviewed using specific criteria, as stated within this report. The City may not unreasonably restrict an owner's ability to develop land if the subdivider provides evidence that any identified adverse effects can be mitigated. Within the 60 working day review period, the City Council is required to:

1. Approve;
2. Conditionally Approve; or
3. Deny the Preliminary Plat

FISCAL EFFECTS

This plat will have no fiscal impacts on the City/County Planning Division.

SUMMARY

One of the purposes of the City's subdivision review process is to identify potential negative effects of property being subdivided. Negative effects that are identified become the subdivider's responsibility to mitigate. Various City departments, private service/utility providers and the affected school districts, have reviewed this application and provided input on effects and mitigation. The Findings of Fact, which are presented as an attachment, discuss potential negative impacts of the subdivision and conditions of approval are recommended as measures to further mitigate any impacts. In this case, there were found to be minimal impacts from this proposed subdivision.

Attachments

Findings of Fact
Proposed Plat
Draft SIA
Traffic Study

FINDINGS OF FACT

The Planning staff has prepared the Findings of Fact for the preliminary plat of Annafeld Subdivision, 7th Filing. These findings are based on the preliminary plat application and supplemental documents and address the review criteria required by the Montana Subdivision and Platting Act (76-3-608, MCA) and the Billings Subdivision Regulations (Section 23-303(H), BMCC).

A. What are the effects on agriculture, local services, the natural environment, wildlife, wildlife habitat, and public health, safety and welfare? [MCA 76-3-608 (3) (a) and BMCC 23-302.H.2.]

1. Effect on agriculture and agricultural water user facilities

The subject property is vacant but was part of the Annafeld 5th Filing, Phase 2. Perimeter ditches and drains shall remain in place and not be altered by the subdivider or subsequent owners. The subdivision should not affect agricultural water users' facilities.

2. Effect on local services

- a. **Utilities** – Water service will be provided by the City of Billings. New individual services will be provided to all the lots, and new fire hydrants will be installed as required by the City Fire Department. The Annafeld Subdivision water system consists of a series of looped water mains located in each of the local streets. The subdivision water system will consist of new 8-inch water main in all streets within Annafeld Subdivision, Seventh Filing. Future filings of the Annafeld Planned Development will provide the opportunity to make additional connections to the trunk main in Elysian Road providing water main looping.

The subdivider will install all new water lines in the local streets and individual services for each lot in accordance with design standards, specifications, rules, and regulations of the City of Billings Engineering/Public Works Department and MDEQ. This is outlined in the SIA under the heading VI Utilities, A, Water.

Sanitary sewer service to Annafeld Sub., Seventh Filing will be provided by connecting to the existing 8-inch gravity sewer main located in Rosemary Road at Annafeld Parkway East and Annafeld Parkway West. There is an existing 10-inch sewer main located in Centennial Farm Road, from St. George Boulevard to Annafeld Parkway E., and extends north in Annafeld Parkway E. to Farmstead Avenue. All new services shall be installed in accordance with design standards, specifications, rules and regulations of the City of Billings Public Works Department and MDEQ. This is outlined in the SIA under the heading VI Utilities, B, Sanitary Sewer.

Private Utilities will be provided from existing facilities to the subdivision. The private utility facilities will be installed within the Carriage Lane right-of-way and by easements included on the plat, as requested by the utility companies, to provide routes to the Carriage Lanes.

Stormwater – The storm drainage system for Annafeld Subdivision, Seventh Filing will consist of a curb and gutter surface collection and curb inlets that drain into storm drainage piping, as well as surface conveyance. The storm drain piping will discharge into existing storm drain piping and to an existing mechanical stormwater filtration manhole, then into Hogan’s Slough. All drainage improvements shall satisfy the criteria set forth by the *City of Billings Stormwater Management Manual* and will be subject to review and approval by the City Engineering Department.

- b. **Solid Waste** – The City of Billings will provide solid waste collection and disposal. The City’s landfill has adequate capacity for this waste.
- c. **Streets** – All internal streets (excluding Annafeld Parkway East and Annafeld Parkway West) within the subdivision shall be built to grade with a satisfactory subbase, base course, curb and gutter, and asphalt surface. All public roads will be built to provide a 34-foot back-to-back curb street width.

Annafeld Parkway East and Annafeld Parkway West will be designed for one-way traffic with 45-degree turn-in parking on one side of the drive aisle and parallel parking on the other side. Total width of Annafeld Parkway East and West will be 45.25-feet back of curb to back of curb. Each street will consist of 8.5-foot width for parallel parking space, 20-foot-wide drive aisle and 16.75-foot width for the 45-degree turn-in parking.

All internal streets and carriage lanes will be built according to the standards of the City of Billings Public Works Department. Street improvements are included in the Waiver of Right to Protest Future Special Improvement Districts.

The sidewalks will be installed by the respective lot owners on a lot-by-lot basis, as lots develop. Sidewalks along the street frontage shall be minimum 5-foot-wide and separated with a boulevard width not less than five feet. The developer will also install all ADA required ramps at the intersections within the proposed subdivision. The developer shall construct the 5-foot-wide boulevard sidewalk adjacent to private park on Lot 1, Block 28; Lot 1 (north, east, and west sides) and Lots 25 and 34, Block 18 at the time of private park development. This information is all in the SIA under the heading Transportation.

Findings of the Traffic Impact Study:

A traffic accessibility study update has been completed for the Annafeld Subdivision, Seventh Filing. All required intersection improvement contributions identified therein shall be completed by the Subdivider at the Subdivider’s expense. However, Annafeld Subdivision 7th Filing was previously Annafeld Subdivision, 5th Filing, Phase 2 and intersection contributions were previously made for the 5th Filings Phase 2. Based on the TIS update, the intersection contribution previously made for Annafeld Subdivision, 5th Filing Phase 2 are adequate for the impacts from Annafeld Subdivision, 7th Filing. No additional intersection contributions are required. Traffic for Annafeld 7th Filing is actually less than the traffic anticipated with Annafeld 5th Filing Phase 2.

Street lighting is required for this subdivision. It is anticipated that street lighting will be installed for Seventh Filing by private contract or SID. A Street Light Maintenance District will be created for operation and maintenance of the lighting at a future date and is included in the waiver of right to protest.

- d. **Emergency Services** – The Billings Police and Fire Departments will respond to emergencies within the proposed subdivision. The nearest fire station, Fire Station #5, is located at 605 S 24th Street West. The subdivision is located within the ambulance service area of American Medical Response (AMR).
- e. **Schools** – Elysian School (School District #23) provides service to students within this subdivision for elementary through middle school. Elysian school has additional capacity for students. School District #2 provides service to students within this subdivision for high school (West High School). School District #2 responded stating West High School is over capacity at this time.
- f. **Parks and Recreation** – This subdivision is part of a master planned development. The parkland dedication has been met through the dedication of a public park near the river and private parks throughout Annafeld Subdivision. Parkland has been provided with Annafeld Subdivision Filings 1 through 6. Annafeld 7th Filing is part of Annafeld 5th filing. The 5th filing provided parkland. That park land will meet the required amount for the 7th Filing.
- g. **Mail Delivery** - The developer shall coordinate with the United States Postal Service to determine the preferred type and location of mail delivery system for this subdivision. **(Condition #1)**
- h. **Phasing of Development** – This subdivision will not be developed in phases.

3. Effect on the natural environment

The subject property is currently vacant with the proposed use of residential development. The property is not located within a floodplain. During development, storm water pollution prevention best management practices are required to be used and monitored to prevent erosion on exposed ground. Overall, the effect on the natural environment should be minimal.

4. Effect on wildlife and wildlife habitat

There are no known endangered or threatened species on the property. There is a paragraph in the SIA that warns future lot owners of the presence of deer in the area, which may cause damage to their landscaping. This subdivision should have a minimal effect on wildlife and wildlife habitat.

5. Effect on public health, safety and welfare

There will be no significant impacts to public health, safety and welfare because of this subdivision.

B. Was an Environmental Assessment required? [(MCA 76-3-616 and BMCC 23-302.H.1.)

The proposed subdivision is exempt from the requirement for an Environmental Assessment pursuant to Section 76-3-616, MCA.

C. Does the subdivision conform to the City of Billings 2016 Growth Policy, the 2014 Transportation Plan, and the Billings Area Bikeway and Trail Master Plan? [BMCC 23-302.H.4.]

1. City of Billings 2016 Growth Policy

The proposed subdivision is consistent with the following goals of the Growth Policy:

Strong Neighborhoods (livable, safe, sociable and resilient neighborhoods): Neighborhoods that are safe and attractive and provide essential services are much desired.

Home Base (healthy, safe and diverse housing options): Planning and construction of interconnected sidewalks and trails are important to the economy and livability of Billings.

Essential Investments (relating public and private expenditures to public values): Planning and construction of safe and affordable interconnected sidewalks and trails are important to the economy and livability of Billings.

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

3. 2023 Billings Urban Area Long Range Transportation Plan

The proposed subdivision adheres to the goals and objectives of the 2023 Transportation Plan and preserves the street network and street hierarchy specified in the plan.

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

The proposed subdivision is within the Billings Area Bikeways and Trail Master Plan. There are no trails identified within the subdivision. There is currently a 10 wide bike and pedestrian trail along the south side of Elysian Road that goes from Elysian School to Muldowney Lane. No additional improvements of this nature are anticipated.

D. Does the subdivision conform to the Montana Subdivision and Platting Act and to local subdivision regulations? [MCA 76-3-608 (3) (b) and BMCC 23-302.H.3.a.]

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

E. Does the proposed subdivision conform to all requirements of the zoning in effect? [BMCC 23-302.H.3.e.]

The subject property is located within Annafeld Planned Development zoning. The lot frontages conform to the requirements of this zone. Other building setbacks and structure specific requirements will be reviewed for compliance at the time of building permit review.

F. Does the proposed plat provide easements for the location and installation of any utilities? [MCA 76-3-608 (3) (c) and BMCC 23-302.H.3.b.]

