



**AGENDA
CITY OF LAUREL
CITY/COUNTY PLANNING BOARD
WEDNESDAY, JULY 22, 2020
5:35 PM
LAUREL CITY COUNCIL CHAMBERS**

Public Input: *Citizens may address the committee regarding any item of business that is not on the agenda. The duration for an individual speaking under Public Input is limited to three minutes. While all comments are welcome, the committee will not take action on any item not on the agenda.*

1. Roll Call

General Items

2. Public Hearing: Special Review for Town Pump Sign Replacement
3. Approve Meeting Minutes: February 26, 2020
4. Approve Meeting Minutes: June 24, 2020

New Business

5. CENEX Sign Review
6. Design Review of Proposed Solberg Retail Building
7. Growth Management Policy Update Chapter Review

Old Business

Other Items

8. Growth Management Policy Schedule and Timeline

Announcements

9. Next Meeting: August 19, 2020

The City makes reasonable accommodations for any known disability that may interfere with a person's ability to participate in this meeting. Persons needing accommodation must notify the City Clerk's Office to make needed arrangements. To make your request known, please call 406-628-7431, Ext. 2, or write to City Clerk, PO Box 10, Laurel, MT 59044, or present your request at City Hall, 115 West First Street, Laurel, Montana.

DATES TO REMEMBER

File Attachments for Item:

2. Public Hearing: Special Review for Town Pump Sign Replacement



LAUREL CITY-COUNTY PLANNING DEPARTMENT

STAFF REPORT

TO: Laurel City-County Planning Board / Zoning Commission
FROM: Nicholas Altonaga, Planning Director
RE: Special Review – Town Pump Signage at 312 S. 1st Ave
DATE: July 15, 2020

DESCRIPTION/LOCATION:

The applicant Mark Lynde of Sign Pro has submitted an application for special review on behalf of his client, Town Pump. The affected property is located at 312 S. 1st Avenue in the City of Laurel. The Parcel is zoned Highway Commercial and is within the Community Entryway Zoning District.

The applicant is requesting a special review to replace manual reader board signs with electronic message boards. The property is legally described as EAST YELLOWSTONE SUBD, S16, T02 S, R24 E, BLOCK 29, Lot 7 - 21, ADJ VAC ALLEY & TR A-B COS 2460.

Applicant Data:

Owner: MBDII RE LLC
Legal Description: EAST YELLOWSTONE SUBD, S16, T02 S, R24 E, BLOCK 29, Lot 7 - 21, ADJ VAC ALLEY & TR A-B COS 2460
Address: 312 S. 1st Ave
Parcel Size: 67,076 Sq. Ft.
Existing Land Use: Town Pump gas station
Proposed Land Use: Town Pump gas station (updated signage)
Existing Zoning: Central Business District
Overlay District: Community Entryway Overlay District

Surrounding Land Use and Zoning (See Exhibits A & B)

North Zoning:	Highway Commercial	Land Use:	Montana Lil's Casino
South Zoning:	Residential Limited Multi-Family	Land Use:	Residential
East Zoning:	Highway Commercial	Land Use:	Conoco, Subway, Citybrew, CENEX
West Zoning:	Community Commercial	Land Use:	Southside Storage

STAFF FINDINGS:

1. The applicant is requesting a special review for the proposed replacement of a manual reader board sign with an electronic message board sign.
2. The application packet is attached and contains:
 - a. Cover Letter,
 - b. Application Form,
 - c. Site Map,
 - d. Tax Information,
 - e. Sign renderings, and
 - f. Certified list of surrounding property owners.
3. LMC 17.42.050 Table – Signs by Zoning District lists:
 - a. “Fixed Message Electronic Variable Message Sign” and “Computer Controlled Variable Message Sign” are SR, Special Review, within the Entryway Zoning District.
 - b. “Pictographic Changeable Copy Signs which depict only still frames and change not less than 60 seconds” are SR, Special Review, within Highway Commercial Zoning but are Not allowable within the Entryway Zoning District.
 - c. “Pictographic Changeable Copy Signs which depict motion, flashing, and blinking of any kind” are not allowable within any Laurel zoning district.
4. LMC 17.42.040 – Definitions lists specific definitions for these sign types under “Changeable Copy Sign”
 - a. Fixed Message Electronic Signs. Signs whose basic informational content has been preprogrammed to include only certain types of information projections, such as time and temperature
 - b. Computer Controlled Variable Message Electronic Signs. Signs whose alphabetic or numeric content can be changed or altered by means of computer driven electronic impulses.
 - c. Pictographic Changeable Copy Sign means a sign whose still framed pictographic or symbolic content can be changed or altered by manual or electric, electromechanical or electronic means. Still frame pictures may change but not sooner than every sixty seconds. No pictographic changeable copy sign can depict movement or motion, flashing, blinking or other special effects including scrolling text.
5. LMC 17.26.052 Development Standards - Signage is attached to this staff report in full.
6. LMC 17.42 – Sign Code is attached to this Staff Report in Full.
7. LMC 17.68 – Special Review Procedure is attached to this Staff Report in Full.
8. The advertising requirements of LMC 17.68.030 C, D, and E have been met.

ZONING COMMISSION CONSIDERATIONS AND RECOMMENDATION:

The Zoning Commission shall review and make determinations on Chapter 17.68 – Special Review Procedure, Section 040 – Zoning Commission Action. This section is presented below.

- A. After presentation to the zoning commission of the request for special review by the applicant, the zoning commission shall make a recommendation to the city council to:
 1. Grant the application for special review;
 2. Deny the application;
 3. Delay action on the application for a period not to exceed thirty days; or

4. Grant the application subject to conditions and recommendations and give the reasons therefor.
- B. Before approving a special review use, the zoning commission shall find that the contemplated use(s):
 1. Complies with all requirements of this section;
 2. Is consistent with the objectives and purposes of this title and the Laurel comprehensive planning process;
 3. Is compatible with surrounding land use or is otherwise screened and separated from adjacent land in such a way as to minimize adverse effects;
 4. Further the zoning commission shall consider and may impose modifications or conditions concerning, but not limited to the following:
 - a. Street and road capacity,
 - b. Ingress and egress to adjoining streets,
 - c. Off-street parking,
 - d. Fencing, screening and landscaping,
 - e. Building bulk and location,
 - f. Usable open space,
 - g. Signs and lighting,
 - h. Noise, vibration, air pollution and similar environmental influences.

STAFF SUGGESTED CONDITIONS:

The Planning Board/Zoning Commission recommends the following conditions for approval if the City Council votes to approve this application for Special Review.

1. Signs shall comply with Chapter 17.42 of the Laurel Municipal Code.
2. Signs shall comply with Chapter 17.26.052 of the Laurel Municipal Code.
3. Installed electronic signs shall be either a fixed message electronic variable message sign or computer controlled variable message sign.
4. Pictographic changeable copy signs depicting motion, flashing, and blinking of any kind shall not be installed as part of this proposed upgrade, or any future proposed signage upgrade on site.
5. Signs shall be properly maintained through actions such as cleaning, painting, and the prompt replacement of defective parts.

PROCEDURAL HISTORY:

- The initial application was submitted on February 19, 2020.
- The onset of the COVID-19 pandemic caused a postponement of the regular meetings of the Laurel City-County Planning Board.
- The Planning Director had been in contact with the applicant as to scheduling the special review and providing supporting documentation.
- A public hearing is scheduled to be conducted at the July 22, 2020 meeting of the Laurel City-County Planning Board regarding the application.
- A public hearing is scheduled to be conducted at the August 11, 2020 meeting of the Laurel City Council.

Attachment 1. 17.26.052 - Development standards. Part A. Signage

A. Signage.

1. Review Consideration. Signage in the EZD needs to recognize the relationship between adjacent land uses and the natural features of the location such as existing views and proximity to residences. Although signs perform a function in providing information concerning services, products, and business, a profusion of signs produces a cumulative effect that cancels out individual effectiveness and detracts from the appearance of the community as a whole. All signage shall be reviewed with the following considerations and criteria:
 - a. Use of subdued, low-key colors;
 - b. Location, size, and height that do not obstruct views of the community, the river corridor, traditional open spaces, or the mountains;
 - c. Sign is built of permanent, durable materials;
 - d. Size and location avoids or minimizes the sense of clutter with nearby signs;
 - e. The sign is professionally prepared and finished on both sides;
 - f. The location and placement of the sign will not endanger motorists or pedestrians and does not interfere with the clear vision triangle at street, railroad, or street driveway intersections;
 - g. The sign will not cover or blanket any prominent view of a structure or façade of historical or architectural significance;
 - h. The sign will not obstruct views of users of adjacent buildings to side yards, yards or to nearby open space;
 - i. The sign will not negatively impact the visual quality of a public open space such as a recreation facilities, square, plaza, court yard and the like;
 - j. The sign cannot be seen from the Yellowstone River or any city, county or state park or—if it can be seen—it must be located one thousand feet from the boundaries of such spaces.
2. Only one sign is allowed per parcel of record and there shall be at least one thousand feet between signs.
3. A construction permit is required whenever the sign copy is changed and any alterations to the sign are made.
4. Signs shall be limited to one hundred sixty square feet in copy area.
5. Non-conforming signs are required to be brought into compliance with this section within six years from the date of adoption of this ordinance or upon the earliest occurrence of the following events.
 - a. The sign is relocated or replaced;
 - b. The structure or size of the sign is altered in any way;
 - c. The sign suffers more than fifty percent appraised damage or deterioration or the sign is taken out of service for any reason, such as being knocked down by weather or other means;
 - d. If any non-conforming sign is abandoned or voluntarily discontinued for a period of one hundred eighty days, any subsequent use must be in conformity with this ordinance. An abandoned sign is a sign which no longer identifies or advertises a bona fide business, lessor, service, owner, product, or activity, and/or for which no legal owner can be found. An abandoned sign is to be removed by the owner within fifteen days of notice from the public works department.
6. No portable signs as described in the city signage ordinance are allowed in the EZD.
7. Transit Bus Benches. Transit bus benches, with or without advertising, may be placed within the city right-of-way upon application and approval of the ADA coordinator, the transit

administrator and in consultation with the public work director. All benches must comply with any applicable city, state, and or/federal standards or regulations. The city may approve a bench provider, with or without advertising, pursuant to its procurement policy, as amended.

8. Lighting. All sign lighting must incorporate cut-off shields to direct light downward. Luminaries shall not be visible from adjacent streets or properties. A sign's lighting will not cause hazardous or unsafe driving conditions for motorists and will not glare, reflect, or spill onto adjacent business or residential areas.

Attachment 2.Chapter 17.42 - SIGN CODE

17.42.010 - Adoption.

The Uniform Sign Code, 1997 Edition, published by the International Conference of Building Officials, together with any appendix or subsequent amendments or additions thereto, adopted or as may be adopted in the future by the city of Laurel, is [by this Section] 17.42.010 adopted by and declared to be the sign code of the City.

One full printed copy of the code shall be available in the offices of the city. The aforesaid, Uniform Sign Code is adopted by reference and made a part of this chapter as fully, and for all intents and purposes, as though set forth herein at length. It shall be known and designated as the "Uniform Sign Code" of the city.

(Ord. 99-10 (part), 1999; Ord. 96-11, 1996: Ord. 859, 1986: prior code § 15.52.010)

(Ord. No. O15-02, 4-21-2015; Ord. No. O16-01, 2-2-2016)

17.42.020 - Updated references.

The sign code described in Section 17.42.010 may be amended by resolution or administrative order of the mayor.

(Ord. 99-10 (part), 1999; Ord. 860, 1986; prior code § 15.52.020)

17.42.030 - Intent.

This code shall not regulate official traffic or government signs; the copy and message of signs; signs not intended to be viewed from a public right-of-way; window displays; product dispensers and point of purchase displays; scoreboards on athletic fields; flags of any nation, government or fraternal organization; gravestones; barber poles; religious symbols; or any display or construction not defined in this chapter as a sign.

(Ord.02-32 (part), 2003)

17.42.040 - Definitions.

"Animated sign." A sign depicting action, motion, light, or color change, or that change the sign displayed through electrical or mechanical means. Animated also includes signs that use blinking, flashing or scrolling or other special effects to depict motion.

"Area of sign" means the entire area of a sign including the area within a perimeter, which forms the outside shape including the frame, forming an integral part of the display, but excluding the necessary supports or uprights on which the sign may be placed. The frame of a sign may be excluded from the area where such frame conveys no message and is constructed or affixed for aesthetic reasons beyond the necessary supports.

For computing the areas of any wall or canopy sign, which consists of letters mounted or painted on a wall or canopy, the area shall be deemed to be the area of the smallest rectangular figure which can encompass all of the letters. (See below section calculation of sign area.)

"Bandit sign" means an illegal commercial sign posted on a utility pole, street sign, or other street furniture; or any other sign placed within a public right of way or public property or on private property. A bandit sign generally has less than six square feet or less of advertising area and are made of vinyl, paper, cloth or fabric, polyboard, corrugated plastic, poster board, plastic core, cardboard, wood, or plywood, including signs with wood or wire framing, posts or stakes.

"Banner sign" means any sign (other than an official flag) made of cloth, paper or fabric of any kind, which is used to attract attention, whether or not imprinted with words or characters.

"Beacon" means any light with one or more beams directed into the atmosphere or directed at one or more points not on the same lot as the light source; also, any light with one or more beams that rotate or move.

"Billboard, on-premises" is a sign intended to capture the attention of motorists along interstate highways and other roads located in the entryway zoning district, that also promotes an activity, product,

commodity, service, entertainment or communication which is sold or offered at the premises on which the sign is located.

"Billboard, off-premises" is a sign intended to capture the attention of motorists along interstate highways and other roads located in the entryway zoning district, that also promotes an activity, product, commodity, service, entertainment or communication which is not sold or offered at the premises on which the sign is located.

"Building marker" means any sign indicating the name of a building and date and incidental information about its construction, which sign is cut into a masonry surface or made of bronze or other permanent material.

"Canopy sign" means any sign that is a part of or attached to any awning, canopy or other fabric, plastic or structural protective cover over a door, entrance, window or outdoor service area, and which does not extend horizontally beyond the limits of the canopy.

"Changeable copy sign" means a sign whose alphabetic and numeric content can be changed or altered by manual or electric, electromechanical or electronic means. Changeable copy signs are limited to time and temperature displays. For changeable copy signs displaying informational and other pictographic content see "pictographic changeable copy sign."

- a. Fixed Message Electronic Signs. Signs whose basic informational content has been preprogrammed to include only certain types of information projections, such as time and temperature.
- b. Computer Controlled Variable Message Electronic Signs. Signs whose alphabetic or numeric content can be changed or altered by means of computer-driven electronic impulses.

"Copy" means the content of a sign surface in either permanent or removable letter, alphabetic or numeric form.

"Directional/informational sign" means an on-premises sign giving directions, instructions or facility information and which may contain the name or logo of an establishment but no advertising copy, e.g., parking or exit and entrance signs. The sign may contain a logo provided that the logo may not comprise more than twenty percent of the total sign.

"Director" means the director of planning of the city of Laurel or his or her designee.

"Flag" means any fabric, banner or bunting containing distinctive colors, patterns or symbols, used as a symbol of a government, political subdivision or other entity.

"Freestanding sign" means any sign supported by uprights or braces permanently placed upon the ground, and not attached to any building.

"Government sign" means any temporary or permanent sign erected and maintained by the city, county, state or federal government for traffic direction or for designation of or direction to any school, hospital, historical site or public service, property or facility.

"Height of sign" means the vertical distance measured from the highest point of the sign to the crown of the adjacent street, not including the interstate highway.

"Lot" means any piece or parcel of land or a portion of a subdivision, the boundaries of which have been established by some legal instrument of record that is recognized and intended as a unit for the purpose of transfer or ownership.

"Maintenance" means for the purposes of this code, the cleaning, painting, repair or replacement of defective parts of a sign in a manner that does not alter the structure of the sign.

"Monument sign" means a sign mounted directly to the ground with maximum height not to exceed ten feet.

"Nonconforming sign" means a sign, which was erected legally, but which does not comply with subsequently enacted sign restrictions and regulations.

"On-premises sign" means a sign that advertises solely for the property on which it is located.

"Pictographic changeable copy sign" means a sign whose still framed pictographic or symbolic content can be changed or altered by manual or electric, electromechanical or electronic means. Still frame pictures may change but not sooner than every sixty seconds. No pictographic changeable copy sign can depict movement or motion, flashing, blinking or other special effects including scrolling text.

"Portable sign" means any sign not permanently attached to the ground or other permanent structure, or a sign designed to be transported, including, but not limited to, signs designed to be transported by means of wheels; signs converted to A or T frames; menu and sandwich board signs; balloons used as signs; umbrellas used for advertising; and signs attached to or painted on vehicles parked and visible from the public right-of-way, unless said vehicle is used in the normal day-to-day operations of the business.

"Principal building" means a structure accommodating the principal use to which the property is devoted. Lots with multiple principal uses may have multiple principal buildings, but storage buildings, garages and other clearly accessory uses shall not be considered principal buildings.

"Projecting sign" means a sign, other than a wall sign, which is attached to and projects from a building no more than twelve inches. Supports shall be covered in a neat and orderly fashion. Guy wire support is prohibited.

"Roof sign, above-peak" means any sign erected and constructed wholly on and over the roof of a building, supported by the roof structure, and extending vertically above the highest portion of the roof.

"Roof sign, integral" means any sign erected or constructed as an integral or essentially integral part of a normal roof structure of any design, such that no part of the sign extends vertically above the highest portion of the roof and such that no part of the sign is separated from the rest of the roof by a space of more than six inches.

"Setback" means the distance from the property line to the nearest part of the applicable building, structure or sign, measured perpendicularly to the property line.

"Sign" means any identification, descriptions, illustration or device illuminated or nonilluminated which is visible from any public place or is located on private property and exposed to the public and which directs attention to a product, service, place, activity, person, institution, business or solicitation, including any permanently installed or situated merchandise; or any emblem, painting, banner, pennant, placard or temporary sign designed to advertise, identify or convey information, with the exception of window displays and national flags. For the purpose of removal, signs shall also include all sign structures.

"Snipe sign" means a sign made of any material when such sign is tacked, nailed, posted, pasted, glued or otherwise attached to trees, poles, fences or other objects and the advertising matter appearing thereon is not applicable to the present use of the premises upon which such sign is located.

"Street" means a public way for vehicular traffic, whether designated as a street, highway, thoroughfare, parkway, throughway, road, avenue, boulevard, land, place or however otherwise designated which has been dedicated to or acquired for public use, and which extends the full width between right-of-way lines.

"Street frontage" means the length of the property line of any one premises along each public right-of-way it borders excluding alleys, government easement accesses, and the interstate highway.

