

This page intentionally left blank.



APPENDICES

Appendix A: Community Engagement	130
Appendix B: Future Land Use Map Production Methods.....	204
Appendix C: Traffic Count Data	214
Appendix D: Existing Conditions (2025) Capacity Calculations	316
Appendix E: Traffic Generation Assumptions & Workflow Diagram	364
Appendix F: FUTURE (2044) Capacity Calculations	370
Appendix G: FUTURE (2044) Alternative Capacity Calculations	436



APPENDIX A

Community Engagement

Appendix A Contents

Public Engagement: Phase 1	132
Survey Number One	134
Survey Number Two	140
Map Comments.....	160
Public Engagement Phase 2: Guiding Principles Survey	162
Public Engagement Phase 3: FLUM	176

Public Engagement: Phase 1

Project Website

The website for the West Billings Neighborhood Plan is an online platform designed to inform and engage residents, interested community members, and City and County officials about the ongoing planning process for West Billings. It provides a central hub for accessing project updates, documents, maps, and resources related to the development of the plan and provides a space for the community to engage in online interactive activities.

Two surveys were created initially to gather perspectives on plan priorities, themes, and goals. Survey questions focused on individual perceptions of success of the 2001 plan and whether the goals and themes set forth in that plan are still relevant for the community today. In addition, an interactive map was available for individuals to place pins and routes on a map to indicate various landmarks and gathering spaces that make West Billings special. Survey 1 was available from March 3 through June 30. Survey 2 and the online map was available from March 20th through June 30. Survey and map results can be found in detail in Appendix C.

In-person Events

An open house, held on March 20, 2024, provided residents, interested community members, and City and County officials an opportunity to learn about and contribute to the plan development for West Billings. It offered a casual and interactive setting where attendees engaged with project materials, shared their perspectives, and interacted with the project team. 11 Informational boards were set up around the room and manned by project team members. The boards provided detailed information about what a neighborhood plan is, a contextual map of the area, the four major themes from the 2001 plan, land use and transportation, effects of transportation on land use and community character, transportation improvements map, and a next steps timeline for the project.

Engagement Website Statistics

March 3 - July 1, 2024



2102 | Unique Sessions



218 | Completed Surveys



2m 34 sec | Avg. Session Duration



West Billings Website - Sanbell



Public Open House - Sanbell



Public Open House - Sanbell

Survey Number One

Two online surveys were available to the general public during the initial phase of the project. Survey number one, “West Billings Plan Issues Survey” was available from February 15 2024 until June 30, 2024. 186 surveys were recorded for Survey number one. Survey number two, “Themes and Goals Survey,” was available from March 20, 2024 until June 30, 2024. 32 surveys were recorded for survey number two. Both surveys were available on the “Be Heard Today” page of the project website and had both closed and open ended questions. The following paragraphs provide the detailed questions and responses from each of the surveys.

Plan Issues Survey

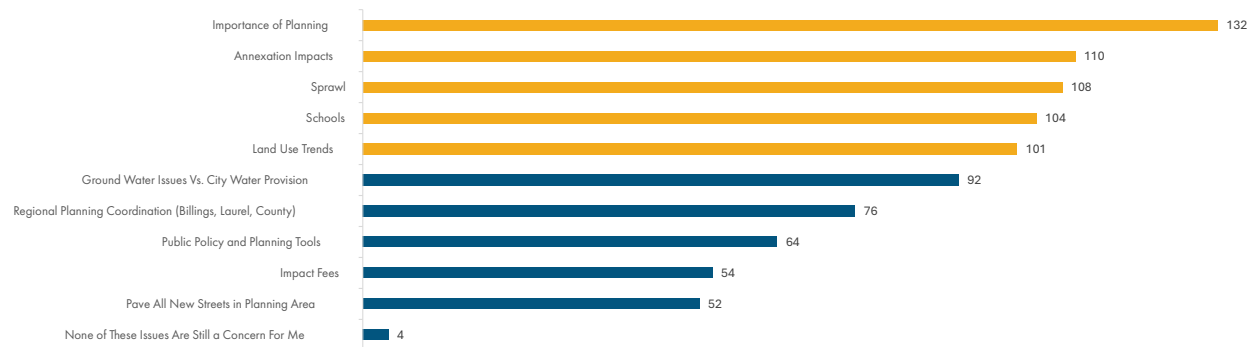
Question #1

During the creation of the 2001 West Billings Plan, 1,900 members of the public made the list of issues below and ranked them based on priority. We now want to see if those priorities are still relevant to you!

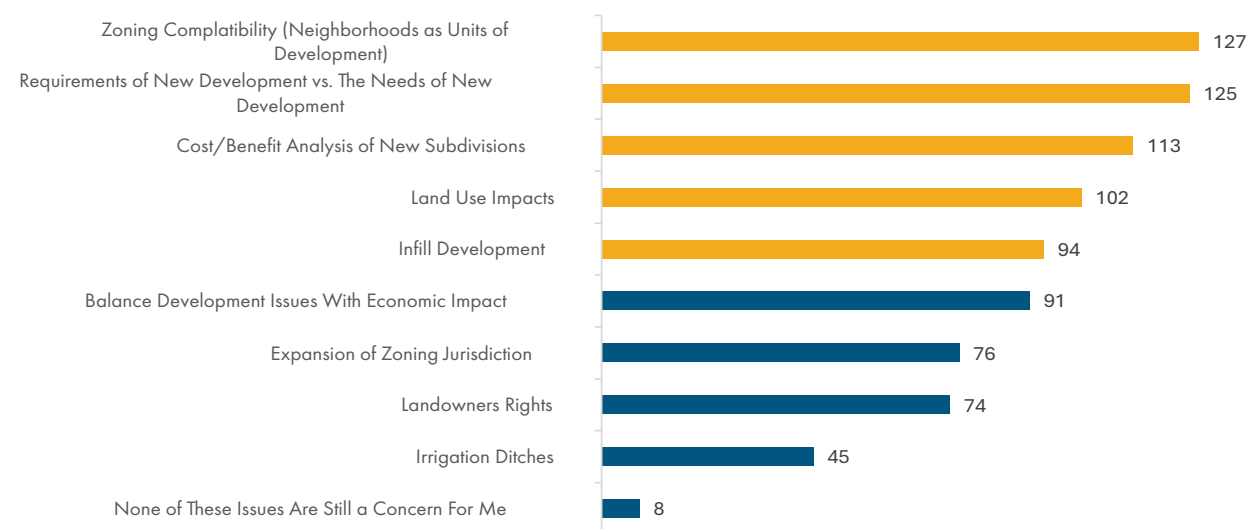
Below are 4 themes that were developed based on public feedback during the 2001 Plan. Each theme has a list of issues or areas of opportunity the community wanted the plan to address.

Select all items that are still important to you or need to be addressed in the 2024 Plan.

Theme 1: Planned Growth



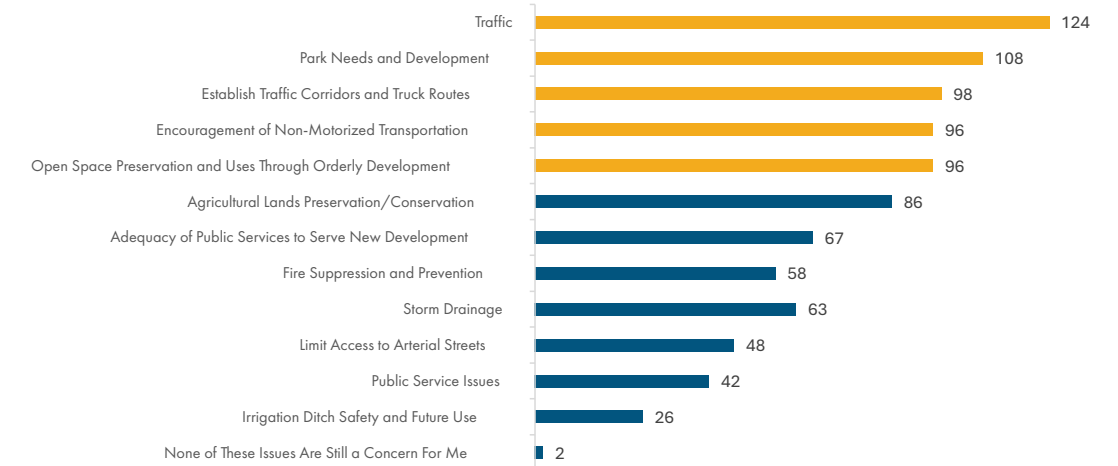
Theme 2: Appropriate Land Use



Theme 3: Distinctive Community Character



Theme 4: Public Safety, Open Space, Waterways and Scenic Resources



Question #2

Looking forward to the 2024 Plan, are there additional areas of concern you would like to add?

Survey respondents expressed concerns about traffic safety and infrastructure. Many emphasize the need for improved traffic control, including roundabouts, reduced speeds, and better crosswalks. There’s a strong call for more bike paths, pedestrian-friendly areas, and public parks. Water conservation and sustainable growth, with an emphasis on mixed-use development and higher density housing, are also highlighted. The community wants a balanced approach to development that considers public input, addresses traffic congestion, and prioritizes non-motorized transportation options.

Question Two Theme Summary

Frequency Count	Theme
44	Vehicle Transportation, Public Transportation
28	Business Growth, Planning Process, Density, Growth Impacts
27	Non-motorized Paths, Open Space, Amenities
11	Pedestrian Safety, Public Safety
6	Resources
6	Affordable Housing, Cost
4	Schools
2	Public Input

Theme	Description
Vehicle Transportation, Public Transportation	Concerns about infrastructure development, traffic congestion and road sufficiency. Desire for improved traffic management and alternative transportation options. Interest in reducing traffic on major roads and improving traffic flow. Interest in improving traffic patterns and improvement in public transportation.
Business Growth, Planning Process, Density, Growth Impacts	Preference for interconnected neighborhoods with fewer dead-end roads. Focus on family-friendly commercial and public spaces. Concerns about the impact of urbanization on rural lifestyle and environment. Suggestions for better planning and design, including County and City working together. Desire for mixed-use, eco-friendly developments, and complete neighborhoods with diverse amenities.
Non-motorized Paths, Open Space, Amenities	Desire for more multi-use paths and off-road cycling areas. Need for more non-motorized infrastructure, parks, and recreational facilities. Access to paths, trails, and facilities.
Pedestrian Safety, Public Safety	Concerns about pedestrian safety. Importance of public safety and crime management.
Resources	Concerns about resource availability, including water.
Affordable Housing, Cost	Developing affordable housing options Concerns about rising property taxes and cost of living.
Schools	Emphasis on schools and safe transportation for future growth.
Public Input	Importance of public input in park development and urban planning.
Tourism	Interest in tourism-related projects such as lakes, trails, and

Detailed comments:

- Theme 4 is very important. Trees need to be planted and maintained on street development. Trees need to be part of infrastructure not just amenities. Trees slow traffic and help prevent accidents.
- Rimrock road is very narrow and dangerous at such high speeds. Grand Avenue from 70th the 54th is too narrow and dangerous at such high speeds.
- I want to live in an area where I can walk and/or ride my bike to local grocery

stores.

- More bike paths/trails!
- promote public safety through street design. no roads or strouds! prioritize non-vehicle transport. narrow streets and create places to visits. needs trees along streets for safety and beauty.
- As we move forward, please include development of shared use paths and non-motorized transportation as integral parts of the planning....not as a secondary afterthought. Thank you!
- Do not connect main streets(Grand, Central, Rimrock, etc) through residential neighborhoods.
- Speed limits are too high with additional apt. and subdivisions. Roads with no shoulders or turn lanes but more traffic. Noise and speed leads to road rage incidents and fatalities.
- Forced annexation of current rural land; creation of new traffic flow in relation to private land owner rights.
- Water conservation - landscaping less water intensive than KY bluegrass (reasonable lawn sizes, use of lower demand lawn species (e.g., buffalo grass). GW quality & quantity.
- Continued dependence on the groundwater resource as a primary driver of subdivision placement and growth is ill advised. The City/County must find a way to support aquifer recharge.
- Encouragement of mixed-use development within walk-able and bike-able neighborhoods - controlling sprawl so that municipal services are

not spread over a wider area than the tax base can support

- City Parks and family recreation must be a top priority as opposed to trail development
- Emphasis on transportation and traffic. Rimrock Road east of Shiloh is a nightmare for residents, motorists, and other foot and cycle traffic. Consideration MUST be given to traffic flow.
- Please listen to and consider the legitimate concerns of the residents who chose to purchase and live out here away from many of the things we believe you intend to (directly or indirectly) bring
- COMMUNITY, town centers, movie theater, restaurants. ACCESS to hiking trails, especially along the rims
- COMMUNITY, town centers, movie theater, restaurants
- I would need more space than this. The County does not work in collaboration with the Cities, let's start with that. Ask anyone about an SID after they are annexed.
- Public parks and access to them via trails.
- Widening rimrock road to at least 3 lanes btwn 54th & 50th; dangerous in winter months during icy weather & shaded by tall trees. Also install side road to limit residential access vs driveways.
- To summarize my concerns, West Billings needs to be more dense and not be so sprawled. The focus needs to be on the communities being built and

making it easier to walk, bike and roll around.

- Before putting more traffic on a road, I would like to see the road improved prior to approving building. I understand its difficult to do without the funding, but make the developer pay up front!
- Something that is realistic so it makes it off the ground.
- I would like to see the final plan to balance the land use and development patterns with the need for more supply of all asset types.
- eliminating parking minimums, creating more bike/walk friendly infrastructure, create more medium to high density housing and mixed use zoning. WAY LESS OBSCENE SINGLE FAMILY HOUSING.
- bus routs extending bus hrs loincume housing bike pathes
- Students walk/bike safely to school; sidewalks & bike paths!; sprawl is costly, should be more dense, esp around Shiloh Crossing & other economic hubs; lack of city/county/school district coordination
- We should grow up, not out. Traffic control. Low cost housing must become a reality.
- emphasis on schools to take care of all the future growth - already crowded walk/bike paths for safe transportation to and from schools
- Developing affordable housing options
- I would love to see neighborhood connected my paved multi-use paths

as well as more off-road cycling areas in parks.

- Billings lakes project, more trails, hand cart railroad at new park, monumental western statues, Major Museum on west end, dinosaurs, Museum of Rockies east interesting in assisting ? Tourism
- I lived on Molt road from 2006-2023. I watched Ironwood grow and all the neighborhoods off Rimrock Road be added without new roads. The roads NEED to be made sufficient for the new communities first.
- Release of the west end water study and impacts on growth.
- Small commercial/retail businesses should be allowed in neighborhoods as opposed to pushing all commercial activity to major intersections. Streets should be designed to encourage lower speeds
- Public Input is important when developing parks & new development in general. We are glad your firm is contracted to do this plan. Disappointed in the Cottonwood Park Development Process. Thank you.
- Require that all subdivision have interconnecting side streets, limit the cul-du-sacs and dead end roads as go nowhere neighborhoods are a waste of tax payers money.
- More trails for bikes, protected bike lanes.
- Our community desperately needs more non-motorized infrastructure for cyclists and pedestrians. We also need a west end skatepark! Several cities the

size of Billings have 2 or 3.

- The more we focus on the development of family-friendly commercial and public land, the better for everyone. The majority of new development has been for adults. We need activities that include kids
- -Areas where City/County envision Heavy Commercial/Light Industrial zoning -Halt on development north of Canyon Creek/Hogans Slough with depletions from groundwater wells reaching a tipping point.
- Concerns with land use density and future infrastructure maintenance costs - ie land use should be dense enough to provide enough tax dollars to maintain the infrastructure serving it in perpetuity
- Schools, traffic, bike and walking paths, balance of types of housing and commercial, avoid concentration of high density housing zones as is being created between Shiloh and 48th near king
- Traffic and pedestrian safety on Rimrock Road. Cannot cross as a walker
- Multi-use paths need to be considered. Much of the West end area is bike-able but limited safe paths exist to get off very busy streets with no shoulder such as 56th, 48th, Central, Grand, and King.
- bike/walking path needs to be extended West, with connection to Grand/Central west Grand needs widening. It is congested and very dangerous for cyclists
- Allow for safer bike transportation with

separate bike paths.

- Traffic control and multi use trail access. Excessive speed and aggressive driving are degrading the quality of life for residence along Rimrock road. Wonderful neighborhoods are at risk of decline.
- The impact this will have on 58th st west between Rimrock Road and Grand Ave. and on Pops Meadow subdivision, which is not in the city limits
- I am concerned about the over population projected into areas where current residents have chosen a rural lifestyle.
- Required cops to manage crime Parks and schools Trails and streets Carve out small commercial areas for good, etc
- Traffic on Rimrock Road
- Before any more construction and new subdivision's, we need to look at the infrastructure. Rimrock road cannot handle 900 additional cars. A roundabout isn't the answer.
- Great improvement to Rimrock Road!
- Impact of increased traffic on Rimrock rd. Limit of weight allowed on Rimrock rd. What is happening to the roadway and infrastructure beneath. Cracks in asphalt is occurring.
- We need the Molt Road Connector. We have been talking about this for years. Traffic, trucks in particular, need an alternative to Zimmerman Trail.
- Traffic! Making sure that the plans adequately handle the increased amount of traffic on Billings roads. It is

nearly impossible to get anywhere in a timely manner during high traffic hours.

- Traffic is my main concern. Followed by public safety and available resources.
- *Traffic, speeding, semi-truck use of roads *Better planning for commercial buildings so there aren't so many "box" looking businesses; require stone exteriors (for example), landscaping, etc.
- Develop plans to reduce traffic on Rimrock Road and improve safety on that roadway. Consider traffic diversion and calming as well as alternate routes. Molt Connector should be considered
- critical that pedestrian & cyclist safety are considered as traffic increases further west. The plan needs to account for increased traffic loads coming from the west impacting incumbent neighborhoods
- I am 24 and I plan on staying here in Billings. I would love to see a beautiful Westend but the traffic should flow very nicely with clean water through out all the new development
- Extensive use of sidewalks-walk/bike/skate/run safely on roads. Improved bus service (longer span of hours available, more frequent times per bus stop). Public safety (more visibility of officers).
- Number 1 issue considered should be cost. Property taxes are ever increasing. We are already pushing those on fixed incomes out of their homes.
- Grand west of Shiloh- traffic patterns. Bike lanes

- Construct 4 lane Rd Grand Ave - Shiloh Rd to 56th.
- Every item listed is important.!
- Mixed-use developments that are eco-friendly
- Schools and infrastructure
- Accessing the west side from the heights
- ISO rating maintenance
- Police, Fire are top concerns. Current plans suck!
- Put commercial only on corners (commercial nodes).
- An arterial connector to the new belt loop road.
- Failing county H2O systems and annexation
- Encourage large lots in city vs county.
- Slower traffic needed in SUBDIVISIONS and main roa
- No "affordable" housing on the West End!
- Complete neighborhoods (retail and residential)

Note: Some public comments were specific to areas outside of the plan area. Those comments have been removed from this summary report. However, all comments have been provided to the City of Billings and Yellowstone County for documentation.

Survey Number Two

Themes and Goals Survey

Question #1

When thinking about growth in West Billings since 2001, do you believe that the growth has matched the intent of the 2001 Plan? Why or why not?

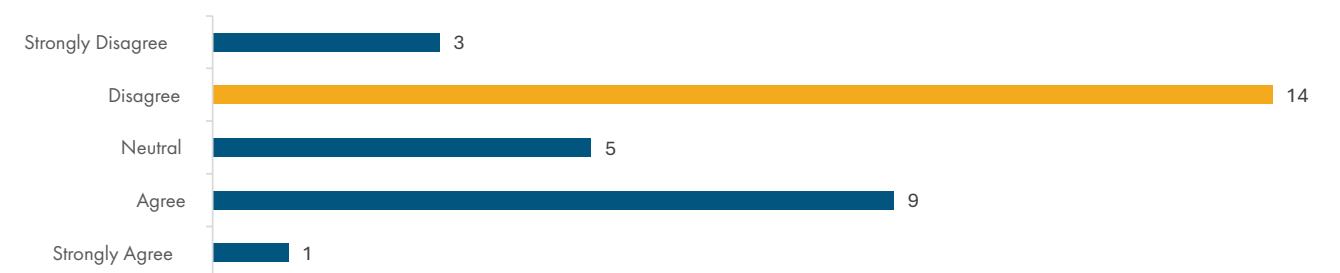
The comments suggest the execution of the 2001 plan has leaned heavily towards sprawl with an emphasis on cars and large houses. There's suggestion of a lack of mixed-use development, leading to separate areas for living, working, and recreation, causing increased traffic and infrastructure strain. While some respondents believe areas like Shiloh Road have seen positive growth with new restaurants and green spaces, overall, there's belief that development has extended westward beyond expectations without adequate infrastructure or public transportation. Some respondents suggest the lack of consistent infill development and coherent public planning has led to fragmented neighborhoods and insufficient public amenities, such as parks and trails. There's also an issue with the annexation of property without sufficient funds to maintain infrastructure, highlighting the need for impact fees. Despite some improvements, such as bike lanes and trails, the rapid population growth and demand have outpaced the original projections and plans, creating

challenges in balancing growth and maintaining community integrity.

Detailed Comments:

- Don't know vision of 2001 plan
- There has been too much emphasis on cars and large houses.
- I'm ignorant of the specifics of the plan.
- development is compact but on islands of houses/subdivisions which spreading utilities like sprawl. people only live on the west end and don't have offices as much to prevent driving to downtown. make west end a destination to not only live but work! still need work on public transportation throughout this sector. mixed land use could improve as where people live are different than their work or eat or visit.
- I think things have filled in pretty well up to Shiloh Road and a good deal of development has been done right off of that as a main street. I would encourage additional development of two things in those neighborhoods in particular: restaurants and green spaces.
- Too much property annexed in without enough funds to properly care for the infrastructure. Impact fees are a must!
- The key strategies seem to have been

Do you believe that the growth has matched the intent of the 2001 Plan?



considered, but our west end expansion has blurred the intent of the strategies.

- Zoning changes occur that are contradictory to the projected zoning of 2001.
- West Billings has become a mess of sprawl and high-speed traffic with way too little infrastructure to support walkable and bikeable neighborhoods.
- The development of new apartments and the sprawl of the apartment footprint doesn't seem to reflect the infill development and coordinated growth.
- The plan anticipated growth fairly well; however, the rapid population increase in the last 4 years has sped up the timetable so many of the 2035 goals need to be implemented much sooner.
- As I recall, the plan was to not develop irrigated farm land and that has happened.
- It does not feel like we have seen a lot of infill since 2001; rather it seems like more and more subdivisions are being built out further west (64th Street and beyond). This feels like the Developers are more apt to build out in the county (which I assume to be cheaper) and then dump the traffic and infrastructure problems on the city eventually. This isn't super great. Also rarely do we see any attempt to rehabilitate downtown or other areas that are becoming eye sores. I suspect, but could not prove, that a lot of this comes from the fact that downtown landowners are wanting too much for their properties compared

to simply building out further west. What amazes me, is that downtown would be the perfect place for high density development (for example the empty lot on the corner of 6th and 27th across from the Library) yet we have not seen attempts to build large apartment complexes down there, you have to ask yourself "why?".