The subdivider will provide utility easements as requested by private utility companies on the face of the plat.

G. Does the proposed plat provide legal and physical access to each parcel within the subdivision and notation of that access on the plat? [MCA 76-3-608 (3) (d) and BMCC 23-302.H.3.c.]

Legal and physical access to the subdivision will be provided by Farmstead Avenue, Centennial Farm Road, and Rosemary Road. Carriage Lane access is also provided to residential lots within the subdivision.

CONCLUSIONS OF FINDINGS OF FACT

- The preliminary plat of Annafeld Subdivision, 7th Filing does not create any adverse impacts that warrant denial of the subdivision.
- The proposed subdivision conforms to several of the goals and policies of the 2016 Growth Policy and does not conflict with the Transportation or Bikeway/Trail Plans.
- The proposed subdivision complies with state and local subdivision regulations, local zoning, and sanitary requirements and provides legal and physical access to each lot.
- Any potential negative or adverse impacts will be mitigated with the proposed conditions of approval.

RECOMMENDATION

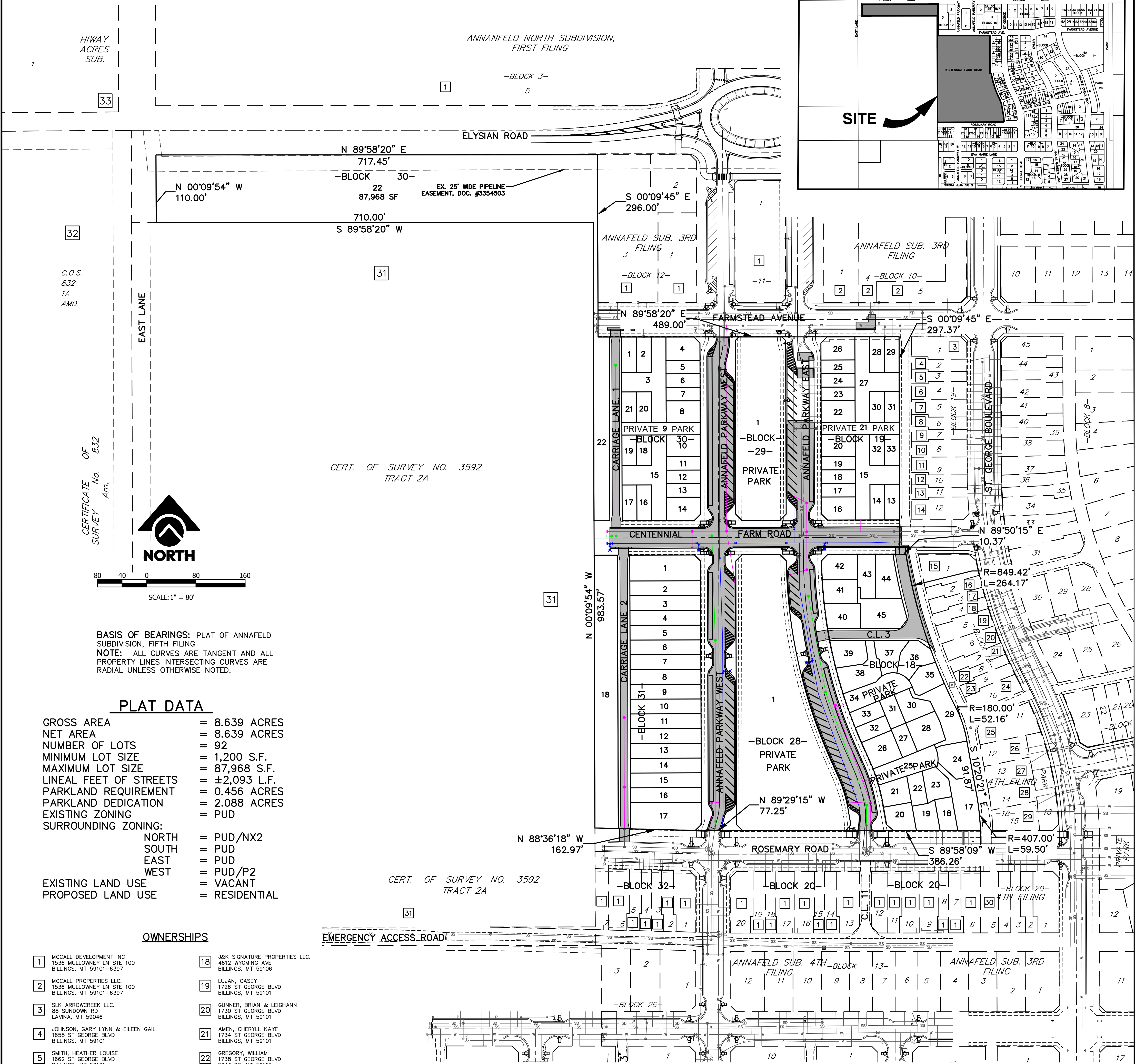
Staff proposes the Planning Board recommend to City Council that the preliminary plat of Annafeld Subdivision, 7th Filing be conditionally approved and the Findings of Fact adopted as presented in the staff report.

PRELIMINARY PLAT OF ANNAFELD SUBDIVISION, 7TH FILING

BEING LOTS 17-45, BLOCK 18, LOTS 13-16, BLOCK 19, LOT 1, BLOCK 28, LOT 1, BLOCK 29; LOTS 1-5, BLOCK 30 AND LOTS 1-11, BLOCK 31 ANNAFELD SUBDIVISION, 5TH FILING SITUATED IN THE NW 1/4 OF SECTION 19, T.1S., R. 26E., P.M.M. IN THE CITY OF BILLINGS, YELLOWSTONE COUNTY, MONTANA

PREPARED FOR : McCALL DEVELOPMENT, INC.
PREPARED BY : **sanbell**

FEBRUARY, 2025
BILLINGS, MONTANA



BASIS OF BEARINGS: PLAT OF ANNAFELD SUBDIVISION, FIFTH FILING
NOTE: ALL CURVES ARE TANGENT AND ALL PROPERTY LINES INTERSECTING CURVES ARE RADIAL UNLESS OTHERWISE NOTED.

PLAT DATA

GROSS AREA	= 8.639 ACRES
NET AREA	= 8.639 ACRES
NUMBER OF LOTS	= 92
MINIMUM LOT SIZE	= 1,200 S.F.
MAXIMUM LOT SIZE	= 87,968 S.F.
LINEAL FEET OF STREETS	= ±2,093 L.F.
PARKLAND REQUIREMENT	= 0.456 ACRES
PARKLAND DEDICATION	= 2.088 ACRES
EXISTING ZONING	= PUD
SURROUNDING ZONING:	
NORTH	= PUD/NX2
SOUTH	= PUD
EAST	= PUD
WEST	= PUD/P2
EXISTING LAND USE	= VACANT
PROPOSED LAND USE	= RESIDENTIAL