"Suspended sign" means a sign that is suspended from the underside of a horizontal plane surface and is supported by such surface.

"Temporary sign" means a nonpermanent sign erected and maintained for a specific limited period of time.

"Wall sign" means any sign attached parallel to, painted on the wall surface, or erected and confined within the limits of an outside wall of any building or structure, which is supported by such wall or building, and which displays only one sign surface. Wall signs shall not exceed twelve inches in depth measured from the face on the wall on which the sign is mounted.

"Wind-driven sign, allowable" means any sign consisting of one or two banners, flags, or other objects or material fastened in such a manner as to move upon being subjected to pressure by wind or breeze.

"Wind-driven sign, conditional" means any ribbons, spinners, streamers, pennants, balloons, inflatable or other wind driven signs subjected to pressure by wind, fan, or breeze.

"Window sign" means any sign, pictures, symbol or combination thereof, designed to communicate information about an activity, business, commodity, event, sale or service that is placed inside a window or upon the window panes or glass and is visible from the exterior of the window.

(Ord. 02-32 (part), 2003)

(Ord. No. O15-02, 4-21-2015; Ord. No. O16-01, 2-2-2016)

17.42.050 - Signs prohibited.

All signs not expressly permitted under this section or exempt from regulation hereunder in accordance with the following section are prohibited. Such signs include, but are not limited to:

- A. Beacons;
- B. Strings of lights not permanently mounted to a rigid background, except those exempt under the following section;
- C. Animated signs;
- D. Above-peak roof signs;
- E. Abandoned signs;
- F. Pictographic changeable copy signs which depict motion of any kind, including flashing, blinking and scrolling text or other special effects;
- G. Snipe signs or bandit signs;
- H. Signs placed on vehicles or trailers, which are parked or located for the primary purpose of displaying, said signs (this does not apply to signs or lettering on buses, taxis, or vehicles operating during the normal course of business).

(Ord. 02-32 (part), 2003)

Table - Signs by Zoning District

Type of Sign	A G	R P	N C	C BD	C C	H C	L I	H I	I	E ZD	Ove rlay District	All Residen tial Districts
Animated Sign (Including Flashing, Blinking, Scrolling)												
Bandit Sign												
Banner Sign		A	A	A	A	A	A	A	/	A	A	
Beacon												
Billboard - On Premise	S R					S R						
Billboard - Off Premise	S R					S R						
Building Marker	A	A	A	A	A	A	A	A	/	A	A	
Canopy Sign		A	A	A	A	A	A	A		A	A	

Fixed Message Electronic Variable Message Sign				S R	S R	S R	S R	S R		S R	SR	
Computer Controlled Variable Message Sign				S R	S R	S R	S R	S R		S R	SR	
Pictographic Changeable Copy Signs which depict only still frames and change not less than 60 seconds						S R	S R	S R				
Pictographic Changeable Copy Signs which depict motion, flashing and blinking of any kind												
Direction/Infor mation Sign	A	A	A	A	A	A	A	A	/	A	A	
Flag	A	A	A	A	A	A	A	A	/	A	A	A
Freestanding Sign				A	A	A	A	A		A	A	
Government Sign	A	A	A	A	A	A	A	A	/	A	A	A
Monument Sign		A	A	A	A	A	A	A	/	A	A	*
On Premise Sign	A	A	A	A	A	A	A	A	/	A	A	
Off Premise Sign												
Portable Sign												
Projecting Sign		A	A	A	A	A	A	A	/	A	A	
Roof Sign, Integral	A	A	A	A	A	A	A	A		A	A	
Roof Sign - Above Peak												
Snipe Sign												

Temporary Sign	A	A	A	A	A	A	A	A	A	A	A	
Wall Sign	A			A		A	A	A		A	A	
Wind-driven Sign, allowable						A	A	A		A	A	
Wind-driven Sign, conditional						S R	S R	S R		S R	SR	
Window Sign				A	A	A	A	A		A	A	

*As allowable by subdivision regulations

(Ord. No. O15-02, 4-21-2015; Ord. No. O16-01, 2-2-2016)

17.42.060 - Portable and banner signs.

Permits required. It shall be unlawful for any owner or person entitled to possession of any property or business, or their authorized representatives, to erect, construct, move, or display a temporary sign or cause the same to be done, without first obtaining a temporary sign permit from the sign administrator. A temporary sign permit may be issued.

- A. To new businesses or to existing businesses which are relocating and shall be limited in use to one time for no longer than sixty days; or
- B. To existing businesses for the purpose of advertising and shall be limited to a maximum of thirty consecutive days per calendar year. Such thirty-day period may be split into no more than two separate periods of fifteen consecutive days each.

(Ord.02-32 (part), 2003) (Laurel Supp. No. 3, 12-04)

(Ord. No. O15-02, 4-21-2015; Ord. No. O16-01, 2-2-2016)

17.42.070 - Signs not requiring permits.

The following types of signs are exempted from permit requirements but must be in conformance with all other requirements of this section:

- A. Construction signs of sixteen square feet or less;
- B. Special event or holiday lights or decorations;
- C. Nameplates of two square feet or less;
- D. Public signs or notices, or any sign relating to an emergency;
- E. Real estate signs; (see signs permitted, Section 17.42.130(B);
- F. Political signs; (see signs permitted, Section 17.42.130(D);
- G. Interior signs not visible from the exterior of the building;
- H. Directional signs not to exceed twelve square feet in area or six feet in height.

(Ord. 02-32 (part), 2003)

(Ord. No. O15-02, 4-21-2015; Ord. No. O16-01, 2-2-2016)

17.42.080 - Overlay zoning districts.

The provisions of the Entryway Zoning district, SE 4th Overlay District, or Downtown Overlay District pertaining to signs shall apply to all signs in that district and are in addition to the provisions of this section.

(Ord. 02-32 (part), 2003)

(Ord. No. O15-02, 4-21-2015; Ord. No. O16-01, 2-2-2016)

17.42.090 - Calculation of sign area.

The sign area for a sign with more than one face shall be computed by adding together the area of all sign faces visible from any one point. When two identical sign faces are placed back to back, so that both faces cannot be viewed from any point at the same time, and when such sign faces are part of the same sign structure, the sign area shall be computed by the measurement of one of the faces.

(Ord. 02-32 (part), 2003)

(Ord. No. O15-02, 4-21-2015; Ord. No. O16-01, 2-2-2016)

17.42.100 - Maintenance.

All signs shall be properly maintained. Exposed surfaces shall be clean and painted if paint is required. Defective parts shall be replaced.

(Ord. 02-32 (part), 2003)

(Ord. No. O15-02, 4-21-2015; Ord. No. O16-01, 2-2-2016)

17.42.110 - Lighting.

Unless otherwise prohibited by this code, all signs may be illuminated provided they do not cause or contribute to a public nuisance. Lighting restricted to the sign face.

(Ord. 02-32 (part), 2003)

(Ord. No. O15-02, 4-21-2015; Ord. No. O16-01, 2-2-2016)

17.42.120 - Changeable copy.

Unless otherwise specified by this section, any sign in this chapter allowed may use manual or fixed message electronic sign.

Computer controlled variable message electronic signs shall be permitted provided that the bottom of the reader board is ten feet above the crown of the adjacent road.

(Ord. 02-32 (part), 2003)

(Ord. No. O15-02, 4-21-2015; Ord. No. O16-01, 2-2-2016)

17.42.130 - Signs permitted (exceptions to this section are noted in the overlay zoning district).

- A. One non-illuminated sign for each street frontage of a construction project, not to exceed forty-eight square feet in sign area. Such signs may be erected thirty days prior to beginning of construction and shall be removed thirty days following completion of construction.
- B. One non-illuminated real estate sign per lot or premises not to exceed sixteen square feet in sign area for residential properties and thirty-two square feet for commercial properties. Such signs must be removed fifteen days following sale, rental, or lease of the real estate involved.
- C. One non-illuminated attached building nameplate per occupancy, not to exceed two square feet in sign area.
- D. Non-illuminated political signs not to exceed sixteen square feet in sign area each. Such signs shall not be erected more than forty-five days prior to the election or referendum concerned and shall be removed ten days following such election or referendum. Political signs may be placed only on private property and only with the permission of the property owner.
- E. One subdivision sign per street frontage not to exceed forty-eight square feet in sign area in each location.
- F. One identification sign per entrance to an apartment or condominium complex, not to exceed thirty-six square feet in sign area.
- G. The total square footage of all signs located on the property, including, but not limited to freestanding, wall, projecting, integrated roof, canopy, and directional signs, shall not exceed two square feet in sign area for each lineal foot of property frontage. This frontage shall be calculated using local streets (not the interstate highway).
- H. One on-premise, freestanding sign may be installed to a height of forty feet and may be a maximum of three hundred fifty square feet if the principal purpose of such signs is to address interstate traffic

as determined by the director. The sign must be oriented perpendicularly to the interstate so the sign is visible to the interstate traveler.

- I. Freestanding signs which are not on-premise and which do not address interstate traffic as determined by the director may be installed to a maximum height of twenty-four feet and may have a maximum size of one hundred fifty square feet. Exceptions to this are noted in the entryway zoning district.
- J. The setback for the leading edge of freestanding signs shall be a minimum of ten feet.
- K. No sign may be placed or designed so as to simulate or interfere with traffic control devices or official highway directional/informational signs.
- L. Wall signs shall not exceed twenty percent of the square footage of the wall area upon which they are installed. Electric awning and canopy signs shall not exceed twenty percent of the square footage of the wall area upon which they are installed. The combination of wall signs, electric awning, canopy signs and projecting signs shall not exceed twenty percent of the allowed wall sign area.
- M. Integrated roof signs may be used instead of wall signs. The integrated roof sign size shall not exceed the allowable size for a wall sign. Integrated roof signs shall be constructed so as to conceal all structures and fastenings. The height of the sign shall not exceed the roof to which it is attached.
- N. Projecting signs may be used instead of any wall or freestanding signs provided they do not project beyond the property line and maintain a clearance of ten feet over the sidewalk and fourteen feet over any parking lot, driveway or crown of the street, whichever is higher. Where zoning allows for one hundred percent lot coverage or zero setbacks, projecting signs shall never extend beyond the sidewalk and must be ten feet over the sidewalk. Projecting sign size shall not exceed the allowable size for a wall sign.
- O. Window signs shall not cover more than thirty percent of the window area.
- P. On-site directional signs as required.

(Ord. 02-32 (part), 2003)

(Ord. No. 015-02, 4-21-2015; Ord. No. 016-01, 2-2-2016)

17.42.140 - Shopping center signs (exceptions to this section may be noted in the Entryway Zoning, SE 4th Street or Downtown Overlay District).

- A. Shopping centers shall be allowed one freestanding sign directory sign per frontage. The sign shall not exceed one hundred fifty square feet plus five percent of the one hundred fifty square feet per tenant. Maximum sign size shall not exceed three hundred fifty square feet.
- B. Shopping centers signs shall not exceed the maximum allowable freestanding signage.
- C. Shopping center signs cannot be used if the common signage plan is used.

(Ord. 02-32 (part), 2003)

Table - Sign Requirements

Type of Sign	Requires Permit**	Illumination	Maximum Height	Maximum Sign Area	Setbacks	Maximum Number of Signs*	Maximum Permitted Sign Use
Banner Sign	Y						60 days/30 days see 17.42.060
Billboard - On Premises	Y						

Billboard - Off Premises	Y						
Building Marker	Y						
Building Nameplate				2 sq. ft			
Canopy Sign	Y			20% of wall area			
Changea ble Copy Sign	Y						
Construc tion sign		N		48 sq. ft.			30 days before and after constructio n
Fixed Message Electronic Variable Message Sign	Y						
Compute r Controlled Variable Message Sign	Y						
Pictograp hic Changeable Copy Sign	Y						
Direction al/ Informationa l Sign	As required per Ordinanc e 02-32						
Flag							
Freestan ding Sign	Y		40'/24' See LMC. 17.42.130. H, I.		10'		
Governm ent Sign							

Monument Sign	Y						
On Premises Sign	Y						
Political Signs		N		16 sq. ft.	Prohibited in ROW		No more than 45 days prior to election and removed immediately following
Portable Sign	Y				In CBD may extend over sidewalk with 10' clearance. Prohibited encroachment into right of way in all other zoning districts		60 days/30 days see 17.42.060
Real Estate Sign		N		32 sq.ft.	Prohibited in ROW	1 per lot	15 days after the sale, rental or lease
Projecting Sign	Y						
Roof Sign, Integral	Y		Cannot exceed roofline	20% of wall area			
Shopping Center Signs (cannot be used if	Y			150 sq.ft. plus 5% per tenant.		1 Freestanding Pole per frontage	

common signage plan is used.)				Maximum sign not to exceed 350 sq.ft.			
Temporary Sign	Y						
Wall Sign	Y			20% of wall area			
Window Sign	Y			Up to 30% of window area			
*The total square footage of all signs located on the property shall not exceed 2 square feet in sign area for each lineal foot of local street frontage (Does not include interstates).							
**See 17.42.040							

(Ord. No. O15-02, 4-21-2015; Ord. No. O16-01, 2-2-2016)

17.42.150 - Common signage plan.

- A. If the owners of two or more contiguous or adjacent (disregarding intervening streets and alleys) lots or the owner of a single lot with more than one building (excluding accessory buildings) or multiple use buildings file with the director for such lot(s) a common signage plan conforming with the provisions of this section, a twenty-five percent increase in the maximum total sign area shall be allowed for each included lot. This bonus shall be allocated within each lot as the owner(s) elects.
- B. Provisions of Common Signage Plan. The common signage plan shall contain all of the following information:
 1. An accurate plot plan of the lot, at such scale as the director may reasonably require;
 2. Location of buildings, parking lots, driveways, clear vision triangles and landscaped areas on such lot;
 3. Computation of the maximum total sign area, the maximum area for individual signs, the height of signs and the number of freestanding signs allowed on the lot(s) included in the plan under this chapter;
 4. An accurate indication on the plot plans of the proposed location of each present and future sign of any type, whether requiring a permit or not;
 5. Window signs may simply indicate the areas of the windows to be covered by window signs and the general type of the window signs (e.g., paper affixed to window, painted, etched on glass, or some other material hung inside the window) and need not specify the exact dimension or nature of every window sign.

The common signage plan shall also specify standards of consistency among all signs on the lots affected by the plan with regard to:

1. Color scheme;
2. Letter or graphic style;
3. Lighting;
4. Location of each sign on the building(s);
5. Material; and

6. Sign proportions.

- C. Limit on Number of Freestanding Signs Under Common Signage Plan. The common signage plan, for all lots with multiple uses or multiple users, shall limit the number of freestanding signs to a total of one for each street on which the lots included in the plan have frontage and shall provide for shared or common usage of such signs. Where street frontage exceeds five hundred feet, one additional freestanding sign may be allowed per five hundred-foot increment.
- D. Other Provisions of the Common Signage Plan. The common signage plan may contain other restrictions as the owners of the lots may reasonably determine.
- E. Consent. Common signage plan shall be signed by all owners or their authorized agents in such form as the director shall require.
- F. Procedures. Common signage plan shall be included in any development plan, site plan, planned development or other official plan required by the city for the proposed development and shall be processed simultaneously with such other plan.
- G. Amendment. Common signage plan may be amended by filing a new common signage plan that conforms with all requirements of the code in effect.
- H. Existing Signs Not Conforming to Common Signage Plan. If any new or amended common signage plan is filed for a property on which existing signs are located, it shall include a schedule for bringing into conformance, all signs not conforming to the proposed amended plan or to the requirements of this section effective on the date of submission.
- I. Binding Effect. After approval of a common signage plan, no sign shall be erected, placed, painted or maintained, except in conformance with such plan, and such may be enforced in the same way as any provision of this chapter. In case of any conflict between the provisions of this section and common signage plan, the section shall control.
- J. Dissolution of Common Signage Plan. If the signatories of a common signage plan wish to dissolve the common signage plan, written notice must be submitted to the director. All signs on the property for which the common signage plan was dissolved must bring all signs into conformance with this section within thirty days of the date written notice was submitted to the director.

(Ord.02-32 (part), 2003)

(Ord. No. O15-02, 4-21-2015; Ord. No. O16-01, 2-2-2016)

17.42.160 - Nonconforming signs.

- A. Existing signs which do not conform to the specific provisions of this section may be eligible for the designation "legal nonconforming" provided that:
 - 1. The director determines such signs are properly maintained and do not in any way endanger the public;
 - 2. The sign was installed in conformance with a valid permit or variance or complied with all applicable laws on the date of adoption of this section.
- B. A legal nonconforming sign may lose this designation if:
 - 1. The sign is relocated or replaced; or
 - 2. The structure or size of this sign is altered in any way except toward compliance with this section.

This does not refer to change of copy or normal maintenance.
- C. The legal nonconforming sign is subject to all requirements of this section regarding, safety, maintenance, and repair. However, if the sign suffers more than fifty percent damage or deterioration, as based on appraisal, it must be brought into conformance with this section or removed.

(Ord.02-32 (part), 2003)

(Ord. No. O15-02, 4-21-2015; Ord. No. O16-01, 2-2-2016)

17.42.170 - Construction specifications.

- A. Plans and specifications and the required review fee for all signs, including those in the entryway zoning district, must be submitted to the city of Laurel building department prior to the start of construction. The building department must grant a construction permit prior to any construction activity.
- B. All signs shall be installed in compliance with the International Building Code (IBC) and applicable electrical codes required, permitted and enforced by the State of Montana.
- C. All signs shall be inspected by the city of Laurel building department for compliance with all applicable codes. (including, but not limited to structure, wind load, and electrical hook-up).
- D. All electrical freestanding signs must have underground electrical service to such signs.
- E. Any change in sign construction or face, excluding changeable copy as defined in this chapter, shall require a new construction permit and fee.

(Ord. 02-32 (part), 2003)

(Ord. No. 015-02, 4-21-2015; Ord. No. 016-01, 2-2-2016)

17.42.180 - City fees and/or charges for signs.

The city council shall establish reasonable fees and/or charges for all signage within the jurisdiction of the city by annual resolution after a public hearing.

(Ord. 07-06 (part), 2007)

(Ord. No. 016-01, 2-2-2016)

Attachment 3. Chapter 17.68 - SPECIAL REVIEW PROCEDURE

Sections:

17.68.010 - Purpose of provisions.

Although each zoning district is primarily intended for a predominant type of use, there are a number of uses which may or may not be appropriate in a particular district depending upon all the circumstances of the individual case. For example, the location, nature of the proposed use, the character of the surrounding development, traffic capacities of adjacent streets, and potential environmental effects, all may indicate that the circumstances of the development should be individually reviewed. It is the intent of this section to provide a system of review of such uses so that the community is assured that the uses are compatible with their locations and with surrounding land uses, and will further the purpose of this title and the objectives of the Laurel comprehensive planning process.