- Growth has exceeded the 2001 projections.
- The interface between large lot county subdivisions and city development is an issue. Through a combination of market forces, local policy bodies, and strong demand, the end result has been challenging to work with.
- Very little of the west end development over the last 20 years could be described as "compact". All development has increased reliance on automobiles. Lack of County support has continued deterioration of west end aquifer.
- growth continues to sprawl far west (not dense infill of existing), creating traffic issues for cars, cyclists and pedestrian access Park development has not occurred, especially in West end. Land tends to be set aside, but no park developed or park space split up into small useless boulevards that do not allow for public use. Multi-use trails are often not connected or connected haphazardly (changing sides of the street, require crossings at high traffic intersections, etc.) I have not seen any evidence of water supply conservation such as city promoted conservation efforts such as high efficiency

Question 1 Theme	Description
Lack of Compact and Consistent Development	Development has increased reliance on automobiles. Growth has sprawled far west, creating traffic issues for cars, cyclists, and pedestrians. This has led to a patchwork of city and county parcels with inconsistent zoning and development practices.
Park and Open Space Development	Park development, especially in the west end, has been limited. Multi-use trails are often not connected or connected haphazardly.
Infrastructure and Planning	Lack of balanced development planning, evidenced by a lack of neighborhood parks and schools. Concerns about high-density housing and unsafe traffic patterns. The lack of coordinated effort and strong policy implementation has hindered the effectiveness of the plan. Properties have been annexed without sufficient funds to support necessary infrastructure.
Mixed Opinions on Development	Some perceive the development as thought-out and purposeful, with well-done access and roads. Others criticize the overabundance of density and lack of mixed-use development.
Implementation of Plans	Views on the success or failure of development plans vary among individuals. Some believe developers have responded to concerns based on the 2001 plan, while others doubt the existence of a comprehensive plan.

appliances, xeriscaping/water wise landscaping initiatives, etc.

- No apparent planning for balanced development as evidenced by lack of neighborhood parks and schools, current concentrated zones of high density housing known to be bad for communities, lack of traffic planning creating unsafe traffic patterns
- Growth in Westend has attempted to mirror 2001 plan as I understand. Success or failure has always been in the eye of the individual citizen.
- Developers have had to respond to

official and resident concerns based on the 2001 plan.

- Seems very thought out and purposeful. Access and roads are well done.
- we have more bike lanes and trails than in 2001.
- There has been an OVER abundance of density of development within the west end. There is no dedicated open space for parks or other forms of outdoor entertainment available to the community. There is no mixed use of development, I can only think of 2 areas that have been designated for

businesses and the rest is residential since 2001 that has grown, this including the Shiloh center and the more recent development of business on Grand and 54th. Then for coordinating public infrastructure, the best agriculture land is being over taken for it's convenience.

- There does not seem to be good mixed use development other than a couple small instances.
- I am thrilled with new development in Billings. The further development along Shiloh Road and near the zoo is wonderful. At the same time, the integrity of neighborhoods is being protected and preserved. The development of new trails has been wonderful! It is one of the things that we love about Billings. We don't have the best trail system in Montana, but it is improving all the time.
- I disagree because I don't believe there is much of a plan for the subdivisions, traffic and trails. Most everything is developed by the individual landowner and traffic patterns and surrounding development tends to simply adjust.
- We have lived on the far west end of Billings for just over 10 years and when I saw that there was a 2001 plan, my first thought was "well, you could have fooled me." Just a cursory look at the hopscotch nature of city/county parcels surrounding Grand Ave west of Shiloh says that if there was a plan at one time, no one had the fortitude for implementation. Cities with plans that are implemented are easy to spot... Fargo/West Fargo/Mapleton, ND, and

Fort Collins/Loveland/Windsor, CO are two prime examples of how to expand into land that was once agricultural use by annexation or incorporation.

Question #2

What are the most important issues related to Planned Growth that the 2024 Plan should address?

The comments suggest opportunities for widening roads with walking and biking paths, preserving open spaces, and conserving water supplies. Respondents would like to create walkable neighborhoods with accessible amenities, reducing reliance on cars. They suggest focusing on infill housing, mixed-use development, and compact growth to control sprawl. There is a request for effective public services, affordable housing for all income levels, and integrated public transportation. Managing increased traffic, ensuring consistent development, and enhancing green spaces and trails are essential. Cooperation between the city and county, respecting landowner rights, and promoting diverse socioeconomic neighborhoods are also critical. The overall vision is to create safe, community-centered areas with efficient infrastructure and minimized sprawl, with some suggesting to use the development model of Bozeman and avoiding issues like casinos and large box stores.

Detailed Comments:

- Widened roads with appropriate

Question 2 Theme	Description
Mixed-Use Development	Advocacy for neighborhoods with a mix of residential and commercial/retail activity to promote economic diversity and support local businesses. Desire to avoid concentrating commercial development at major intersections, favoring smaller businesses that contribute to local wealth.
Safety and Connectivity	Emphasis on pedestrian access, trail connectivity, and mixed-use developments to promote walkability and community interaction. Focus on efficient traffic flow, connectivity of multi-use trails, and promotion of public transit to reduce reliance on cars. Calls for streets designed with safety in mind, prioritizing reduced speeding over traffic throughput.
Balanced and Cooperative Planning	Preservation of parks, green spaces, and open areas within neighborhoods to create safe, balanced communities with access to amenities and neighborhood schools. Advocacy for city/county cooperation in land use planning, along with incentives for annexation to promote coordinated development. Recognition of universal goals such as safe neighborhoods, thoughtful expansion, water conservation, and quality of life.
Affordable Housing and Sustainability	Need for more affordable housing and protection of existing neighborhoods from large multiunit apartment developments. Concerns about overgrowth and water conservation, along with the importance of multi-use trails for walking and biking.

walking/biking paths along the major corridors. In addition, NO CASINOS! West end should look like Bozeman

- Water supply conservation, open space preservation, and effective public services
- Neighborhoods where people can walk and access what they need without having to use cars all the time.
- Trails, infill housing
- creating complete and safe streets that would provide wealth, growth, and places for people to visit. No having

roads or roads as people are flocking still to the downtown from the west end.

- 1. Traffic is a big one. As the west end continues to expand, the city needs to keep up or stay ahead of the growing traffic. A couple other cities in the state were not prepared for the growth they've experienced over the past decade, and it shows when you're driving through parts of those towns. Thus far, Billings has been able to keep up on this end of town, but continuing to plan ahead there will be important. 2. Green spaces.

Most of Billings has a park within five minutes of any residence, which is terrific. Keeping that trend would be wise. Also, obviously, we have world-class hiking in the state, but you can't always hop in the car and drive an hour or two. A planned walking/biking trail or a forest-centric park on the west end would be great.

- Water shortages. Infill. Native landscaping. Mixed use spaces. Affordable housing for ALL income levels, not just working class. Public transportation. Parks.
- The management of increased traffic needs to be added.
- Rezoning of land with disregard to current land owner rights.
- Controlling sprawl - encouraging compact, mixed-use development / growth - encouraging walkable and bikeable neighborhoods - discouraging single-occupancy vehicle trips in every way possible
- The architecture and footprint of multi family housing. We need to include low income options on the west end to encourage diverse socioeconomic neighborhoods.
- Expanding Grand Ave btwn Shiloh & 54th as well as rimrock road btwn 50th & 54th. Both of these 2-lane roads are currently dangerous & congest traffic terribly. The recent light at 48th & grand was helpful, thank you!
- Traffic flow, school populations and consistency in development.
- The traffic, and more specifically multi-

modal access (paved bike paths) should be required for any new subdivision build or expansion. If you're going to build out that far, you need to only only prove that the road will handle the additional traffic, but that you have given options to those that live out there to avoid driving. In my opinion if you force that issue, you will naturally see in-fill become more attractive because the infrastructure was already built, in addition you would also see more incentive to rebuild in areas that have become blighted.

- Traffic and checkerboarded city/county development. Billings will not be able to achieve the density needed for obtainable workforce housing if YC development continues requiring 1/2-to-1-acre parcels of land to accommodate water wells and septic systems.
- A greater spirit of cooperation among Yellowstone County and the City of Billings elected officials.
- Development of actual neighborhoods that contain a mix of residential and commercial/retail activity. Stop pushing commercial development to major intersections...this encourages larger box store and franchise type development instead of smaller business that keeps wealth in Billings. Streets should be designed to favor increased safety and reduced speeding over traffic throughput.
- Pedestrian access and trail connectivity Promotion of mixed use developments and walkability
- See above- preservation of parks and

green space, planning focused on creating safe balanced communities with neighborhood schools and safe ways for children to walk or bike to those schools, mixed housing, traffic planning

- I don't believe the stated goals of the 2001 Plan have changed that much from the needs, expectations, desires of the Westend population although the "Westend" definition has migrated. Safe neighborhoods, thoughtful planned expansion with an eye on water use, open space (park) integration, traffic flow, new school necessity, and quality of life are still universal goals. How new developments effect property values/ rights need mandatory safeguards.
- transportation including walkability affordable housing consistency within neighborhoods
- Making certain all development is needed, is accessible, has plenty of green space, is in keeping with school and commercial needs.
- Access to trails
- There should be a stop on the growth and a developed plan for improving the mistakes already made. There should be an improvement in the transportation in and out of this area to assist in its over growth and creating more open space.
- Continued development of open space, trails, and parks.
- We need more affordable housing. We need to continue to protect our neighborhoods. Large multiunit

apartments should not be allowed in residential areas where it is primarily single family homes. The number of new development outside of the City is of concern. Also of concern are the number of new water wells on the west side of town and the dropping water levels. We really need more multi-use trails for walking and biking. This should be a majority priority for the City.

- Efficient and effective traffic flow, Connectivity of multi-use trails and sidewalks, Areas for public transit and encouragement of the use of public transit. More safe and sensible community spaces, parks, amenities, trails, & sidewalks, Water preservation and water drainage. Let's make West Billings a walkable, community-centered area, instead of accessible only by car.
- City/County cooperation in land use planning. City/County incentives for annexation...the carrots City/County enforced consequences for not submitting to annexation...the sticks.

Question #3

In your opinion, has urbanization of agricultural lands in your area been carried out in an orderly and efficient manner?

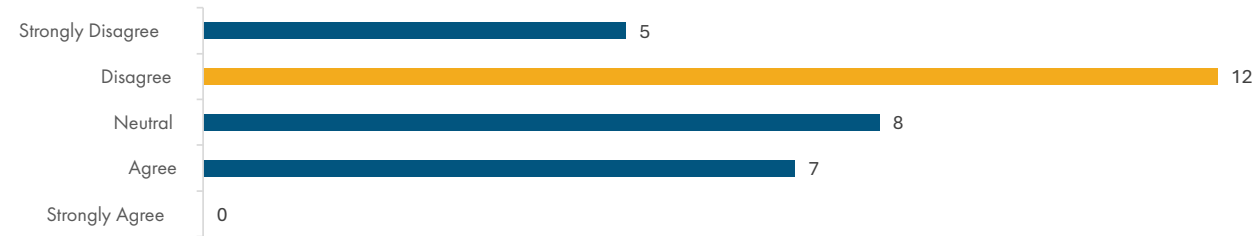
Please share your opinion.

The comments highlight concerns about the patchwork development and sprawl in the west end of Billings, leading to increased service costs and traffic congestion. Lack of county oversight and planning makes it challenging for the city to implement infill development effectively. The development pattern is criticized for its lack of focus on creating balanced communities, with examples cited of high-density housing without adequate infrastructure and parks. The conversion of agricultural lands into housing and business areas is seen as unplanned and driven by economic forces rather than thoughtful urbanization. There are also worries about the loss of farmland and the impact on future food production. Additionally, concerns are raised about the threat of future gravel pits and the lack of a coherent plan for preserving agriculture. Overall, there is a sentiment that current urbanization lacks foresight and orderly planning, threatening agricultural viability and community cohesion in West Billings.

Detailed Comments:

- Taking FOREVER to complete the roundabout at 62nd & Rinrock, AND there is no evidence of walking or biking paths that will be connected

Has urbanization of agricultural lands in your area been carried out in an orderly and efficient manner?



- It is sad to see the loss of agricultural land, and seeing it gobbled up for sprawling pavements, parking lots, and over-sized houses.
- I like how the agricultural lands are being developed but I do not like that taxpayers bear the burden of expansion costs rather than developers who are making a pretty penny of the expansion.
- The next generation of using the agricultural land for crops is not interested in farming the land. Selling it for urban development is their solution.
- Billings has a history of disregarding individual land owner concerns over the financial incentives from developers. City officials and developers do not take into consideration the future water needs of high density population areas.
- Over the past 20 years, housing development in West Billings has proceeded in an uncontrolled and opportunistic manner, driven largely by bottom-line economic concerns of developers, NOT by relevant urban planning considerations. The result has been an intermixing of agricultural and residential land uses that is ugly, inefficient, and chaotic. What a mess!
- The casino & liquor store on Grand & 54th is not a welcome sight. Brings tougher crowd & more DUI's to nearby family neighborhoods.
- I still see active cultivation on the west end; and I have never encountered conflict with the development so I cannot speak to this point.
- Again, the checkerboard pattern of City/County doesn't allow for efficient extension of public water or wastewater systems.
- The urbanization of ag lands has been slightly haphazard.
- Patchwork development has resulted in sprawl and increased service costs for city residents. Lack of County interest in orderly/planned development makes city infill development harder.
- West end continues to see far west development, "leapfrogging" over several vacant areas on west end leading to sprawl w/ lots of traffic
- There does not seem to be any real oversight in development that is grounded in creating healthy balanced communities as evidenced by large area of concentrated high density housing being built between Shiloh and

48th south of central, no work on main east/ west road routes to create safe roads with biking/pedestrian paths and reduce congestion, lack of parks on west end

- The development of agricultural lands to housing/business utilization seems to follow a leap frog progression, likely due to economic forces rather than a planned, progressive, infill architecture.
- Far west end is absolutely random. However much is not in city limits. A shame there hasn't been zoning.
- Urbanization appears to be orderly. We will regret the lack of farmland in the future, due to needs for fresh produce.
- What a shame that our ancestors cleared the land for agricultural, putting hard labor into the land to be sold for a low ball dime to build subdivisions. With all the agricultural land being taken away where and how are people going to get their needed food when there is no good fertile agricultural land available any more because all the ugly subdivisions have been put on the best easy convenient agriculture land.
- I disagree because of the actions of Yellowstone County. Several areas are threatened by future gravel pits, which makes the development of those areas difficult. Who wants their home next to a gravel pit.
- There is no plan with respect to preservation of agriculture in West Billings; most developers are cashing in on the opportunity to develop these lands and so agricultural lands are

scattered and inefficient.

- Again, one look at the hopscotch board of city/county parcels west of Shiloh tells the whole story.

Question #4

From your perspective, what improvements or changes would you suggest to enhance the orderly and efficient urbanization of agricultural lands?

The comments emphasize the need for adherence to city standards and annexation requirements for new developments within existing city limits. Concerns about unchecked sprawl westward and traffic safety issues highlight the importance of establishing natural buffers and implementing efficient traffic management. Suggestions include developing family-friendly parks, regulating development density, and fostering community involvement in planning. Preservation of agricultural land is a key concern, alongside dissatisfaction with current County Commissioners and calls for stronger regulations and leadership to address development challenges effectively.

Detailed Comments:

- Widened roads & bike paths for safety and to enhance fitness
- Teach people how to honor the earth.
- City sized lot developments, no septic systems.
- provide more incentive for building

closer to the city limits or providing more infill. leave agriculture lands as community gardens, parks, or nature walks for places for people to visit.

- Impact fees for w/s/g, fire and police services. Parks MUST belong to City of Billings with appropriate maintenance agreements that include how all costs will be covered by neighboring properties rather than taxpayers as a whole with an ever-growing PD1 (which is now defunct and should NOT be!)
- Limit huge apartment complexes.
- Allowing current land owners to maintain their current status of land use.
- Do not allow anymore casinos/bars on this end of town nor apartment complexes. Should be family neighborhoods & parks.
- Develop dryland before irrigated land.
- If the desire is to preserve existing farm land, you need to make infill or overbuild/upzoning more attractive (cheaper) or make purchasing the farm land/developing it more expensive. There does not seem to be strong political will to do so, which is a shame!
- Farming is not profitable for most smaller operators. The farm kids don't want to come back in most cases and run the farms. The City of Billings needs to annex YC properties that are no longer viable.
- A greater confidence that any land use entitlements that meet the defining criteria can be secured.
- All development within 1 (2?) miles of

existing city services must be developed to city standards with annexation required.

- far west end buffer of natural space that prevents development from continuing to sprawl westward and encourages development of several West end vacant areas prioritize efficient traffic patterns for existing city limits and do not provide high speed corridors to far west end/outside city limits. Currently, the commute is fast because you can drive fast in east-west direction, which not only incentives development further west but the high speed traffic makes it difficult and unsafe for walking and biking.
- Address arterial roads, requirements for developers to designate and develop family/kid friendly community parks and paths within developments, restrictions on how much commercial, industrial, high density vs low density housing can be developed with each square miles in coordination with adjacent square mile plots/zones
- Community involvement in the planning process. Coordination between County/ City planning. Cost/benefit analysis of any future development in regard to resource utilization before annexation.
- It's difficult as some owners of closest in land don't want to sell. The best development is fill in from edge.
- Save the farms.
- DON'T URBANIZE THE AGRICULTURAL LAND, find something else where!
- We need new County Commissioners.

Those guys just aren't going to do anything to make things better. The County Commissioners are advancing an extreme Republican partisan agenda.

- No subdivision or business development without annexation. Period. Set a standard and follow it. For example, no more than one home per acre on county land.

Question #5

When thinking about West Billings, what contributes most to the character of the community?

The comments reflect diverse perspectives on the character and development of West Billings. Some highlight a desire for the area to match the community feel and amenities of places like Bozeman, emphasizing parks, recreation areas, and mixed-use spaces over large houses and retail chains. Others lament the loss of farmland and express a need for more distinctive landmarks and public gathering spaces to foster community spirit. Concerns are raised about the current character of West Billings, noting its suburban sprawl and lack of cohesive identity beyond retail developments and busy roads. There's a call for more parks, trails, and family-friendly amenities to enhance the livability and appeal of the area beyond its current utilitarian infrastructure.

Detailed Comments:

- New housing, should match Bozeman's efforts
- built environment and parks and

recreation areas

- Cars and large houses.
- The disappearing farmland.
- destination places where people gather create the sense of community
- Honestly, because West Billings has effectively developed over... 50? years... character is a little hard to define. There's kind of a hodgepodge of architectural styles. For prominent places, ZooMontana stands out as a landmark, gathering space, and event spot. I'd say the next three most notable locations on the west end would be Faith Chapel, Costco, and the wetlands preserve.
- Parks Schools Mixed use retail Big box shopping Chain restaurants Casinos and car washes Lack of public transportation options
- West Billings is an extremely large area that has only one small public gathering space: Phipps Park. Although Phipps is fantastic, this large section of Billings needs more public gathering spaces. Development of Cottonwood park or other natural areas would add to the character of the community. The streetscape on Shiloh is also a bonus for this area. It's very attractive.
- Places for community to gather combined with the built environment
- The character, friendliness, and individuality of the Westend citizenry.
- mixed use
- West Billings has little character. Flat, no grand parks or beautiful landmarks.

I consider Grand to Rims NW Billings.

- Retail markets
- I don't know
- Clean and well kept neighborhoods, businesses and parks.
- Rural, disperse, historic characteristics of the western lifestyle
- West Billings doesn't have much character. Recently I was in Issaquah WA. The neighborhoods in that city were walkable, friendly and safe. The west end is full of closed off neighborhoods and busy 4 lane roads. The walkability to parks, restaurants and other neighborhood amenities is lacking.
- Safe family neighborhoods, not worrying about DUI's around corner of the area due to casino & liquor stores in middle of family neighborhoods & schools.
- Quiet living.
- I am not sure that this needs character? West Billings, and in fact most modern development in the USA reflects suburbia, one would ask why that's bad? Do we really need a mom and pop shop ripping off the locals? Do we really need another casino, bar, or vape shop in a "neighborhood commercial node"? We had Mayor Bill Cole proudly highlight The Den there at 54th and Grand, did he take a moment to ask himself if everyone really appreciated another bar next to a church and school?
- I don't like the Den and Brew pubs that were approved by prior city councils. The west end is best suited for residential development. Very limited commercial developments are ok.

- Bedrooms and traffic.
- The west Billings area has very little character. It is the same type of generic suburban sprawl we could see almost anywhere.
- Places for community to gather combined with the built environment
- The character, friendliness, and individuality of the Westend citizenry.
- mixed use
- West Billings has little character. Flat, no grand parks or beautiful landmarks. I consider Grand to Rims NW Billings.
- Retail markets
- I don't know
- Great parks. Great trails. (We need more trails). Great shopping like Shiloh Crossing. The Shiloh Conservation Area. The future Shiloh Lakes. Great schools.
- Currently, the west end is a drive community, separated by individual subdivisions.
- Unless you count retail development, there's not much else. The character of Billings screams casinos and big box retail.

Question #6

What areas of community character would you like to see the 2024 Plan address?

The comments emphasize a strong desire for thoughtful development in West Billings, focusing on creating pedestrian-friendly environments with ample walking and biking paths, and aesthetically pleasing architecture

similar to Bozeman's standards. There's a call for more parks, cultural events, and community spaces to enhance economic vitality and quality of life. Concerns about over-commercialization with casinos, large signage, and corporate influence are raised, advocating instead for smaller-scale, locally-owned businesses. Retaining the rural character with farming and ranching elements is important, alongside development that integrates natural areas and avoids excessive concrete developments. Overall, there is a consensus for balanced, sustainable growth that prioritizes community needs and environmental stewardship across West Billings.

Detailed Comments:

- Any new development needs walking/ biking paths near their development & brick walls around development to avoid junky fences. No casinos, no junky signage, architecture requirements such as Bozeman uses
- parks and recreation areas, culture, economic vitality
- Park land.
- more public events on west end, farmer's markets, community non motorized where you see people out inside of in cars, and well managed parks.
- It feels like recent developments on/ around Shiloh have a little more cohesion of style. Encouraging that would be a step. As mentioned above, stressing some green spaces would be a positive. Having good restaurants that sit in or

very close to neighborhoods is also nice... Siam Thai or the restaurants at Shiloh Commons would be good examples on the west end... The Granary or Black Dog (formerly Harper & Madison) would be an example elsewhere.

- Public transportation. More mom and pop restaurants and stores, less out of state corporate influence (unless it's high-demand stores like Trader Joe's we don't already have like Trader Joe's). No more casinos, car washes, or banks!
- Safe biking trails
- Retainment of the rural, farming, ranching characters. With livestock and crops.
- West Billings needs smaller-scale, user-friendly commercial and retail areas -- not more strip malls, storage facilities, and out-of-scale commercial and light industrial buildings.
- I believe we need to focus more on the neighborhood concept of our city. Billings needs more options for shopping, and fewer gas stations, casinos.
- Developing & supporting city park land that was donated and is located off Colton & 54th.
- Continue with quiet, laid back living.
- I think the great focus of this should be walk-able communities in the sense that there are trails to enjoy nature or simply walk the dog. We don't need to have it connect to a commercial node per say. For example, the Big Ditch Trail heads through several neighborhoods without a real connection to anything

commercial, rather it connects to schools and parks which are great. People move out to these areas to escape the city and the blight that comes with it.