OWNERSHIPS

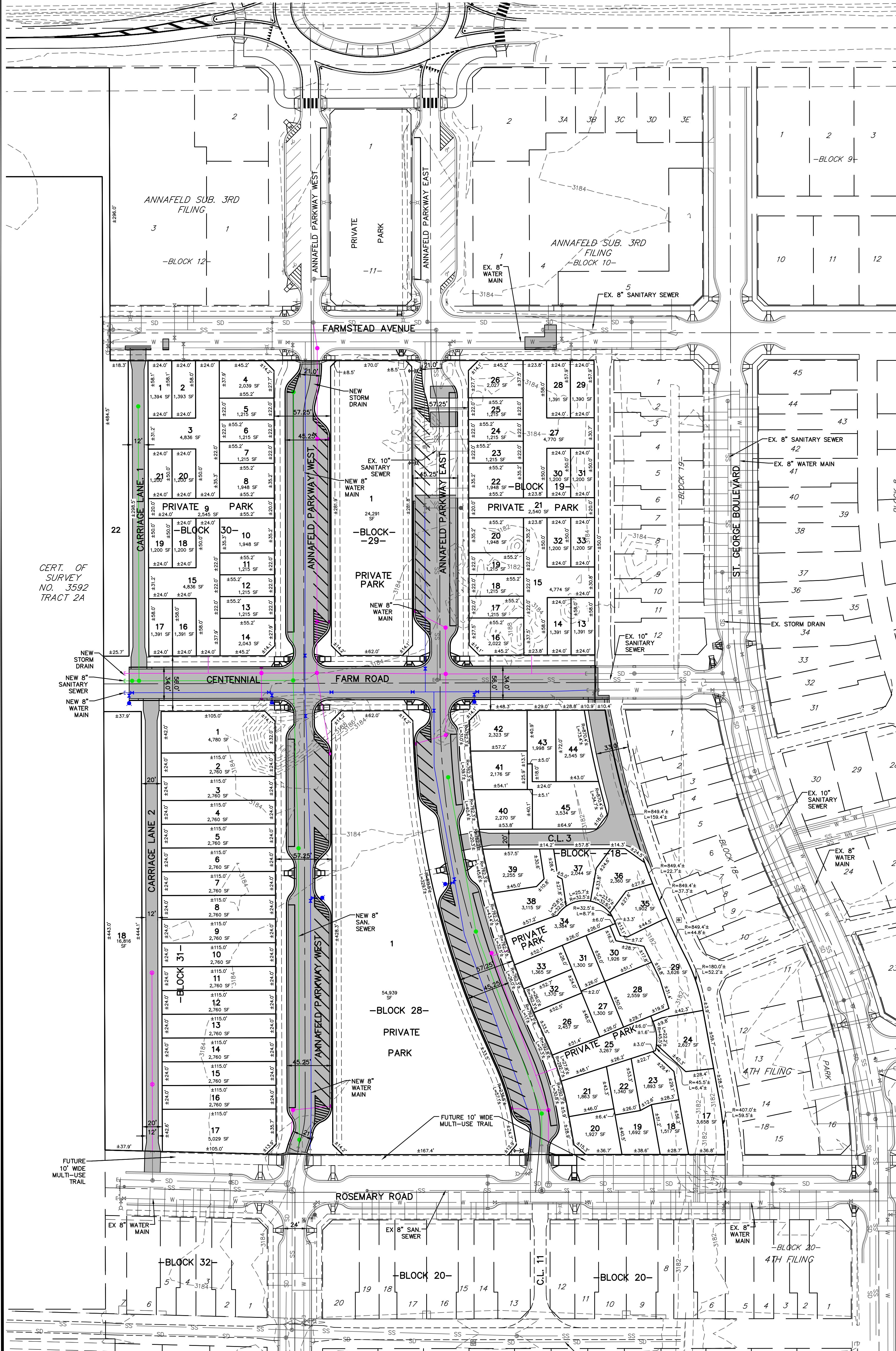
1 MCCALL DEVELOPMENT INC 1536 MULLOWNEY LN STE 100 BILLINGS, MT 59101-6397	18 J&K SIGNATURE PROPERTIES LLC 4612 WYOMING AVE BILLINGS, MT 59106
2 MCCALL PROPERTIES LLC 1536 MULLOWNEY LN STE 100 BILLINGS, MT 59101-6397	19 LUJAN, CASEY 1726 ST GEORGE BLVD BILLINGS, MT 59101
3 SLK ARROWCREEK LLC 88 SUNDOWN RD LAVINA, MT 59046	20 GUNNER, BRIAN & LEIGHANN 1730 ST GEORGE BLVD BILLINGS, MT 59101
4 JOHNSON, GARY LYNN & EILEEN GAIL 1658 ST GEORGE BLVD BILLINGS, MT 59101	21 AMEN, CHERYL KAYE 1734 ST GEORGE BLVD BILLINGS, MT 59101
5 SMITH, HEATHER LOUISE 1662 ST GEORGE BLVD BILLINGS, MT 59101	22 GREGORY, WILLIAM 1738 ST GEORGE BLVD BILLINGS, MT 59101
6 BENSON, SEAN C 1666 ST GEORGE BLVD BILLINGS, MT 59101	23 BEEDE, BROCK W & KYLIE 1742 ST GEORGE BLVD BILLINGS, MT 59101
7 CUDAHY, SEAN A & BRUCE 1670 ST GEORGE BLVD BILLINGS, MT 59101	24 1746 ST GEORGE BLVD LLC 1336 RIVIERA PL BILLINGS, MT 59106
8 GANETE, AMANDA 1674 ST GEORGE BLVD BILLINGS, MT 59101	25 REDFORD, TAWNY E & MAREEAR 1750 ST GEORGE BLVD BILLINGS, MT 59101
9 MATHEWS, BROOKE 1678 ST GEORGE BLVD BILLINGS, MT 59101	26 SSW TRUST 1754 ST GEORGE BLVD BILLINGS, MT 59101
10 BLAIR, SCOTT B & ALEXANDRA C 5415 GREEN TEAL DR BILLINGS, MT 59106	27 CALDERWOOD, DAWN SURVIVING TRUSTEE 4313 DUOK CREEK RD BILLINGS, MT 59101
11 MCCRARY, MOLLY (AKA) MOLLY E MCCRARY 1686 ST GEORGE BLVD BILLINGS, MT 59101	28 KUCK, DAVID A 1762 ST GEORGE BLVD BILLINGS, MT 59101
12 MULLER, BECCA C & SIGFRID A 1690 ST GEORGE BLVD BILLINGS, MT 59101	29 LANDIS, KATIE 1766 ST GEORGE BLVD BILLINGS, MT 59101
13 BURNS REVOCABLE LIVING TRUST 1615 FRONT ST BILLINGS, MT 59101	30 NIENHUIS, DAVID 6156 ROSEMARY RD BILLINGS, MT 59101
14 WILHELM, KARL 1698 ST GEORGE BLVD BILLINGS, MT 59101	31 GARY J ARMSTRONG LIVING TRUST 1701 EAST LANE BILLINGS, MT 59101-6364
15 STRICKER, MATT & KATY 1710 ST GEORGE BLVD BILLINGS, MT 59101	32 SCHOOL DISTRICT #23 8416 ELYSIAN RD BILLINGS, MT 59101-6314
16 HOYEM, RYLEE D 1714 ST GEORGE BLVD BILLINGS, MT 59101	33 KELLER, ARLISS W 1540 EAST LANE BILLINGS, MT 59101-6329
17 DRAKE, MELISSA 1718 ST GEORGE BLVD BILLINGS, MT 59101	

PRELIMINARY PLAT OF ANNAFELD SUBDIVISION, 7TH FILING

BEING LOTS 17-45, BLOCK 18, LOTS 13-16, BLOCK 19, LOT 1, BLOCK 28, LOT 1, BLOCK 29; LOTS 1-5, BLOCK 30 AND LOTS 1-11, BLOCK 31 ANNAFELD SUBDIVISION, 5TH FILING SITUATED IN THE NW 1/4 OF SECTION 19, T.1S., R. 26E., P.M.M. IN THE CITY OF BILLINGS, YELLOWSTONE COUNTY, MONTANA

PREPARED FOR : McCALL DEVELOPMENT, INC.
PREPARED BY : **sanbell**

FEBRUARY, 2025
BILLINGS, MONTANA



50 25 0 25 50 100
SCALE: 1" = 50'

BASIS OF BEARINGS: PLAT OF ANNAFELD SUBDIVISION, FIFTH FILING
NOTE: ALL CURVES ARE TANGENT AND ALL PROPERTY LINES INTERSECTING CURVES ARE RADIAL UNLESS OTHERWISE NOTED.

	EXISTING
SS	SANITARY SEWER
SD	STORM DRAIN
W	WATER MAIN
SS	PROPOSED 8" SANITARY SEWER
SD	PROPOSED STORM DRAIN
W	PROPOSED 8" WATER MAIN

CERT. OF SURVEY NO. 3592 TRACT 2A

Return to:
Sanbell
1300 North Transtech Way
Billings, MT 59102

**SUBDIVISION IMPROVEMENTS AGREEMENT
& WAIVER OF RIGHT TO PROTEST FUTURE SPECIAL IMPROVEMENT
DISTRICTS
ANNAFELD SUBDIVISION, SEVENTH FILING
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Return to:
Sanbell
1300 North Transtech Way
Billings, MT 59102

**SUBDIVISION IMPROVEMENTS AGREEMENT
& WAIVER OF RIGHT TO PROTEST FUTURE SPECIAL IMPROVEMENT
DISTRICTS
ANNAFELD SUBDIVISION, SEVENTH FILING**

THIS AGREEMENT is made and entered into this _____ day of _____, 20____, by and between **MCCALL DEVELOPMENT, INC.**, whose address for the purpose of this agreement is 1536 Mallowney Lane, Suite 100; Billings, Montana 59101, hereinafter referred to as “Subdivider,” and the **CITY OF BILLINGS**, Billings, Montana, hereinafter referred to as “City.”

WITNESSETH:

WHEREAS, the plat of Annafeld Subdivision, Seventh Filing located in Yellowstone County, Montana was submitted to the Yellowstone County Board of Planning; and

WHEREAS, at a regular meeting conducted on the ____ day of _____ 20____, the Board of Planning recommended conditional approval of a preliminary plat of Annafeld Subdivision, Seventh Filing; and

WHEREAS, at a regular meeting conducted on the _____ day of _____ 20____, the City Council conditionally approved a preliminary plat of Annafeld Subdivision, Seventh Filing; and

WHEREAS, a Subdivision Improvements Agreement is required by the City prior to the approval of the final plat.

WHEREAS, the provisions of this agreement shall be effective and applicable to Annafeld Subdivision, Seventh Filing upon the filing of the final plat thereof in the office of the Clerk and Recorder of Yellowstone County, Montana. The subdivision shall comply with all requirements of the City of

Billings Subdivision Regulations, the rules, regulations, policies, and resolutions of the City of Billings, and the laws and administrative rules of the State of Montana.

THEREFORE, THE PARTIES TO THIS AGREEMENT, for and in consideration of the mutual promises herein contained and for other good and valuable consideration, do hereby agree as follows:

I. VARIANCES

None requested

II. PROPERTY CONDITIONS AND INFORMATION FOR LOT PURCHASERS

- A.** Lot owners will be required to construct that segment of the required sidewalk that fronts their property at the time of lot development. If sidewalk is not constructed within five years, the City has the right to construct the sidewalk and assess the property owners.
- B.** There is attached hereto a Waiver waiving the right to protest the creation of the special improvement district or districts which by this reference is expressly incorporated herein and made as much a part hereof as though fully and completely set forth herein at this point. The Waiver will be filed with the plat, shall run with the land, and shall constitute the guarantee by the Subdivider and property owner, or owners of the developments described herein. Said Waiver is effective upon filing and is not conditioned on the completion of the conditions set forth in this agreement. The Subdivider and owner specifically agree that they are waiving valuable rights and do so voluntarily.
- C.** Lot owners should be aware that this subdivision is built with a “traditional neighborhood” design. The single-family dwellings will have the garage set in the rear of the lots. The access will be provided to the garages by means of a paved Carriage Lane.
- D.** Lot owners should be aware that this subdivision is zoned “Planned Development” (PD). Special zoning regulations regarding lot development will be enforced in accordance with the Amended Planned Development Agreement recorded at the Yellowstone County Clerk and Records Office under Document No. 3826023.