(Prior code § 17.88.010)

17.68.020 - Application requirements.

An application for a special review may be filed by the property owner, contract purchaser, or his authorized agent. The application shall be filed with the zoning commission secretary and shall be submitted under the following conditions:

- A. The application shall include, but not be limited to the following information:
 1. A legal and general description of the tract(s) upon the special review use is sought;
 2. A map showing the dimensions, acreage and location of the tract(s);
 3. The name and addresses of the owner(s) of the tract(s) and their agents, if any and the names and addresses of property owners of record within three hundred feet of the property for which a special review has been requested; such list of property owners shall be so certified by the county clerk and recorder's office;
 4. A site plan showing major details of the proposed development including but not limited to, the location of proposed and existing buildings and structures; off-street parking and loading; service and refuse areas; means of ingress and egress; landscaping; screening; signs and open space areas;
 5. A time schedule for development;
 6. Any other information the applicant believes will support his request.
- B. An application for a special review shall be made on or before five p.m. of the first day of the month preceding the date of the public hearing before the zoning commission. When the date of submittal falls on a weekend or holiday, the submittal shall be on the following day before five p.m.

(Ord. 94-15, 1994; prior code § 17.88.020)

17.68.030 - Evaluation responsibility—Consultation—Notification.

The planning director, upon receiving an application for a special review of an area or a particular place of property shall do the following:

- A. Consult with other departments of the city or county to fully evaluate the impact of any special review upon public facilities and services including, but not limited to schools, drainage, traffic and related facilities;
- B. Study each application with reference to its appropriateness and effect on existing and proposed land use, and references to the comprehensive plan;
- C. Advertise twice in a newspaper of general circulation in the jurisdiction of the Laurel-Yellowstone city-county planning board at least fifteen days in advance of the time and place of the public hearing;
- D. Notify, by mail, the applicant or his authorized agent at least five days prior to the date of the public hearing of the time and place of such hearing;

- E. Notify, by mail, all property owners within three hundred feet of the exterior boundaries of the property subject to the special review of the time, date, place of the public hearing and the existing and proposed classification. Further, he may notify property owners within a radius of more than three hundred feet if he determines that the proposed use of the property would have a substantial environmental impact on surrounding land uses;
- F. After the public hearing and as part of the public record, the planning director shall report his findings, conclusions and recommendations to the zoning commission.

(Ord. 94-16, 1994; prior code § 17.88.030)

17.68.040 - Zoning commission action.

- A. After presentation to the zoning commission of the request for special review by the applicant, the zoning commission shall make a recommendation to the city council to:
 - 1. Grant the application for special review;
 - 2. Deny the application;
 - 3. Delay action on the application for a period not to exceed thirty days; or
 - 4. Grant the application subject to conditions and recommendations and give the reasons therefor.
- B. Before approving a special review use, the zoning commission shall find that the contemplated use(s):
 - 1. Complies with all requirements of this section;
 - 2. Is consistent with the objectives and purposes of this title and the Laurel comprehensive planning process;
 - 3. Is compatible with surrounding land use or is otherwise screened and separated from adjacent land in such a way as to minimize adverse effects;
 - 4. Further the zoning commission shall consider and may impose modifications or conditions concerning, but not limited to the following:
 - a. Street and road capacity,
 - b. Ingress and egress to adjoining streets,
 - c. Off-street parking,
 - d. Fencing, screening and landscaping,
 - e. Building bulk and location,
 - f. Usable open space,
 - g. Signs and lighting,
 - h. Noise, vibration, air pollution and similar environmental influences.

(Ord. 94-17, 1994; Ord. 953, 1989; prior code § 17.88.040)

17.68.050 - City council action.

- A. Before taking action on an application for special review, and after presentation of the zoning commission's report, the city council may hold a public hearing on the application.
- B. The zoning commission may recommend to the council whether to hold a public hearing or not. In the event the city council holds its own public hearing on the application, then the recommendations of the zoning commission and the notice of public hearing before the city council shall both be published twice in the newspaper of general circulation in the jurisdictional area of the Laurel-Yellowstone city-county planning board with the first publication being at least fifteen days prior to the hearing.

(Ord. 94-18, 1994; prior code § 17.88.050)



5160 Midland Rd. Billings Mt. 59101

City of Laurel
115 West First St.
Laurel, MT 59044

4/14/2020

Dear Council Members,

As of 1953, Town Pump Inc has been a Montana owned and operated corporation which has provided goods and services as well as been huge contributor to Montana based community charities.

Part of the business scheme in the Town Pump model is self service and the convenience to it's customers and travelers as well as offering convenience store products at fair market value.

We are asking respectfully, the City of Laurel to allow in accordance with the current code regulation the Town pump at 312 S. 1st Ave, be allowed to upgrade from the current manual reader board with the plastic letters, to an electronic message center.

Discoloration has been a constant factor with the letter cards due to weather and exposure as well as the loss of the cards due to wind or vandals, resulting in the tendancy to take on a mix and match appearance which is not the head and shoulders representation of the reputation of Town Pump and the City of Laurel for Motorists coming into the community for the first time.

With the ever changing market and number of products offered by the Town Pump in Laurel, We would like be granted the ability upgrade the advertising medium to a more sightly and safe product.

Thank you for your consideration.

Sincerely;

Mark Lynde

Sign Pro / Town Pump Representative

CITY HALL

115 W. 1st St.

PUB WORKS: 628-4796

PWD FAX: 628-2241

WATER OFFICE: 628-7431

WTR FAX: 628-2289

MAYOR: 628-8456

City Of Laurel

P.O. Box 10

Laurel, Montana 59044



DEPARTMENT

APPLICATION FORM – SPECIAL REVIEW

The undersigned as owner or agent of the following described property requests a Special Review as outlined in the City Zoning Ordinance:

Legal Description: East Yellowstone Subd, S16, T02 S, R24 E, Block 29, Lot 7- 21, Adj Vac Valley & TR A-B COS 2460

General Description: (address): 312 S. 1st Ave.

ATTACH MAP SHOWING DIMENSIONS, ACREAGE AND LOCATION OF TRACT: X

Owner of Tract: MBDII RE LLC

Mailing address: 600 S Main St. / Butte, Mt / 59701-2534

Phone number: 406-497-6700

Attach site plan: X

Time Schedule for development: We would like to proceed 8-9 weeks upon approval.

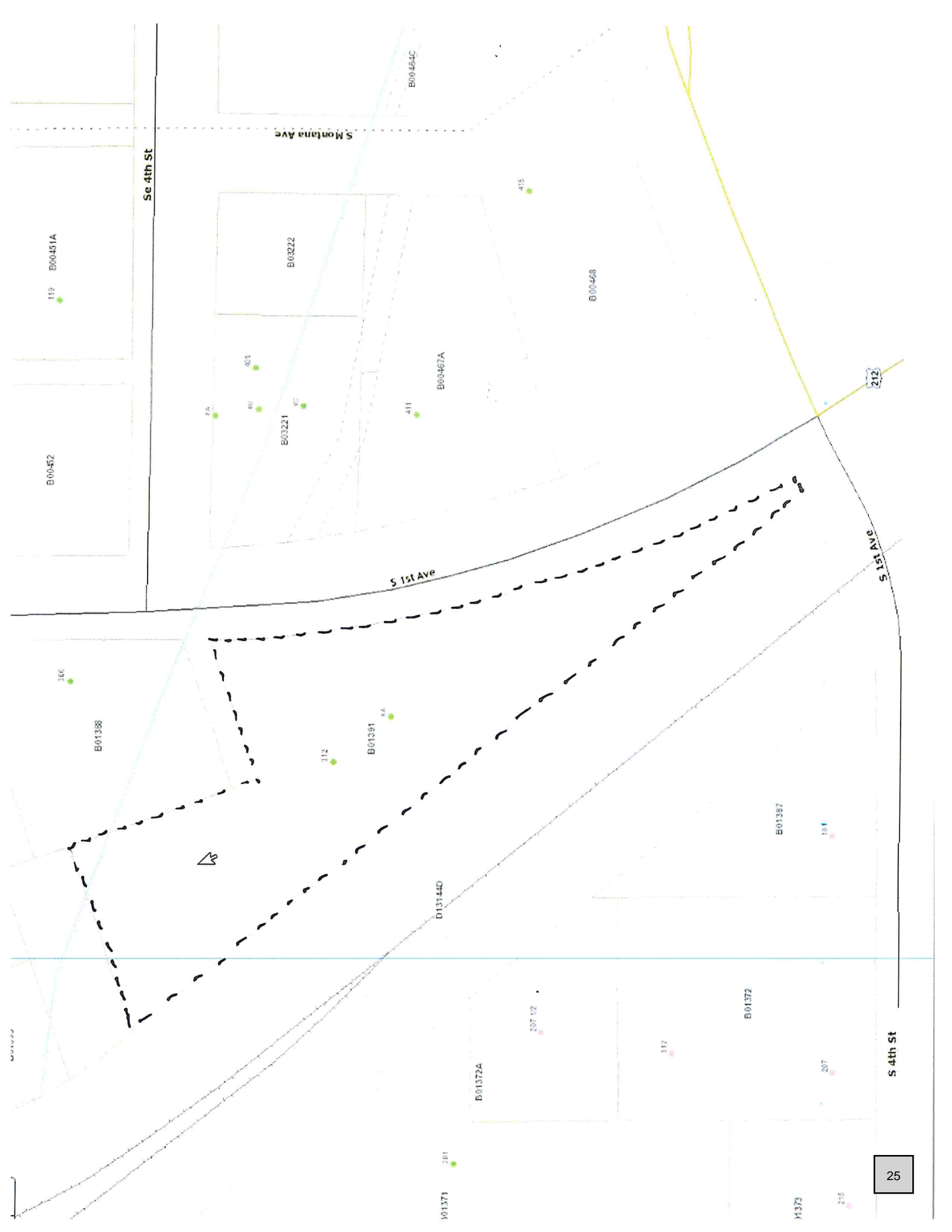
Special Review requested: We would like to replace (see attached) the manual reader boards on the existing signage at Town Pump, with electronic message centers.

I understand that the filing fee accompanying this application is not refundable and that it pays part of the cost in processing. Also, that all information is true and correct.

Petitioner's Signature: [Signature]

Fee paid and date:

City of Laurel is an EEO Employer
Equal Housing Opportunity



Tax ID: B01391

Primary Party

Primary Owner Name: MBDII RE LLC [Ownership History](#)

2020 Mailing Address: MBDII RE LLC

600 S MAIN ST

BUTTE, MT 59701-2534

Property Address: 312 S 1ST AVE

Township: 02 S Range: 24 E Section: 16

Subdivision: EAST YELLOWSTONE SUBD Block: 29 Lot: 7

Full Legal: EAST YELLOWSTONE SUBD, S16, T02 S, R24 E, BLOCK 29, Lot 7 - 21, ADJ VAC ALLEY & TRA-B COS 2460

GeoCode: 03-0821-16-2-36-01-0000

[Show on Map](#) (May not work for some newer properties.)

Property Assessment Information

Levy District: LAUREL URBAN RENEWA TAX I

2019 Assessed Value Summary

Assessed Land Value = \$ 259,036.00

Assessed Building(s) Value = \$ 736,564.00

Total Assessed Value = \$ 995,600.00

Assessed Value Detail Tax Year: 2019

Class Code	Amount
------------	--------

2207 - Commercial City or Town Lots = \$	259,036.00
------------------------------------------	------------

3507 - Improvements on Commercial City or Town Lots = \$	736,564.00
----------------------------------------------------------	------------

Total = \$	995,600.00
------------	------------

ues shown for the given tax year are for taxation purposes only. They are supplied by the Department of Revenue. For questions about these values, please contact the Montana Department of Revenue

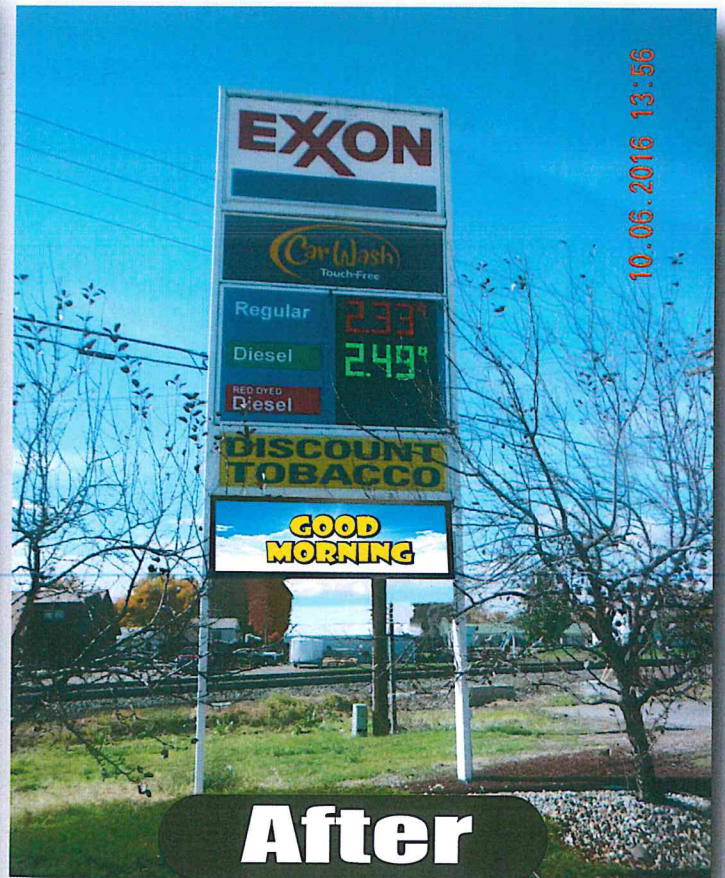
Rural SID Payoff Information

NONE

Property Tax Billing History

Year	1st Half	2nd Half	Total
<u>2000</u>	2,654.11 P	2,654.08 P	5,308.19
<u>2001</u>	3,289.66 P	3,289.65 P	6,579.31
<u>2002</u>	4,914.87 P	4,914.86 P	9,829.73





STATE OF MONTANA
COUNTY OF YELLOWSTONE

I, THE UNDERSIGNED, DO HEREBY CERTIFY THAT I HAVE
CHECKED THE RECORDS (2 PAGES) IN MY OFFICE FROM
(01/30/2020 TO 03/23/2020) AND THE LISTED PEOPLE ARE THE
OWNERS OF RECORD FOR THE ENCLOSED LISTED
PROPERTY.

SIGNED AND SEALED THIS 25TH DAY OF MARCH 2020.

19 NAMES \$ 9.50

CERT \$ 2.00

TOTAL \$11. 50

JEFF MARTIN
CLERK & RECORDER

BY



12

Date: 03/23/2020
Time: 14:44:57
Oper: rgarza

Yellowstone County
TA Reports - Parcel Master List

Page: 1

RANGES: TAX YEAR: (R) 2020 - 2020
PARCEL# : (L) B00451A, B00452, B00454,
B00467A, B00468, B01371, B01372,
B01372A, B01387, B01391, B01393B, B03221
TAX TYPE: (A)
LEVY DISTRICT: (A)
SUB-LEVY DIST: (A)
MISC CODE : (A)
LIST CODE: (A)

Certified Thru

3/30/2020
Dept of Revenue
RG

OPTIONS: SORT ORDER: N INCL RANGES/OPTIONS?: Y

Tax Code	Owner/Mailing Address	Legal Description	Levy Dist	Sub Dist	Tax Type
B00467A	C-STORE PROPERTIES LLC ✓ PO BOX 80391 BILLINGS MT 59108-0391	03-0821-16-1-05-10-0000 S16, T02 S, R24 E, C.O.S. 1690, PARCEL 2A1 BLK 13, AMD & N1/2 LT18 BLK 3 HAGEMAN SUB 3RD FIL AMD & VAC 10' ALLEY & LT 3 BLK 1 HAGEMAN SUB 5TH FIL (16)	7	TI	RE
B00454	DAVID POWERS REVOCABLE TRUST ✓ PPOWERS, DAVID TRUSTEE ✓ 205 S MAGELSSSEN RD LAUREL MT 59044-8705	03-0821-16-1-08-07-0000 HAG HAGEMAN SUBD HAGEMAN SUBD, S16, T02 S, R24 E, BLOCK 4, Lot 15 - 18, W100' LTS 15-18 & 30' X 100' VAC 3RD ST S	7	TI	RE
B01372	FINK, TERRY R & JACQUELINE J ✓ 207 S 4TH ST ✓ LAUREL MT 59044-3260	03-0821-16-2-25-12-0000 EYS EAST YELLOWSTONE SUBD EAST YELLOWSTONE SUBD, S16, T02 S, R24 E, BLOCK 25, Lot 4 - 10, & E10 FT X 210 FT VACANT ALLEY & 30 FT X 210 FT MAPLE AVE	7		RE
B03221	INNOVATIVE PROPERTIES LLC ✓ 2040 CLAIM CREEK RD BOZEMAN MT 59715-6718	03-0821-16-1-12-01-0000 HG5 HAGEMAN SUB 5TH FIL HAGEMAN SUBD 5TH FIL (07), S16, T02 S, R24 E, BLOCK 1, Lot 1, 22000 SQUARE FEET	7	TI	RE
B01371	LAUREL SOUTHSIDE STORAGE, LLC ✓ MARQUIS, CRAIG ✓ 848 MAIN ST STE 28 BILLINGS MT 59105-3361	03-0821-16-2-25-01-0000 EYS EAST YELLOWSTONE SUBD EAST YELLOWSTONE SUBD, S16, T02 S, R24 E, BLOCK 24, Lot 1 - 8, & LTS 15-20 BLK 25 & ADJ VAC ALLEY & 3RD ST (11)	7		RE
B01391	MBDII RE LLC ✓ 600 S MAIN ST BUTTE MT 59701-2534	03-0821-16-2-36-01-0000 EYS EAST YELLOWSTONE SUBD EAST YELLOWSTONE SUBD, S16, T02 S, R24 E, BLOCK 29, Lot 7 - 21, ADJ VAC ALLEY & TR A-B COS 2460	7	TI	RE
B01393B	PEKOVICH, GREG & BECKY ✓ 3550 MASTERSON CIR ✓ BILLINGS MT 59106-9623	03-0821-16-2-36-13-0000 EYS EAST YELLOWSTONE SUBD EAST YELLOWSTONE SUBD, S16, T02 S, R24	7	TI	RE