- We do need more parks on the west end. Cottonwood Park doesn't need a \$9M community center. Do some open play space development where the kids can play. Open grass play fields, swales and hills with backstops for baseball play and practice.
- A greater mix of land uses that can meet the demands of the area, not just a neighborhood.
- Development of true neighborhoods, where commercial/retail is integrated instead of pushed away from residential areas. Minimum lot coverage with shared parking on large commercial developments to prevent over-paving and under-utilization of valuable land (e.g., Shiloh & King).
- More parks and natural areas Improved pedestrian access to business developments
- See above
- Affordable housing. Clean, safe, available public transportation.
- consistency within neighborhoods
- Grand to the freeway and Shiloh west.
- Trails linking the shops to neighborhoods.
- parks
- A focus on avoiding large concrete box store developments without intermingled mixed use and natural

parks, vegetation, or open space.

- I would like to see more multi-use trails. We ride on and walk on our trails all the time. The trails are one thing that really make Billings a more attractive community. They help us retain and recruit new employees.
- Walkability/multi-use trails, community spaces, planning for schools, zoning and planning for commercial v. residential locations, and the development of appropriate roadways.
- A large park, like Pioneer Park, west of Shiloh. Trees lining Hwy 3 along the new trails on the rims. The walk is spoiled by the highway traffic. Better beautification projects on major arterials. Planting that are well maintained year-round, with large trees that absorb traffic noise along sidewalks and walking paths. This is specific to Shiloh road, but could apply all over town.

Question #7

What are three proactive measures that can enhance public safety within the plan area?

The comments highlight a strong emphasis on improving infrastructure for walking and biking paths, ensuring adequate drainage to prevent flooding, and managing traffic flow with measures like lower speed limits, roundabouts, and improved road widening. Residents suggest prioritizing the maintenance of parks and public spaces, advocating for well-maintained facilities and increased connectivity through trails and sidewalks. Other suggestions include

managing urban density appropriately, addressing homelessness through supportive housing initiatives, and enhancing safety through improved lighting and traffic management. There's also a call for responsible development practices that include water conservation measures and thoughtful integration of stormwater management with park and open space planning.

Detailed Comments:

- Walking/biking paths
- constructing drainage corridors and ensure adequate fire flow
- Lower speed limits
- number of local own restaurants and grocery stores
- Ensuring that storm drains are able to manage water flow. While it hasn't flooded homes in our development, a street nearby routinely floods during heavy storms. I helped push two stalled cars out of the water last time
- Development of Permanent Supportive Housing for those who struggle with homelessness
- Park spaces that are well maintained.
- Decrease density
- dedicated bike / walking paths along all thoroughfares
- Put police in office located off grand and 54th.
- No over development
- Encourage Neighborhood Parks that act as meeting places (see "classic"

- copper ridge) to know your neighbor
- Widen Grand Ave to 64th or 72nd. Four lanes with a turn lane, quit piecemealing development.
- Higher densities
- Average actual street speed
- Connect trails/bikeways/sidewalks to all neighborhoods <3 miles from Ben Steele Middle school to allow for walking or biking to school
- Traffic planning on main east/west routes
- Ability to enforce traffic laws through electronic/camera monitoring
- safe biking and walking
- A large park
- Require builders to mitigate potential building issues, e.g. those that occurred in Copper Ridge
- Police
- Adequate spacing and setback, including natural landscaping and vegetation
- We could use more areas to hold stormwater runoff. Not every area has storm sewers.
- Widening arterial roads, while narrowing residential road, to encourage safe and effective traffic patterns
- Be hyper-vigilant about graffiti removal. This tells the miscreants what will or will not be accepted in a neighborhood.
- Traffic lights/roundabouts
- joint-use facilities to ensure safe parks, schools, and trails

- Curb-outs at intersections.
- number of bike lanes and sidewalks
- Establishment of a low-barrier shelter option for those who struggle with homelessness
- Water conservation measures should be considered.
- Conservation of open space
- More lighting in neighborhoods or at least down 54th street & around casino.
- Observant neighbors
- Avoid building parks that are unfunded and therefore do not have maintenance, if a space is maintained its unlikely to have vandals move in
- Traffic calming with roundabout at 48th and Central. Also 48th and King.
- Enforcement of current traffic policies
- Number of drive-thru lanes (fewer means more people out of cars and engaged in the space instead of just driving through it)
- Pedestrian tunnels or bridges to cross major roads (King, Central, etc.) on Shiloh path. Current crossing lights are not sufficient
- Parks with playgrounds/ water parks for community use
- Safe, well lit, walking/biking paths to recreational space for all ages and capabilities
- Your Open Space plan is right on
- Build a trail from Shiloh to 56th St. West
- Dedicated trails and pedestrian access protected from roadways

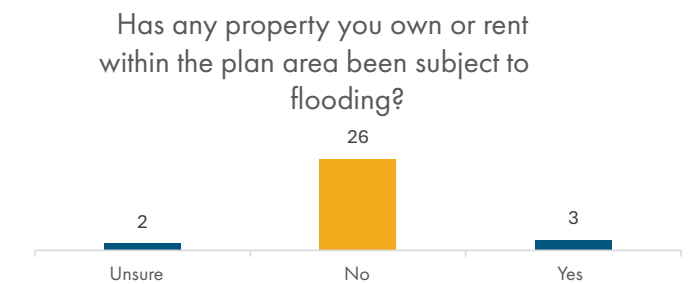
- Build and develop more parks that can hold stormwater runoff.
- Improving water drainage and developing a plan for water sources for household use and fire suppression
- Street lighting in ALL new subdivisions. Not yard light...streetlights.
- Lighting
- More bike trails.
- number of two-way and only two lane streets
- Planned park developments that are adequately funded
- Don't allow main arterial streets to connect through neighborhoods.
- Limit through streets, encourage through current high volume areas with enhance flow in these current roads
- Lighting
- Add a bike lane.
- Percentage of homes within city limits
- Multi-use path along Grand Ave (west of Shiloh) and Rimrock Rd (west of 54th)
- Restriction of commercial development for sales of alcohol, gambling, pot distribution shops
- Cut traffic congestion with improved public transportation if feasible.
- youth programming
- Finish Cottonwood Park
- Use of water drainage systems in conjunction with open space or parks to consolidate and check multiple boxes
- Adequate lighting, traffic prompts, walking/trail underpasses under

arterials.

- Proactive transportation plans... widening roads BEFORE projects are started. Turn lanes, adequate (full vehicle width) shoulders

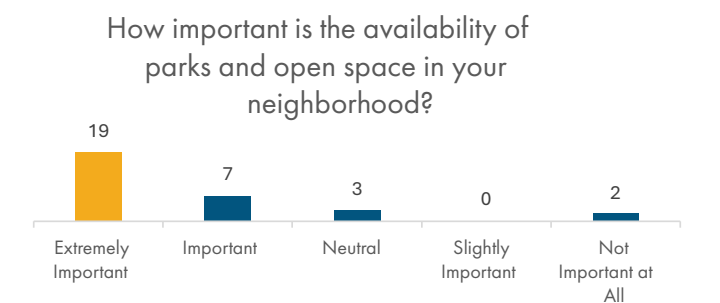
Question #8

Has any property you own or rent within the plan area been subject to flooding?



Question #9

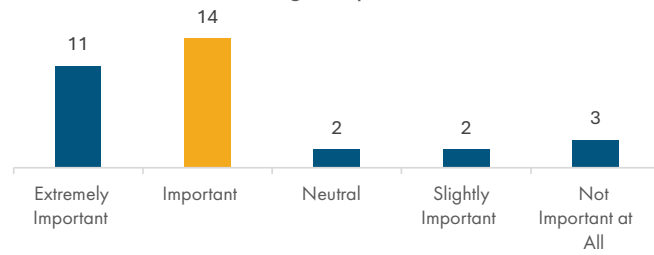
How important is the availability of parks and open space in your neighborhood?



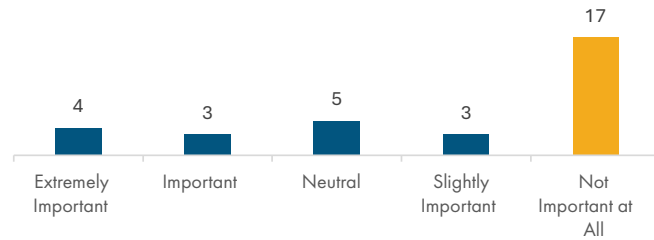
Question #10

When thinking about transportation within the plan area, how important are the following topics?

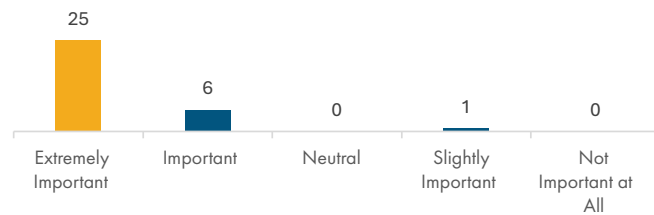
When thinking about transportation within the plan area, how important is reducing congestion?



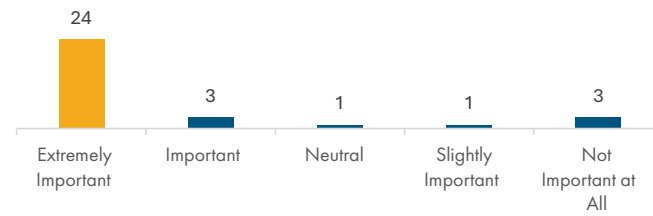
When thinking about transportation within the plan area, how important is increasing traffic speeds?



When thinking about transportation within the plan area, how important is increasing trails, sidewalks and other facilities to make walking easier and safer?



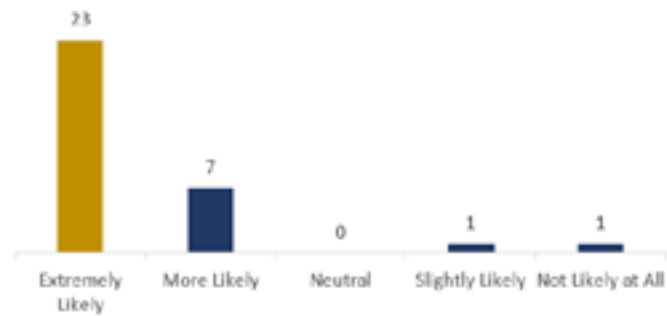
When thinking about transportation within the plan area, how important is increasing shared use paths and other facilities to make biking easier and safer?



Question #11

How likely would you be to use trails and other pedestrian facilities in your neighborhood?

How likely would you be to use trails and other pedestrian facilities in your neighborhood?



This page intentionally left blank.

Map Comments

1 Great park with beautiful views and lots of space to wander!

I love Phipps Park for its magnificent views of the valley. I'm glad that we've preserved this land as a recreational area for the city & county to enjoy.

2 Pedestrian

Opportunity to create pedestrian paths for safety

3 Opportunity to ensure bike/pedestrian facilities at new intersection

I hope that the city will put in robust wide sidewalks/paths at this intersection AND connects this sidewalk to the extensive sidewalk network just to the east.

4 Need pedestrian option between 54th & Molt

The walk/bike path on Rimrock Road ends at 54th street. It should continue along this stretch of Rimrock Road between 54th & Molt.

5 Trails on Rims are an asset to Billings

This trail network is robust and I hope it stays that way! People in surrounding neighborhoods use them all the time.

6 Opportunity for dense, multi-family housing near middle school

Areas within a mile of the middle school should have zoning that allows for dense multi-family, so that more families can take advantage of this new middle school (and WALK there!).

7 Diamond X Restaurant / Brewery

We stopped by on a Sunday afternoon because the truffle fries are to die for! They were having a special buffet (Mother's Day?) so we didn't stay. But the place was packed with families and kids. It felt like a real neighborhood gathering place.

8 Extend bike / walking path

The short section of walking / biking path on the south side of Grand Ave near Trails West subdivision and Ben Steele Middle School could -- and should -- be extended east all the way to Shiloh Rd. This would connect up all existing and future residential developments along Grand Ave to the decent walking and biking path network that exists east of Shiloh Rd all the way to downtown Billings.

9 Safety

Dangerous intersection with deep drop offs. Trucks and long vehicles have difficulty navigating turns to avoid catastrophe and shouldn't pass through intersection

10 Bike/ pedestrian pathways needed

11 Grocery Store

Appreciate having a grocery store here! It would be great to see more neighborhood businesses (cafes, sandwich shops, gyms, etc.) well-integrated into the west-end as development occurs, not just residential construction.

12 48th From Rimrock to Grande

Would love to see Rimrock connected to Grande via 48th/46th somehow someday.

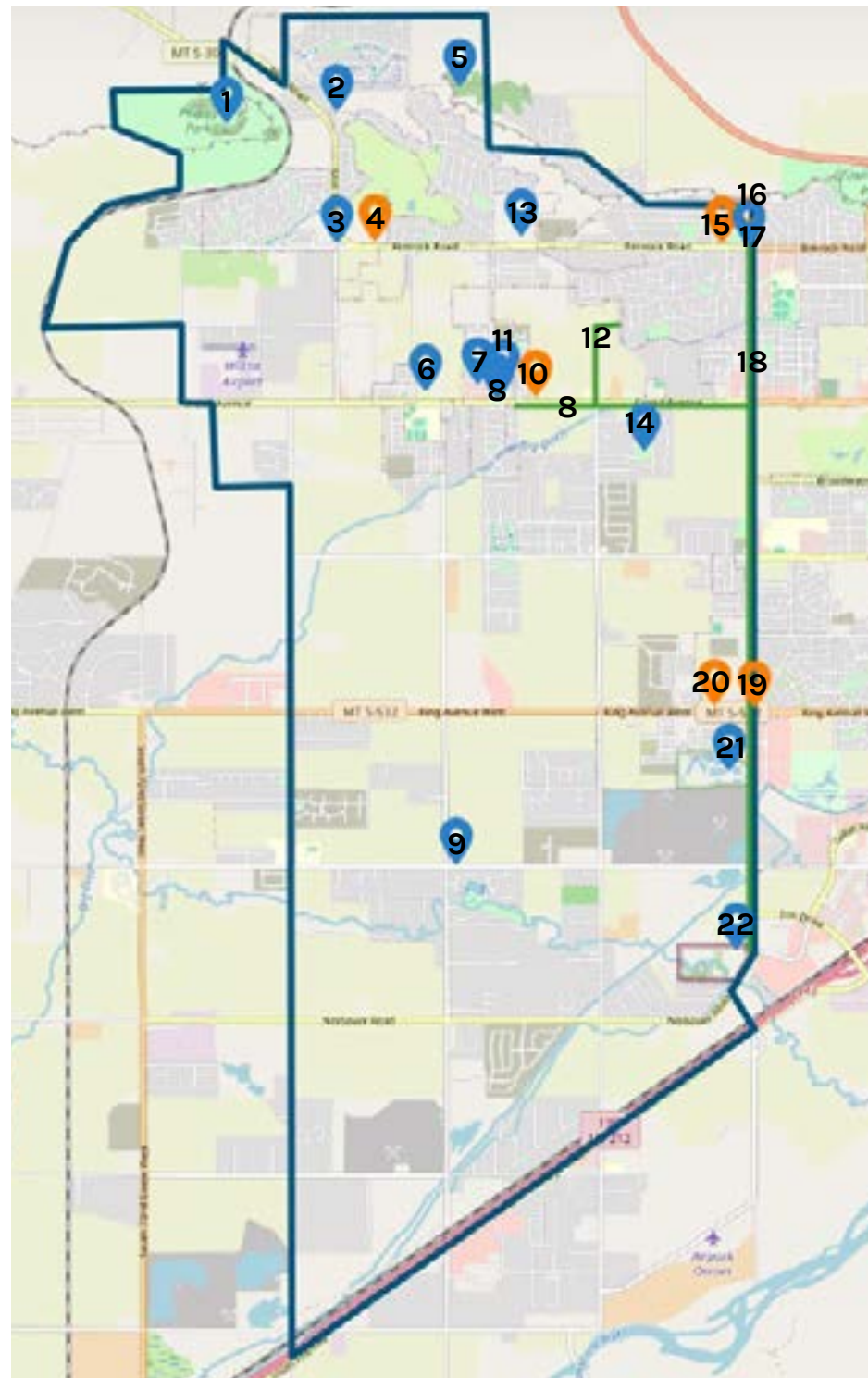


Figure A.1 - Map of Comments

13 Well-used walking path -- need more like this in Billings!

So many people use this walking path along Rimrock Road, and I've love to see more in Billings! It feels safe and comfortable because it's set back and not directly alongside the road & high-speed traffic, and it's wide enough for lots of walkers and bikers to share the path.

14 Great park and gathering space

lots of football and soccer practices going on here

15 Traffic heading into town on Rimrock needs to be slowed down

there's a school just south of Rimrock on 38th. We need a way to keep kids and other pedestrians safe on Rimrock between 46th and 38th. Flashing lights to warn that speed limit decreases from 45 to 35; speed humps; school zone on Rimrock. And other good traffic calming ideas should be implemented.

16 Zimmerman Trail

My residence apparently missed being in the "West Billings" area by a few blocks interestingly. The concern is Zimmerman Trail a very significant conduit for the "West Billings" area. The speed limit is 25. No one seems interested in going 25 and if you do, you have a host of vehicles tailgating your rear bumper. Even in ice and snow. Where is law enforcement? Frankly I don't care if the speed limit is 50 but I imagine if it were, there would be tailgating vehicles wanting to go 60...around blind curves, indifferent to potential obstructions such as fallen rocks, indifferent to road conditions...WHERE IS LAW ENFORCEMENT?

17 Need walking path up Zimmerman Trail

This proposed trail would be an incredible opportunity to connect people who live below Zimmerman Trail with all of the beautiful parks & amenities on top of the Rims. People would use this all the time.

18 Bike path

love the bike access here. would love to see more trees/shade and better cross walk markings since billings drivers don't know how to use pedestrian intersections

19 Pedestrian nightmare

Shiloh Crossing is largely inaccessible for people walking/biking from all neighborhoods. People drive SO FAST through the roundabouts that I would never feel safe crossing there as a pedestrian.

20 Dangerous experience for pedestrians

I have seen people try to walk from the Divide Bar & Grill back to their apartment north of King Ave. They had to sprint across the road and clearly didn't feel safe in the roundabouts. More people should be able to walk from the apartments north of King and west of Shiloh to all of the amenities at that interchange. The roundabouts feel extremely unsafe. Perhaps there can be a pedestrian light somewhere on both Shiloh and well as on King for people to stop traffic & cross?

21 Love this area!

We love walking around this area. We need more places like this in Billings!

22 A Billings treasure!

We love Zoo Montana! It's a gathering space AND a local landmark!

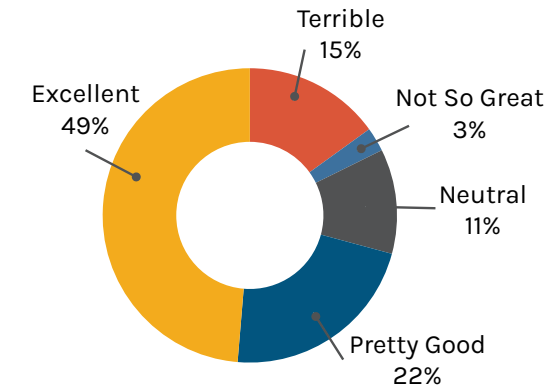
Public Engagement Phase 2: Guiding Principles Survey

The guiding principles survey was available on the project website from XX to XX and was noticed by the project team to the project mailing list and public via XX. Results of the survey showed broad approval of the draft guiding principles, which serve as an update to the 2001 guiding principles. The results of that survey and detailed responses are included here.

LAND USE

Land Use Goal #1

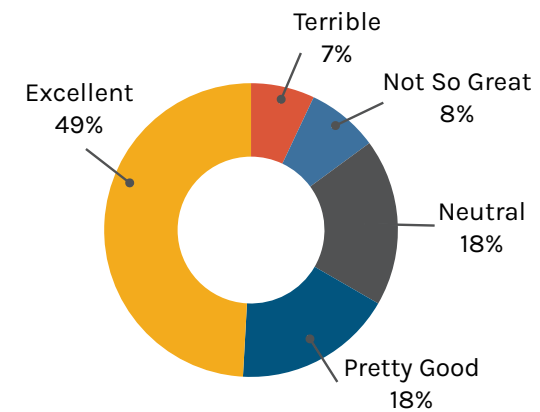
Grow responsibly by encouraging density and pedestrian-oriented development adjacent to existing infrastructure



Total Responses: 113

Land Use Goal #3

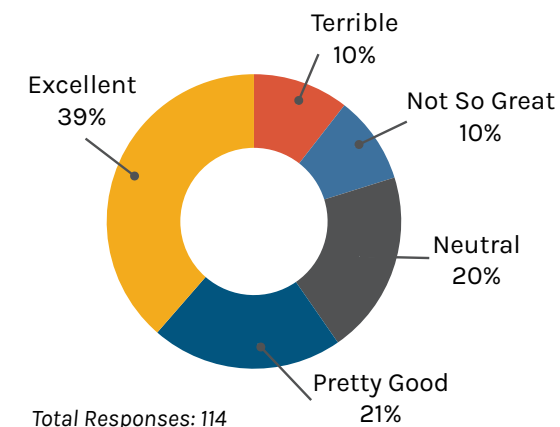
Preserve agricultural lands in the County



Total Responses: 114

Land Use Goal #4

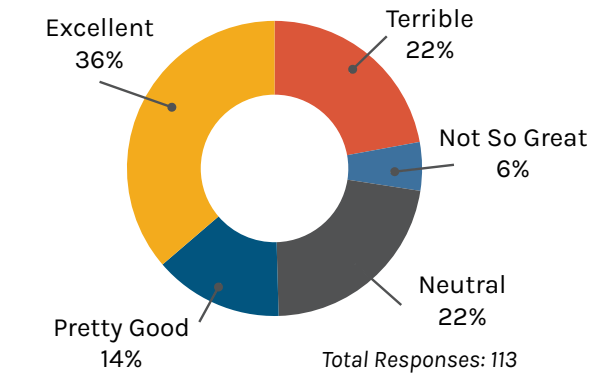
Establish transition areas between urban, suburban, and rural areas



Total Responses: 114

Land Use Goal #2

Support diverse housing options for all income levels



Total Responses: 113

RANKING LAND USE POLICIES BY PRIORITY

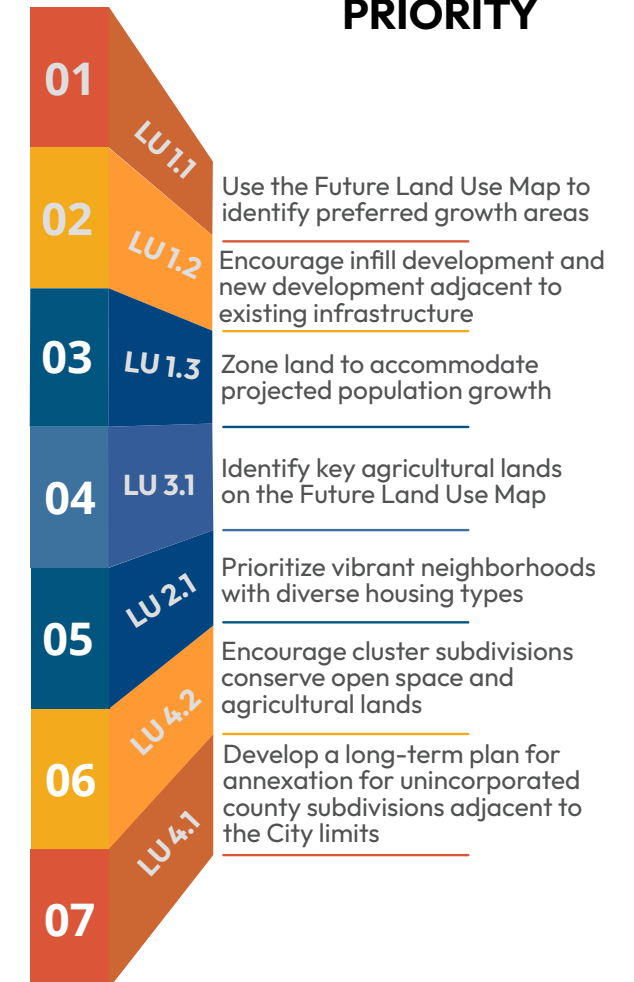
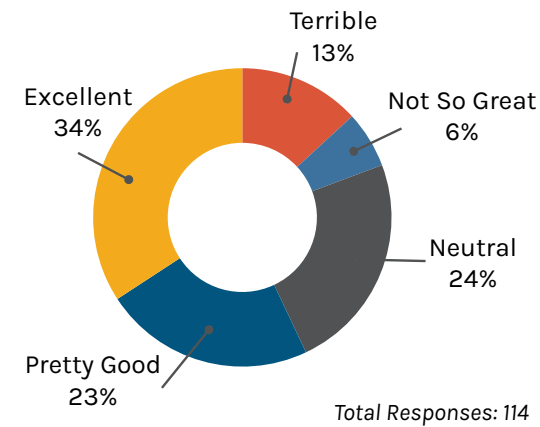