- E. Lot owners should be aware that this subdivision is adjacent to wildlife habitat. Consequently, owners are advised that wildlife indigenous to the area is found on the property and may impact the developed property and interface with domestic animals, residents, and visitors. Owners may also experience problems with damage to landscaped shrubs, flowers, and gardens. Any impacts associated with wildlife and any damage arising there from is the responsibility of the lot owners.
- F. No water rights have been transferred to the individual lot owners but may be held by the Subdivider and/or the homeowners association. Irrigation ditches that exist on the perimeter of this development are for the benefit of other properties. Perimeter ditches and drains shall remain in place and shall not be altered by the Subdivider or subsequent owners without the permission of the controlling ditch company.
- G. Lot owners should be aware they may be required to participate in a park maintenance district administered by the homeowners' association for Annafeld Subdivision, Seventh Filing.
- H. Individual lot owners should be aware that Best Management Practices for stormwater control shall be required for any construction on lots. Best Management Practices are defined within Chapter 28-201, BMCC and detailed in the City of Billings *Stormwater Management Manual*.
- I. Lot owners should be aware that Hogan's Slough adjacent to the subdivision is a major stormwater outfall for Billings west end. There is a possibility that the slough could overtop during a major storm event. Based upon the existing topography near Hogan's Slough and the Elysian Road Bridge, it is anticipated that the channel would overtop northeast of Elysian Road and flow east prior to overtopping Elysian Road. There is the possibility however that Elysian Road could be overtopped during a major storm event. If that occurs, flows not carried within the Hogan's Slough channel would be carried within the subdivision streets. The elevation of residential dwellings and commercial structures must be established in recognition of the City's policy that storm runoff flows are allowed to a depth of 18-inches in the gutter flowline of adjacent streets during the major storm. Higher house finished floor elevations may be required on a lot-by-lot basis.

- J. The Subdivider and subsequent contractors/builders acknowledge that there is a Stormwater Pollution Prevention Plan (SWPPP) filed with the City and the State Department of Environmental Quality (DEQ). This SWPPP shall be adhered to during all phases of construction and shall be updated as required by DEQ under the General Permit for Stormwater Discharges Associated with Construction Activity, Chapter 28, BMCC and the City of Billings *Stormwater Management Manual*.

III. TRANSPORTATION

A. Streets

1. All internal access roads and site improvements within the subdivision will be in accordance with the City of Billings Site Development Ordinance, City Zoning Ordinance, the *Stormwater Management Manual*, and other applicable City codes, rules, and regulations.
2. All internal streets (excluding Annafeld Parkway East and Annafeld Parkway West) within the subdivision shall be built to grade with a satisfactory subbase, base course, curb and gutter, and asphalt surface. All public roads will be built to provide a 34-foot back-to-back curb street width. The design cross-sections of said streets shall be submitted to, and approved by, the City of Billings Public Works Department. The street improvements will be completed by private contract or SID.
3. Annafeld Parkway East and Annafeld Parkway West will be designed for one-way traffic with 45-degree turn-in parking on one side of the drive aisle and parallel parking on the other side. Total width of Annafeld Parkway East and West will be 45.25-feet back of curb to back of curb. Each street will consist of 8.5-foot width for parallel parking space, 20-foot-wide drive aisle and 16.75-foot width for the 45-degree turn-in parking. The street shall be built to grade with a satisfactory subbase, base course, curb and gutter, and asphalt surface. The design cross-section of said street shall be submitted to, and approved by, the City of Billings

Public Works Department. The street improvements will be completed by private contract or SID.

4. At the time of this Filing, Phase IV of Harmony Meadows Subdivision, Second Filing has not been constructed. Therefore, a physical connection between Annafeld Subdivision and Harmony Meadows Subdivision cannot be made. Furthermore, even if the Story Road connection were constructed, the traffic generated from Annafeld Subdivision, Seventh Filing would be unlikely to utilize Story Road based on proximity to East Lane and Elysian Road and the land uses that are currently in Harmony Meadows Subdivision. Therefore, a detailed traffic impact analysis of the Story Road connection to Harmony Meadows Subdivision is not required for this Filing of Annafeld Subdivision.

The Subdivider agrees to contribute up to 50 percent of the cost for design, permitting, and construction of the Hogan's Slough crossing on Story Road by a cash contribution or by SID. If the cash contribution is not sufficient to cover 50 percent of the crossing costs at the time of construction, the City retains the right to create a SID to recover additional design and construction costs.

The timing of the contribution or SID for the Hogan's Slough crossing on Story Road shall be made at the earlier of the following:

- I. At the time an Annafeld Subdivision Traffic Impact Study recommends the Story Road connection be completed.
 - II. At the commencement of construction of Phase IV improvements for Harmony Meadows Subdivision, 2nd Filing.
 - III. Prior to final plat approval of the final filing of Annafeld Subdivision.
5. A traffic accessibility study update has been completed for Annafeld Subdivision, Seventh Filing. The traffic accessibility study identified required intersection improvement contributions attributable to Annafeld

Subdivision, Seventh Filing. However, Annafeld Subdivision Seventh Filing was previously included as Annafeld Subdivision, Fifth Filing, Phase 2, and intersection contributions were previously paid to the City of Billings for Fifth Filing Phase 2 by the Subdivider. Based on the analysis in the traffic accessibility study, the intersection contribution previously made for Annafeld Subdivision, Fifth Filing Phase 2 is adequate for the impacts required for Annafeld Subdivision, Seventh Filing. No additional intersection contributions are required for Annafeld Subdivision, Seventh Filing.

B. Carriage Lanes

All Carriage Lanes within the subdivision shall be built to grade with a satisfactory subbase, base course, and asphalt surface or concrete surface. All Carriage Lane approaches constructed with asphalt shall be replaced with concrete by the Subdivider at the time when home construction is complete. In the event asphalt approaches within the subdivision are not replaced with concrete within three years of the date of recording of the final plat, the City may construct the concrete approaches and assess the Subdivider for the costs associated with the approach construction. Carriage Lane pavement widths shall be 12-feet. The design cross-sections of said Carriage Lanes shall be submitted to, and approved by, the City of Billings Public Works Department. No trees are allowed to be planted in the Carriage Lane. In addition, no shrubs taller than two feet are allowed to be planted in Carriage Lanes. The existing Carriage Lane constructed with Annafeld Fourth Filing to the west of existing Lots 1 through 5, Block 18 will be widened to a 33-foot drive aisle along the frontage adjacent to Lots 41 through 45, Block 18 to provide emergency vehicle access.

C. Sidewalks

Subdivider shall install handicap access ramps at the time of lot development, where necessary. Construction of sidewalks along frontage of the lots shall be installed by the lot owner at the time of lot development. Sidewalks along the street frontage shall be minimum 5-foot-wide and separated with a boulevard width not less than five feet. Developer shall construct a 5-foot-wide boulevard sidewalk adjacent to right of way for private parks on Lot

1, Block 28; Lot 1, Block (north, east, and west sides) and Lots 25 and 34, Block 18 at the time of private park development.

D. Street Lighting

Street lighting is required for this subdivision. It is anticipated that street lighting will be installed for Seventh Filing by private contract or SID. A Street Light Maintenance District will be created for operation and maintenance of the lighting at a future date and is included in the waiver of right to protest.

E. Traffic Control Devices

The Subdivider shall furnish and install all necessary traffic control devices within and adjacent to the Subdivision in accordance with the plans and specification submitted to and approved by the City Engineer. Traffic control devices shall include all necessary signing, striping, and channelization devices to properly complete the implementation of the proposed street construction.

F. Access

Access to the subdivision will be provided by Farmstead Avenue, Centennial Farm Road, and Rosemary Road. Access to residential lots will be provided by public right of way (street and carriage Lane) and/or private parks within the subdivision.

G. Billings Area Bikeway and Trail Master Plan

A multi-use trail has been constructed along the south boundary of Elysian Road. Said multi-use trail extends from the east boundary of the subdivision to the easterly right-of-way line of East Lane.

In addition, a 10-foot-wide multi-use path will be provided on the north side of Rosemary Road (adjacent to Lots 17-20, Block 18; Lot 1, Block 28; and Lot 17 Block 31). Construction of this 10-foot-wide multi-use path will occur with adjacent lot and private park development. No additional trail improvements will be required as part of this subdivision.

H. Public Transit

There are no MET Transit routes that service this subdivision at this time. The nearest established route is at the intersection of Midland Road and Mallowney Lane. No improvements with regard to MET Transit vehicles are anticipated at this time.

IV. EMERGENCY SERVICE

A. Fire Hydrants

Emergency service will be provided by the City. Placement of fire hydrants will be as required by the City of Billings Fire Department.

B. Construction of Buildings

Construction of buildings made of combustible materials shall have adequate fire apparatus access roads and water supply (fire hydrants) in place to allow for fire suppression requirements. Prior to issuance of a building permit for construction using combustible materials (i.e. lumber, plywood, wood trusses, etc.), fire apparatus access roads and water supply requirements shall be provided in accordance with the International Fire Code as adopted by the City of Billings.

At a minimum, the following is required:

- An unobstructed gravel road or gravel road base must be within 150-feet of the furthest portion of a building under construction as measured along the approved route.
- The access roads are required to support fire apparatus vehicle loading (40 tons) during all weather conditions and shall be a minimum of 20-foot-wide.
- An operational fire hydrant shall be located within 600-feet of the furthest portion of a residence under construction, or within 400-feet of the furthest portion of a commercial building under construction as measured along the access roads to the site.
- The above requirements do not alter or effect the current minimum subdivision requirements for fire apparatus access and water supply.

C. Building Location

All buildings shall be located on each lot so that the furthest portion of each building is within 150-feet from an approved fire department access road over an approved route excluding all carriage lanes.