Date: 03/23/2020
Time: 14:45:13
Oper: rgarza

Yellowstone County
TA Reports - Parcel Master List

Page: 2

Tax Code	Owner/Mailing Address	Legal Description	Levy Dist	Sub Dist	Tax Type
		E, BLOCK 30, Lot 37, AMD (09) (I00791 LOC HERE)			
B00468	RIMROCK TI LLC PO BOX 80208 BILLINGS MT 59108-0208	03-0821-16-1-05-02-0000 HG4 HAGEMAN SUBD 4TH FILING HAGEMAN SUBD 4TH FILING, S16, T02 S, R24 E, Lot 1	7 TI		RE
B01387	ROBERT DEAN RIDER REVOCABLE TRUST RIDER, ROBERT DEAN TRUSTEE 101 S 4TH ST LAUREL MT 59044-3207	03-0821-16-2-25-18-0000 EYS EAST YELLOWSTONE SUBD EAST YELLOWSTONE SUBD, S16, T02 S, R24 E, BLOCK 28, Lot 1 - 4, & 30 FT X 193.3 FT VAC MAPLE ST	7		RE
B00451A	SAGE CREEK PROPERTIES LLC 218 E FRONT ST STE 300 MISSOULA MT 59802-4430	03-0821-16-1-08-02-0000 HAG HAGEMAN SUBD HAGEMAN SUBD, S16, T02 S, R24 E, BLOCK 4, Lot 6 - 9, & LT 19 BLK 4 HAGEMAN SUB 3RD FILING & W2 VACATED MONTANA AVE (06)	7 TI		RE
B00452	TOWN & COUNTRY SUPPLY ASSOCIATION REECE, SANDRA PO BOX 367 LAUREL MT 59044-0367	03-0821-16-1-08-10-0000 HAG HAGEMAN SUBD HAGEMAN SUBD, S16, T02 S, R24 E, BLOCK 4, Lot 10 - 13, & LT 20 BLK 4 HAGEMAN SUBD 3RD FILING	7 TI		RE
B01372A	WASSON, ROBERT K & PHYLLIS 207 1/2 S 4TH ST LAUREL MT 59044-3260	03-0821-16-2-25-30-0000 EYS EAST YELLOWSTONE SUBD EAST YELLOWSTONE SUBD, S16, T02 S, R24 E, BLOCK 25, Lot 1 - 3, & VAC ALLEY & VAC MAPLE AVE & S 3RD ST	7		RE

PAGE 1

Certified Thru

1/30/2020

Dept of Revenue

RECEIVED

MAR 25 2020

MT DEPT OF REVENUE
YELLOWSTONE CO

RECEIVED

MAR 23 2020

MT DEPT OF REVENUE
YELLOWSTONE CO

12

Tax ID: B00468
Primary Party
Primary Owner Name: RIMROCK II LLC Ownership History

2020 Mailing Address:
RIMROCK II LLC
PO BOX 80208
BILLINGS, MT 59108-0208
Property Address: 415 S 1ST AVE
Township: 02 S Range: 24 E Section: 16
Subdivision: HAGEMAN SUBD 4TH FILING Block: Lot: 1
Full Legal: HAGEMAN SUBD 4TH FILING, S16, T02 S, R24 E, Lot 1
GeoCode: 03-0821-16-1-05-02-0000

Tax ID: B01387
Primary Party
Primary Owner Name: ROBERT DEAN RIDER REVOCABLE TRUST Ownership History
L Additional Legal Owners RIDER, ROBERT DEAN TRUSTEE

2020 Mailing Address:
ROBERT DEAN RIDER REVOCABLE TRUST
101 S 4TH ST
LAUREL, MT 59044-3207
Property Address: 101 S 4TH ST
Township: 02 S Range: 24 E Section: 16
Subdivision: EAST YELLOWSTONE SUBD Block: 28 Lot: 1
Full Legal: EAST YELLOWSTONE SUBD, S16, T02 S, R24 E, BLOCK 28, Lot 1 - 4, & 30
FT X 193.3 FT VAC MAPLE ST
GeoCode: 03-0821-16-2-25-18-0000

Tax ID: B01372
Primary Party
Primary Owner Name: FINK, TERRY R & JACQUELINE J Ownership History

2020 Mailing Address:
FINK, TERRY R & JACQUELINE J
207 S 4TH ST
LAUREL, MT 59044-3260
Property Address: 207 S 4TH ST
Township: 02 S Range: 24 E Section: 16
Subdivision: EAST YELLOWSTONE SUBD Block: 25 Lot: 4
Full Legal: EAST YELLOWSTONE SUBD, S16, T02 S, R24 E, BLOCK 25, Lot 4 - 10, &
E10 FT X 210 FT VACANT ALLEY & 30 FT X 210 FT MAPLE AVE
GeoCode: 03-0821-16-2-25-12-0000

Tax ID: B01372A
Primary Party
Primary Owner Name: WASSON, ROBERT K & PHYLLIS Ownership History

2020 Mailing Address:
WASSON, ROBERT K & PHYLLIS
207 1/2 S 4TH ST
LAUREL, MT 59044-3260
Property Address: 207 1/2 S 4TH ST
Township: 02 S Range: 24 E Section: 16
Subdivision: EAST YELLOWSTONE SUBD Block: 25 Lot: 1
Full Legal: EAST YELLOWSTONE SUBD, S16, T02 S, R24 E, BLOCK 25, Lot 1 - 3, & VAC
ALLEY & VAC MAPLE AVE & S 3RD ST

PAGE 2

Tax ID: B01371
Primary Party
Primary Owner Name: LAUREL SOUTHSIDE STORAGE, LLC
C - Contact Name MARQUIS, CRAIG

Ownership History

2020 Mailing Address:
LAUREL SOUTHSIDE STORAGE, LLC
848 MAIN ST STE 28
BILLINGS, MT 59105-3361
Property Address: 301,315 CEDAR AVE
Township: 02 S Range: 24 E Section: 16
Subdivision: EAST YELLOWSTONE SUBD Block: 24 Lot: 1
Full Legal: EAST YELLOWSTONE SUBD, S16, T02 S, R24 E, BLOCK 24, Lot 1 - 8, & LTS
15-20 BLK 25 & ADJ VAC ALLEY & 3RD ST (11)
GeoCode: 03-0821-16-2-25-01-0000

Tax ID: B00451A
Primary Party
Primary Owner Name: SAGE CREEK PROPERTIES LLC
FKA - Formerly Known As CLC YAKIMA LLC

Ownership History

2020 Mailing Address:
SAGE CREEK PROPERTIES LLC
218 E FRONT ST STE 300
MISSOULA, MT 59802-4430
Property Address: 119 SE 4TH ST
Township: 02 S Range: 24 E Section: 16
Subdivision: HAGEMAN SUBD Block: 4 Lot: 6
Full Legal: HAGEMAN SUBD, S16, T02 S, R24 E, BLOCK 4, Lot 6 - 9, & LT 19 BLK 4
HAGEMAN SUB 3RD FILING & W2 VACATED MONTANA AVE (06)
GeoCode: 03-0821-16-1-08-02-0000

Tax ID: B01393B
Primary Party
Primary Owner Name: PEKOVICH, GREG & BECKY

Ownership History

2020 Mailing Address:
PEKOVICH, GREG & BECKY
3550 MASTERSON CIR
BILLINGS, MT 59106-9623
Property Address: 216 S 1ST AVE
Township: 02 S Range: 24 E Section: 16
Subdivision: EAST YELLOWSTONE SUBD Block: 30 Lot: 37
Full Legal: EAST YELLOWSTONE SUBD, S16, T02 S, R24 E, BLOCK 30, Lot 37, AMD (09)
(I00791 LOC HERE)
GeoCode: 03-0821-16-2-36-13-0000

Tax ID: B00452
Primary Party
Primary Owner Name: TOWN & COUNTRY SUPPLY ASSOCIATION
C - Contact Name REECE, SANDRA

Ownership History

2020 Mailing Address:
TOWN & COUNTRY SUPPLY ASSOCIATION
PO BOX 367
LAUREL, MT 59044-0367
Property Address: 315 S 1ST AVE
Township: 02 S Range: 24 E Section: 16
Subdivision: HAGEMAN SUBD Block: 4 Lot: 10
Full Legal: HAGEMAN SUBD, S16, T02 S, R24 E, BLOCK 4, Lot 10 - 13, & LT 20 BLK 4
HAGEMAN SUBD 3RD FILING
GeoCode: 03-0821-16-1-08-10-0000

RECEIVED

MAR 23 2020

MT DEPT OF REVENUE
YELLOWSTONE CO

PAGE 3

Laurel Page 3.txt

Tax ID: B03221

Primary Party

Primary Owner Name: INNOVATIVE PROPERTIES LLC

Ownership History

2020 Mailing Address:

INNOVATIVE PROPERTIES LLC

2040 CLAIM CREEK RD

BOZEMAN, MT 59715-6718

Property Address: 401 S 1ST AVE

Township: 02 S Range: 24 E Section: 16

Subdivision: HAGEMAN SUBD 5TH FIL (07) Block: 1 Lot: 1

Full Legal: HAGEMAN SUBD 5TH FIL (07), S16, T02 S, R24 E, BLOCK 1, Lot 1, 22000

SQUARE FEET

GeoCode: 03-0821-16-1-12-01-0000

Tax ID:

B00467A

Primary Party

Primary Owner Name: C-STORE PROPERTIES LLC

Ownership History

2020 Mailing Address:

C-STORE PROPERTIES LLC

PO BOX 80391

BILLINGS, MT 59108-0391

Property Address: 411 S 1ST AVE

Township: 02 S Range: 24 E Section: 16

Certificate of Survey: 1690 Parcel: 2A1 BLK 13

Full Legal: S16, T02 S, R24 E, C.O.S. 1690, PARCEL 2A1 BLK 13, AMD & N1/2 LT18

BLK 3 HAGEMAN SUB 3RD FIL AMD & VAC 10' ALLEY & LT 3 BLK 1 HAGEMAN SUB 5TH FIL (16)

GeoCode: 03-0821-16-1-05-10-0000

Tax ID:

B00454

Primary Party

Primary Owner Name: DAVID POWERS REVOCABLE TRUST

Ownership History

L Additional Legal Owners PPOWERS, DAVID TRUSTEE

2020 Mailing Address:

DAVID POWERS REVOCABLE TRUST

205 S MAGELSEN RD

LAUREL, MT 59044-8705

Property Address: 305 S 1ST AVE

Township: 02 S Range: 24 E Section: 16

Subdivision: HAGEMAN SUBD Block: 4 Lot: 15

Full Legal: HAGEMAN SUBD, S16, T02 S, R24 E, BLOCK 4, Lot 15 - 18, W100' LTS

15-18 & 30' x 100' VAC 3RD ST S

GeoCode: 03-0821-16-1-08-07-0000

Owner is Town Pump;

Tax ID:

B01391

Primary Party

Primary Owner Name: MBDII RE LLC

Ownership History

2020 Mailing Address:

MBDII RE LLC

600 S MAIN ST

BUTTE, MT 59701-2534

Property Address: 312 S 1ST AVE

Township: 02 S Range: 24 E Section: 16

Subdivision: EAST YELLOWSTONE SUBD Block: 29 Lot: 7

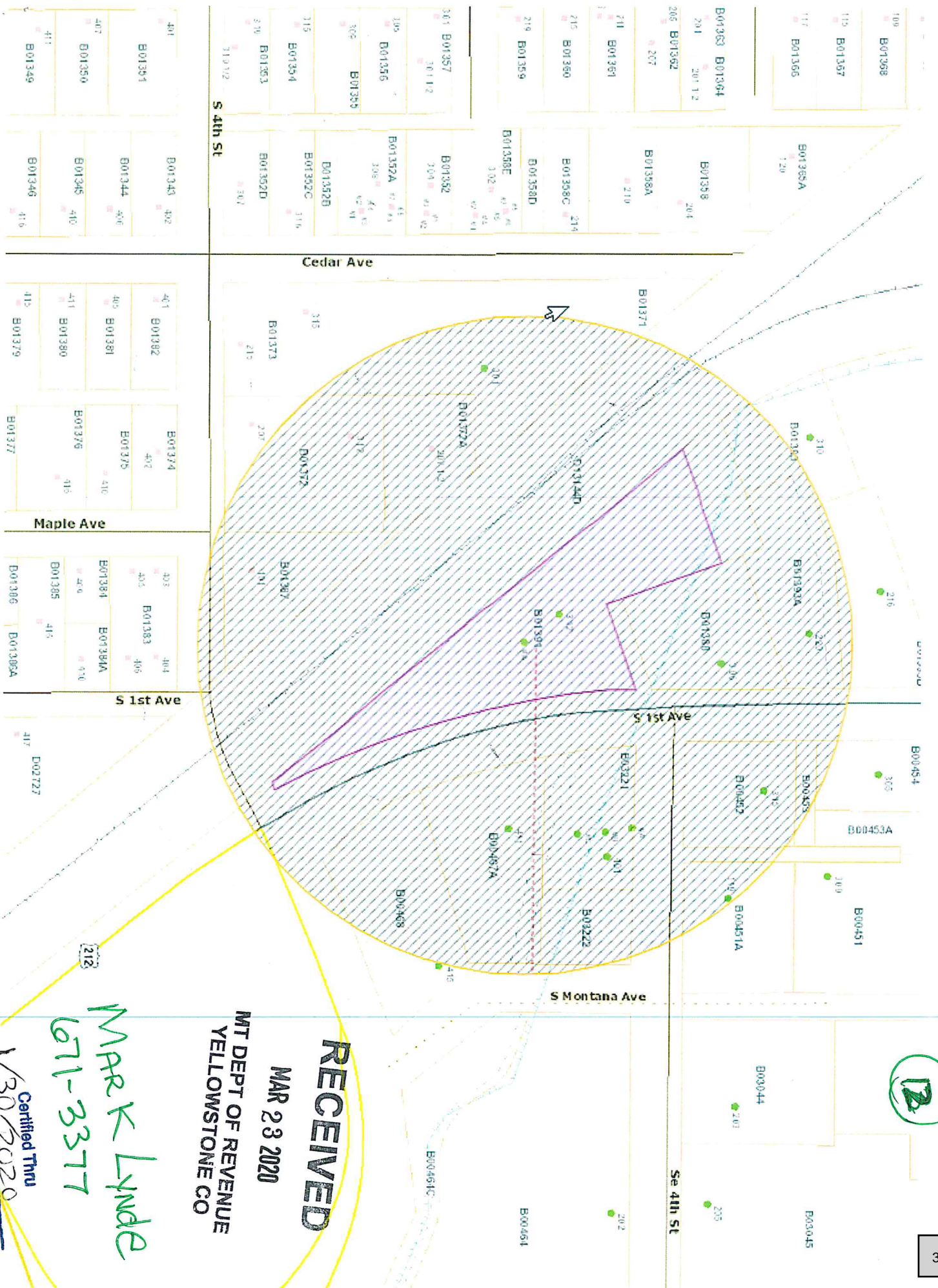
Full Legal: EAST YELLOWSTONE SUBD, S16, T02 S, R24 E, BLOCK 29, Lot 7 - 21, ADJ

VAC ALLEY & TR A-B COS 2460

RECEIVED

MAR 23 2020

MT DEPT OF REVENUE
YELLOWSTONE CO



RECEIVED

MAR 23 2020

MT DEPT OF REVENUE
YELLOWSTONE CO

MARK Lynde

671-3377

Certified Thru

1/30/2020

Dept of Revenue

RECEIVED

PUBLIC HEARING NOTICE

The Laurel City-County Planning Board will conduct a public hearing on an application for the special review of the installation of two computer controlled variable message signs at the Town Pump located at 312 South 1st Ave, Laurel, MT which will replace manual message reader board signs. The hearing is scheduled for 5:35PM, in the City Council Chambers at City Hall, 115 West 1st Street Laurel, MT, on Wednesday, July 22nd, 2020.

The Laurel City Council will conduct a public hearing on an application for the special review of the installation of two computer controlled variable message signs at the Town Pump located at 312 South 1st Ave, Laurel, MT which will replace manual message reader board signs. The hearing is scheduled for 6:30PM, in the City Council Chambers at City Hall, 115 West 1st Street Laurel, MT, on Tuesday, August 11th, 2020.

The Town Pump property at 312 South 1st Ave is located within the Community Entryway Zoning District (LMC 17.26). This overlay district contains certain regulations pertaining to signage placement and design to ensure a positive aesthetic and an enjoyable experience for visitors and residents. The Laurel Sign Code (LMC 17.42) states in the table of Part 17.42.050 that Computer Controlled Variable Message Signs are required to go through the Special Review process prior to permitting and installation.

Public comment is encouraged and can be provided in person at the public hearings on July 22nd and August 11th. Public comment can also be made via email to the Planning Director, or via letter to the Planning Department office at 115 West 1st Street Laurel, MT 59044. A copy of the sign installation special review application and supporting documentation is available for review upon request at the Planning Department office. Questions regarding this public hearing may be directed to the Planning Director at 628.4796 ext. 5, or via email at cityplanner@laurel.mt.gov.

File Attachments for Item:

3. Approve Meeting Minutes: February 26, 2020



**MINUTES
CITY OF LAUREL
CITY/COUNTY PLANNING BOARD
WEDNESDAY, FEBRUARY 26, 2020
5:35 PM
LAUREL CITY COUNCIL CHAMBERS**

Public Input: *Citizens may address the committee regarding any item of business that is not on the agenda. The duration for an individual speaking under Public Input is limited to three minutes. While all comments are welcome, the committee will not take action on any item not on the agenda.*

General Items

1. Roll Call

Chair called the meeting to order at 5:35PM

Jon Klasna

Ron Benner

Evan Bruce

Roger Giese

Karl Dan Koch

Judy Goldsby

Nick Altonaga (City of Laurel).

2. Public Hearing: Laurel Trading Post Variances

Planning Director Altonaga presented the variance packet and went through the staff report. Representatives of the applicant were present to discuss the variance.

Chuck Henrichs, 720 Lohwest Lane, Billings, MT
(Designers and developer working with Greg and Allison Haux).

Chuck presented the case for the variances. The rustic aesthetic desired through the Community Entryway Overlay District is maintained by the design, while providing some flexibility. The intent of the code is met without utilizing the more expensive concealed fastener materials and fencing specified in the code.

In regards to the SE 4th Street Overlay District code, the applicant has worked to provide alternatives that meet the intent of the code

Ron: Staff report mentions barbed wire fencing?

Chuck Hendrichs provided answers:

- There is non-sight obscuring fencing already existing along the perimeter
- Existing chain link and some barbed wire fencing will remain along the west side of the property (boundary with Fiberglass structures)
- Chain link fencing exists along the East side of property.

Ron: What landscaping will be done? Will the bufferyard be tall unmaintained grass and weeds?

Chuck Hendrichs provided answers:

- Landscaping will be maintained grass
- Trees will be planted on north side of the property and in parking area.

Overall, the applicant has 150 trailers that he wants visible to market to the travelling public.