Figure A.2 - Land Use Goals

COMMUNITY VITALITY

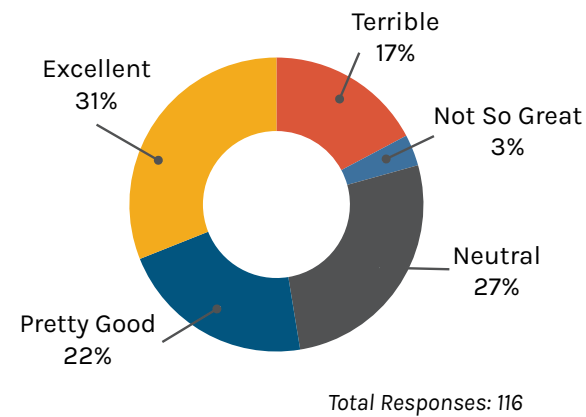
Community Vitality Goal #1

Identify locations and encourage the development of activity centers throughout the neighborhood



Community Vitality Goal #2

Promote mixed-use development where appropriate to strengthen community identity



RANKING COMMUNITY VITALITY POLICIES BY PRIORITY

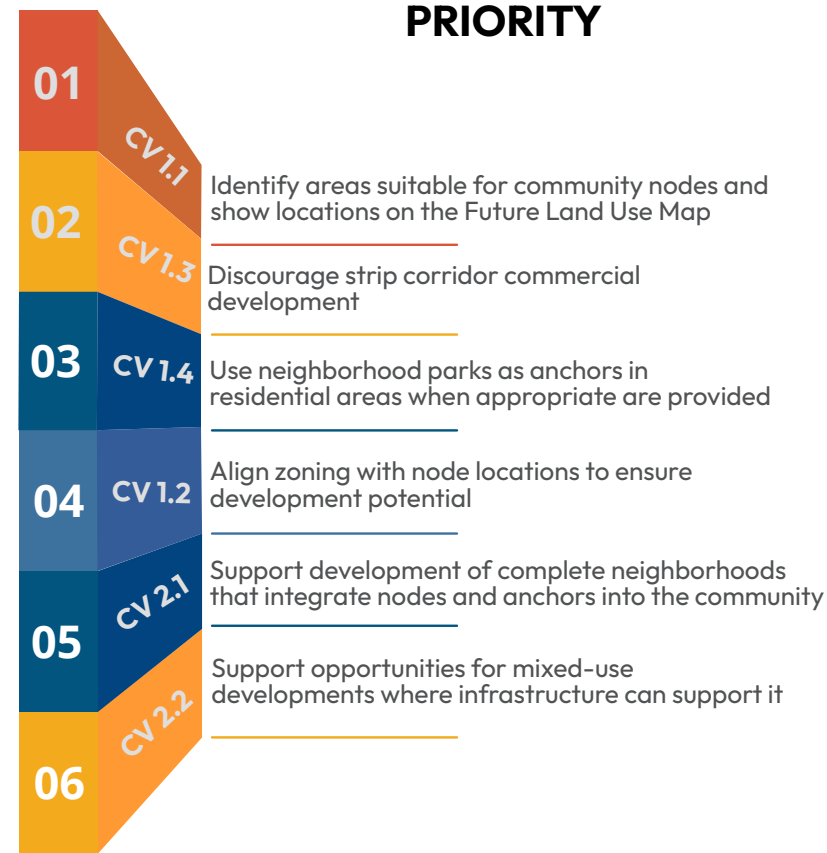
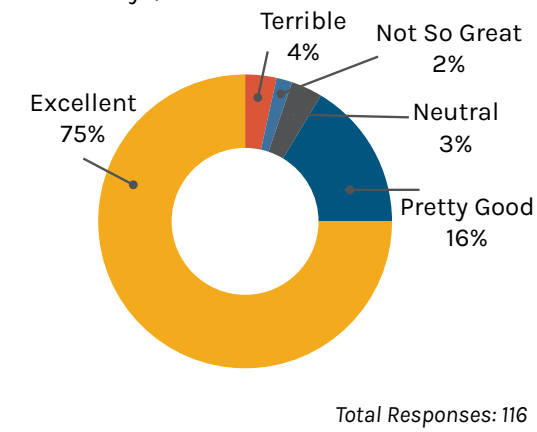


Figure A.3 - Community Vitality Goals

NATURAL & RECREATION

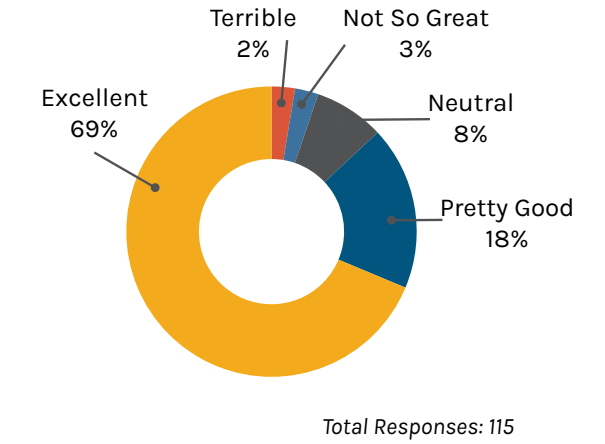
Natural & Recreational Areas Goal #1

Preserve and protect floodways, waterways, and scenic resources



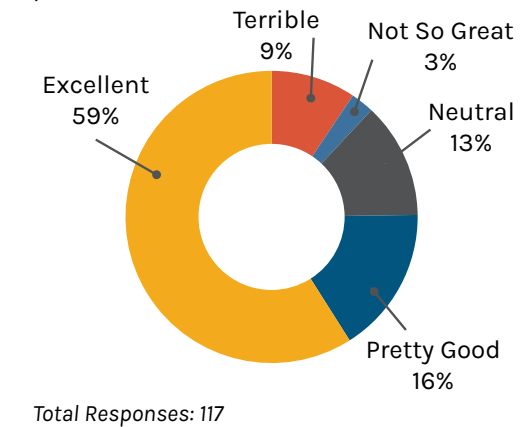
Natural & Recreational Areas Goal #2

Promote water conservation



Natural & Recreational Areas Goal #3

Connect neighborhoods with interconnecting parks and trails



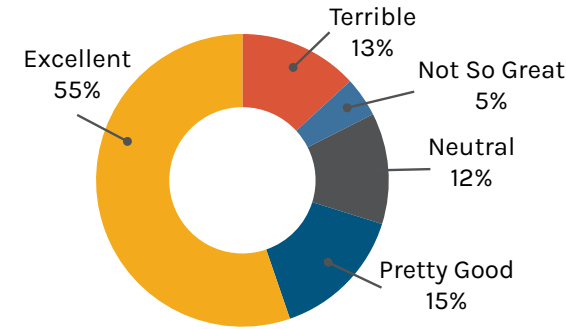
RANKING NATURAL & RECREATIONAL AREAS POLICIES BY PRIORITY



Figure A.4 - Natural and Recreation Goals

Connected and Multi-Modal Transportation Network Goal #1

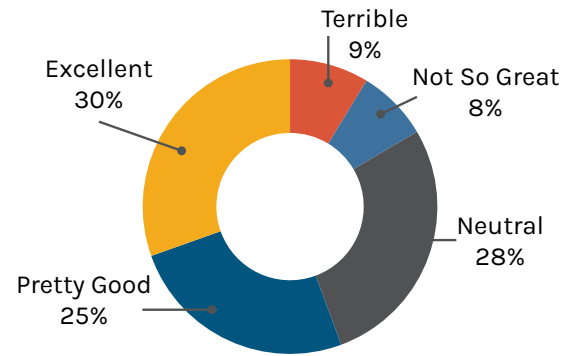
Where appropriate, build a complete pedestrian transport network



Total Responses: 114

Connected and Multi-Modal Transportation Network Goal #2

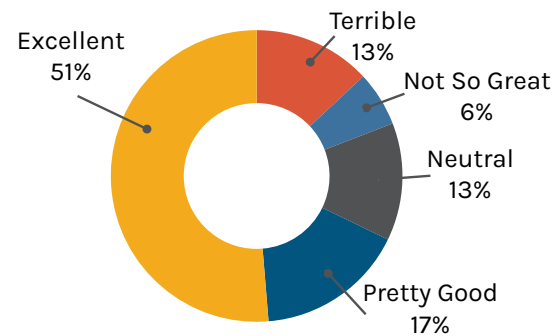
Promote an interconnected street network



Total Responses: 115

Connected and Multi-Modal Transportation Network Goal #3

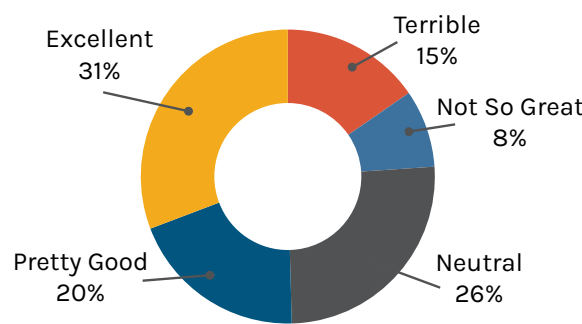
Expand pedestrian and bicycle infrastructure



Total Responses: 115

Connected and Multi-Modal Transportation Network Goal #4

Support transit-oriented development



Total Responses: 117

RANKING CONNECTED AND MULTI-MODAL TRANSPORTATION NETWORK POLICIES BY PRIORITY

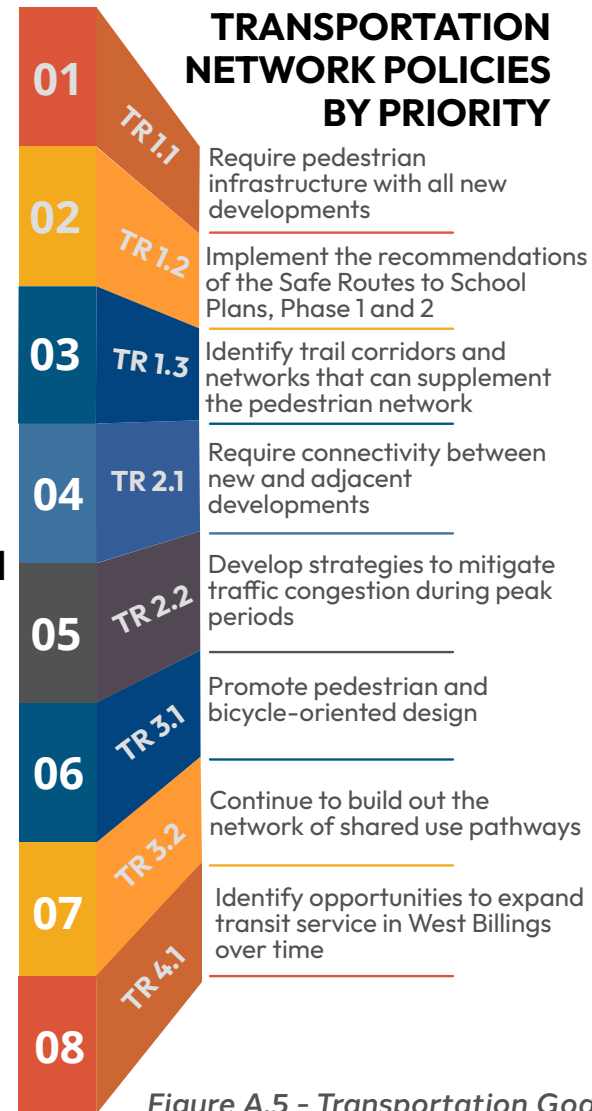
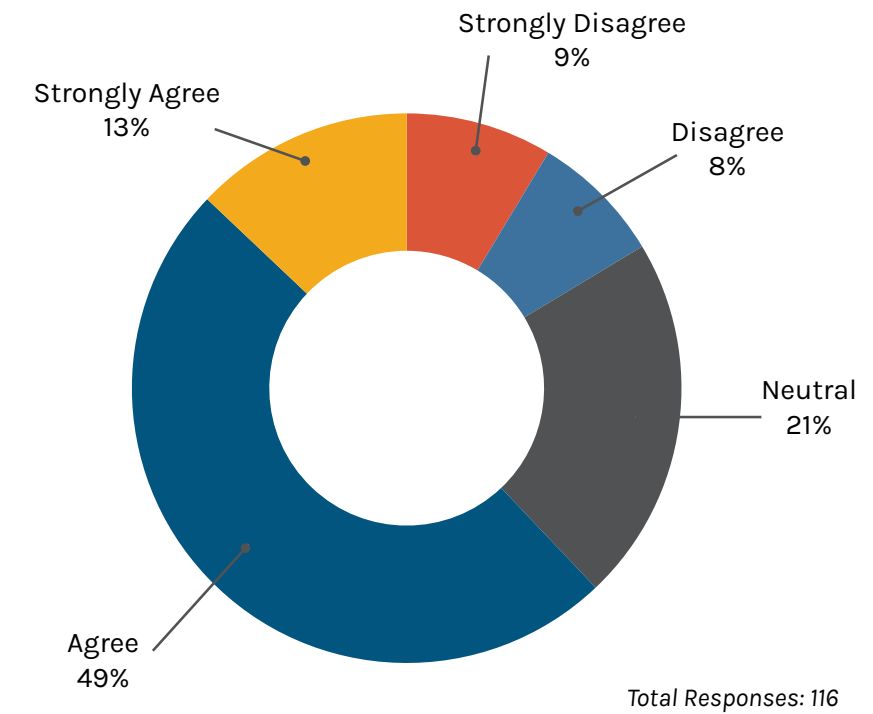


Figure A.5 - Transportation Goals

OVERALL

Do you feel the guiding principles, goals, and policies outlined represent the interests and priorities of the West Billings Community?



Total Responses: 116

Please provide any additional comments or feedback you may have on the guiding principles, goals, and policies.

58 Comments were provided. See following pages for a list of all provided comments.

Figure A.6 - Overall Goals

Detailed Comments:

- I would like to see more storm drainage detention incorporated into open areas and parks. I support trying to narrow up roads so that there is less asphalt and lane width for cars. I support very controlled annexation, not leap frog annexation. There are too many car washes.
- Need to focus more on surrounding areas like Blue Creek and Heights and incorporate more improvements as have been mentioned. Keep developing master plans that focus on outlying areas to relieve stress on Westend. Look to future as to how the merging of Billings and Laurel will look like. Encourage more commercial development around inner belt loop to accommodate the ever growing Heights. MDT and Billings need to finish connecting Highway 3 to Outer Belt Loop system to realize a true truck bypass.
- This was very confusing. When asked ranking on future land map and we don't know what that map looks like. What is a node? We cannot give good feedback if we don't know what you are talking about. Without proper information there is no way we can agree with your recommendations as stated in your survey.
- What Billings needs more than anything else is a plaza where people can gather, eat, drink and relax, this plaza should include public seating, entertainment for the children such as a playful water fountain, possibly converted to ice rink in the winter.
- Where is the update to the west end water study? This will determine where the city needs to grow.
- future improvements to Rimrock, Grand, Broadwater, Central, Monad, King and Hesper should all require complete street standards. the same goes for 48th, 56th, and 64th Stop waiting for the developers to build all the infrastructure. This should be a big enough area to fund major parts of west Billings infrastructure
- Parks and Trails make communities great -- Visited many cities throughout the U.S. and if there is one thing that separates a beautiful city from a not so beautiful city is its Parks and Trails -- People need the outdoors and great access to the outdoors -- Yes, we need police protection but if there were more recreational and open spaces for people to congregate maybe the need for police protection would diminish.
- Plan before you require for all of the above. The city county community has required much of developers without thinking through the next step and that has put us all sorely wanting in many areas. More focus is needed on Bus transportation. Develop bus transportation as an amenity and a benefit. Bus transportation in Billings needs PR work. Currently it has a bad connotation. Start to plan and build, Park and Rides in the west. We certainly need one. Focus locations on those nodal activity centers with mixed use. If you plan it properly, promote it correctly support it effectively with consistent

reliable routes and times, then build it. It will be used with favorable experiences, outcomes and can generate revenue and be cleaner for our environment. Best regards, Pat White

- Need to insure that the agricultural sector of what has made this part of Montana great needs to be protected and preserved so that future generations can enjoy.
- All development should require the safety of school children walking to their school!
- I strongly recommend there be mention as a goal some route other than Zimmerman Trail from highway 3 to West Billings! Narrow and fragile Zimmerman Trail cannot continue as the only connector. This issue is out there but apparently not addressed in the west billings plan. Seems like a significant issue that deserves analysis and solutions.
- This survey wasn't always clear - it uses a lot of planning jargon and the untrained citizen taking the survey has to guess at some of the meanings.
- Plans for new subdivisions need to be thoroughly vetted to prevent the build-up of traffic patterns and effects to infrastructure systems. Effects to schools need to be considered as well. There needs to be a new elementary school west of Shiloh. (I do not have elementary children.) I support annexing existing subdivisions before adding new ones.
- Anything that can be done to make

Billings less of the personal car-dependent city it is now would be great. Please, no more shopping areas like King Ave W or Shiloh Crossing. How is anyone who doesn't have a car or cannot drive supposed to take care of their commerce needs? And even if one is able to drive to those places, they are ugly and unpleasant to be in - places I go to only when I have to, and leave as soon as I'm done with my business there.

- We need this to also include Western Billings (ie west of Shiloh, and Rimrock)
- Minimize need for private autos for routine school, work, shopping, entertainment
- We need to continue expanding dedicated biking and pedestrian safety access!! Bus transportation ridership is at an all time low! Use smaller buses and use that money for trails!!! Thanks, Jim Sells
- Bicycle and pedestrian trails rate the most important to me.
- It was somewhat difficult to prioritize the policies as they were so interconnected in many cases. It will be important to get buy-in from the City and County planning department to make this a viable and sustainable one. That has been a problem in the past.
- Protect the ability to develop neighborhoods exclusive to single-family homes. Mixed-use is loud, congested, and undesirable for many families.
- The west end needs to rethink intersection type selection. The roundabout at Grand

and Shiloh often has an unacceptable LOS during peak periods. There needs to be a N-S “ring road” constructed before the west end fills in too much (72nd perhaps) with adequate shoulders and clear zones. All new neighborhoods need, at a minimum, a sidewalk along all major roads and the county/city should prioritize adding sidewalk to all road improvement or expansion projects. Water quality on the far west end is poor and should be prioritized in future city water expansion projects. My priority is not community centers, intricate trail networks, or public transportation. My priority is safe roads in all conditions, multiple routes to each neighborhood (redundant access), and simple/straightforward safe pedestrian connection between currently isolated neighborhoods along major roads.

- We have lived off of Niebauer and 45th for 30 years in the Harvest Subdivision - this subdivision and the Wells subdivision were the only two subdivision past Shiloh when we moved there. We moved there to be out of Billings and in the agricultural area. Piece and quiet, minimal traffic - no traffic noise - lots of wildlife. We are sick of the semitruck, construction pick-ups and rude drivers who go faster than the speed limit. We can barely get out of our subdivision safely due to 20 fold traffic. We can hear cars drag-racing on the weekends on Hesper and Shiloh from our backyard all the way from Niebauer. It was wrong for the county to let developers build 4 story apartment houses by the medical school. I monitored weekly crime

reports for a year - we had little or no crime this end of town until they built the apartment houses off 48th and King and developed the hotels/motels by the Holiday station on Gable. I noticed also that the high density apartment developed north of Grand between the Cemetery and Shiloh - the crimes reported are always in the apartments. I realize development is inevitable but I feel Billings should have learned from the western part of the state having commercial development on Shiloh to be similar and standardized. The car wash on King and Shiloh looks like a Disneyland ride. I do want to congratulate the county for the job they did with the Ponds across from the Mall on Shiloh are absolutely wonderful and help make our areas safer from flooding. When we moved to Harvest - there were no trucks allowed on Niebauer from the old Shiloh overpass to 56. They need to return to that.

- Having dedicated bicycle and walking paths is crucial for numerous reasons that impact both individuals and communities positively. Here are some key points highlighting their importance: 1. Promoting Health and Fitness: Bicycle and walking paths encourage physical activity, which is essential for maintaining a healthy lifestyle. Regular walking and cycling can help reduce the risk of chronic diseases such as obesity, heart disease, and diabetes. They provide a safe space for individuals of all ages to exercise without the worries associated with vehicle traffic. 2. Environmental

Benefits: Encouraging walking and cycling can significantly reduce the carbon footprint of a community as it decreases dependency on fossil fuel-powered vehicles. Paths through natural areas can foster a deeper appreciation for the environment, encouraging more sustainable lifestyle choices. 3. Enhancing Community Connectivity: Bicycle and walking paths help to connect different parts of a community, making it easier for people to access shops, schools, and other public places without the need for a car. They promote social interactions and build a sense of community as people meet and engage with each other while walking or cycling. 4. Safety and Accessibility: Dedicated paths improve safety by separating cyclists and pedestrians from motor vehicles, reducing the risk of accidents. They make it more accessible for people with disabilities who may use wheelchairs or other mobility aids to navigate public spaces. 5. Economic Advantages: Increased foot and bike traffic can benefit local businesses, as cyclists and pedestrians are more likely to stop and visit shops compared to those in cars. Investment in walking and biking infrastructure can increase property values and attract new residents and businesses to the area. 6. Reducing Traffic Congestion: By providing alternative transportation options, bicycle and walking paths can help reduce the number of cars on the road, thus alleviating traffic congestion and reducing travel times for everyone. Implementing and maintaining bicycle

and walking paths is an investment in the future, promoting a healthier, more connected, and environmentally-friendly community.

- Strip malls should not be allowed. Encourage unique small businesses only. Encourage preservation of agricultural lands and natural resources.
- Billings has some great walking and biking paths in place but we need to ensure these are expanded as the city continues to expand westward. It's crucial to preserve green space and open areas as Billings continues to grow.
- Growth in this city generally has been without thought. It has created a city that is difficult for non-vehicle traffic to navigate for both commuting and recreation purposes. It also has caused the elimination of agricultural lands and green spaces, which provide critical environmental, social, and financial services to the city and individuals. Currently, the city seems to be trying to remedy those issues on the back-end, which is more difficult and expensive. As the city inevitably grows, let us not commit the same errors we did and plan expansion to be people-first rather than commercial profit first.
- Stop overcrowding areas
- This is the same “feel good” legislation hyperbole that I witnessed in Colorado in the 1990s. Typical superfluous wording that addresses nothing except the “growth for growth sake” which is the ideology of the cancer cell. The Front Range of Colorado is a perfect example of this type of ridiculous guidelines.