V. STORM DRAINAGE

- A.** A stormwater management plan shall be submitted to the Engineering Division prior to final plat approval. The storm drainage system for Annafeld Subdivision, Seventh Filing will consist of a curb and gutter surface collection and curb inlets that drain into storm drainage piping, as well as surface conveyance. The storm drain piping will discharge into existing storm drain piping and to an existing mechanical stormwater filtration manhole, then into Hogan's Slough. All drainage improvements shall comply with the provisions of the City of Billings *Stormwater Management Manual* and Chapter 28, BMCC.
- B.** The mechanical stormwater filtration manholes are existing, and associated improvements are privately owned and maintained by the HOA. Annafeld Subdivision, Seventh Filing will be included in the HOA that is responsible to maintain these facilities. O&M requirements and HOA maintenance and fiscal responsibilities have been outlined within the Annafeld Subdivision, First Filing I O&M Manual.
- C.** Hogan's Slough adjacent to the subdivision is a major stormwater outfall for Billings west end. There is a possibility that the slough could overtop during a major storm event. Based upon the existing topography near Hogan's Slough and the Elysian Road Bridge, it is anticipated that the channel would overtop northeast of Elysian Road and flow east prior to overtopping Elysian Road. There is the possibility however that Elysian Road could be overtopped during a major storm event. If that occurs, flows not carried within the Hogan's Slough channel would be carried within the subdivision streets. The elevation of residential dwellings and commercial structures must be established in recognition of the City's policy that storm runoff flows are allowed to a depth of 18-inches in the gutter flowline of adjacent streets during the major storm.

- D. Individual lot owners should be aware that Best Management Practices for stormwater control shall be required for any construction on lots. Best Management Practices are defined within Chapter 28, BMCC and detailed in the City of Billings *Stormwater Management Manual*.
- E. The Subdivider and subsequent contractors/builders acknowledge that there is a Stormwater Pollution Prevention Plan (SWPPP) filed with the City and the State Department of Environmental Quality (DEQ). This SWPPP shall be adhered to during all phases of construction and shall be updated as required by DEQ under the General Permit for Stormwater discharges Associated with Construction Activity, Chapter 28, BMCC and the City of Billings *Stormwater Management Manual*.

VI. UTILITIES

The Subdivision Improvements Agreement does not constitute an approval for extension of or connection to water mains and sanitary sewers. The property owner shall make application for extension/connection of water mains and sanitary sewers to the Public Works Department - Engineering Division. The extension of/connection to water mains and sanitary sewers is subject to the approval of the applications and the conditions of approval. Applications shall be submitted for processing prior to the start of any construction and prior to review and approval of any project plans and specifications.

The Subdivider/owner acknowledges that the subdivision shall be subject to the applicable system development fees in effect at the time new water and/or sanitary sewer service connections are made.

The design/installation of sanitary sewers and appurtenances, and water mains and appurtenances (fire hydrants, etc.) shall be in accordance with design standards, specifications, rules, regulations of, and as approved by the City of Billings Public Works Department, Fire Department, and the Montana Department of Environmental Quality.

A. Water

The Annafeld Subdivision water system consists of a series of looped water mains located in each of the local streets. The subdivision water system will consist of new 8-inch water main all

streets within Annafeld Subdivision, Seventh Filing. Future filings of the Annafeld Planned Development will provide the opportunity to make additional connections to the trunk main in Elysian Road providing water main looping.

B. Sanitary Sewer

Sanitary sewer service to Annafeld Sub., Seventh Filing will be provided by connecting to the existing 8-inch gravity sewer main located in Rosemary Road at Annafeld Parkway East and Annafeld Parkway West. There is an existing 10-inch sewer main located in Centennial Farm Road, from St. George Boulevard to Annafeld Parkway E., and extends north in Annafeld Parkway E. to Farmstead Avenue. All sanitary sewer construction improvements shall be installed in conformance with the design standards, specifications, and rules and regulations of the City of Billings and Montana Department of Environmental Quality, and will be approved by the Public Works Department, Distribution, and Collection Division.

C. Power, Telephone, Gas, and Cable Television

Private utility facilities currently exist to serve the subdivision. The private utility facilities will be installed within the Carriage Lane right-of-way and by easements included on the plat, as requested by the utility companies, to provide routes to the Carriage Lanes.

VII. PARKS/OPEN SPACE

The subdivision lies within a planned unit development that provides for land permanently set aside for park and recreational uses sufficient to meet the needs of the persons who will ultimately reside in the development, per 76-3-621(6)(a) of the Montana Code Annotated. The park and open space within the Annafeld Planned Unit Development Master Plan meets or exceeds the 0.456 acres (11% of net lot area, Seventh Filing) of dedication required under section 76-3-621(1), MCA. The private park dedication within Seventh Filing is 2.088 acres. The Subdivider and City agree that the parkland dedication has been met through the dedication of private park area within Annafeld Subdivision, Seventh Filing. In addition, with previous filings of Annafeld Subdivision more public and private parkland dedication has been provided than has been required.

In addition, the lots within Annafeld Subdivision, Seventh Filing may provide additional funding to complete the park improvements for the previously created public parkland SID. The park improvements shall be in accordance with the City Council approved Annafeld Parks Master Plan. The Subdivider shall prepare all SID documents necessary for creation, and coordinate with the City of Billings Parks and Recreation Department for review and approval. If all park improvements as defined in the Annafeld Parks Master Plan have been completed prior to the creation of this park SID, then this park SID will no longer be required.

The current park maintenance district (PMD 4041) for Annafeld Subdivision, First Filing shall be expanded to include lots with Annafeld Subdivision, Seventh Filing for the perpetual maintenance of the public parkland. The Subdivider shall prepare all park maintenance district documents necessary for its expansion and coordinate with the City of Billings Parks and Recreation Department for review and approval.

VIII. HOMEOWNER'S ASSOCIATIONS

A homeowner's association (HOA) will be established for this subdivision. The HOA will have the following responsibilities:

A. Contact Information

HOA shall provide contact information of the senior board official to the City Engineering Department upon the establishment of the HOA and/or changing of board members.

B. Stormwater Drainage Facilities

The HOA shall be responsible for the maintenance of the mechanical filtration stormwater manholes. The HOA shall share the cost of maintenance of the community stormwater facilities.

IX. POSTAL DELIVERY

The Subdivider has provided permanent mail delivery with centralized delivery boxes within the subdivision, currently located at 1625 Annafeld Parkway East, Suite 101. The Subdivider previously coordinated the permanent mail delivery location with the United States Post Office for the entire Annafeld Subdivision. It is anticipated that mail delivery for Seventh Filing will also occur at this location.

X. SOILS/GEOTECHNICAL STUDY

A soils/geotechnical study has been performed for Annafeld Subdivision, Seventh Filing (originally being Annafeld Subdivision, Fifth Filing Phase 2) by Rimrock Engineering Inc. dated February 22, 2023, and is available for review at the City of Billings Planning Department. Annafeld Subdivision, Seventh Filing consists of Lot owners and contractors/builders are encouraged to review the report and its recommendations.

XI. PHASING OF IMPROVEMENTS

Phasing is not being proposed with this subdivision.

XII. FINANCIAL GUARANTEES

Except as otherwise provided, Subdivider shall install, and construct said required improvements by SID or by private contract secured by letters of credit or a letter of commitment to lend funds from a commercial lender or by SID. All engineering and legal work in connection with such improvements shall be paid by the contracting parties pursuant to said private contract, and the improvements shall be installed as approved by the City Engineer and Utility Department Manager.

XIII. LEGAL PROVISIONS APPLYING TO SUBDIVIDER

- A.** Subdivider agrees to guarantee all public improvements for a period of two years from the date of final acceptance by the City of Billings.
- B.** The owners of the properties involved in this proposed subdivision by signature subscribed herein below agree, consent, and shall be bound by the provisions of this agreement.
- C.** The covenants, agreements, and all statements in this Agreement run with the land and apply to and shall be binding on the heirs, personal representatives, successors, assigns and transferees of the respective parties.
- D.** In the event it becomes necessary for either party to this agreement to retain an attorney to enforce any of the terms or conditions of

this agreement or to give any notice required herein, then the prevailing party or the party giving notice shall be entitled to reasonable attorney fees and costs.

- E.** Any amendments or modifications of this agreement or any provisions herein shall be made in writing and executed in the same manner as this original document and shall after execution become a part of this agreement.
- F.** Subdivider shall comply with all applicable federal, state, and local statutes, ordinances, and administrative regulations during the performance and discharge of its obligations. Subdivider acknowledges and agrees that nothing contained herein shall relieve or exempt it from such compliance.

IN WITNESS WHEREOF, the parties hereto have set their hands and official seals on the date Seventh above written.

“SUBDIVIDER”

MCCALL DEVELOPMENT, INC.

By: _____

Its: _____

STATE OF MONTANA)
 : ss
County of Yellowstone)

On this ____ day of _____, 20____, before me, a Notary Public in and for the State of Montana, personally appeared _____, known to me to be the _____ of **MCCALL DEVELOPMENT, INC.** who executed the foregoing instrument and acknowledged to me that he/she executed the same.

Notary Public in and for the State of Montana
Printed Name: _____
Residing at: _____
My commission expires: _____

This agreement is hereby approved and accepted by the City of Billings, this ____ day of _____, 20____.

“CITY”

CITY OF BILLINGS, MONTANA

By: _____
Mayor

Attest: _____
City Clerk

STATE OF MONTANA)

County of Yellowstone) : ss

On this _____ day of _____, 20____, before me, a Notary Public in and for the State of Montana, personally appeared _____ and _____, known to me to be the Mayor and City Clerk, respectively, of the City of Billings, Montana, whose names are subscribed to the foregoing instrument in such capacity and acknowledged to me that they executed the same on behalf of the City of Billings, Montana.

Notary Public in and for the State of Montana
Printed Name: _____
Residing at: _____
My commission expires: _____

**WAIVER OF RIGHT TO PROTEST
FUTURE SPECIAL IMPROVEMENT DISTRICTS**

FOR VALUABLE CONSIDERATION, the undersigned, being the Subdivider and all of the owners of the hereinafter described real property, do hereby waive the right to protest the formation of one or more special improvement district(s) for a period of no more than twenty years from the recording of this waiver, for street light maintenance and energy, and for the construction of streets, street widening, sidewalks, survey monuments, street name signs, curb and gutter, street lights, driveways, traffic signals, and traffic control devices, parks and park maintenance, trails, sanitary sewer lines, water lines, storm drains (either within or outside the area), and other improvements which the City of Billings may require.