Have opted for boulder pit underground to not have a gravel pit along the interstate.

- French drain style
- Will be much more visibly appealing

Dan: What are the fire protection device locations? Fire Hydrants?

Chuck Hendrichs provided an answer:

- Applicant will be extending a hydrant leg down from East Railroad St.
- Dead end line: 6" water line.

Planning Director Altonaga clarified that the SE 4th St Overlay District variance for 17.26.060.A is unnecessary due to the property not being located along SE 4th St. as is noted as a requirement in 17.26.060.B. This was discussed at the variance meeting but was a minor point of confusion with all the other code questions happening. This variance is unnecessary and not needed for the project to move forward.

Kevin Lundin – EEC Inc.
720 Lohwest Lane, Billings, MT

The current plan is to have building mounted lighting with conduits installed to prepare for future lighting additions.

Mr. Lundin was going to clarify the code about the SE 4th 40% requirement but the Planning Director already made it.

We don't know who will be developing on the property east of the site, but the plan is to leave the current barbed wire and chain-link fence and negotiate what fence to put in at that time.

Lighting at the site will be adjusted downlights. Kevin asked if the Planning Director could specify more as it moves forward.

Planning Director Altonaga reviewed the Community Entryway Zoning and found that it does not contain requirements for wall-mounted lighting.

Kevin noted that the façade is made to mimic the western rustic appeal. The colors will not be as bright and vivid as the conceptual drawings. EEC worked to keep with the intent of the code with their design for the site.

Planning Director Altonaga presented his suggested conditions of approval in the staff report – straightforward conditions for approval.

Roger: Question about curbing and landscaping.

Kevin provided an answer:

- Will have curbing in place and gravel on most of the lot

Chair called for any proponents of the variance

Greg Haux, 620 SE 4th St. Owner of Laurel Trading Post (Business currently located)
Daughter Allison also present

Point out that merchandise like tires and metals will be out of sight of the interstate. And not visible from the east side of building. The only thing publicly visible will be trailers, carts, and similar storage devices. Wanted to follow-through with the letter of the law so things were done properly. Have been operating the business for 30 years and is looking to turn it over to the next generation.

Chair asked for additional proponents two times.

Chair asked for any opponents three times.
No opponents came forward.

Jon motioned to approve the variance with suggested staff conditions
Ron seconded.

Ron mentioned that if we have these standards in place, we either need to update them or do away with them so these issues do not need to keep being brought up. DO not want to have to see a variance for every development that goes in along the interstate.

Chair called a vote to approve the variance requests with the suggested staff conditions.
Unanimous vote in favor (7-0).
Motion Carried.

3. Approve Meeting Minutes: February 12, 2020

Members reviewed the meeting minutes from February 12, 2020.

Ron motioned to accept the minutes from February 12, 2020 as presented.
Roger seconded.
Motion Carried.

New Business

4. Review Building Plans: Laurel Trading Post

Planning Director Altonaga presented the Laurel Trading Post and the need to approve building plans as per the Community Entry Zoning District requirements.

Ron makes motion to approve plans as stated.
Evan seconded.
Motion Carried.

5. Review Building Plans: Wendy's, S. 1st Avenue

Planning Director Altonaga presented the plans for the proposed Wendy's of S. 1st Avenue and the need to approve building plans as per the Community Entryway Zoning District requirements.

Planning Director Altonaga explained how there was an ongoing discussion with Wentana on some issues but they were being addressed (building siding, landscaping, pedestrian access). Director will be providing the developer a description of the necessary pedestrian pathway to be made.

A staff member from the project team was present to discuss the building plans.

Mike Tracy, Wentana
210 Overland Avenue Billings, MT

A Traffic Study has been completed to support the project. Planning Director reported that it was done as per MDT specifications and fulfilled all current needs.

Members discussed the routes into the parcel and general ingress and egress. There are reciprocal access easements present. There are technically 4 ways in and out: S. 1st Ave next to Beartooth Grill, SE4th near Taco Bell, Alleyway between Cenex and Taco Bell, and Access between IGA lot.

Ron motioned to approve the plans as submitted with the addition of a designated pedestrian route.
Jon seconded
Motion carried.

The Planning Director and Chair called up Wayne Fjare, the new Director of Facilities for Laurel School District, to speak. He was present to introduce himself as the new facilities director and especially with the new land purchase having taken place. Wayne took questions from the board members.

What are the plans for developing on the lot?

- There will be some necessary steps to get the lot ready to be moved into the city and built on.
- The planned location for grades 3-5.

Dan – Will have to build a road and bridge.

Dan – Can we tear down the old middle school (the Admin building)?

- Options have been looked at.
- School District has many deficient structures which need replacement and repair.
- South School has a bad location due to RR tracks and is a candidate for relocation. Has boiler issues and some other issues.

6. Discussion: Growth Management Policy Chapter 6 - Land Use

Nick presented Chapter 6 and provided a brief summary of what was added and its contents. Members discussed downtown land use and how greenways and parks can be installed.

Old Business

7. Discussion: Growth Management Policy Chapters 1, 3, 4, and 5

Planning Director Altonaga noted that all these chapters have been sent to KLJ for review and comment and clean up. A list of needed maps and graphics will be sent to KLJ to help support the Land Use and Future Land Use chapters.

Other Items

Members discussed the sale of Rimrock Chevrolet and the Burger King property.

8. Growth Management Policy Schedule

Announcements

9. Next Meeting: March 25, 2020

Meeting Adjourned at 6:59PM.

The City makes reasonable accommodations for any known disability that may interfere with a person's ability to participate in this meeting. Persons needing accommodation must notify the City Clerk's Office to make needed arrangements. To make your request known, please call 406-628-7431, Ext. 2, or write to City Clerk, PO Box 10, Laurel, MT 59044, or present your request at City Hall, 115 West First Street, Laurel, Montana.

DATES TO REMEMBER

File Attachments for Item:

4. Approve Meeting Minutes: June 24, 2020



**MINUTES
CITY OF LAUREL
CITY/COUNTY PLANNING BOARD
WEDNESDAY, JUNE 24, 2020
5:35 PM
LAUREL CITY COUNCIL CHAMBERS**

Public Input: *Citizens may address the committee regarding any item of business that is not on the agenda. The duration for an individual speaking under Public Input is limited to three minutes. While all comments are welcome, the committee will not take action on any item not on the agenda.*

General Items

1. Roll Call

No quorum was present. No meeting was held.

New Business

Old Business

Other Items

Announcements

2. Next Meeting: July 22, 2020

The City makes reasonable accommodations for any known disability that may interfere with a person's ability to participate in this meeting. Persons needing accommodation must notify the City Clerk's Office to make needed arrangements. To make your request known, please call 406-628-7431, Ext. 2, or write to City Clerk, PO Box 10, Laurel, MT 59044, or present your request at City Hall, 115 West First Street, Laurel, Montana.

DATES TO REMEMBER

File Attachments for Item:

5. CENEX Sign Review

CONSTRUCTION PERMIT AND APPLICATION

CITY OF LAUREL, MONTANA

PERMIT No. _____

Job Address <u>315 S 1st Ave., Laurel MT -B00452</u>	
Owner <u>Town & Country Supply</u>	Telephone _____
Contractor <u>Rose City</u>	Subdivision <u>Hageman Subd</u>
Address <u>31208 County Rd 71</u>	Lot <u>10</u> Block <u>4</u> Tract _____ Zoning _____
Telephone <u>218 738 3188</u>	Type: Addition _____ Fence _____ MH Install _____
City License _____	New Structure _____ Remodel <u>reface</u>
Special Conditions _____	Valuation of Project \$ <u>4700⁰⁰</u>
<u>SEE RENDERINGS</u>	Description of Work: <u>reface Signs</u>
Occupancy _____	Type of Construction _____
Number of Units _____	Total Square Feet _____
Rated Walls _____	

BUILDING Approved To Issue By _____ Date _____

Application is hereby made to the City of Laurel Building Code Official for a permit subject to the conditions and restrictions set forth. All provisions of laws and ordinances governing this work will be complied with whether specified herein or not. Each person upon whose behalf this application pertains, at whose request and for whose benefit work is performed under or pursuant to any permit issued as a result of this application agrees to, and shall indemnify and hold harmless the City of Laurel, it's officers, agents and employees.

The granting of this permit does not give authority to cancel or violate the provisions of any state or local law regulating construction or the performance of construction.

"Compliance with the requirements of the state building code for physical accessibility to persons with disabilities does not necessarily guarantee compliance with Americans With Disabilities Act of 1990, the Rehabilitation Act of 1978, the Fair Housing Amendments Act of 1988, Title 49, chapter 2, commonly known as the Montana Human Rights Act, or other similar federal, state, or local laws that mandate accessibility to commercial construction or multifamily housing."

Any permit issued as a result of this application becomes null and void if work is not commenced within 180 days of issuance of such permit, unless a written request to extend this time is submitted to the City of Laurel Building Department and approved.

The applicant is responsible for calling to obtain underground line locations 1-800-424-5555 two days before digging.

All general contractors shall have a current City of Laurel business license.

The permit holder is responsible for giving 24 hour notice for required inspections.

I hereby certify I have read this application and the information provided is true and correct to the best of my knowledge.

FEES AND CHARGES

1000-323011 building	\$ _____
1000-323013 plumbing	\$ _____
1000-323014 plan review	\$ _____
1000-323055 fence	\$ _____
1000-323011 roof	\$ _____
1000-323018 investigation	\$ _____
1000-323053 sign	\$ _____
5210-343033 SDF water	\$ _____
5310-343033 SDF sewer	\$ _____
1000-323011 mh install	\$ _____
1000-323011 re-inspection	\$ _____
other	\$ _____
Total Amount due	\$ _____
Amount Paid	\$ _____

Signature of Applicant Tammy Westerberg Date 6/16/22

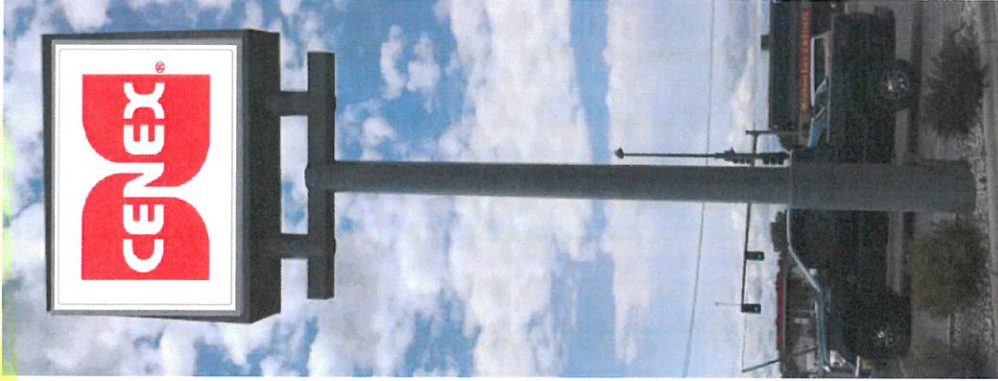


Existing



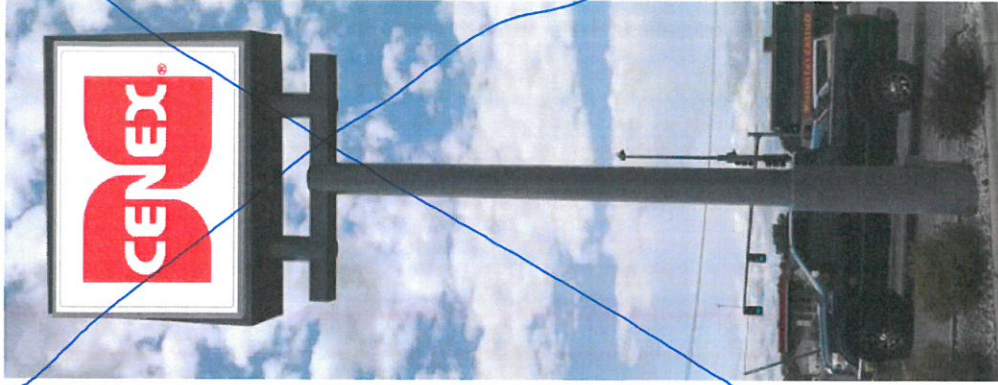
Reface

Proposed



New Cenex Sign Faces

Option



New LED Cenex Sign Cabinet

Option



New LED Cenex Sign Cabinet
New LED 1-Product Price Cabinet
New LED RoadMaster Cabinet

Proposed



New Cenex Sign Faces
New Unleaded Product Panel
New FL3000 Digits
New LED RoadMaster Cabinet

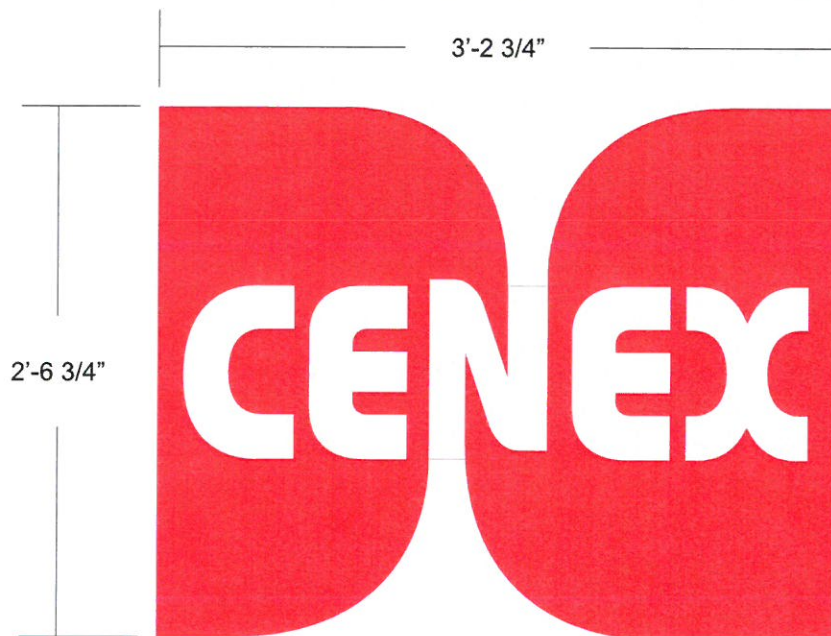
Reface →

Reface →

New Cabinet



Site: Town & Country Supply Assn
Address: 315 S 1st Ave
City, State: Laurel, MT 59044

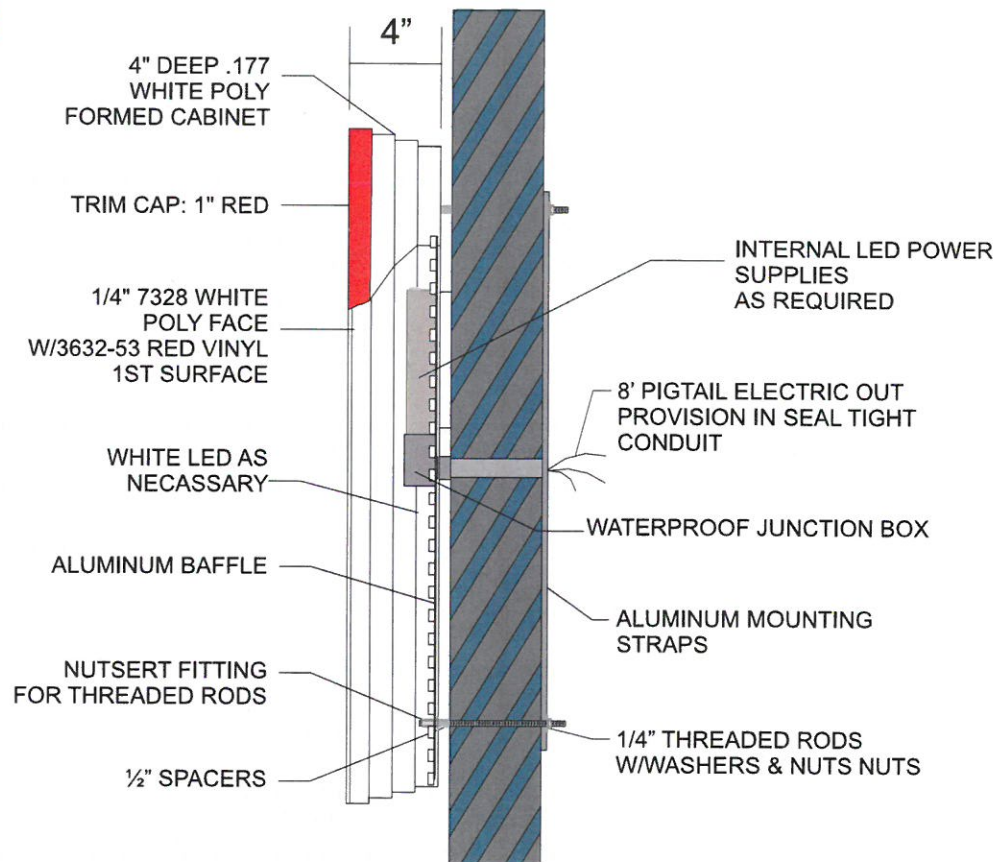


VINYL DECAL TRADEMARK
'R' APPLIED TO FASCIA



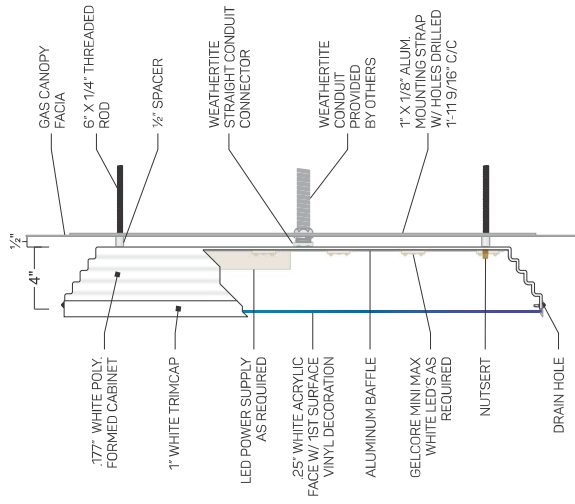
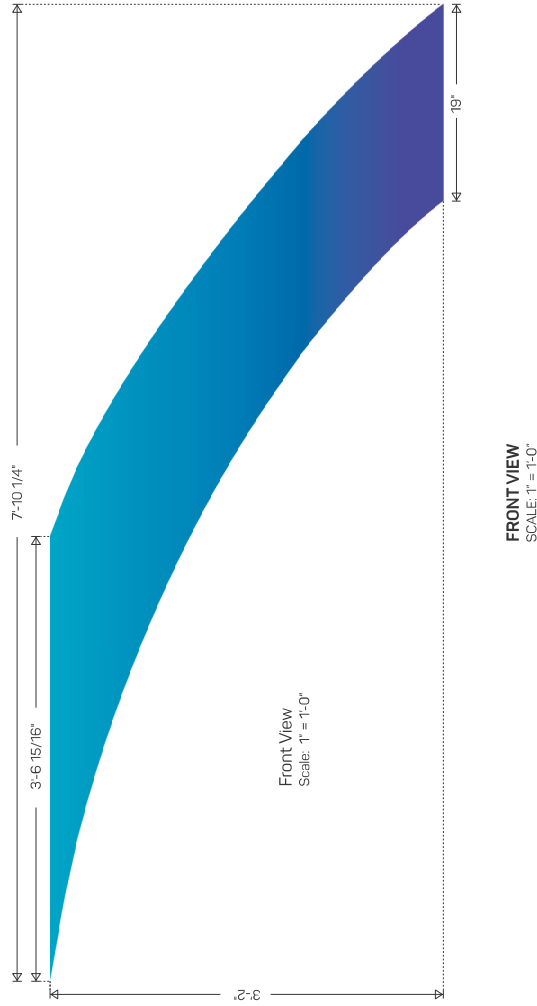
NOTES:

.177" WHITE POLY CABINET FOR 'GLOW' EFFECT
FACE IS GLUED TO CABINET
THREADED RODS AND 1/2" SPACERS INCLUDED
U.L. APPROVED
ELECTRICAL: 0.85 AMPS - 120 VOLTS -



JUNCTION BOX AND PRIMARY POWER ARE PROVIDED BY OTHERS

Customer:	CENEX	Date:	5-9-08	Prepared By:	MWR/GR	<small>Note: Color output may not be exact when viewing or printing this drawing. All colors used are PMS or the closest CMYK equivalent. If these colors are incorrect, please provide the correct PMS match and a revision to this drawing will be made.</small>	 Ph./ 1-800-843-9888	DISTRIBUTED BY SIGN UP COMPANY 700 21st STREET SOUTHWEST PO BOX 210 WATERTOWN, SD 57201-0210	50
Location:	VARIOUS	File Name:	C-PRINT - R1 - 2X3 BUTTERFLY MOUNTING	ENG:	X				



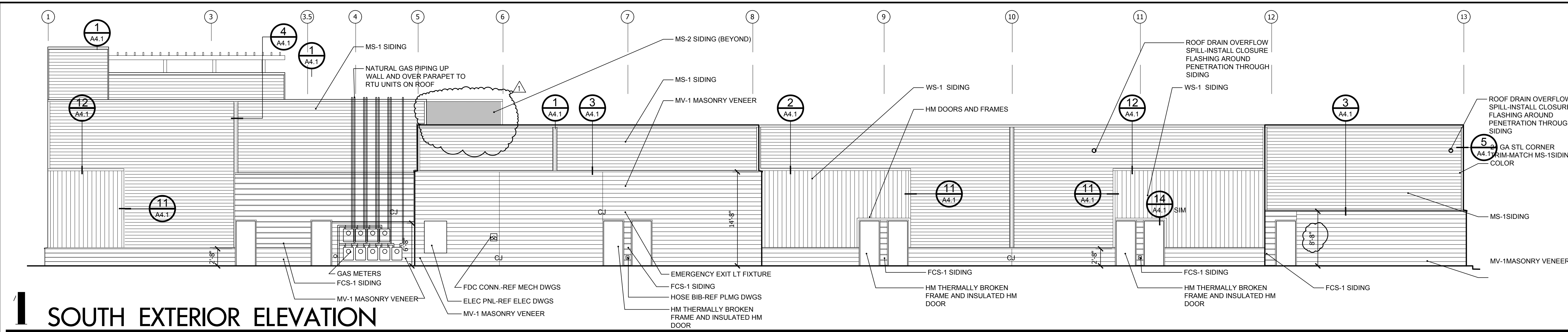


Overall Logo Layout

		Canopy # 1 Graphics	
		42in Cenex TFC 42" Logo	Square 2
		Canopy # 1 Width Canopy # 1 Length	26.00 69.00
		Elevation A Elevation C	69 69
		Elevation B Elevation D	26 26
Main ID Sign 			
S 1st Ave		SE 4th St	
N W E S			
		Location	
635 Metcalf El Dorado, KS. 67042		Town & Country Supply 315 S 1st Ave Laurel, MT 59044	
Name: Address: City, State, Zip:		CENEX	
		OCI Job #: 65047 Site #: 510582 Date: 05/21/20 Drawing By: Jacob Cecchini-Roosevelt Approved By:	

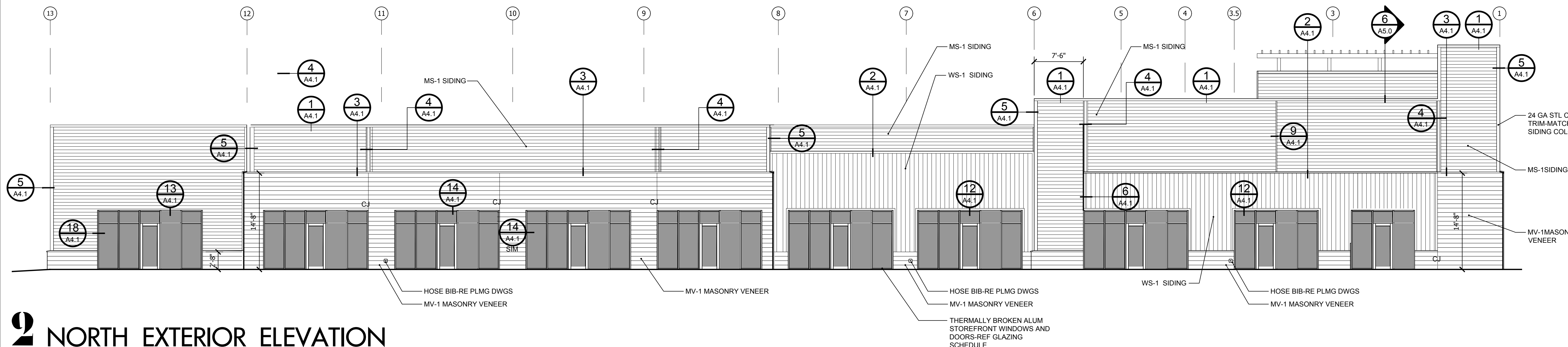
File Attachments for Item:

6. Design Review of Proposed Solberg Retail Building



1 SOUTH EXTERIOR ELEVATION

SCALE: 1/8" = 1'-0"



2 NORTH EXTERIOR ELEVATION

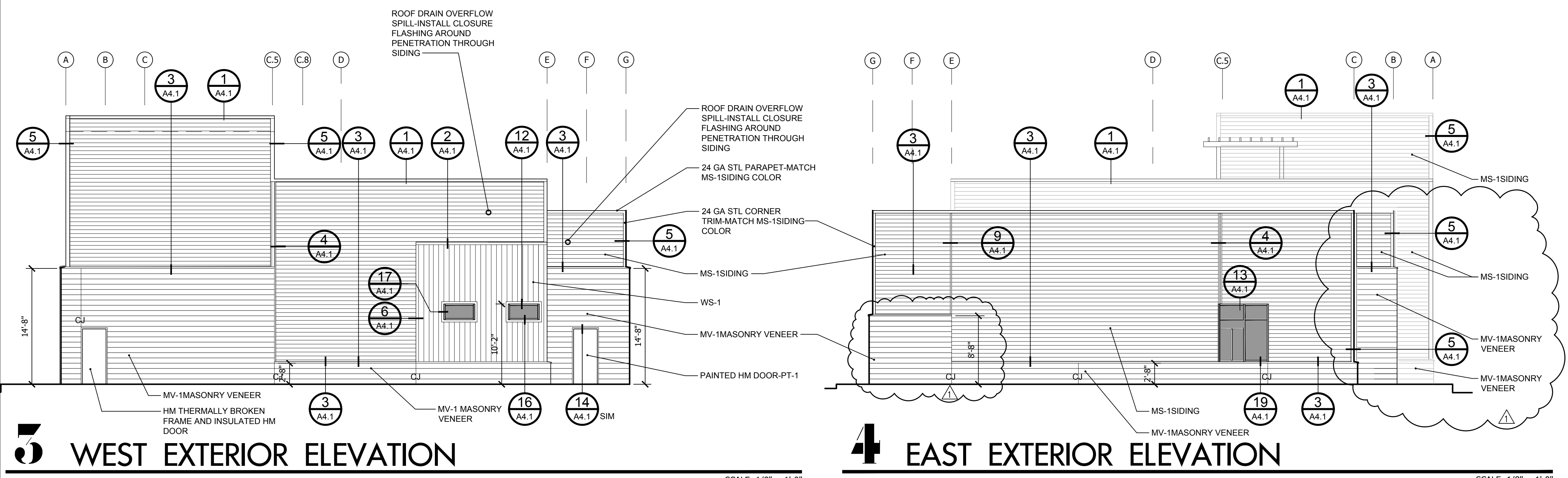
WINDOW NOTES:

- 1. WINDOW FRAMES TO BE DARK BRONZE ANODIZED ALUMINUM.
- 2. WINDOWS FRAMES AT EXTERIOR OPENINGS TO BE THERMALLY BROKEN.
- 3. SEE DOOR SCHEDULE FOR ALUMINUM ENTRY DOORS AND HARDWARE.
- 4. ALL WINDOW UNITS TO BE FIXED, EXCEPT DRIVE UP WINDOW.
- 5. GLAZING TO BE SOLARBAN 60 GRAY GLASS. TO BE SELECTED FROM ACTUAL SAMPLES. VLT = 70%; SHGC = .39; U = .24
- 6. ALL WINDOWS TO HAVE LOW-E COATING AT THIRD SURFACE OF GLAZING.
- 7. SEE WINDOW ELEVATIONS THIS SHEET FOR SIZES OF UNITS.
- 8. CAVITY TO BE ARGON FILLED WITH CAPILLARY TUBES AND 1/8" MIN GLASS THICKNESS. SEE ELEVATIONS FOR TEMPERED GLAZING REQUIRED LOCATIONS OR PER 2018 IBC REQUIREMENTS.
- 9. SEE FLOOR PLAN A2.0 FOR KEYED LOCATIONS OF EACH WINDOW TYPE.

SCALE: 1/8" = 1'-0"

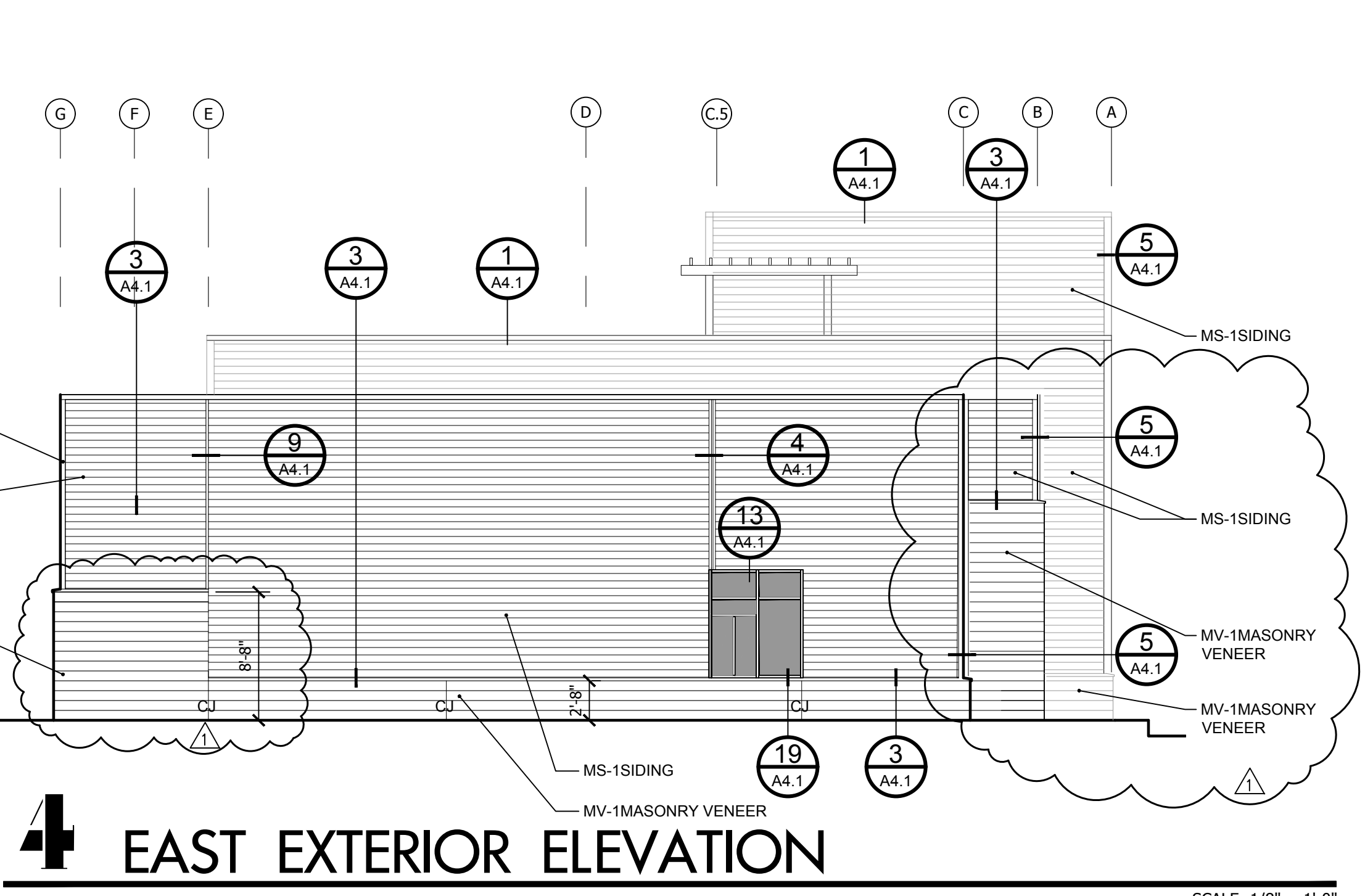
EXTERIOR ELEVATIONS
MATERIAL LEGEND:

- MS-1: HORIZONTAL BOX RIB METAL SIDING
36" COVERAGE; RIB CENTERS @ 7 1/2"; 1 1/2" DEEP BOX RIBS; EXPOSED COLOR MATCH FASTENERS AT SPACING RECOMMENDED PER MANUFACTURER.
- MS-2: 24 GAUGE
24 GA 3/8" DEPTH CORRUGATED STL SIDING; BRIDGER STEEL BASIS OF DESIGN; COLOR TO BE SELECTED
- COLOR: SLATE GRAY
MANUFACTURER: BRIDGER STEEL BASIS OF DESIGN STRUCTURAL 7.2 BOX RIB
- MV-1: MASONRY VENEER-ELDORADO STONE
- MV-2: KANTA SPLIT FACE-(EXT FACE/SMOOTH @ INSIDE FACE BLOCK); PAINT W/ SHERWIN WILLIAMS LOXON PRIMER AND ELASTOMERIC PAINT-2 COATS; COLOR: SW7019; GAUNTLET GRAY; 244-06
- FCS-1: JAMES HARDIE; ASPYRE FIBER CEMENT SIDING; ARTISAN SQUARE CHANNEL SIDING; 9" EXPOSURE; 10.25" PANEL WIDTH; INSTALL HORIZONTALLY.
- COLOR: SHERWIN WILLIAMS: SW DURATION EXTERIOR SATIN FINISH PAINT.
- WS-1: HALF LOG SIDING WITH SIKKENS SRD OIL BASED SEMI-TRANSPARENT STAIN.
- WINDOWS: ALL EXTERIOR WINDOWS TO BE DARK BRONZE ANODIZED ALUMINUM; THERMALLY BROKEN; SEE WINDOW SCHEDULE FOR GLAZING AND WINDOW SIZES.
- HM DOORS: EXTERIOR HOLLOW METAL DOORS AND FRAMES PER DOOR HARDWARE SCHEDULE AND LEGEND; COLOR: PT-1
- CJ= CONTROL JOINT AT MASONRY VENEER. SEE DETAIL 10/A4.1



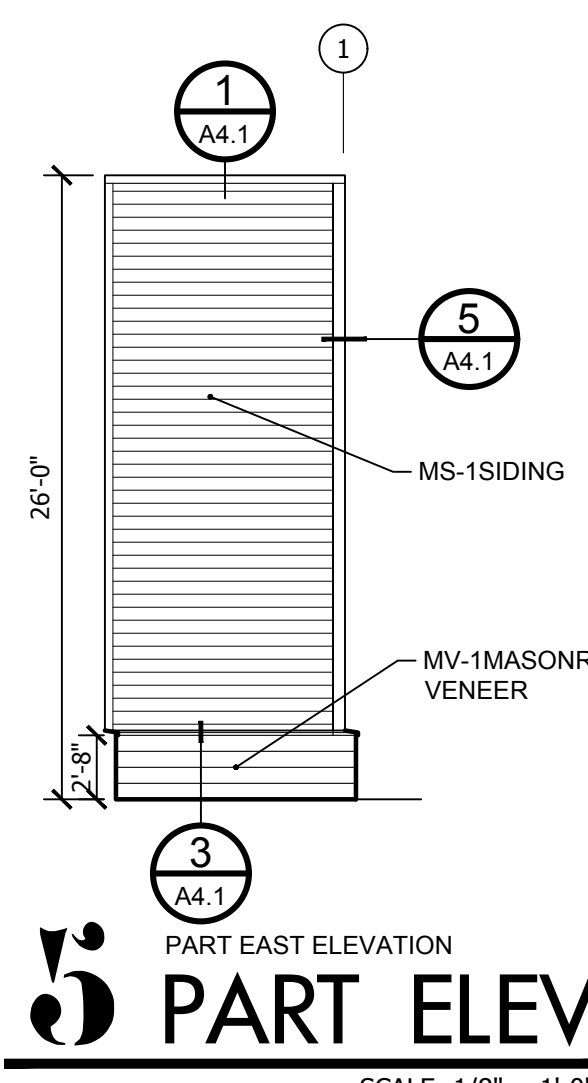
3 WEST EXTERIOR ELEVATION

SCALE: 1/8" = 1'-0"



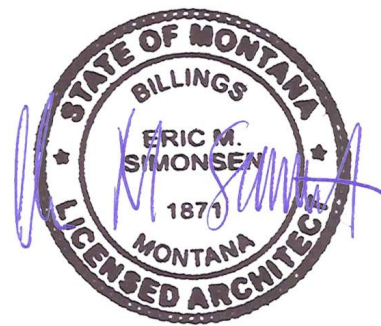
4 EAST EXTERIOR ELEVATION

SCALE: 1/8" = 1'-0"