And look what a overcrowding disaster of traffic and endless subdivision growth it has become. My wife and I left Colorado 28 years ago to escape these type of nonsensical guidelines for unlimited growth. And now it is time to leave Billings for how bad the traffic and crime have become. i.e. Rimrock Road during morning and evening commute and the endless building of subdivisions on the west end. Stephen & Cheryl Gies 4041 Pine Cove Rd.

- I don't see the words "safe or safety" in any of the guiding principles, goals, and policies. Safety in everything is and should be the City's number one priority.
- I'm deeply concerned about Billings's direction. Our city should focus on preserving our agricultural heritage and maintaining our unique Montana way of life. However, the rise in crime and the push for developments like 15-minute cities threaten the safety and character of our community. We need to prioritize the needs and values of our residents, not emulate the problems of the East and West Coasts. Let's work together to find solutions that benefit everyone and keep Billings a safe, prosperous place to live.
- Stop building and taking away natural, untouched lands. Billings is too big already.
- West Billings needs to focus on the expansion of roadways and traffic control. Main corridors should have speed reduced, additional traffic control and turn lanes. King Ave, Central, Grand and Rimrock should be expanded to 4

lanes of traffic and the speed limit should not exceed 40 MPH on all roads east of 62nd. Ditches should be covered, and traffic safety should be a high priority to reduce dangerous shoulders. In lieu of extra wide pedestrian trails, a 3' to 4' sidewalk should be encouraged. Road Bicycle traffic should be accommodated on the main roads through dedicated, protected, bike lanes on the shoulders.

- It's critical that development of the West Billings Neighborhood give full consideration to the impacts of increased growth on the adjacent neighborhoods to the east. In particular, the City must develop a safer and more pedestrian-friendly transportation plan.. Rimrock Road for instance is already over-burdened during commuting hours.
- Add Beauty... There is no beauty in Billings. There is no plan to add BEAUTY in Billings. We add parks, but with no beauty. Look at Centennial. It was built NOT as citizens requested, but as a couple of guys wanted. Big dog park and big athletic fields. Take a hard look at progressive cities. They have parks with huge flower gardens, children's recreation, trees, benches, paths, open spaces for fun activities, not organized jocks sports so that old guys can coach and re-live their youth.
- We need more cafes and restaurants on the west end.
- To extent possible encourage development of housing on smaller lots. Walking and biking need to be top priorities. I've met and friended most

of my neighbors out walking. Need safe walking and biking corridors to connect corridors and keep children safe. More speed bumps and other design features such as mini traffic circles should be encouraged to slow automobile traffic to safe speeds. To many people driving +40 MPH on side streets in existing subdivisions.

- You folks have a difficult job. Each and every subdivision and development has its own set of challenges so attempting to come up with a one size fit all approach will be impossible. It would seem that providing some guidelines for developers would be beneficial but each submission will need its own review and oversight. Should there be additional requirements on developers requiring additional expenses, trail development, park maintenance, there should be some financial relief in another part of the process. This is almost headed toward new subdivisions becoming HOA's so as to be able to make the requirements affordable to the property owner and the City. It all, eventually, boils down to cost. Please be mindful of the fact that additional development costs will result in additional property acquisition costs. Not that it can't be done but it will require a good deal of flexibility when reviewing submissions. Higher value development, higher cost of improvements, lower value, lower cost. Without this kind of approach there might only be one type of developed offering. Maybe 2, middle and upper.
- I disagree with the notion of smooth

transitions between urban, suburban and rural. The city should have a "hard edge" as annexations and developments are built out. Thankfully our economy and community continue to grow. The alternative is to contract and die. Therefore today's edge will soon be one, five, even ten miles inside the city's border in the future. A smooth transition locks us into a sprawling suburban city that is very expensive to serve and protect. How vibrant will our neighborhoods be when the city's population is 175,000, 250,000 and 350,000?

- I think a better question would be whether the West Billings guiding principles, goals and policies are supportive of the rest of Billings. In other words, does this plan help or hurt, support or undermine, the overall city infrastructure, parks, public safety services, transportation networks, schools? Will these goals support a fair and inclusive community? or create a wider gap in quality of life between neighborhoods that are not in "West Billings"?
- We currently sell parks established in new builds as money isn't available to establish, maintain, or provide safety; why would we designate more for sale?
- Thanks for this opportunity to comment on Billings future. I look forward to receive new communication.
- Planning for growth is essential, maps and zoning leading the way. Infill should be given priority to limit sprawl, mixed housing, safe avenues (cars, bikes,

pedestrian) incorporated in future expansions are essential, green spaces (parks, recreational areas, and trails) planned/enforced in new developments, and public transport options available to decrease traffic congestion if feasible.

- I'm not sure if this is within your wheelhouse, but I don't think that further development should be considered until we have addressed adding in schools to the mix. Billings' continued growth will not be sustainable if families do not have schools to send their children. Thank you for all of your hard work!
- Really want to see more density and more mixed use areas for west billings
- I am aware that Transportation, roadways, arterials, etc, are considered under the auspices of a different group BUT development impacts the neighborhoods along Rimrock Road, a neighborhood street and arterial. To have a meaningful plan I believe it necessary to address Transportation issues with West End Planning, Bike trails and recreational responsibility revert to the Recreation and Parks Department, a maliciously underfunded department. If these amenities are wanted, there should be a way to have residents receiving the benefits bear the cost.
- The trail system in Billings is used by a very small percentage of the population. We don't need all of these neighborhood parks. They are also used by a small percentage of the population.
- Main concern is the inevitable increase in crime while providing additional parks and pedestrian access to

neighborhoods as is the case found with existing parks, trails, etc...as well as the lack of funding and resources to police these areas or make arrests

- Too much concern about trails, bike paths, and parks. Concentrate on too much traffic on too few street, too many traffic violations, and too much unpunished crime in Billings. With our record of being the 17th most dangerous place to live in the U.S. , we should stop spending time on trail, bike paths, and parks. Safety and law enforcement should be the priorities!
- Dense population cause water shortages. Respect the West.
- This master plan is excellent. Carrying it out might not be possible due to limited funding.
- develop a large regional park on west end, the size and quality of PIONEER PARK. one section\ show agriculture , and urban forest Billings Lakes and Zoo Montana should have a park adjacent. include rail handcars for exercise and to relate to City railroad history perhaps two parallel for races, on rims or large west end FRONTIER park. see Monterey Bay Railroad handcars, revolution trail rail cars, velocipede, or even on rimrocks ! draisibe railexplorers.net
- Billings is growing way too fast, and it appears Montana planning is not able to handle it. For example, our taxes were raised yet new buildings/homes taxes were not even billed. The state is still trying to figure that one out. Planning is not conducive to the lifestyles Billings natives have lived here for and kept all

our lives. Billings natives are being forced to give up our lifestyles that we have kept for years to the greed of developers wanting to fill every space of land in our town with buildings/apartments/crowded homes/car washes. We do not speed. The fast drivers are here and were not here before. When it says 35 mph it does not mean 50. When a light is red it means STOP, not go ahead fast. Yellow lights mean to slow down not speed up. I would encourage the city to employ more police to sit on our main streets and ticket these guys before any more money is put into our infrastructure. Take care of what has been developed before continuing on with what you are doing unless your goal (whoever you are that is doing this) is another California freeway life. Do not pile home projects into land that will destroy our natural way of life. The traffic is insane. And now developers want to put more housing past Copper Ridge. The Zimmerman apartments are an example of how developers are destroying our west end. When is it going to start being realistic and actually look at what kind of lifestyles need to be preserved, rather than running over and destroying ours, catering to the rich and those who do not give a damn about our community values. A bike path is not going to take care of that. Paths are great, but they do not address the problems of heavy traffic, speeding cars, water shortages/increasing costs, Water shortage needs to be addressed. Building more houses is not an answer right now. It appears new residents in the past 2 years need to be educated on our traffic expectations

just like we had to learn the rules of how to manage roundabouts. Although there are still many who think the faster you go around it the best way to do it. Please stop the madness and just start controlling what has already been developed, keeping long time citizens in mind while doing it.

- Speed limits on the west Billings area are from 20 years ago. 45 mph on King, Rimrock, Cental are ridiculous for the amount of traffic we have now. Safety is a thing of the past. Hopefully roads and speed limits in the new developments and current are changed to reflect the current times.
- There have been several long range plans over the last 40 yrs which in large part have been ignored or were non-specific/non-enforceable. There have been some good things--trail system, Shiloh roundabouts and mixed use development, housing development in downtown, E-Bird improvements; however the inability of the County/City/School Dist to coordinate and the concentration of LG apartment development--ie King Ave w of Shiloh, the current similar situation between Grand & Poly w of Zimmerman.
- Please, please prioritize walkable, bikeable development that doesn't rely on cars as a means for mobility
- prioritize the safety of our kids, schools, neighborhoods--restrict commercial and multi use commercial--no more 3 story apartments w/ retail on the bottom. No more projects where 8 4-plexes and 32 condos are planted 5' from my fence and property line.

Public Engagement Phase 3: FLUM

FLUM Workshops, November 2024

In November of 2024 city staff and consultants noticed and held public meetings at the regularly scheduled West End Neighborhood Task Force meeting on November 12 at Connections Church and on November 13 at a special open house at Ben Steele Middle School. At both meetings, consultants gave a presentation on the purpose of the Future Land Use Map (FLUM)



FLUM Game - Sanbell

Members of the Public participate in the FLUM workshop at Connections Church, Nov 12, 2024

and the statutory requirements of the FLUM. Examples of maps adopted in other cities of differing scales including Georgetown, TX; Overland Park, KS; and Bozeman, MT were also presented. Consultants also explained the land use categories that had been reviewed and approved by the steering

committee at that stage in the project and the GIS suitability analysis described in the Future Land Use Chapter. Attendees were also directed to boards where they could give input on the draft guiding principles that were included in survey 2. Images of those boards with the comments that were written on them are included later in this appendix.



FLUM Game - Sanbell

Members of the Public participate in the FLUM workshop at Ben Steele Middle School, Nov 13, 2024

Attendees then broke into small groups to collaboratively create Future Land Use Maps of their own using the FLUM game created by the consultant team. This game included a basemap showing developed lands, the suitability map, and a 25-acre grid as shown in the completed workshop maps in this appendix. Participants were then given paper tiles of each land use category and the corresponding number of dwellings in that area to fill in the gridded map and meet the minimum requirements of MLUPA for accommodation of projected population growth. Those maps are included below.

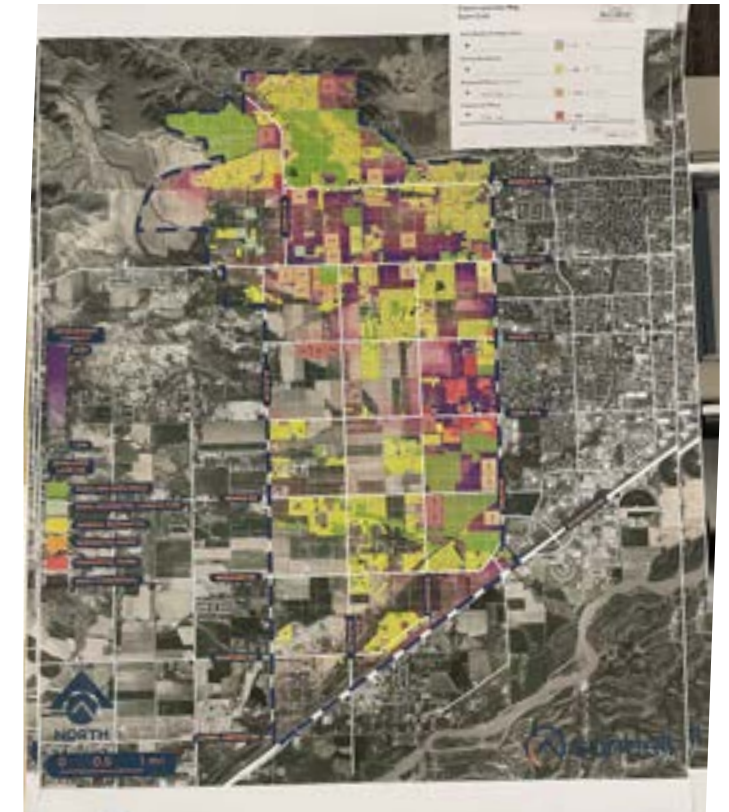


Figure A.7 - FLUM Workshop Maps

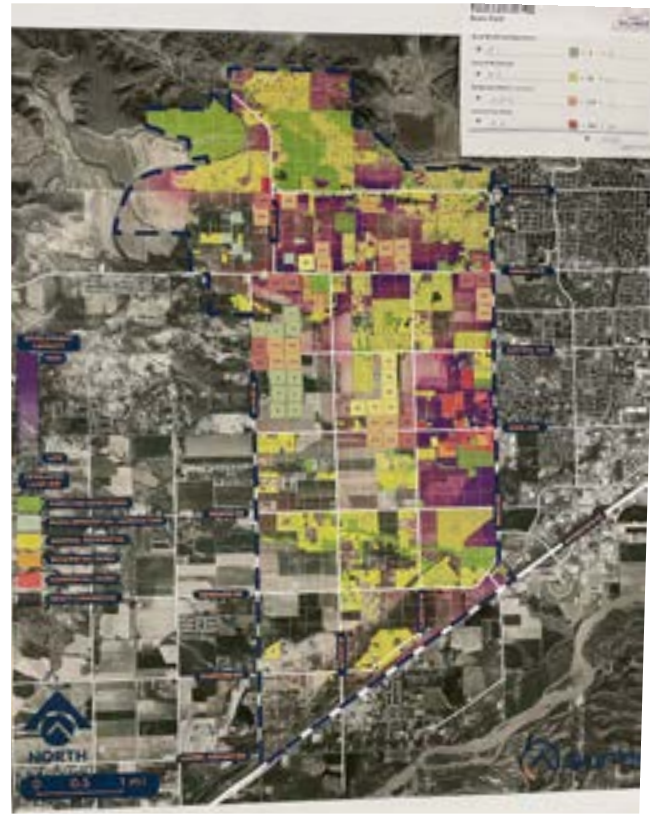
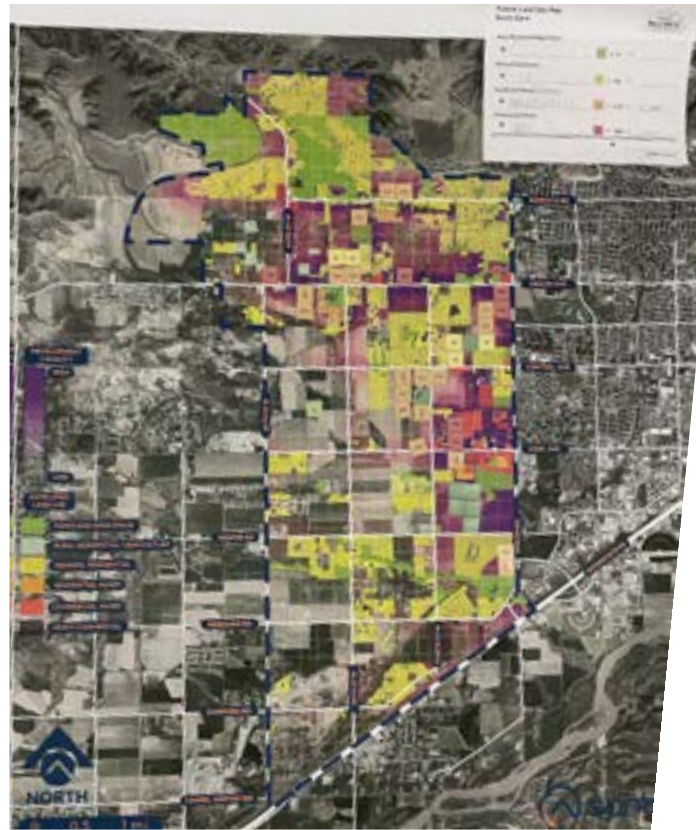


Figure A.7 - FLUM Workshop Maps (Continued)

comment.

Draft Future Land Use Map

The project team then analyzed the maps created during the workshop sessions and merged them into a draft future land use map, which was reviewed and revised by the steering committee. Public notice for the comment period on the draft FLUM and the August 14 open house was provided via an email blast to the project email list and distribution fliers at several public events in Billings. The draft map was hosted on the project website from July 20 to September 01 of 2025. The webmap received 105 comments, which are included in this appendix along with the project team's responses to each

Draft Future Land Use Map Open House

On August 14, 2025 the project team held an open house at Ben Steele Middle School. Before the meeting began, the project team distributed writing utensils and materials including a copy of the draft FLUM and future land use category descriptions. Attendees were encouraged to write comments on boards which displayed the Draft FLUM, guiding principles, and introductory information presented at the March 2024 open house. The project team gave a presentation introducing the project and recapping the work completed to that date, including the methods used to create the draft FLUM and next steps.

Guiding Principle comments from FLUM workshop Events

WEST BILLINGS NEIGHBORHOOD PLAN **Guiding Principle #1** **sanbe**

Please make a mark to show whether you agree or disagree with each idea.

Guiding Principle #1: "Encourage a mix of residential, commercial, and employment uses that support the transition from urban to suburban to rural areas."

Identify preferred growth areas		Encourage density adjacent to infrastructure	
Agree <input checked="" type="checkbox"/>	Disagree <input type="checkbox"/>	Agree <input checked="" type="checkbox"/>	Disagree <input type="checkbox"/>
Efficient land use adjacent to existing development		Create opportunities for mixed-use developments where supported by infrastructure	
Agree <input checked="" type="checkbox"/>	Disagree <input type="checkbox"/>	Agree <input checked="" type="checkbox"/>	Disagree <input type="checkbox"/>
Variety of housing types and for a variety of incomes		Develop a long-term plan for unincorporated county subdivisions	
Agree <input checked="" type="checkbox"/>	Disagree <input type="checkbox"/>	Agree <input checked="" type="checkbox"/>	Disagree <input type="checkbox"/>
Support ag. and rural development areas in the County			
Agree <input checked="" type="checkbox"/>	Disagree <input type="checkbox"/>		

WEST BILLINGS NEIGHBORHOOD PLAN **Guiding Principle #2** **sanbell**

Please make a mark to show whether you agree or disagree with each idea.

Guiding Principle #2: "Create places (centers/nodes/anchors) with integrated uses that are distinctive and contribute to increasing the community's vitality."

Encourage node, not corridor, development		Parks, open space also can be used to create a sense of place	
Agree <input checked="" type="checkbox"/>	Disagree <input type="checkbox"/>	Agree <input checked="" type="checkbox"/>	Disagree <input type="checkbox"/>
Pedestrian and bike oriented		Create opportunities for mixed-use developments where supported by infrastructure	
Agree <input checked="" type="checkbox"/>	Disagree <input type="checkbox"/>	Agree <input checked="" type="checkbox"/>	Disagree <input type="checkbox"/>
Transit support over time			
Agree <input checked="" type="checkbox"/>	Disagree <input type="checkbox"/>		

Figure A.8 - Guiding Principle Comments

WEST BILLINGS NEIGHBORHOOD PLAN **Guiding Principle #3** **sanbell**

Please make a mark to show whether you agree or disagree with each idea.

Guiding Principle #3: "Build a safe, healthy, and adaptable community."

Develop long-range plan for park space		Connect neighborhoods with interconnecting parks and trails	
Agree <input checked="" type="checkbox"/>	Disagree <input type="checkbox"/>	Agree <input checked="" type="checkbox"/>	Disagree <input type="checkbox"/>
Water conservation		Encourage the use of open space to protect floodplains, waterways, and scenic resources	
Agree <input checked="" type="checkbox"/>	Disagree <input type="checkbox"/>	Agree <input checked="" type="checkbox"/>	Disagree <input type="checkbox"/>
Identify and preserve natural areas			
Agree <input checked="" type="checkbox"/>	Disagree <input type="checkbox"/>		



Figure A.9 - Draft Guiding Principles

WEST BILLINGS NEIGHBORHOOD PLAN **Guiding Principle #4** **sanbell**

Please make a mark to show whether you agree or disagree with each idea.

Guiding Principle #4: "Create a balanced and connected transportation network."