This Waiver and Agreement is independent from all other agreements and is supported by sufficient independent consideration to which the undersigned are parties and shall run with the land and shall be binding upon the undersigned, their successors and assigns, and the same shall be recorded in the office of the County Clerk and Recorder of Yellowstone County, Montana.

This Waiver is in addition to any other recorded waiver related to the property described herein and is not intended to replace, supersede, or invalidate any such waiver.

The real property hereinabove mentioned that is the subject of this waiver is more particularly described as follows:

ANNAFELD SUBDIVISION, SEVENTH FILING

SUBDIVIDER/OWNER

MCCALL DEVELOPMENT, INC.

By: _____

Its: _____

STATE OF MONTANA)
 : ss
County of Yellowstone)

On this ____ day of _____, 20____, before me, a Notary Public in and for the State of _____, personally appeared _____, known to me to be the person who executed the foregoing instrument as the _____ of **MCCALL DEVELOPMENT, INC.** and acknowledged to me that he/she executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal the day and year hereinabove written.

Montana

Notary Public in and for the State of
Printed Name: _____
Residing at: _____
My commission expires: _____



December 30, 2024

Dakota Martonen, PE
City of Billings Public Works Department
2224 Montana Avenue
Billings, MT 59101

Reference: Traffic Impact Study Update
Annafeld Subdivision, Seventh Filing, Billings, MT
Project No. 16001.165

Dear Dakota:

The purpose of this letter is to provide a traffic impact study (TIS) update for the Seventh Filing of Annafeld Subdivision, located south of Farmstead Avenue, north of Rosemary Road, and west of St George Boulevard in Billings, Montana. This development's original masterplan TIS (Josephine Landing Subdivision TIS, February 2016) analyzed the First Filing in detail and the full build scenario. Evaluations of subsequent phases were evaluated in several traffic impact studies and updates: a February 2019 TIS for the Second and Third Filings, a December 2020 TIS update for denser commercial land use in Blocks 10 and 12, a September 2021 TIS letter for the Fourth Filing, a February 2023 TIS letter for the Fifth Filing, and an October 2024 TIS letter for the Sixth Filing. The current TIS update provides a trip generation update for the proposed re-platting of Annafeld Subdivision, Fifth Filing, Phase 2 as the Seventh Filing. Annafeld Subdivision, Fifth Filing, Phase 2 is comprised of Lots 13-16, Block 19; 1-5, Block 30; Lots 1-11, Block 31; Lots 17-45, and Block 18. Phase 1 of the Fifth Filing will remain unchanged.

Site Location and Layout

The location and proposed layout for the Seventh Filing of Annafeld Subdivision, along with the locations of other filings and Annafeld North Subdivision, is shown in Figure 1 of the attachments. The re-platted Seventh Filing is generally located west of the Fourth Filing on the northern half of the original Fifth Filing and is proposed to include 53 townhomes and 24 small single-family homes. This would replace the 72 town homes, and 50 condos originally planned for Phase 2 of the Fifth Filing. Access to the Seventh Filing is not proposed to be changed and would be made via internal subdivision connections to Farmstead Avenue, St George Boulevard, and Annafeld Parkway East/West. Annafeld Parkway East and West are the south legs of the roundabout at Elysian Road, where Annafeld Parkway east is a northbound one-way street that serves as the entering leg to the roundabout and Annafeld Parkway West is a southbound one-way street that serves as the existing leg from the roundabout. These streets will continue as one-ways south into

the Seventh Filing until their intersections with Rosemary Road. The Seventh Filing is anticipated to be occupied in 2025. A connection to East Lane is not anticipated to be completed with the Seventh Filing, but eventual completion of this connection may reduce demand at access points along Elysian Road, as some trips are likely to be made via East Lane once that access is constructed.

Trip Generation

This study utilized Trip Generation, 11th Edition, published by the Institute of Transportation Engineers (ITE), which is the most widely accepted source in the United States for determining trip generation projections. These projections are used to analyze the impacts of a new development on the surrounding area. For the purposes of this study, Land Use Code 210 – Single-Family Detached Housing, Land Use Code 215 – Single-Family Attached Housing, and Land Use Code 220 – Multifamily Housing (Low-Rise) were utilized to project trip generation for the proposed single-family homes, townhomes, and condos respectively. Table 1 below presents the results of the trip generation analysis for this study.

Table 1. Annafeld Seventh Filing Trip Generation Summary

Land Use	Independent Variable		Average Weekday			AM Peak Hour			PM Peak Hour		
	Intensity	Units	total	enter	exit	total	enter	exit	total	enter	exit
<i>Unchanged Annafeld 5th Filing Phase 1 Trips</i>											
Single-Family Detached Housing ¹	40	Dwelling Units	377	188	189	28	7	21	38	24	14
Unchanged Annafeld 5th Filing Phase 1 Trips Total			377	188	189	28	7	21	38	24	14
<i>Former Annafeld 5th Filing Phase 2 Trips</i>											
Single-Family Attached Housing ²	72	Dwelling Units	518	259	259	35	11	24	41	23	18
Multifamily Housing (Low-Rise) ³	50	Dwelling Units	337	168	169	20	5	15	26	16	10
Former Annafeld 5th Filing Phase 2 Trips Total			855	427	428	55	16	39	67	39	28
<i>Annafeld 7th Filing Re-Platted Trips</i>											
Single-Family Detached Housing ¹	24	Dwelling Units	226	113	113	17	4	13	23	14	9
Single-Family Attached Housing ²	53	Dwelling Units	382	191	191	25	6	19	30	18	12
Annafeld 7th Filing Re-Platted Trips Total			608	304	304	42	10	32	53	32	21
Total Re-Platted Net Trips			-247	-123	-124	-13	-6	-7	-14	-7	-7

- (1) Single-Family Detached Housing - Land Use Code 210*
 - Average Weekday Units = Dwelling Units
 - Average Rate = 9.43 (50% entering/50% exiting)
 - Peak Hour of the Adjacent Street, One Hour between 7 and 9 AM: Average Rate = 0.70 (25% entering/75% exiting)
 - Peak Hour of the Adjacent Street, One Hour between 4 and 6 PM: Average Rate = 0.94 (63% entering/37% exiting)
- (2) Single-Family Attached Housing - Land Use Code 215*
 - Average Weekday Units = Dwelling Units
 - Average Rate = 7.20 (50% entering/50% exiting)
 - Peak Hour of the Adjacent Street, One Hour between 7 and 9 AM: Average Rate = 0.48 (25% entering/75% exiting)
 - Peak Hour of the Adjacent Street, One Hour between 4 and 6 PM: Average Rate = 0.57 (59% entering/41% exiting)
- (3) Multifamily Housing (Low-Rise) - Land Use Code 220*
 - Average Weekday Units = Dwelling Units
 - Average Rate = 6.74 (50% entering, 50% exiting)
 - Peak Hour of the Adjacent Street, One Hour between 7 and 9 AM: Average Rate = 0.40 (24% entering, 76% exiting)
 - Peak Hour of the Adjacent Street, One Hour between 4 and 6 PM: Average Rate = 0.51 (63% entering, 37% exiting)

*Trip Generation, 11th Edition, Institute of Transportation Engineers, 2021

**Trip Generation Handbook, 3rd Edition, Institute of Transportation Engineers, 2017

The Seventh Filing is projected to reduce the previously calculated Fifth Filing Phase 2 trip total by 247 average weekday trips, with 13 fewer trips (6 entering/7 exiting) during the AM peak hour and 14 fewer trips (7 entering/7 exiting) during the PM peak hour. The Fifth Filing Phase 1 trip total will remain unchanged.

Trip generation projections provide an estimate of the total number of trips that a proposed development would generate. However, to estimate the net number of new trips made by personal vehicles external to the site, adjustments must often be made to account for internal capture trips, pass-by trips, and trips made by alternate modes.

Internal capture (IC) trips are trips that do not have origins or destinations external to a project site. Since IC trips occur internally, they do not have an impact on external traffic operations. IC trips most often occur in mixed-use developments where residential, commercial, and office-related land uses exhibit a high rate of internal trip exchange. Although the Seventh Filing will be in close proximity to the commercial sites located in Blocks 10 and 12 of the Third Filing (including a coffee shop and deli/bakery), any IC trips to that area have already been accounted for in the analysis of prior filings. It is likely that IC trips will occur from the Seventh Filing, but they will balance out with trips that have already been calculated.

Pass-by trips are trips that are made as intermediate stops on the way from the point of origin to a primary trip destination. Pass-by trips are attracted by traffic “passing by” on an adjacent street that offers direct access to that site. Pass-by trips are primarily attracted by commercial-type land uses such as restaurants, convenience markets, and gas stations. Since no commercial land uses exist in the Seventh Filing, these trips were not calculated for the Seventh Filing analysis.

A percentage of trips generated by the Seventh Filing could be made by alternate modes (walking, biking, or transit), as there is a multi-use path along Elysian Road and sidewalks throughout Annafeld Subdivision. However, since there are no transit routes currently operating on Elysian Road west of Mallowney Lane and the subdivision is generally separated from Greater Billings, alternate mode trips were conservatively considered to be negligible for this analysis. Some alternate mode trips are possible within the subdivision between filings; however, prior adjustments made for IC trips are assumed to account for this.

Trip Distribution and Traffic Assignment

Trip distribution is an estimate of the routes that site-generated trips will utilize to travel to and from the site, typically expressed on a percentage basis. A trip distribution can be estimated by several methods such as with a computerized travel demand mode, calculation of travel time for various available routes, and the inspection of existing traffic patterns within the project area. For this update, Sanbell reviewed distribution calculated for

previous evaluations of Annafeld Subdivision as well as new intersection count data from 2024 to determine an assignment distribution.

Traffic assignment is the procedure whereby site-generated vehicles trips are assigned to study area streets, intersections, and site access driveways based on the anticipated trip distribution and the physical attributes of the site and surrounding roadways. Figure 2 attached illustrates the trip distribution and site-generated AM and PM peak hour traffic assignments for the Seventh Filing of Annafeld Subdivision.