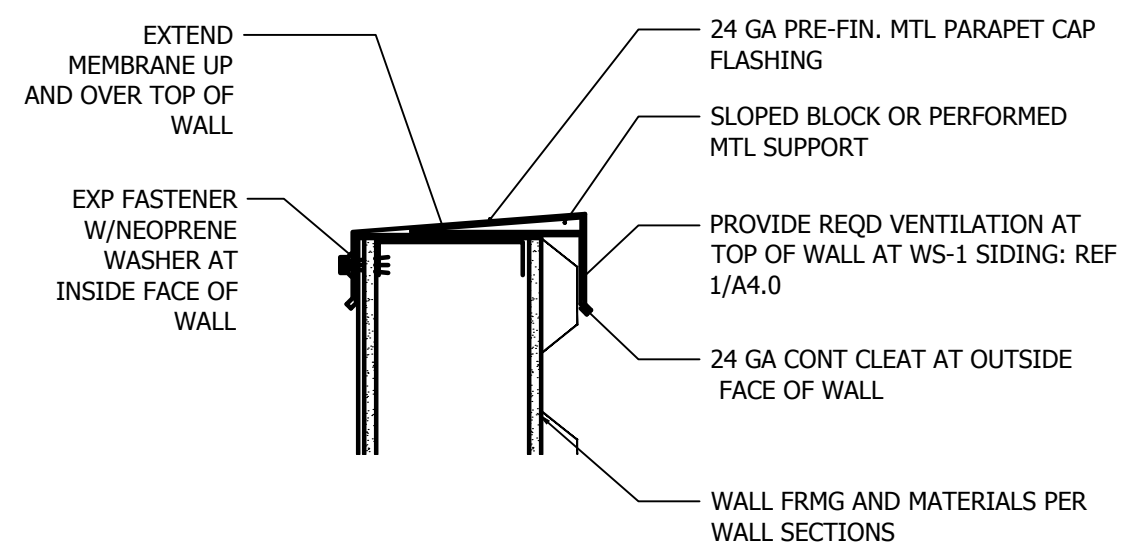
5 PART EAST ELEVATION

SCALE: 1/8" = 1'-0"



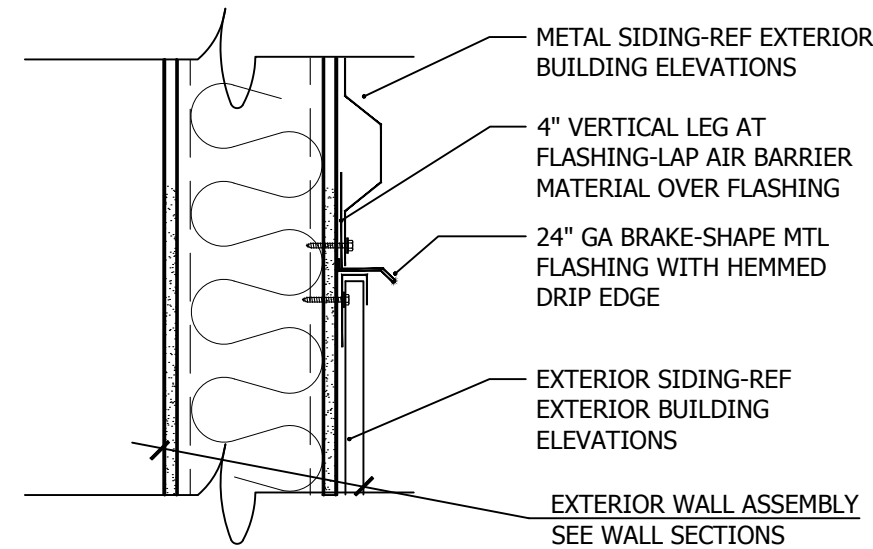
ERIC M. SIMONSEN AIA
PO BOX 2132
BILLINGS, MT 59103-2132
406.256.9060 O
406.698.5182 C
WWW.SIMONSENARCHITECT.COM
PROJECT: SOLBERG BUILDING
DRAWING: EXTERIOR ELEVATIONS
PROJECT NUMBER: 1929
DATE: 2020.04.03
ADDEND 1 2020.05.05
ADDEND 2 2020.05.11
PERMIT 2020.05.20

A4.0



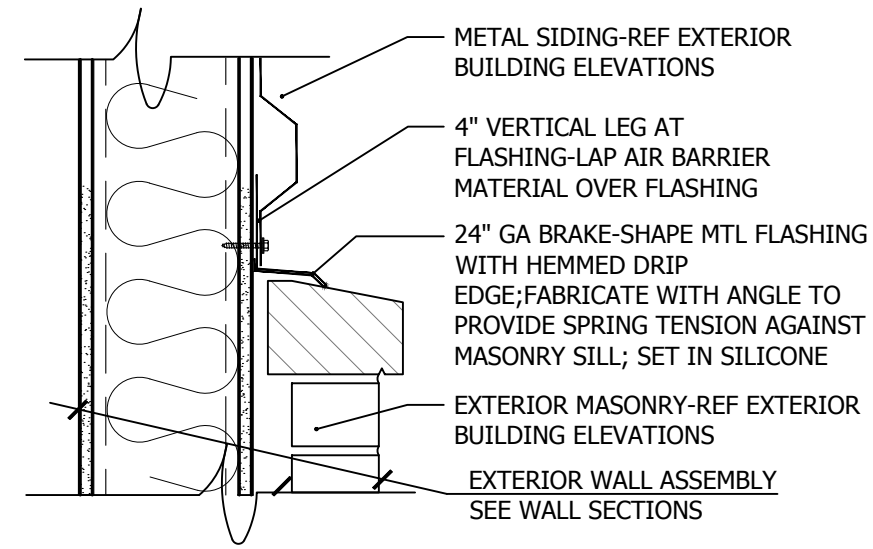
1 PARAPET CAP DETAIL

SCALE: 1 1/2" = 1'-0"



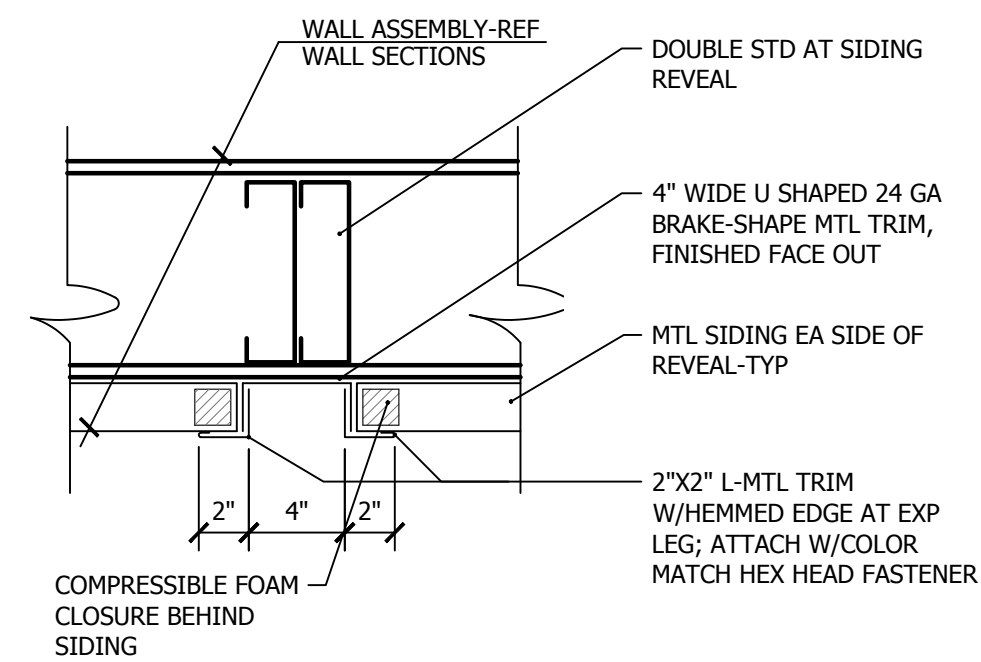
2 @ HORIZ WALL FLASHING TRANSITION FLASHING DETAIL

SCALE: 1 1/2" = 1'-0"



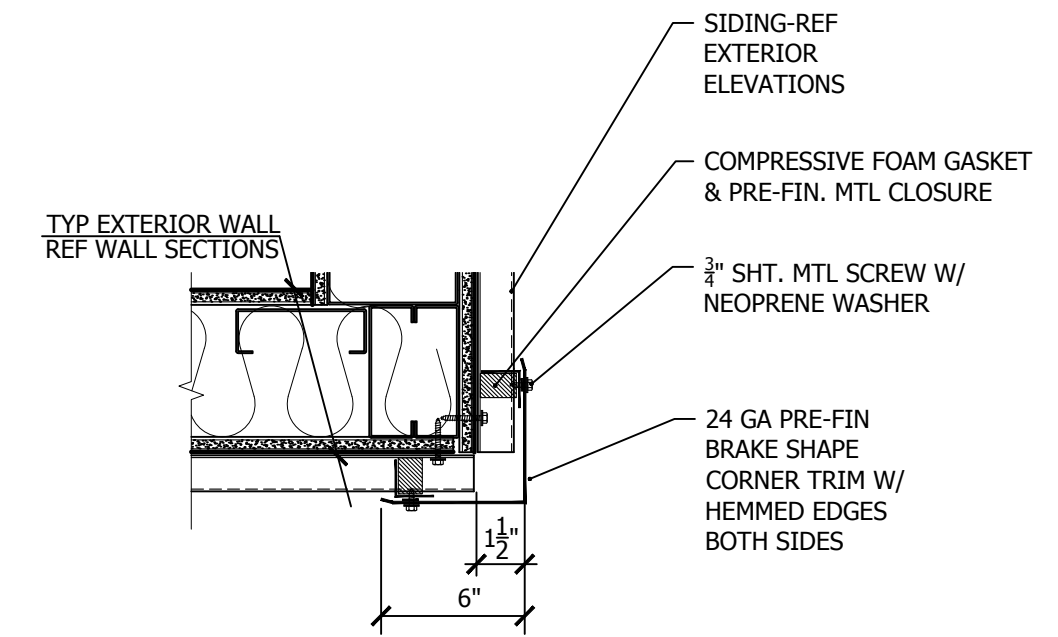
3 @ HORIZ WALL FLASHING TRANSITION-BRICK FLASHING DETAIL

SCALE: 1 1/2" = 1'-0"



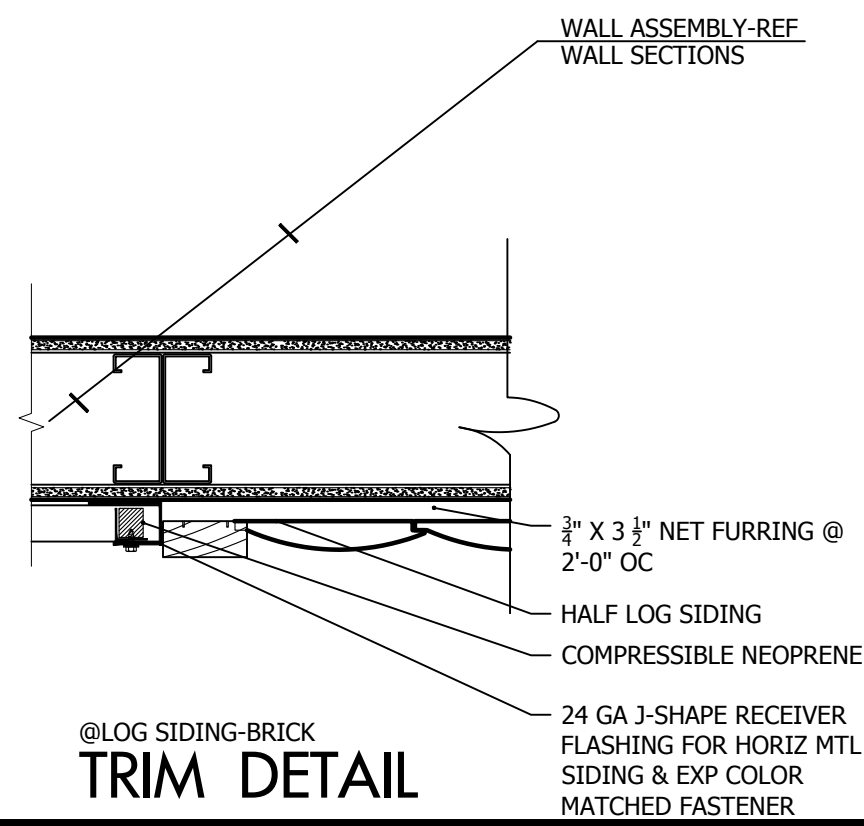
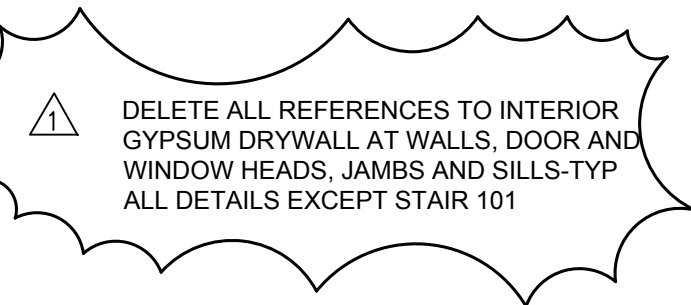
4 REVEAL DETAIL

SCALE: 1 1/2" = 1'-0"



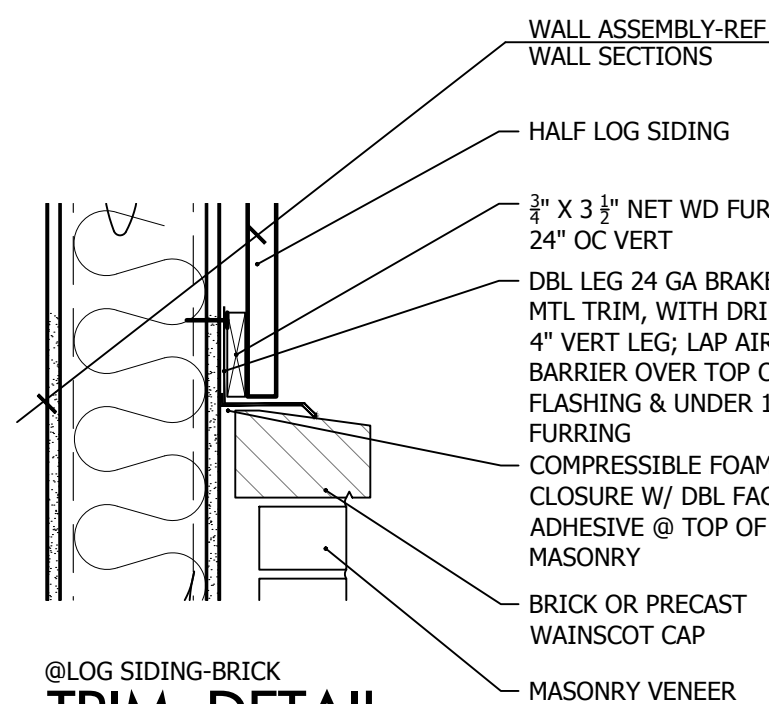
5 @ MS-1 HORIZ MTL SIDING CORNER TRIM DETAIL

SCALE: 1 1/2" = 1'-0"



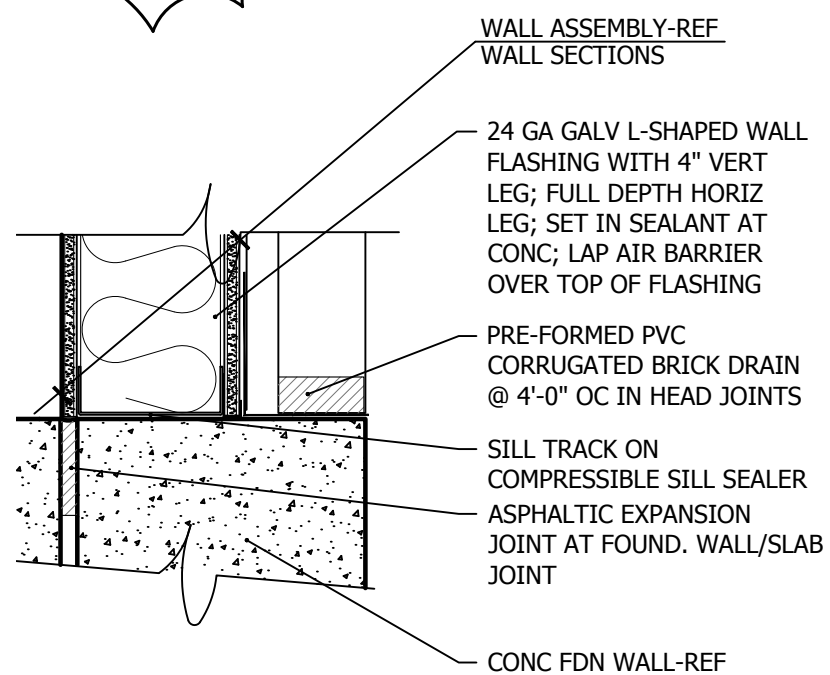
6 @LOG SIDING-BRICK TRIM DETAIL

SCALE: 1 1/2" = 1'-0"



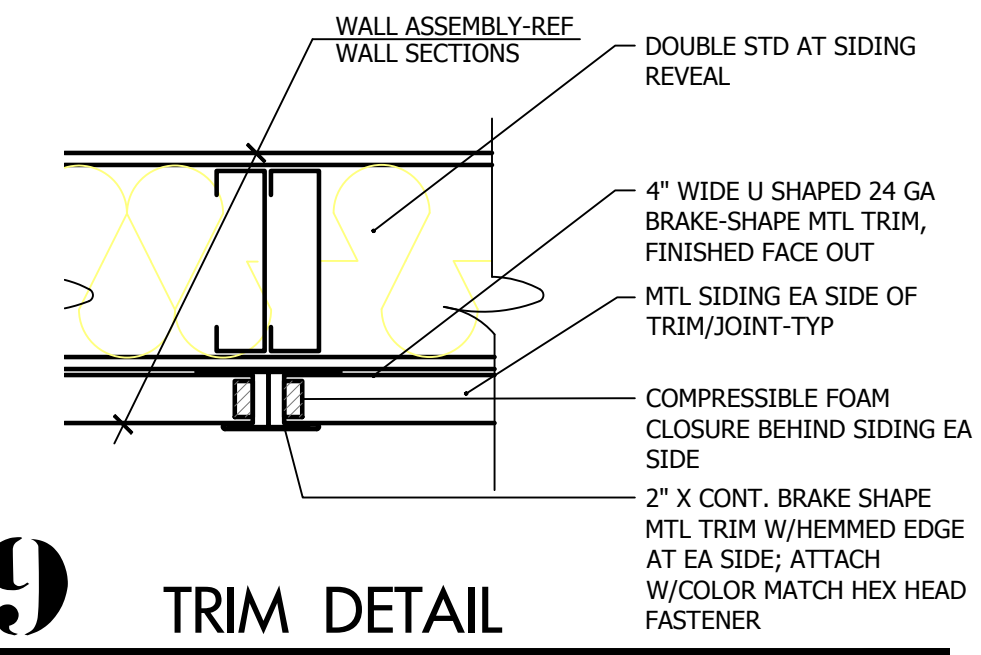
7 @LOG SIDING-BRICK TRIM DETAIL

SCALE: 1 1/2" = 1'-0"