Pedestrian infrastructure		Shared use paths	
Agree <input checked="" type="checkbox"/>	Disagree <input type="checkbox"/>	Agree <input checked="" type="checkbox"/>	Disagree <input type="checkbox"/>
Reduced speeds		Public safety through road design	
Agree <input checked="" type="checkbox"/>	Disagree <input type="checkbox"/>	Agree <input checked="" type="checkbox"/>	Disagree <input type="checkbox"/>

Figure A.8 - Guiding Principle Comments (Continued)

Draft FLUM Comments and Responses Map Key

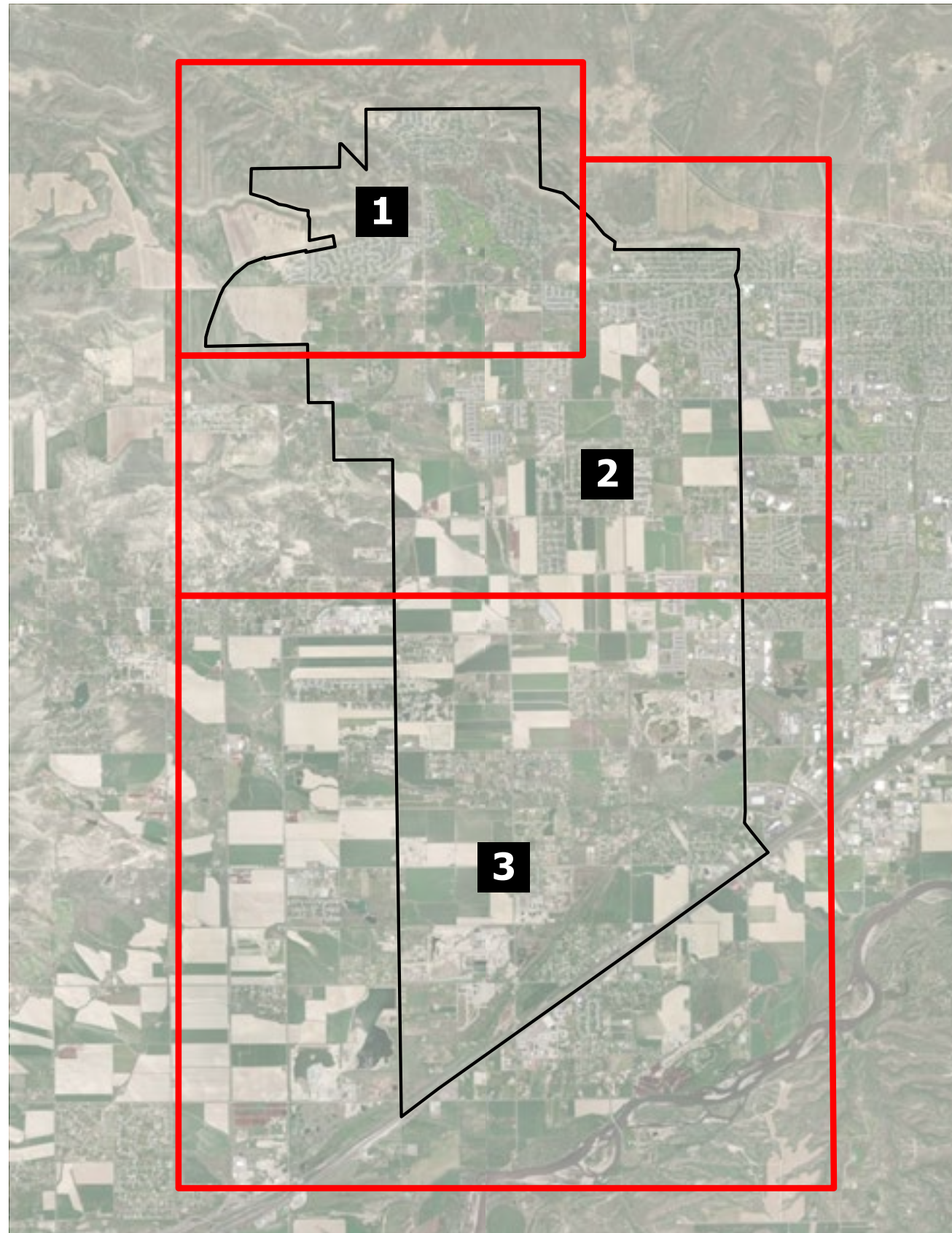


Figure A.10 - Draft FLUM Comments and Responses Map Key

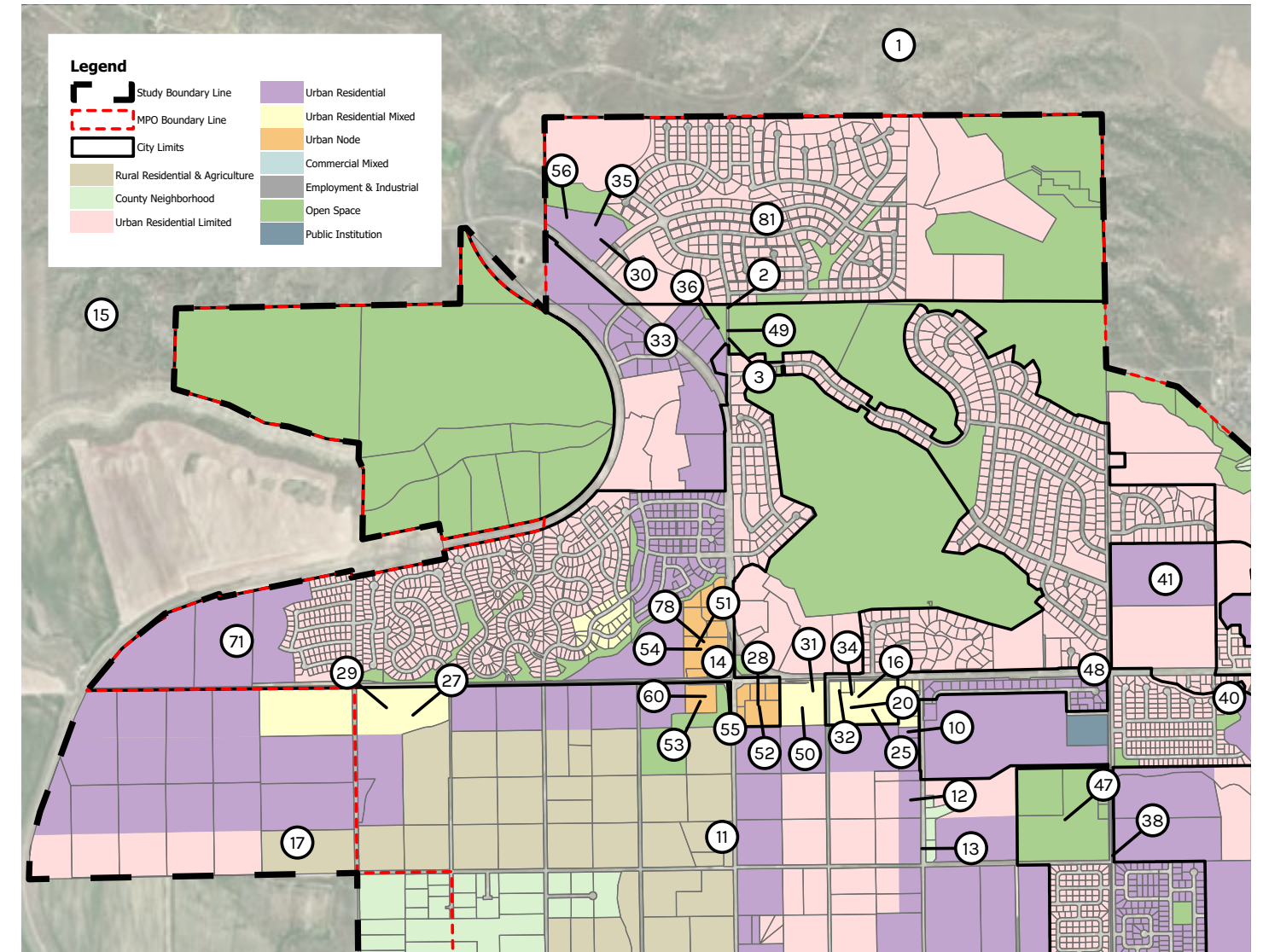


Figure A.11 - Draft FLUM Comments and Responses Area 1

Figure A.14 - Draft FLUM Comments and Responses 1-6

From July 20 to September 1, 2025, community members were invited to share feedback on the Future Land Use interactive map for the West Billings Neighborhood Plan. During this time, we received 85 comments from the public, highlighting local priorities, ideas, and concerns about how the area should grow in the future. Prior to the public map launch, the project's Steering Committee was also invited to provide feedback, resulting in four additional comments to help guide and refine the map based on their community knowledge and experience. Comments 86-105 are not directly pinned on the PDF map because they were submitted outside of the map platform, via email or direct contact with the project team.			
Comment ID	Subject	Comment	Public Response
1	New Highway	Build the Molt Rd./Highway 3 Connector as studied in 2016 to lower traffic on Rimrock Rd. and Zimmerman Trail and provide a 3rd route off and on to the Rim Rocks.	Comment accepted. Molt Rd./ Hwy 3 connection included in transportation analysis
2	Keep road closed.	An open and improved road in this location is not necessary. Funds that would be used for the improvement of this road could be better allocated to a more needed project. Opening the road would also lead to an increase in traffic in this lower portion of the neighborhood.	Comment rejected. 62nd to Ironwood is currently an emergency access. It will be developed into a public connection in the future and include pedestrian infrastructure should adjacent property be developed.
3	Keep road closed.	This road should be opened/improve to provide an alternative exit/entrance out of Ironwood or at minimum paved to allow bikers access	Comment rejected. 62nd to Ironwood is currently an emergency access. It will be developed into a public connection in the future and include pedestrian infrastructure should adjacent property be developed.
4	Subdivisions already developed or planned	Why wouldn't already developed and planned subdivisions be included in the plan? At the August meeting, you said that by planning and understanding the type of houses in a subdivision gives you the data needed to plan for how many vehicles each house would contribute to the transportation demands. It cannot cost that much money from your budget to calculate and include pre-existing subdivisions in your plan. To not do so is negligent and is not utilizing the easy data provided. By not using existing data, you are already under planning for the growth that has already incurred.	Comment accepted. New parcel data has been included in the updated Future Land Use Map.
5	Why is the Transportation Map not following actual roads?	It doesn't make sense that the main point of this west end plan is for future transportation and the current developed roads are not used as boundaries	Comment rejected. The boundary of the Multi-Modal Plan Update is set by the MPO jurisdictional boundary, which does not necessarily align to roads.
6	Rural Residential/Agricultural Concern	<p>Comment 1: Land Use Classification The current "Rural Residential / Agriculture" designation conflates two fundamentally different land uses with distinct infrastructure requirements, fiscal impacts, and service demands. Request that the FLUM establish separate categories: (1) "Agriculture" for parcels 20+ acres engaged in bona fide agricultural production, and (2) "Large Lot Residential" for suburban residential development on parcels 1-5 acres. This distinction aligns with standard planning practice and enables accurate cost of service analysis required under Montana Code Annotated 7-6-4127 for municipal service extensions.</p> <p>Comment 2: Fiscal Impact Analysis The plan lacks quantitative analysis of per acre tax revenue generation versus service delivery costs for different density categories. Large lot residential development typically generates \$3,000-5,000 per acre in property tax revenue while requiring the same linear infrastructure (roads, utilities, emergency services) as higher density development that generates \$15,000-25,000 per acre. Request publication of lifecycle cost analysis comparing revenue to expenditure ratios across all FLUM categories to inform fiscally responsible land use decisions.</p> <p>Comment 3: Water Resource Management Grouping irrigated turf on residential lots with agricultural irrigation obscures significant water demand differences. Residential landscape irrigation typically consumes 2-4 acre-feet per acre annually compared to 1.5-2.5 acre-feet for hay production. Given documented aquifer stress in the Yellowstone Valley, the plan should differentiate water allowances and require separate permitting for non-agricultural irrigation on large lots to ensure sustainable resource management.</p> <p>Comment 4: Transportation and Service Delivery Large lot residential development creates service delivery inefficiencies that increase per capita costs for police, fire, EMS, school transportation, and solid waste collection. The plan should analyze vehicle miles traveled per service call and route efficiency impacts. Additionally, low-density development precludes future transit service and contradicts the city's Complete Streets policy by creating car-dependent land use patterns inconsistent with</p>	<p>Comment Rejected. The intent and assignment of this category means that a parcel will likely not be developed within the city in the next 20 years. This is the only plan, of all the MLUPA plans that will be completed by that City, that includes parcels so far outside the limits of annexation. The designation of RRA is intended to identify areas of the county . Finally, we are unclear on the reference to a repealed portion of MCA and its associated requirement, as a brief search did not return any information. If further discussions are necessary, please clarify.</p>

Figure A.15 - Draft FLUM Comments and Responses 7-15

<p>From July 20 to September 1, 2025, community members were invited to share feedback on the Future Land Use interactive map for the West Billings Neighborhood Plan. During this time, we received 85 comments from the public, highlighting local priorities, ideas, and concerns about how the area should grow in the future. Prior to the public map launch, the project's Steering Committee was also invited to provide feedback, resulting in four additional comments to help guide and refine the map based on their community knowledge and experience. Comments 86-105 are not directly pinned on the PDF map because they were submitted outside of the map platform, via email or direct contact with the project team.</p>			
7	ag land	<p>"Please separate one acre 'suburban ranchettes' from true Agriculture. Large lot housing should carry its own Low Density Residential label, indexed to a cost of services analysis and excluded from ag water allowances. This change aligns with the City's fiscal stewardship goal, and the adopted Growth Policy directive to encourage development within and adjacent to existing city limits."</p>	<p>Comment Rejected. The intent and assignment of this category means that a parcel will likely not be developed within the city in the next 20 years. This is the only plan, of all the MLUPA plans that will be completed by that City, that includes parcels so far outside the limits of annexation. The designation of RRA is intended to identify areas of the county. Finally, we are unclear on the reference to a repealed portion of MCA and its associated requirement, as a brief search did not return any information. If further discussions are necessary, please clarify</p>
8	Bike path	<p>The bike path ends at Rimrock West. It is possible to ride a bike through the neighborhood to the west as far as about 52nd. A bridge over an irrigation ditch will take you to Rimrock, which has a nice bike path, and from there to 54th, which is great to bike south on; not so much north. There are developing neighborhoods between Rimrock West Park and 54th. It would be good to develop a bike path through this area that connects the existing bike path to 54th. I would appreciate a bike path north of Rimrock on 54th as well.</p>	<p>Comment accepted. The City's Transportation Team will review this comment and take it into consideration in future development of bike infrastructure.</p>
9	58th Zoning Mismatch	<p>This end of the street already has lots of ~0.25 ac, ≈ 4 u/ac</p>	<p>Comment rejected. Existing zoning (N3) is at the low end of the Urban Residential category. Proximity to the 56th and Grand Ave node justifies a higher intensity designation.</p>
10	58th Zoning Mismatch	<p>Typical lot size on this block is ≈1 acre (~1 u/ac). Jumping to 6-16 u/ac is a 6x-16x increase.</p>	<p>Comment rejected. 58th is a future collector and the proximity to Rimrock Rd justify higher intensity designations for the area.</p>
11	62nd St Corridor — Upzone from Rural/Ag	<ul style="list-style-type: none"> • 62nd St W, ~4 blocks west of 58th, is mapped Rural Residential/Agriculture. • 62nd is the logical place for intensity; 58th has many 1-2 acre lots. • Puts trips on a street built to handle them; reduces pressure on interior blocks. 	<p>Comment accepted. Changes have been made to the future land use map to reflect this:</p> <ul style="list-style-type: none"> D04434 - UR D04435 - UR D04450A - UR D04450 - URM D04451 - URM D04465 - UR D04466 - URM D04478 - UN
12	58th — Vacant Land Next to 1-2 Acre Lots	<p>Adjacent lots are ~1-2 acres (≈0.5-1 u/ac). Proposed category is 6-16 u/ac. That's a 6x-32x jump.</p>	<p>Comment rejected. Zoning designations N3 - NX1 are appropriate for this area.</p>
13	58th Zoning Mismatch	<p>Please adjust the proposed zoning West for 58th Street. Existing homes here sit on lots from ~0.25 ac up to ~2 ac, which is ~0.5-4 units/acre. The proposed 6-16 u/ac would create abrupt, side-by-side intensity jumps next to large-lot homes.</p> <p>ASK:</p> <ul style="list-style-type: none"> • Remap this segment to a lower-density category (≈2-4 u/ac) • Allow higher densities only closer to Grand and King Avenue. <p>BASIS:</p> <ul style="list-style-type: none"> • Compatibility: prevent height/mass conflicts next to large-lot homes. • Infrastructure fit: higher density where streets, drainage, and access can handle it. • Predictability: aligns with existing neighborhood pattern while still enabling growth. 	<p>Comment rejected. Intersection of 58th and Colton are collectors and appropriate for N3 - NX1 zoning designations.</p>
14	Create a dog park	<p>This could be a great location for a nice dog park.</p>	<p>Comment rejected. This location is already zoned CMU-2 and is adjacent to the intersection of Rimrock Rd and 62nd. Urban Node is an appropriate use for this area.</p>
15	Map legend	<p>Dark, light, colored dashed lines, no idea what each means from the legend.</p>	<p>Comment rejected. The future land use map contains a large amount of overlapping information reducing legibility. This information will be easier to read when overlaid onto GIS.</p>

Figure A.16 - Draft FLUM Comments and Responses 16-25

<p>From July 20 to September 1, 2025, community members were invited to share feedback on the Future Land Use interactive map for the West Billings Neighborhood Plan. During this time, we received 85 comments from the public, highlighting local priorities, ideas, and concerns about how the area should grow in the future. Prior to the public map launch, the project's Steering Committee was also invited to provide feedback, resulting in four additional comments to help guide and refine the map based on their community knowledge and experience. Comments 86-105 are not directly pinned on the PDF map because they were submitted outside of the map platform, via email or direct contact with the project team.</p>			
16	Rimrock Road frontage	<p>I still own and have retained, approximately 60 acres of my original farm property off the SW corner of 62nd W and Rimrock Road. It's a little difficult to see detail on the map, but it appears all of my frontage on Rimrock which is in the city limits is zoned residential, some of it "high density" some "irrigated farmland" with some of the acreage to the south residential limited, whatever that means. A development plan for this acreage could well include some neighborhood commercial/office space. How locked in is the designation of the ground included in this plan? Obviously, once development starts on my ground, and there was a zoning and annexation action started and then pulled on 38 acres this spring, the farming will cease. Unfortunately, I am out of town and unable to meet with you prior to 8/31.</p> <p>Thomas Romine 1128 N 32nd Billings, Mt 59101 406-671-7444 thedrom@outlook.com</p>	<p>Comment accepted. Street frontage on Rimrock Rd is assigned URM, which allows for CMU1, NMU, and NO. Going south on the property the designation of UR allows for NMU and NO. Further south and then west is assigned URL. This is a wide variety of appropriate zones for the parcels.</p>
17	20 acre site	<p>The subject 20 acre site is bordered on the west by Urban Residential and the South by Urban Residential Limited. The Northon border is 70th street.</p> <p>I would hope that you would consider the including it with one of the adjacent primary zones above. What is the thought of going around it when it has roadway frontage suitable for a slightly more intensive use?</p>	<p>Comment rejected. The parcel is not within the limits of annexation and there are present water and sewer issues to supply that level of development.</p>
18	Active Farm	<p>This is an active working farm and will be for a very long time</p>	<p>Comment rejected. Existing land uses will not be affected by category designation on the future land use map, unless land owner applies for a zone change.</p>
19	Active farm	<p>This is an active farm and will be for a every long time</p>	<p>Comment rejected. Existing land uses will not be affected by category designation on the future land use map, unless land owner applies for a zone change.</p>
20	High density	<p>Why is high density housing being pushed so far away from all services and amenities?</p>	<p>Comment rejected. This area was found to be close to services and amenities in an analysis done prior to developing the future land use map.</p>
21	Continued Discussion	<p>Putting an end to public comment as of 8/30 is in complete disregard to our community. Most people, 100% of the people I have been in discussion with this past week, have no idea this plan is even being floated. The city/county MUST do better in engaging the tax payers. As it sits currently, the proposed plan and the timing, are an embarrassment to the city of Billings tax payers/residents. The lay out of map, the "color coding" and lack of explanation of meaning, screams "we're gaming you". He city needs to back up, take a breath, explain more and quit bullying its citizens.</p>	<p>Comment noted. There are further opporunities to comment and participate during Billings 2045. Please see Billings2045.com. Community Planning week will be the week of November 17th.</p>
22	Schools	<p>It is very concerning that the city/county would consider any type of development without major input/impact statement and plan regarding public schools. The schools on the west end of town have been at max/beyond capacity for years. The continued negligence of this issue, and especially in light of future development of the city, is disgraceful, at best, for the city of Billings. We, and our children, deserve better.</p>	<p>Comment accepted. Public school districts have been engaged as a stakeholder and new public school facilities have been taken into consideration while creating the future land use map and will be addressed in the plan document.</p>
23	test	<p>tset</p>	<p>Test Comment.</p>
24	Trails	<p>Continue developing trails along the easements and ditches</p>	<p>Comment Accepted. Though this comment has no bearing on the future land use map, transportation analysis will include trails recommended along ditch ROWs per the 2023 LRTP.</p>
25	Irrigated farm land	<p>Keep as is</p>	<p>Comment rejected. The future land use designation Urban Residential Mixed is appropriate for the area. It is close to Rimrock Rd and higher intensity development. The land owner has expressed interest in developing in the future.</p>

Figure A.17 - Draft FLUM Comments and Responses 26-40

<p>From July 20 to September 1, 2025, community members were invited to share feedback on the Future Land Use interactive map for the West Billings Neighborhood Plan. During this time, we received 85 comments from the public, highlighting local priorities, ideas, and concerns about how the area should grow in the future. Prior to the public map launch, the project's Steering Committee was also invited to provide feedback, resulting in four additional comments to help guide and refine the map based on their community knowledge and experience. Comments 86-105 are not directly pinned on the PDF map because they were submitted outside of the map platform, via email or direct contact with the project team.</p>			
26	Traffic concerns	Higher density housing here would create a traffic issue through Rangeview Drive. The area just south of Rangeview should be consistent zoning with the area just north of Rangeview Drive	Comment rejected. The category designation Urban Residential is consistent with adjacent zoning (N3).
27	NO to High density multi family	Allowing high density multi family housing in this area will add undo pressure on the already busy traffic on Rimrock and Grand. While both major collector streets can be widened, past experience has proven the city, county and state cant get together to create fluid traffic corridors. It makes no sense to add to the problems by building high density in these areas.	Comment rejected. URM designation creates nodes at smaller scale appropriate to their context.
28	Excellent space from small commercial like coffee shops etc	This area is an excellent location for coffee shops or small retail businesses.	Comment accepted. No action necessary . The current future land use designation Urban Node will allow this type of development.
29	keep open space		Comment rejected. Suitability analysis supports designation.
30	keep open space	keep open space	Comment rejected. The parcel is on an arterial and directly across the street from utilities. Additionally the parcel is within the limits of annexation.
31	leave green space and park	we do not want dense housing in this area.	Comment rejected. This area along Rimrock Rd is appropriate for Urban Residential Mixed designation.
32	Leave open space	do not let rezoning happen. we do not want dense housing here.	Comment rejected. The future land use designation Urban Residential Mixed is appropriate for the area. It is close to Rimrock Rd and higher intensity development. The land owner has expressed interest in developing in the future.
33	Road use	A bike trail similar to that running on the north side of Rimrock between 54th and 46th would be a welcome addition from 54th to Phipps park. Additionally, from 54th to Shiloh along Grand Ave. Let's give cyclists a fair chance at surviving a ride on the west end.	Comment accepted. A bike facility from 62nd to Phipps Park will be included in the long range transportation plan.
34	Keep open space	Road cannot handle more housing development, especially in this particular area.	Comment rejected. Future capacity projects will change the ability for roadways to handle increased traffic.
35	Keep open space	No more building	Comment rejected. This area is appropriate to develop under the future land use designation Urban Residential as it is currently zoned NO.
36	Keep as a fire road	One way in and out of ironwood to keep crime low.	Comment rejected. Multiple access points into development improve public safety.
37	Seperate suburban ranchettes from true ag	Please separate one acre 'suburban ranchettes' from true Agriculture. Large lot housing should carry its own Low Density Residential label, indexed to a cost of services analysis and excluded from ag water allowances. This change aligns with the City's fiscal stewardship goal, and the adopted Growth Policy directive to encourage development within and adjacent to existing city limits.	Comment rejected. This development is Wells Garden Estates and has existing half acre lots. The parcels are designated County Neighborhood.
38	This needs to at least have a center turn lane	As you continue to dump more traffic on this road, at least getting a center turn lane would help	Comment accepted. This will be analyzed in the Transportation Plan portion.
39	This park was disposed / high density opportunity	The city just disposed of this park, if you look at the lot it has good accessibility in the neighborhood and could support large density build	Comment rejected. The City still owns this park, but the recommendation from the committee is to dispose of the park. If the City were to dispose of the park the property designation will be changed. To change the designation before council officially disposes the parcel is misleading.
40	This strip of park is listed for disposal	This park is not accessible by reasonable means (probably by design of the developer) as such it has been listed as a possible disposal site by the city	Comment rejected. The City still owns this park, but the recommendation from the committee is to dispose of the park. If the City were to dispose of the property designation will be changed. To change the designation before council officially disposes the parcel is misleading.