Contribution Calculations

Proposed financial contributions were based on the traffic assignment volumes for the Fifth and Seventh Filings of Annafeld Subdivision. The original calculations performed for the Fifth Filing Phase 1 and total are presented, as well as the updated calculations for the re-platted Seventh Filing combined with the remainder of the unchanged Fifth Filing, Phase 1. The Fifth and Seventh Filing’s portions of critical lane volumes for the affected intersections are shown in Table 2 below.

Table 2. Annafeld Seventh Filing Financial Contributions Summary

Intersection	Previously Paid Contribution Amount	Re-Platted Contribution Calculations		Updated Contribution Amount
	Original 5th Filing Contribution (\$350k)	5th Filing Phase 1 Contribution (\$350k)	7th Filing Contribution (\$450k)	5th Filing Phase 1 + 7th Filing
Muldowney Lane & S Frontage Road/Midland Road	2.42%	0.79%	1.38%	2.17%
Muldowney Lane & Elysian Road	3.50%	1.42%	1.83%	3.25%
Elysian Road & East Lane	1.50%	0.50%	0.58%	1.08%
Elysian Road & Frontage Road	1.05%	0.44%	0.53%	0.97%
East Lane & S Frontage Road	0.53%	0.18%	0.09%	0.27%
Total Percent Contribution	9.00%	3.33%	4.41%	7.74%
Total Dollar Contribution	\$ 31,500.00	\$ 11,655.00	\$ 19,845.00	\$ 31,500.00

The percentages have been converted into dollar figures based on the previous and current City of Billings intersection cost participation values. The cost participation value at the time of the original Annafeld Fifth Filing was \$350,000.00 but has since changed to \$450,000.00 as of July 1, 2024. The difference between the previously paid contribution amount and updated contribution amount is \$0.00. Financial contribution calculation worksheets for the re-platted Seventh Filing are included in the attachments.

Dakota Martonen
December 30, 2024
Page 5

Conclusions & Recommendations

The preceding analysis has shown that the re-platting of Annafeld Subdivision, Fifth Filing, Phase 2 as the Seventh Filing will reduce trip generation projections by approximately 247 trips per day.

If you have any questions about this assessment, or if additional analysis is required, please feel free to contact me at 406-922-4306 or jstaszczuk@sanbell.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "Joey Staszczuk". The signature is fluid and cursive, with the first name "Joey" written in a larger, more prominent script than the last name "Staszczuk".

Joey Staszczuk, PE, PTOE, RSP1
Associate Principal | Community Transportation Studio Manager

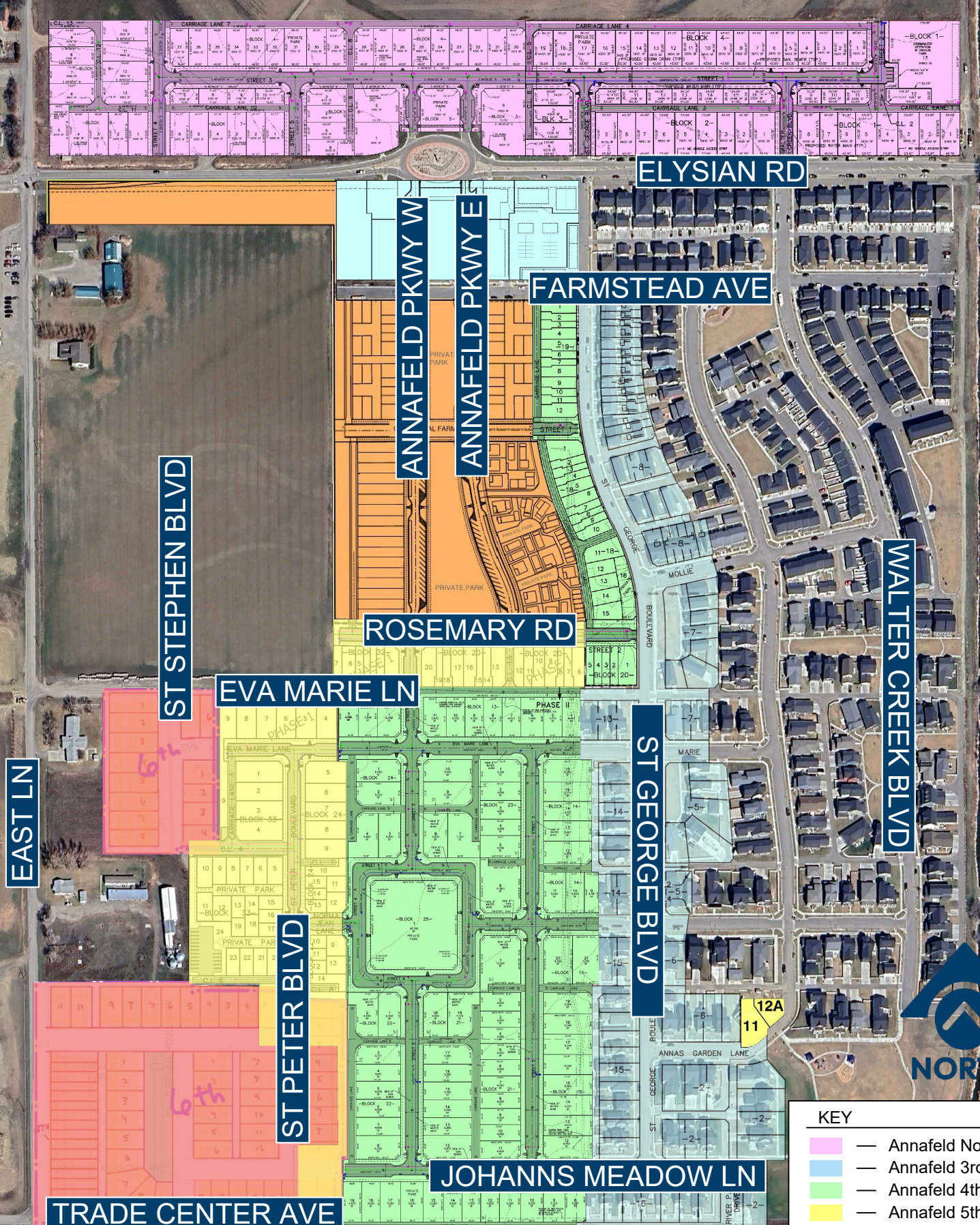
KRK/ars/jhs/SG

Enc.

Site Layout
Trip Assignment & Distribution
Financial Contribution Calculation Worksheets

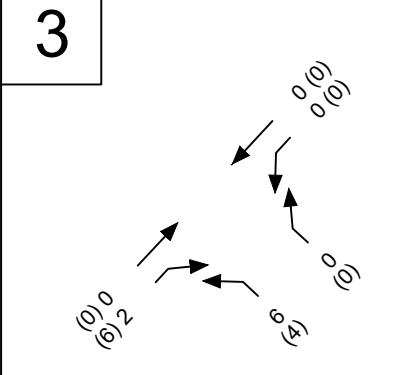
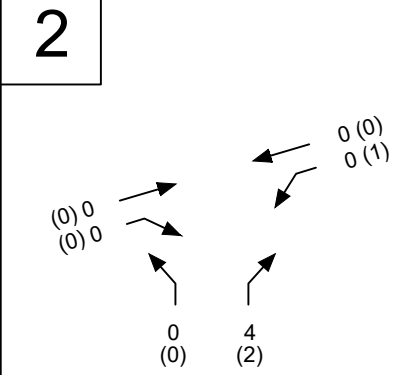
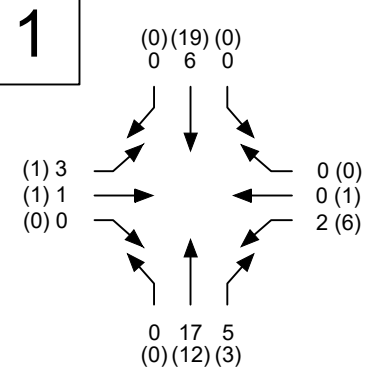
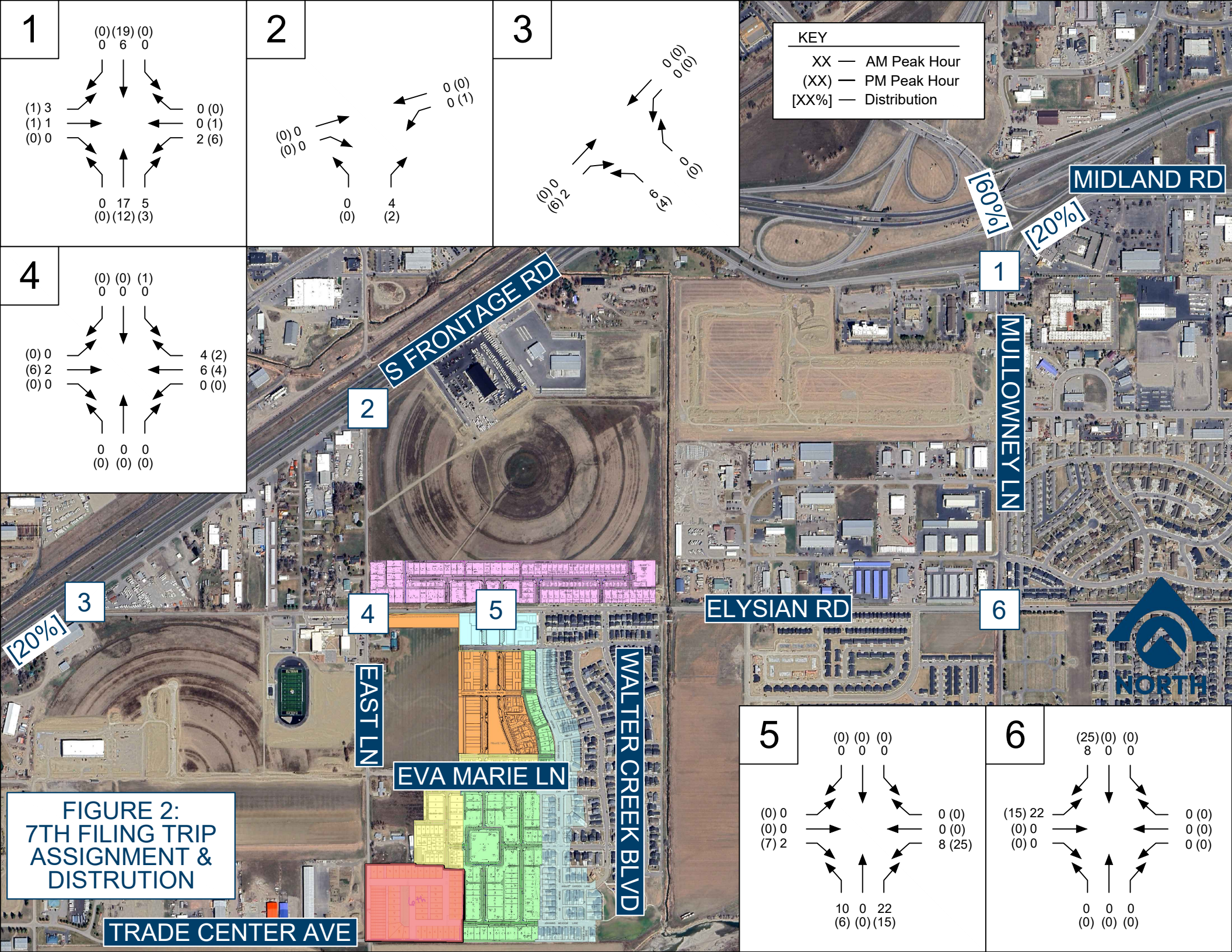
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**FIGURE 1:
SITE LAYOUTS**