Figure A.18 - Draft FLUM Comments and Responses 41-54

<p>From July 20 to September 1, 2025, community members were invited to share feedback on the Future Land Use interactive map for the West Billings Neighborhood Plan. During this time, we received 85 comments from the public, highlighting local priorities, ideas, and concerns about how the area should grow in the future. Prior to the public map launch, the project's Steering Committee was also invited to provide feedback, resulting in four additional comments to help guide and refine the map based on their community knowledge and experience. Comments 86-105 are not directly pinned on the PDF map because they were submitted outside of the map platform, via email or direct contact with the project team.</p>			
41	Poor high density placement	<p>In a perfect world (from the words of McCall): "Higher density builds would ideally happen in the front of a subdivision, rather than the back". Attempting to develop this back plot where in you have already established SFR is a bad idea, at best this should be Pink.</p> <p>In this particular case though flipping this Purple with the Pink that sits in front of it might be workable! The Pink, while platted, to my knowledge has not been developed at all yet (no roads) swapping these land plots might help you get to where you need.</p>	<p>Comment accepted. Parcels will be redesignated as follows: D12427 - UR</p>
42	Poor location for high density planning	<p>In a perfect world (from the words of McCall): "Higher density builds would ideally happen in the front of a subdivision, rather than the back". Attempting to develop this back plot where in you have already established SFR is a bad idea, at best this should be Pink.</p>	<p>Comment accepted. Parcels will be redesignated as follows: D04632 - UR</p>
43	All of these lots are county	<p>All of these lots are county and its unclear why this is allowed to be marked as higher use development. Lets for a moment assume that you could up zone these, their only access is directly on to Rimrock Road which would be less than ideal for a highway. Unfortunately keeping these zoned low density is probably the best of a bad situation unless better access from the back was developed.</p>	<p>Comment rejected. Proximity to Rimrock Rd makes it appropriate for higher intensity development. The future land use map does not change current uses. Additionally, Leroy Lane is unconstructed but platted as public.</p>
44	This is not a public park and is marked as such	<p>This is not a public park and the city has been extremely aggressive lately in ensuring that it is well known that this is not open for public access, especially to those who have dogs.</p>	<p>Comment accepted. The following parcels will be redesignated as Public Insitution: D04632B D04634 C08892</p>
45	Better access to the school via Bike/Walk	<p>There is no safe access to the school here, in theory as this road is completed we'd see it, but why not build a trail in the interim?</p>	<p>Comment rejected. The 48th Street West Corridor is a Principal Arterial. Based on the 2016 Bike and Pedestrian Master Plan, a Shared-use Path would be the best option for non-motorized transportation. This project is identified as a project, but no funding is identified for construction or maintenance.</p>
46	Improve crossing at this location	<p>We need some type of crossing here, this is a major connector to trails (big ditch) that is under utilized by those north of Rimrock due to difficult crossing conditions here</p>	<p>Comment accepted. The Transportation Plan will analyze the impact of a crosswalk on this intersection.</p>
47	Attempting to call this greenspace is a farce	<p>There is no plan to develop this into a workable park and in fact from our understanding it is possible for the land to be withdrawn and then redeveloped into housing if nothing is done soon. Calling this green space is a farce.</p>	<p>Comment rejected. The City still owns Cottonwood Park. If the City were to dispose of the property, the designation would be changed. To change the designation before council official disposes the parcel is misleading.</p>
48	Bike lanes should extend out to Copper Ridge	<p>The bike lane should extend out to copper ridge to give alternatives for transportation</p>	<p>Comment accepted. Rimrock Road is currently under design for reconstruction from Clearview to 62nd as with most City arterials a shared use path will be evaluated for inclusion.</p>
49	This road should be opened/improved	<p>This road should be opened/improve to provide an alternative exit/entrance out of Ironwood or at minimum paved to allow bikers access</p>	<p>Comment rejected. This road is not proposed in the Functional Class map as being extended. The road currently acts a secondary emergency access. It will be developed in the future and include pedestrian infrastructure should adjacent property be developed.</p>
50	Single Family Housing Only	<p>Keep this area as single family housing. The only exception should be that this area could be used to build a new elementary school.</p>	<p>Comment rejected. This area's suitability score makes higher intensity development that allowed by the Urban Residential Mixed designation appropriate at this location.</p>
51	Single Family Housing Only	<p>No apartments. Keep as single family.</p>	<p>Comment rejected. Comment would require categorization contrary to existing zoning.</p>
52	Single Family Housing Only	<p>I do not want any apartment buildings in this area keep it to single family housing.</p>	<p>Comment rejected. Comment would require categorization contrary to existing zoning.</p>
53	Residential Land Use Only	<p>Keep this area for Residential Land use Only.</p>	<p>Comment rejected. Lots at the intersection of Rimrock Rd and 62nd is already zoned for commercial use. Limiting other parcels at the intersection to residential only would be inconsistent.</p>
54	Residential Use Only	<p>I am a property owner in this area and I am concerned about future land use, property values and crime. I would like this area to be zoned residential only.</p>	<p>Comment rejected. Comment would require categorization contrary to existing zoning.</p>

Figure A.19 - Draft FLUM Comments and Responses 55-70

<p>From July 20 to September 1, 2025, community members were invited to share feedback on the Future Land Use interactive map for the West Billings Neighborhood Plan. During this time, we received 85 comments from the public, highlighting local priorities, ideas, and concerns about how the area should grow in the future. Prior to the public map launch, the project's Steering Committee was also invited to provide feedback, resulting in four additional comments to help guide and refine the map based on their community knowledge and experience. Comments 86-105 are not directly pinned on the PDF map because they were submitted outside of the map platform, via email or direct contact with the project team.</p>			
55	Road expansion	If the city wants to continue to add housing developments they also need to consider road expansion. Two lane roads can't sustain the increase in population much longer. Been here for 6 years and every year the morning traffic gets worse and worse.	Comment noted. The purpose of this plan is to address the best locations for development and plan transportation improvements to match.
56	Green Space	This is an excellent area to identify as Green Space. It is in the 100 yr flood plane and a poor area for housing. The west end needs green space and the idea that the Yellowstone country club is included in green space is laughable.	Comment rejected. This area is appropriate to develop under the future land use designation Urban Residential as it is currently zoned NO.
57	Speeding	52nd already has a lot of problem with people speeding. Adding a roundabout will only make the problem worse if 52nd street is fully connected from Central to Grand. The county commissioners have multiple speed studies showing speeds in excess of 55mph (highest recorded was 70mph in a residential neighborhood).	Comment noted. This is not proposed in the FC Map to be extended from Central to Grand, only connection would be internal as development occurs. County has completed speed humps further south.
58	Homewood Park	There is crime and transients in this neighborhood.	Comment rejected. The comment location is outside of the plan boundary.
59	Left turn lane	Left turn lane into costco to alleviate traffic and enter from west side	Comment rejected. Improvements on Zoo Dr (MDT Road) should improve access to Costco.
60	Potential for commerical development	Would be nice to see some services like gas station out here	Comment accepted. The designation Urban Node will potentially provide these services.
61	Dog Poop Paradise	There is a shit ton of dog poop at shiloh.	Comment noted. Not relevant to the Future Land Use Map.
62	This category does not allow existing zoning	test	Comment accepted. N1 is used sparingly on this parcel. The primary zones to be NX2 and NX3 both are available in the current designation of URM.
63	Left turn green arrow	Driving down Grand heading west, please put a left turn green arrow for those turning left onto 48th St W. The traffic really backs up if we're waiting on just one car who can't turn left. Thank you!	Comment noted. This will be addressed in the Grand Avenue Project.
64	Truck route	It would be nice to have a truck route in/out of west Billings for 18-wheelers and other large towing vehicles that avoids roundabouts.	Comment noted. The City has designated truck routes please contact City Engineering Department.
65	56th and Grand	This intersection should be a signal light, not a roundabout. The traffic needs to be stopped to allow school children to cross with a crossing guard. There is a lot of foot traffic near the school. Roundabout are not friendly to those on foot or biking as the drivers driving over the limit and are not looking for people on foot even with the signals. The traffic also need to be stopped to allow a break in the flow to allow side street traffic to access Grand. The traffic flows at a higher speed than posted pushing 55-60 and at some times of the day is constant. It can take 3-5 minutes of waiting to access Grand from 58th going east.	Comment noted. This will be addressed in the Grand Avenue Project.
66	58th and Grand.	58th Street at Grand has become difficult to exit onto Grand as the volume of cars has increased with building west of the Foxtail subdivision. The speed limit is 45, 35 at school times when the yellow light is flashing. People drive this section of Grand closer to 55-60 making it hard to turn left out of the subdivision. 58th has become a cut thur to go to 56th and to the school. Traffic at times is constant and most do not drive 25. Many are in a hurry and drive 50 to get to the school on time. With that speed it is hard to see cars coming as there are parked cars along 58th and Kit south. With the current project of the water pump the traffic has been a lot less but once that is done the volume and speeds will go up again.	Comment noted. The multi-modal plan and Grand Avenue Project will address these issues.
67	visibility issue	the grade on 64th just north of Central creates a blind spot for vehicles on Central turning left onto 64th	Comment noted. This road is managed by Yellowstone County.
68	road issues	this is a very tight intersection for turning vehicles with trailers	Comment noted. This intersection is under construction by MDT.
69	traffic control	this is a pinch point during the school year and peak morning/afternoon hours	Comment noted. Multi-modal transportation analysis will address congestion and roadway improvements
70	Grocery store	We need a grocery store in this area.	Comment accepted. The designation Urban Node will potentially provide these services.

Figure A.20 - Draft FLUM Comments and Responses 71-82

<p>From July 20 to September 1, 2025, community members were invited to share feedback on the Future Land Use interactive map for the West Billings Neighborhood Plan. During this time, we received 85 comments from the public, highlighting local priorities, ideas, and concerns about how the area should grow in the future. Prior to the public map launch, the project's Steering Committee was also invited to provide feedback, resulting in four additional comments to help guide and refine the map based on their community knowledge and experience. Comments 86-105 are not directly pinned on the PDF map because they were submitted outside of the map platform, via email or direct contact with the project team.</p>			
71	Urban Residential	What exactly is urban residential vs. urban residential limited? Does that mean apartment building can be constructed? We fought with a developer a year ago to stop that but apparently it doesn't matter?	Comment accepted. Future land use designations are defined by zoning permitted within the desingation. This informaiton is available on the project website.
72	Add strip of open space to along ditch to connect to this park	Preserve the popular path along the irrigation ditch to connect to this neighborhood park. This provides open space continuity between this neighborhood and the Rim Rock West neighborhood and open space along the Big Ditch Trail.	Comment noted. A proposed trail connection to the existing Big Ditch Trail Corridor is proposed to the south of this location.
73	Preserve Public Open Space	This area contains very natural area along the base of the rims, including some popular trails that have been used for decades. This should remain open space; consider adding as a park.	Comment rejected. It is inconsistent to designate this as open space as it is private property. That being said, the designation Urban Residential Limited does not stop someone from using this as recreation.
74	Add Separated Multiuse Pathway Along Grand Avenue	Grand Ave has no pedestrian access. Biking access is unsafe with the narrow shoulder and high volume and speed of traffic. Adding a separated multiuse pathway would residential neighborhoods in this area to other paths. It would also provide a safe route to Ben Steel Middle School and the Christian schools, which could alleviate traffic during morning rush hour, which is particularly congested along Grand Ave from Shiloh to 56th.	Comment accepted. The Grand Ave right-of-way is planned to include biking facilities.
75	Strip of Open Space to Connect Path to Grand	Consider a strip of open space along the ditch to connect the Big Ditch Trail to a multiuse path along Grand. This can be used by kids for safe biking/walking access to Ben Steele Middle School as well as other trail users.	Comment accepted. The trail is identified in the LRTP.
76	Traffic signal	Need protected turn going south on 48th. All traffic is held up going west on Grand for people waiting to turn	Comment accepted. The Grand Avenue Project will review traffic patterns and determine intersection control for this location.
77	Needs traffic circle	This intersection is becoming impossible to turn left safely. There are so many apartments here, competing with King Ave traffic. Please put a light or a traffic circle.	Comment accepted. MDT is in the process of putting a roundabout at 48th and King Ave.
78	Urban node	What is an urban node and what types of development can be built?	Comment accepted. Future land use designations are defined by zoning permitted within the desingation. This informaiton is available on the project website.
79	Stupid	Destroying irrigated farm land for housing developments is just stupid. The city should be expanding north and south in the dryland areas, not where we grow our food. Or better yet, let's not expand. As the city grows, crime goes up and the quality of life goes down. Taxes go up and services go down.	Comment noted.
80	Separating Rural Residential and Agricultural	Please separate one acre 'suburban ranchettes' from true Agriculture. Large lot housing should carry its own Low Density Residential label, indexed to a cost of services analysis and excluded from ag water allowances. This change aligns with the City's fiscal stewardship goal, and the adopted Growth Policy directive to encourage development within and adjacent to existing city limits."	Comment Rejected. The intent and assignment of this category means that a parcel will likely not be developed within the city in the next 20 years. This is the only plan, of all the MLUPA plans that will be completed by that City, that includes parcels so far outside the limits of annexation. The designation of RRA is intended to identify areas of the county . Finally, we are unclear on the reference to a repealed portion of MCA and its associated requirement, as a brief search did not return any information. If further discussions are necessary, please clarify
81	One acre designations	One acre residential allotments should not be categorized as "residential/AGRICULTURAL. It is a misnomer to label them agricultural especially if they will probably only house 2 people! There is a potential real loss of property taxes along with a waste of services for a few residents. "Please separate one acre 'suburban ranchettes' from true Agriculture. Large lot housing should carry its own Low Density Residential label, indexed to a cost of services analysis and excluded from ag water allowances. This change aligns with the City's fiscal stewardship goal, and the adopted Growth Policy directive to encourage development within and adjacent to existing city limits."	Comment Rejected. The intent and assignment of this category means that a parcel will likely not be developed within the city in the next 20 years. This is the only plan, of all the MLUPA plans that will be completed by that City, that includes parcels so far outside the limits of annexation. The designation of RRA is intended to identify areas of the county . Finally, we are unclear on the reference to a repealed portion of MCA and its associated requirement, as a brief search did not return any information. If further discussions are necessary, please clarify
82	Traffic circle with realignment north to colton and rimrock	Student traversing north on grand should be re-directed to existing crosswalk north of ben steele. Students crossing from the east should have a new crosswalk developed ~500 ft south of the intersection of 56th and Grand.	Comment accepted. The Grand Avenue Project will review traffic patterns and determine roadway elements that include non-mtorized.

Figure A.21 - Draft FLUM Comments and Responses 83-97

<p>From July 20 to September 1, 2025, community members were invited to share feedback on the Future Land Use interactive map for the West Billings Neighborhood Plan. During this time, we received 85 comments from the public, highlighting local priorities, ideas, and concerns about how the area should grow in the future. Prior to the public map launch, the project's Steering Committee was also invited to provide feedback, resulting in four additional comments to help guide and refine the map based on their community knowledge and experience. Comments 86-105 are not directly pinned on the PDF map because they were submitted outside of the map platform, via email or direct contact with the project team.</p>			
83	Should not allow cross street	Daybreak should not continue north to Colton. Alignment from 56th should be adjusted to traverse north to alleviate through traffic on 58th. Major North South Streets are every 8 blocks 32nd (40th aka Shiloh), 48th, 56th, 64th, 72nd, 80th.	Comment accept. Daybreak Dr is not planned to be extended to the north.
84	Traffic Circle Advised	Another dangerous intersection. Vintage estates should be right turn only, additionally, road block @ Vinyard and Burlington should be removed. 52nd should be paved with access to Vintage Estates and the subdivision south. 52nd should be considered a minor city road such as Rehberg In. There are a lack of north south streets in this area.	Comment accepted. The Grand Avenue Project will review traffic patterns and determine roadway elements that include non-motorized.
85	Traffic Safety Concerns.	Opportunity for "Right Turn Only" leaving Albertsons with a traffic circle @ Grand and 54th. There have been several injury accidents at this intersection since the exit from Albertsons was installed.	Comment accepted. The Grand Avenue Project will review traffic patterns and determine roadway elements that include non-motorized.
86		Will the speed limit be reduced on Rimrock - east of the new roundabout. Traffic is crazy	Comment accepted. As Rimrock Rd is built out, a reduced speed limit will likely be evaluated.
87		If the yellow line is for transportation why aren't you following existing roads - Same w/ MPO lines	Comment accept. MPO Boundary is currently being evaluated in a separate project. The Federal Highway Administration requires MPO Boundary to follow urbanized areas, which is why the MPO Boundary does not follow roads.
88		Need more east west corridors (capacity and safety) that don't just go through residential neighborhoods	Comment noted. There is a future functional class map for new development and consideration.
89		We need another way onto Hwy 3 than Zimmerman sooner rather than later This is a safety issue similar to what drove the IBL for the Heights	Comment noted.
90		Would be better to have more shared use paths where pedestrians & cyclists are buffered from vehicles	Comment accepted. Bike and pedestrian facilities will be evaluated for inclusion on all future collector and arterial right-of-ways.
91		When doing the planning for growth areas - PLEASE consider the impacts to the established neighborhoods. Traffic safety Pedestrians/ Bikes	Comment noted. That is the goal of the transportation portion of this plan.
92		<3 this Annafeld/ Josephine crossing is a decent start b1 mixed use needs to be even more integrated - less car-centric	Comment accepted. The goal of this plan is to create areas of both mixed use and centralized commercial spaces. This will create areas that are less car-centric. Comment refers to guiding principle 2 "small commercial/ retail businesses should be allowed in neighborhoods as opposed to pushing all commercial activity to major intersections."
93		Why such a big push for high density so far from the city	Comment noted. The area shown is likely to become a part of the city one day and has been identified in the limits of annexation map. Planning far into the future will allow for better development overall.
94		Need more open space! 40% of open space on map is Yellowstone Club	Comment accepted. Open space designations describe the main overall use of that entire area. Parks and open spaces will still be developed within the other designations.
95		Area Should be pink. Urban residential Ltd.	Comment rejected. The existing zoning and suitability analysis supports category designation.
96		My primary comment is there is NO accompanying explanation for the Land Use Categories. While my "insider" knowledge gives me an idea of what each category entails, no meaningful comments can be made by the West Billings residents without a better "explainer" on each category. How are they supposed to know what an Urban Node means? I am certain there will be misapprehensions and misinterpretations of each of these categories.	Comment noted. The project website and future outreach will continue to educate the public on the placetypes.
97		The future Urban Residential that brackets several county residential neighborhoods north and south of Hesper Road. This presents an inherent conflict boundary. Is there a designation for County Neighborhoods that implies a future annexation category?	Comment noted. The intent of the County Neighborhood future land use placetype is to identify neighborhoods that have already been established in the County. This placetype does not preclude or conflict with the annexation map or policy.

Figure A.22 - Draft FLUM Comments and Responses 98-105

<p>From July 20 to September 1, 2025, community members were invited to share feedback on the Future Land Use interactive map for the West Billings Neighborhood Plan. During this time, we received 85 comments from the public, highlighting local priorities, ideas, and concerns about how the area should grow in the future. Prior to the public map launch, the project's Steering Committee was also invited to provide feedback, resulting in four additional comments to help guide and refine the map based on their community knowledge and experience. Comments 86-105 are not directly pinned on the PDF map because they were submitted outside of the map platform, via email or direct contact with the project team.</p>			
98		<p>There are no substantive Urban Node designations beyond the 1/2-mile west of Shiloh Rd. While there is the Urban Residential Mixed that courses along many primary arterials this provides limited opportunities for neighborhood and commercial services. For example, will 56th St West and Central Avenue stay Rural Residential and Agriculture for the next 20 years? The SD #2 High School land (40 acres) at 48th ST W and Monad will spur the need for adjacent services as well as draw the traffic volumes that encourage commercial interest in nearby land. But there is no plan for this future land use except for Urban Residential and Urban Residential Mixed to the north.</p>	<p>Comment accepted. Parcel D00466A has been changed to URM to better serve a future High School.</p>
99		<p>There needs to be a chart of land area designated for each category. E.g. total area is 14,000 acres: 8,000 acres designed as Rural Residential and Ag; 2,560 acres designated Rural Residential; 1,280 acres designated Open Space; etc...</p>	<p>Comment accepted. A chart has been created to show overall designation amounts and will be included in the final plan.</p>
100		<p>The limits of annexation boundaries need to be shown.</p>	<p>Comment accepted. There will be a separate map within the final plan showing the annexation boundary.</p>
101		<p>The map should have an interactive version so several planning layers can be shown - annexation, zoning, MPO boundary, functional class of roads, etc. without having to flip from tab to tab to see how this all layers together.</p>	<p>Comment noted. Future implementation of the land use map into the City's GIS should create this opportunity.</p>
102		<p>The Neibauer property south of Neibauer Rd between S 48th St W and S 44th St W will be a prime property for further Employment and Industrial or Commercial Mixed Uses. While the parcel is outside the limits of annexation (null area), the city's water supply line to the new reservoir at Hesper Rd goes up S 48th St West.</p>	<p>Comment accepted. Parcel D00903 changed to Commercial Mixed, and parcel D00902 changed to Employment and Industrial.</p>
103		<p>Properties north and south of Elder Grove School will become County Neighborhoods eventually. Probably not stay Rural Residential or Ag.</p>	<p>Comment rejected. The County will not follow the future land use map. Since the parcel is 20 acres the designation of RRA is appropriate.</p>
104		<p>How does this future Land Use Map line up with the Westend Multi-Modal Plan for corridor and intersection improvements?</p>	<p>Comment noted. The boundaries are different between MPO limits and Westend Multi-Modal Plan for corridor and intersection improvements.</p>
105		<p>The scale of the map is incorrect. Each section is 1-mile square. The scale implies otherwise. The scale should reflect common measures - 1/4-mile, 1/2 mile, 1 mile.</p>	<p>Comment accepted. The future land use map scale has been adjusted.</p>

APPENDIX B FUTURE LAND USE MAP PRODUCTION METHODS

Appendix B Contents

Future Land Use Map Production Methods.....	206
MLUPA Compliance	210

Future Land Use Map Production Methods

Suitability Analysis

Once the plan themes had been updated, the consultant team and staff began the FLUM drafting process by analyzing where within the study area development is appropriate and likely to occur. Many factors influence where, when and how land is developed, the most influential is access: access to jobs and markets via public transportation facilities like roads, and access to services like water and sewer, schools, parks, police and fire protection. Land with more access is better suited for more intense development than land with less access and is likely to develop sooner. To model that suitability, the consultant team analyzed proximity of land within the plan area to twelve different factors. Each was given a different weight multiplier and distance variable in rough proportion to its influence on development. For example, proximity to a point of interstate access is more influential than proximity to an unscheduled City of Billings capital improvement project. (Figure B.1 Suitability Heatmap Methods, Equations, Weights)

The twelve factors analyzed are as follows:

1. Interstate Access
2. Water Mains (12"+)
3. Schools
4. Limits of Annexation
5. Commercial Address
6. Principle Arterials
7. Minor Aterials
8. Collectors
9. Projects (CIP)
10. Projects (Unscheduled)
11. Residential Density (15+ units per acre)
12. Residential Density (6-15 units per acre)

Those proximity factors were added together in the ArcGIS raster calculator to create a comprehensive heatmap of suitability. (Figure B.2 Suitability Heatmap)

Lastly, developed land and floodplains were removed from the suitability heat map. (Figure B.3 Suitability Heatmap with Undevelopable Land Removed) The remaining area was treated as developable for the purposes of MLUPA compliance.