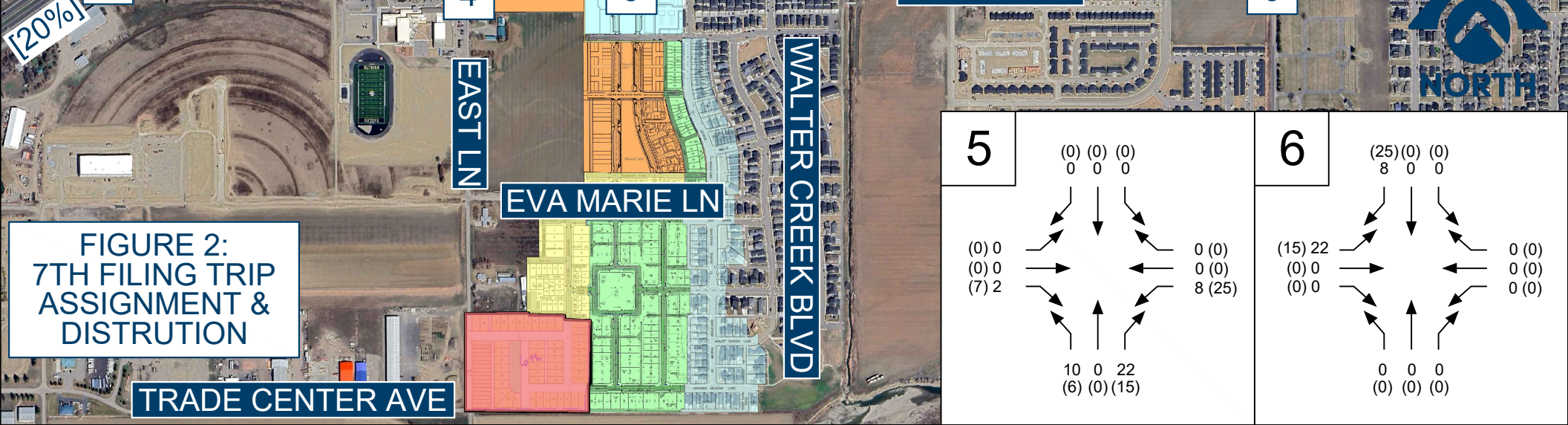
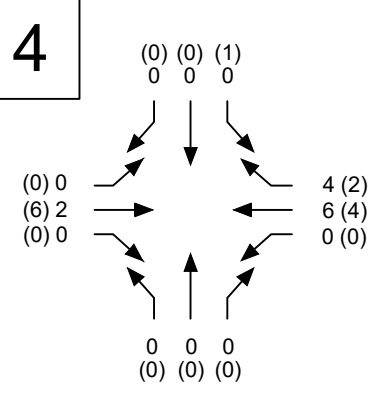
KEY

	Annafeld North
	Annafeld 3rd Filing
	Annafeld 4th Filing
	Annafeld 5th Filing
	Annafeld 6th Filing
	Annafeld 7th Filing

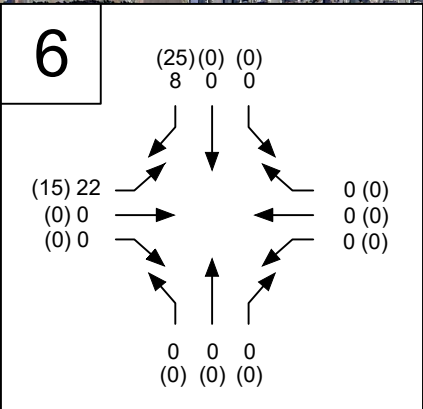
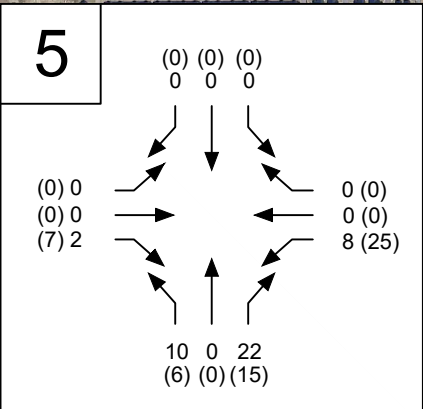


KEY

XX — AM Peak Hour
 (XX) — PM Peak Hour
 [XX%] — Distribution



**FIGURE 2:
7TH FILING TRIP
ASSIGNMENT &
DISTRUTION**



Intersection: Mullowney Lane & S Frontage Rd/Midland Rd - 7th Filing 2025

Approach		AM Peak		PM Peak		Number of Lanes
		Mvmt Vol.	Lane Vol.	Mvmt Vol.	Lane Vol.	
NB	T	17	9	12	6	2
	L	0	0	0	0	1
SB	T	6	3	19	10	2
	L	0	0	0	0	1
EB	T	1	1	1	1	1
	L	3	3	1	1	1
WB	T	0	0	1	1	1
	L	2	2	6	6	1
Critical Lane Sum Increase:		12		17		
Critical Lane Sum:		1200		1200		
Peak Hour %:		0.96%		1.38%		
Highest %:		1.38%				

<--- 1200 for 4-leg intersection,
1140 for 3-leg intersection

Intersection: Mullowney Lane & Elysian Road - 7th Filing 2025

Approach		AM Peak		PM Peak		Number of Lanes
		Mvmt Vol.	Lane Vol.	Mvmt Vol.	Lane Vol.	
NB	T	0	0	0	0	1
	L	0	0	0	0	1
SB	T	0	0	0	0	1
	L	0	0	0	0	1
EB	T	0	0	0	0	1
	L	22	22	15	15	1
WB	T	0	0	0	0	1
	L	0	0	0	0	1
Critical Lane Sum Increase:		22		15		
Critical Lane Sum:		1200		1200		
Peak Hour %:		1.83%		1.25%		
Highest %:		1.83%				

<--- 1200 for 4-leg intersection,
1140 for 3-leg intersection

Intersection: Elysian Road & East Lane - 7th Filing 2025

Approach		AM Peak		PM Peak		Number of Lanes
		Mvmt Vol.	Lane Vol.	Mvmt Vol.	Lane Vol.	
NB	T	0	0	0	0	1
	L	0	0	0	0	1
SB	T	0	0	0	0	1
	L	0	0	1	1	1
EB	T	2	2	6	6	1
	L	0	0	0	0	1
WB	T	6	6	4	4	1
	L	0	0	0	0	1
Critical Lane Sum Increase:		6		7		
Critical Lane Sum:		1200		1200		
Peak Hour %:		0.50%		0.58%		
Highest %:		0.58%				

<--- 1200 for 4-leg intersection,
1140 for 3-leg intersection

Intersection: Elysian Road & S Frontage Road - 7th Filing 2025

Approach		AM Peak		PM Peak		Number of Lanes
		Mvmt Vol.	Lane Vol.	Mvmt Vol.	Lane Vol.	
NB	T	0	0	0	0	1
	L		0		0	1
SB	T	0	0	0	0	1
	L	0	0	0	0	1
EB	T		0		0	1
	L		0		0	1
WB	T		0		0	1
	L	6	6	4	4	1
Critical Lane Sum Increase:		6		4		
Critical Lane Sum:		1140		1140		
Peak Hour %:		0.53%		0.35%		
Highest %:		0.53%				

<--- 1200 for 4-leg intersection,
1140 for 3-leg intersection

Intersection: East Lane & S Frontage Road - 7th Filing 2025

Approach		AM Peak		PM Peak		Number of Lanes
		Mvmt Vol.	Lane Vol.	Mvmt Vol.	Lane Vol.	
NB	T		0		0	1
	L	0	0	0	0	1
SB	T		0		0	1
	L		0		0	1
EB	T	0	0	0	0	1
	L		0		0	1
WB	T	0	0	0	0	1
	L	0	0	1	1	1
Critical Lane Sum Increase:		0		1		
Critical Lane Sum:		1140		1140		
Peak Hour %:		0.00%		0.09%		
Highest %:		0.09%				

<--- 1200 for 4-leg intersection,
1140 for 3-leg intersection