FACILITIES = ACCESS = VALUE

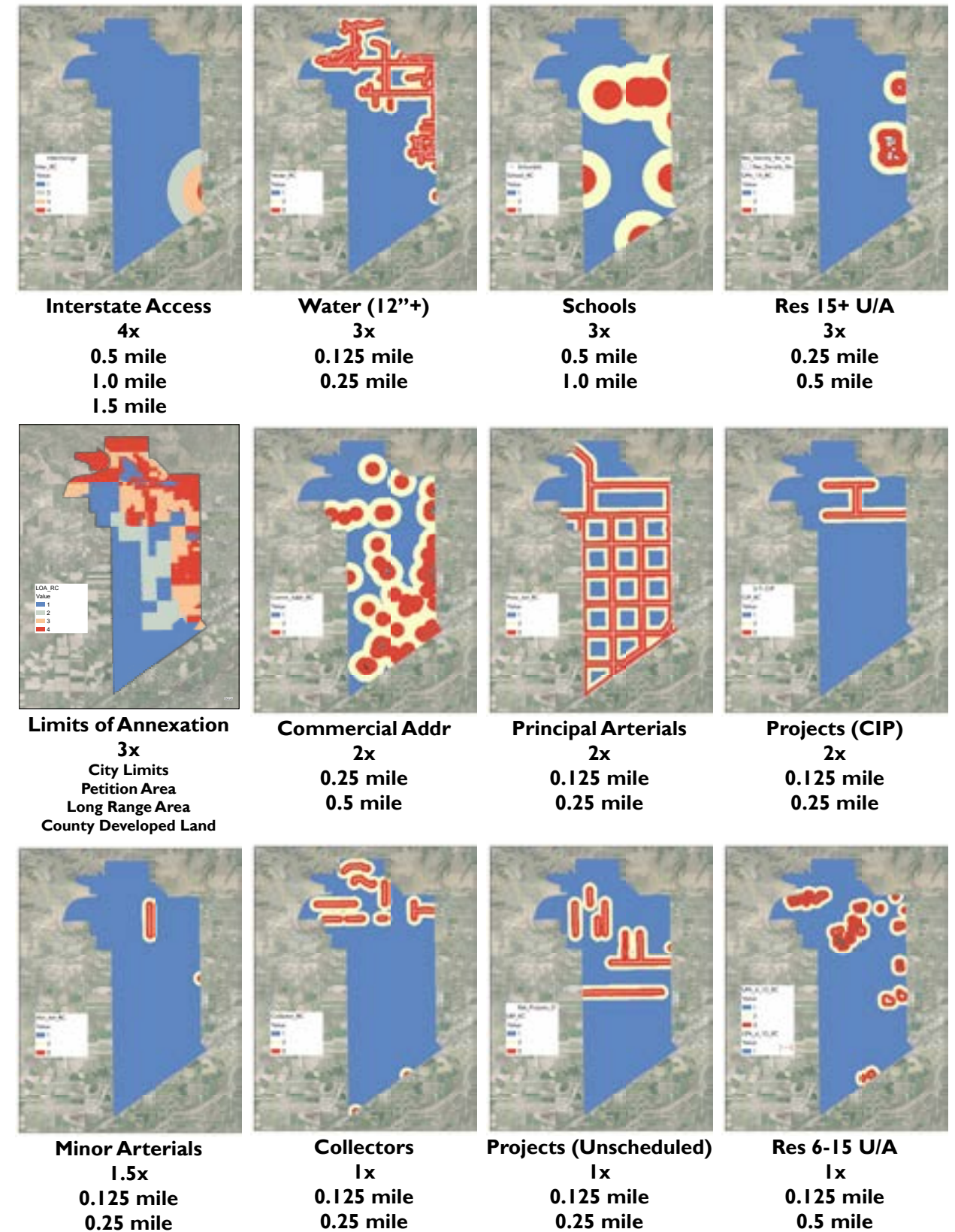
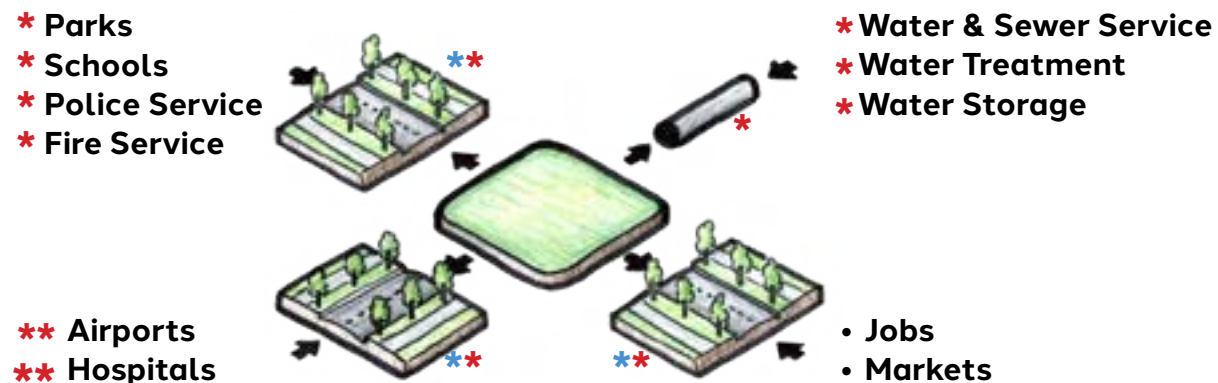


Figure B.1 Suitability Heatmap Methods, Equation, Weights

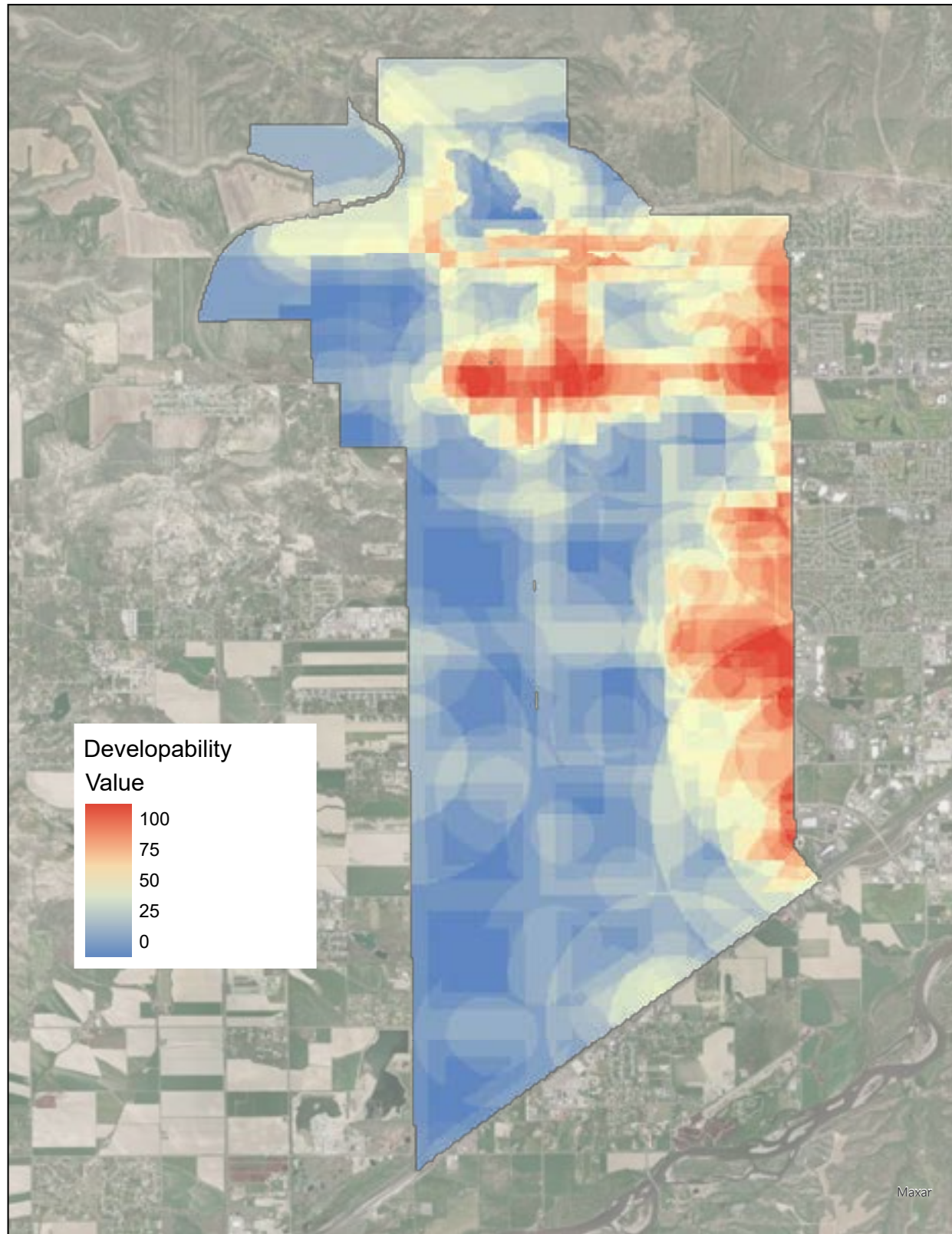


Figure B.2 Suitability Heatmap

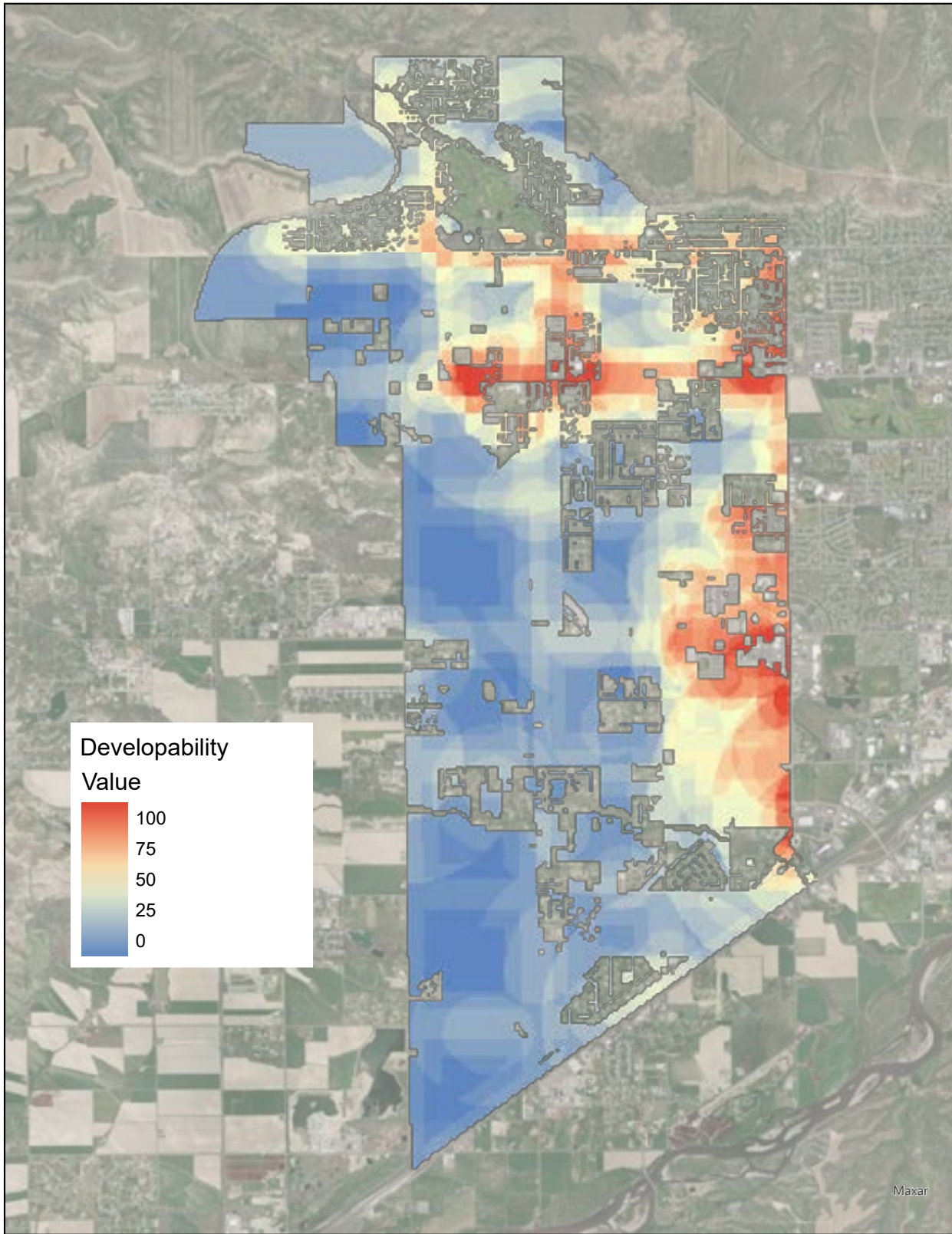


Figure B.3 Suitability Heatmap with Developed Land Removed

Suitability Analysis Conclusions

The suitability analysis of undeveloped land within the plan area gives us a useful model for what land is likely to develop first, what land has better access and supports more intense uses, and what land will be more cost effective to provide municipal services. The final suitability heatmap was used as a basemap for public FLUM workshops held in November of 2024 where participants created their own future land use maps in a game detailed in Appendix A.

The project team then used the suitability heatmap, the public workshop maps, the updated guiding principles and all public input gathered to that point to create a MLUPA-compliant draft Future Land Use Map.



FLUM Game - Sanbell

Members of the Public participate in the FLUM workshop at Ben Steele Middle School, Nov 13, 2024

MLUPA Compliance

The Montana Land Use Planning Act (MLUPA) places many requirements on this plan, known as a Future Land Use Plan, and the Future Land Use Map it creates. Details of all aspects of this plan's MLUPA compliance are provided in Chapter 7. Aspects of the FLUM's compliance with MLUPA which influence its production are provided here.

76-25-213. Land use and future land use map. (1) A land use plan must include a future land use map and a written description of the proposed general distribution, location, and extent of residential, commercial, mixed, industrial, agricultural, recreational, and conservation uses of land and other categories of public and private uses, as determined by the local government.

The future land use map is included in Chapter 3 of this plan. Figures and text describing the future land use categories are also included in that chapter.

(2) The future land use map must reflect the anticipated and preferred pattern and intensities of development for the jurisdiction over the next 20 years, based on the information, analysis, and public input collected, considered, and relevant to the population projections for and economic development of the jurisdiction and the housing and local services needed to accommodate those projections, while acknowledging and addressing the natural resource, environment, and natural hazards of the jurisdiction.

The future land use map in Chapter 3, Future Land Use, was developed in accordance

Population Projections				
	2000	2021	2045 Projected	2020-2045 Change
Study Area	6,226	16,182	30,770	14,588
MPO Planning Area	112,092	142,358	190,986	48,628
Housing Needs				
	2000	2021	2045 Projected	2020-2045 Change
Study Area	2,155	6,644	13,444	6,800
MPO Planning Area		58,815	78,814	20,000
*Assumes a 30% capture rate of population growth and new housing units				

Figure B.4 Population and Housing Growth Projections

with the public input and updated guiding principles established through the public input process. Natural resources, the environment, and natural hazards were specifically excluded from this planning process at the direction of City/County Planning staff. Those considerations will be addressed in the overall Billings 2045 plan document.

Population Projections

Section 76-25-213(4)(c) requires that the FLUM identify the following:

(c) geographic distribution of future land uses in the jurisdiction, anticipated over a 20-year planning period that specifically demonstrate:

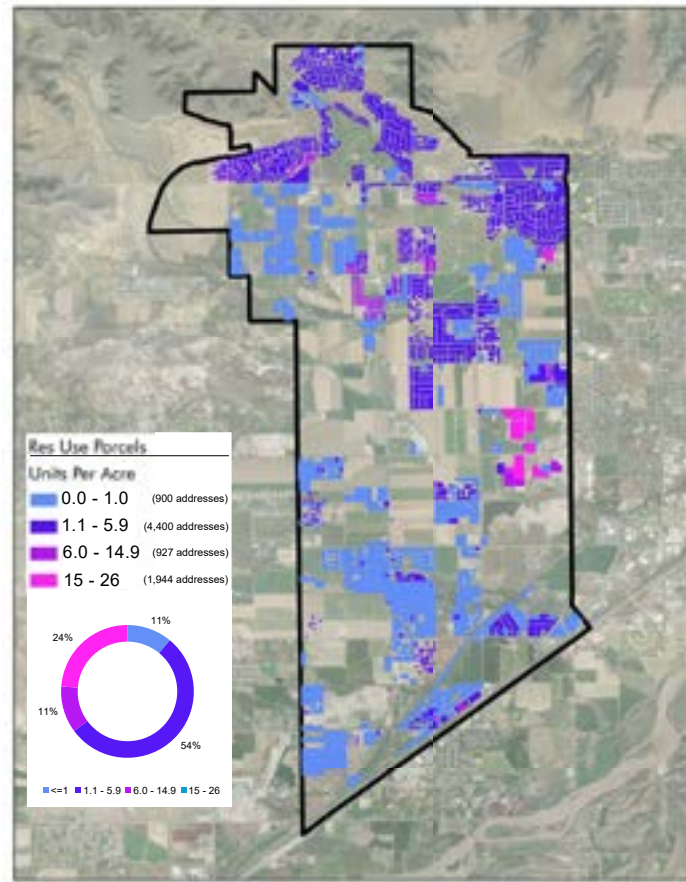
i) adequate land to support the projected population in all land use types in areas where local services can be adequately and cost-effectively provided for that population;

Historically, public investment in utility and transportation facilities combined with ample supply of developable land has driven

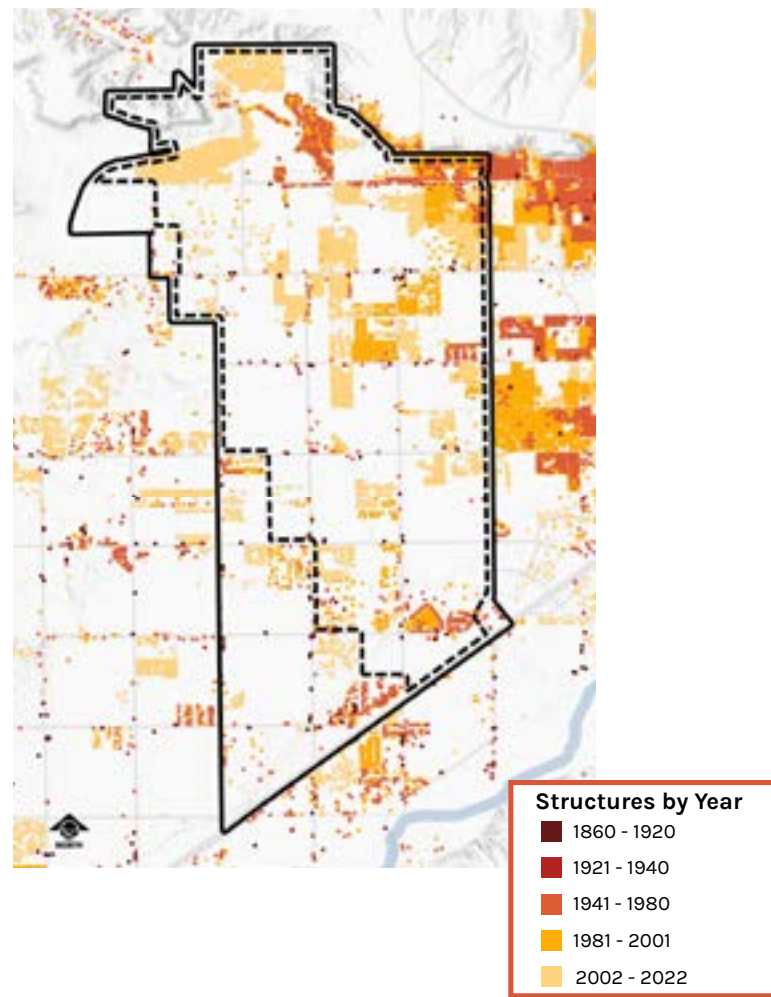
rapid population growth in West Billings as compared to other areas of Yellowstone County. From 2000 to 2020, a total of 4,490 housing units were constructed in the plan area. This accounts for approximately 30 percent of all housing units constructed within Yellowstone County during that period. Population projections for this plan assume that the West Billings plan area will continue to receive a similar share of county population growth over the next 20 years.

Consistent with the Montana Land Use Planning Act, population projections were estimated over the next 20 years (2045) based on data resources including the Billings Long Range Transportation Plan (LRTP), the US Census, and the Montana Department of Commerce Regional Economic Models Inc (REMI). For consistency among planning documents, data from the LRTP was used to create projections within the West Billings plan area. Figure B.4 provides the growth projections for plan area.

Commercial Land Use Demand



B.5 Housing Inventory by Density



B.6 Housing Inventory by Year Built

Projection

In order to meet the project themes informed by the project’s public input, the project team included varying scales of commercial zones in several future land use categories. Categories that allow commercial zones include; Urban Residential (UR), Urban Residential Mixed (URM), Urban Node (UN), Commercial Mixed (CM), and Employment and Industrial (EI).

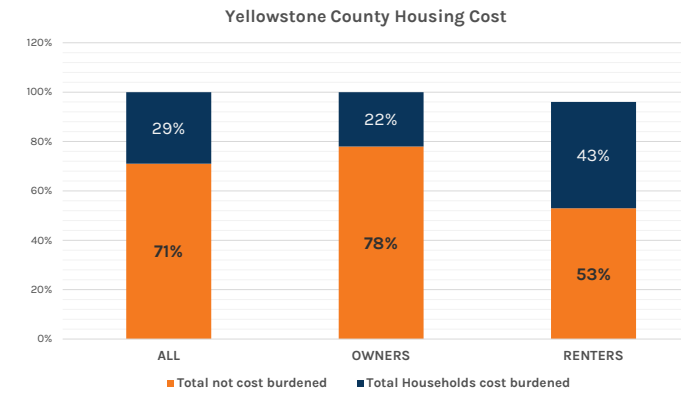
Yellowstone County GIS data indicates that 905 acres within the plan area are under commercial use. Applying a compound annual growth rate similar to the plan area’s projected 3.1% population growth yields a projected demand of 1,660 acres. The FLUM

provides 4,076 acres of future land use categories that allow commercial use. It is unlikely that those categories will develop as 100% commercial land uses, but the market for commercial land use has adequate room to expand within the plan area over the next twenty years.

Residential Land Use Demand Projection

Section 76-25-213(4)(c) requires that the FLUM identify the following:

(ii) adequate sites to accommodate the type



B.7 Yellowstone County Housing Burden



B.8 Median Sales Price by Housing Type

and supply of housing needed for the projected population; and

After performing an analysis of existing housing stock including factors like year built and residential density (Figures B.5 and B.6) the project team cross referenced the plan area’s population growth projections, average household size, and percent of Yellowstone County residents who experience housing burden to determine the 20-year projected housing demand and percent of that projected demand which will need to be affordable to Billings area residents.

Because 29% of Yellowstone County residents experience housing burden (Figure B.7 Yellowstone County Housing Burden), the project team determined that, to meet the above MLUPA requirement, 29% of the projected housing demand should be met by providing land in the FLUM categorized to provide “missing middle” housing, which tends to be more affordable than lower-density, single-family housing or higher-density apartment buildings (Figure B.8). Future land use categories considered most likely to provide missing middle housing include Urban Residential (UR) and Urban Residential Mixed (URM).

To determine the area required to meet projected residential land use demand, the project team analyzed existing development in the plan area according to their zoning and the resulting residential density. (Figure B.5)

Section 76-25-213(4)(c) requires that the FLUM identify the following:

(iii) areas of the jurisdiction that are not generally suitable for development and the reason, based on the constraints identified through the land use plan analysis;

As stated in the suitability mapping process section of this appendix, the project team designated all floodplains in the plan area as undevelopable for purposes of MLUPA compliance. Where a zoned, developed property intersects a floodplain, a category containing the present zoning was applied.