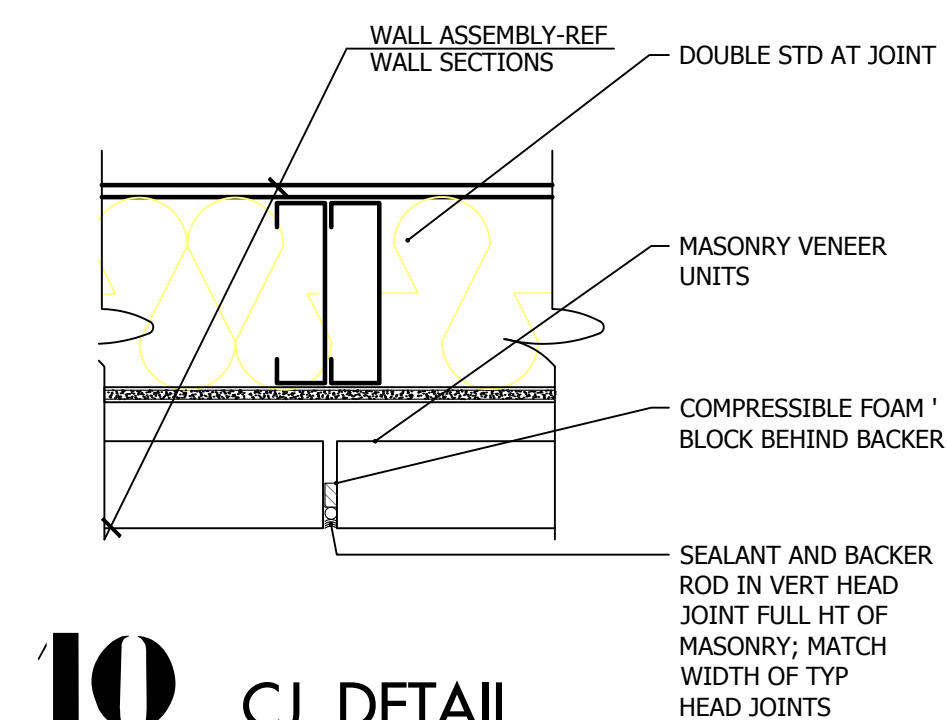
8 MASONRY BASE DETAIL

SCALE: 1 1/2" = 1'-0"



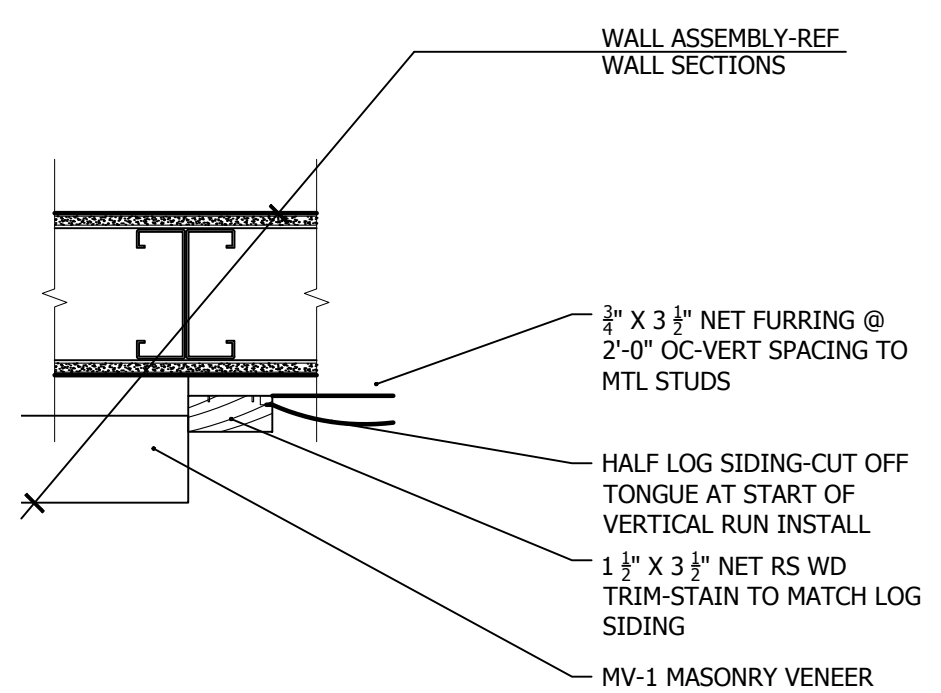
9 TRIM DETAIL

SCALE: 1 1/2" = 1'-0"



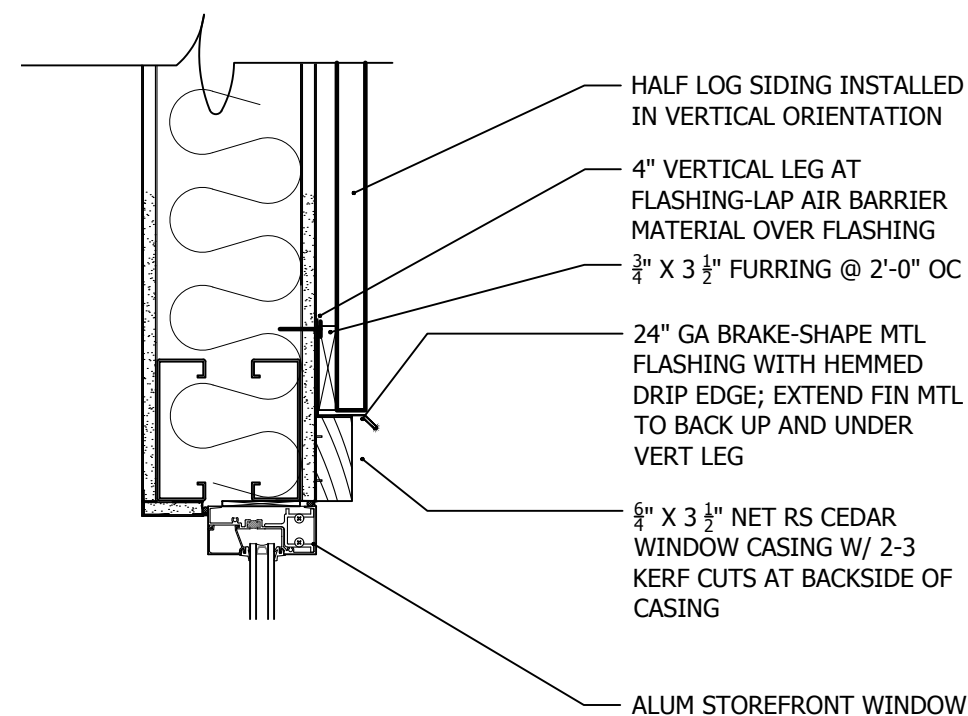
10 CJ DETAIL

SCALE: 1 1/2" = 1'-0"



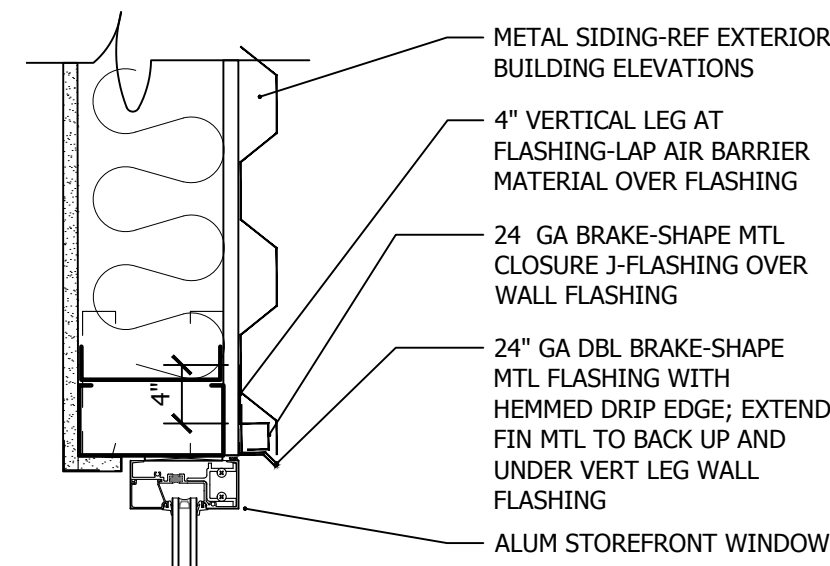
11 @LOG SIDING-BRICK TRIM DETAIL

SCALE: 1 1/2" = 1'-0"



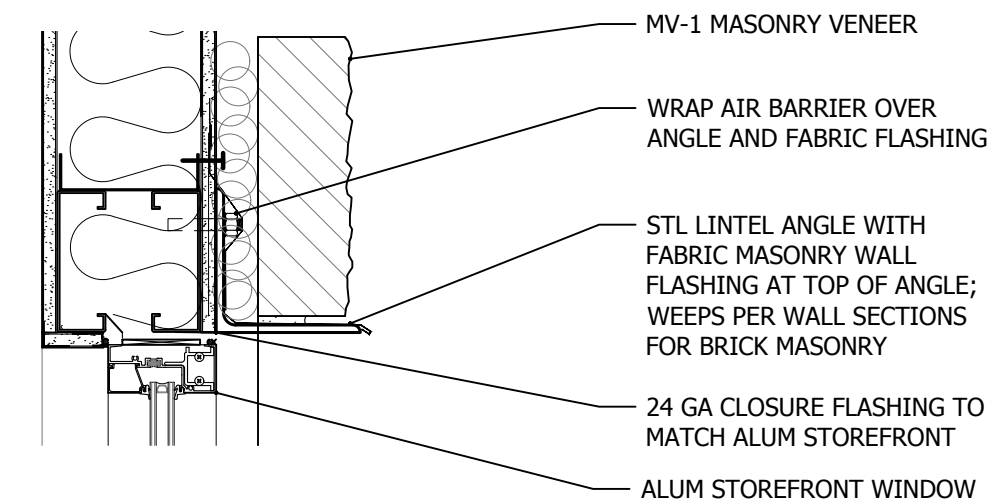
12 @LOG SIDING HEAD DETAIL

SCALE: 1 1/2" = 1'-0"



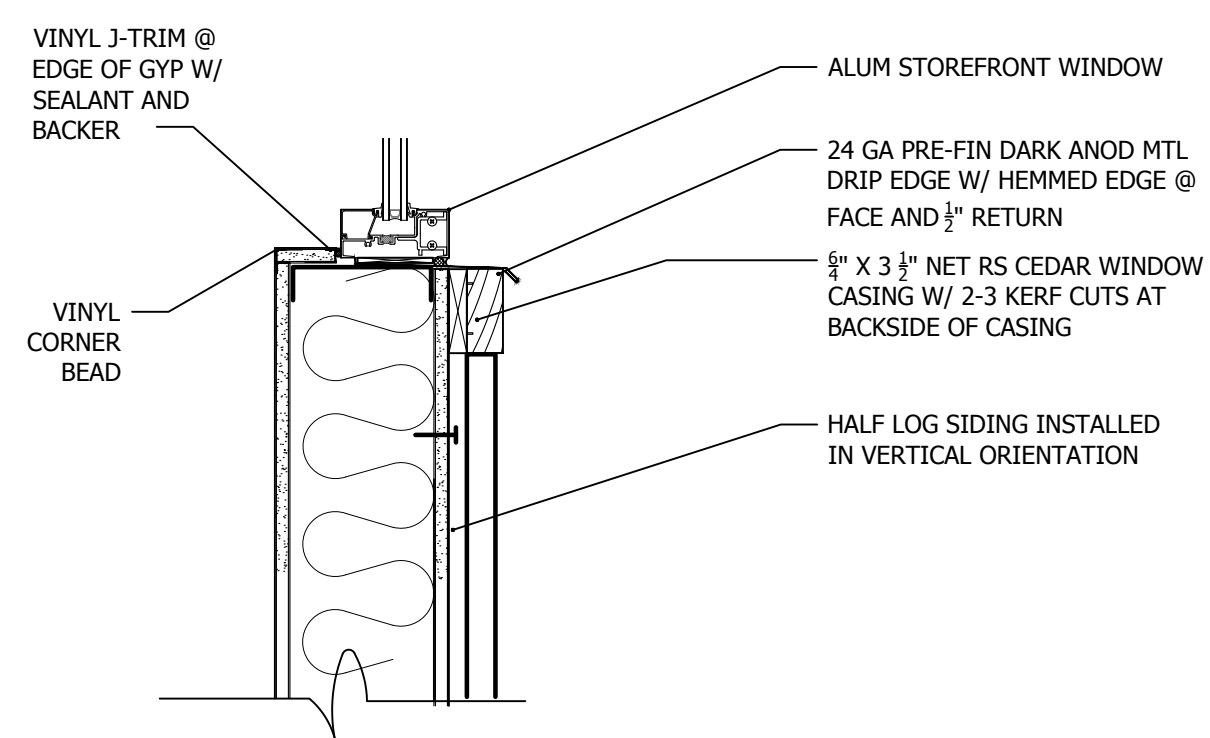
13 @ALUMINUM STOREFRONT-METAL SIDING HEAD DETAIL

SCALE: 1 1/2" = 1'-0"



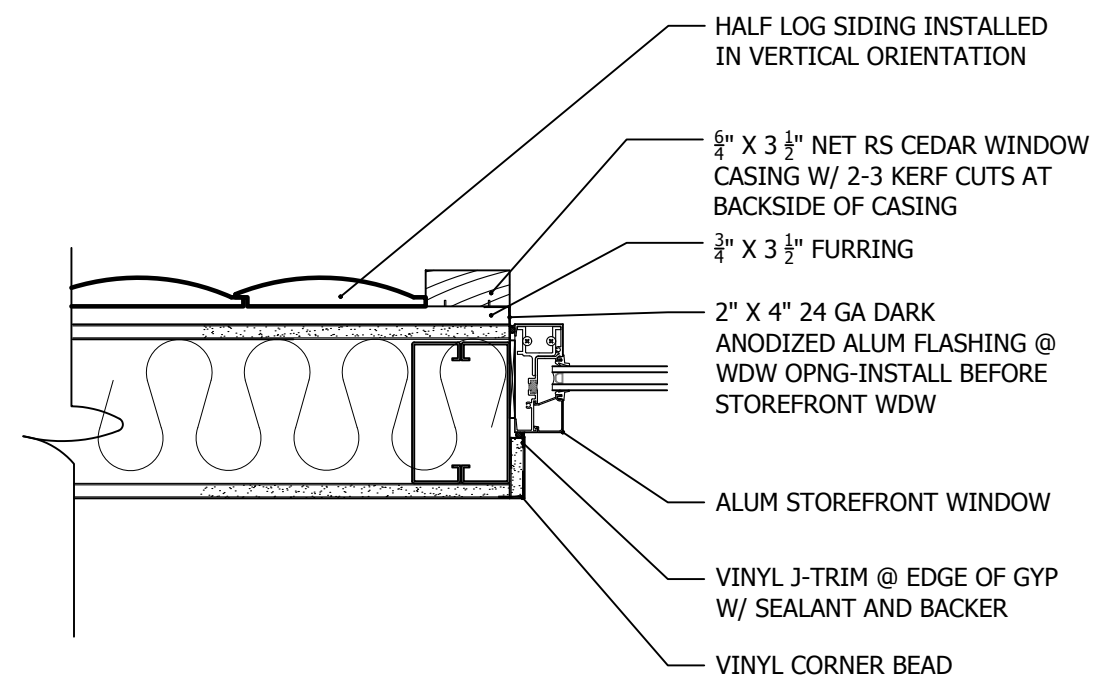
14 @ALUMINUM STOREFRONT-MASONRY HEAD DETAIL

SCALE: 1 1/2" = 1'-0"



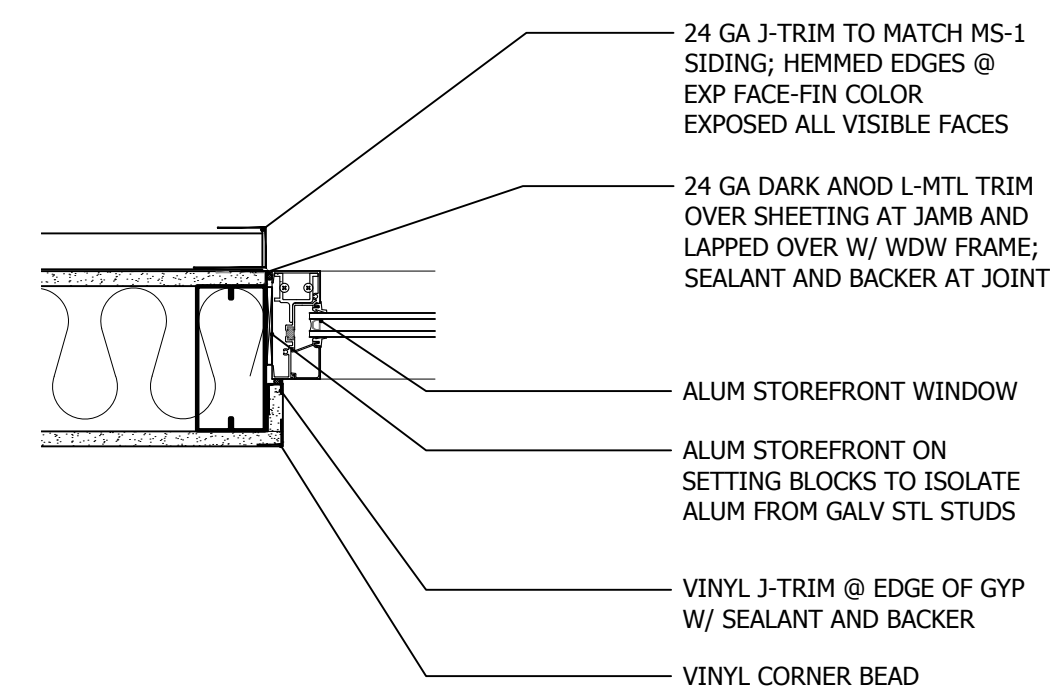
16 @LOG SIDING SILL DETAIL

SCALE: 1 1/2" = 1'-0"



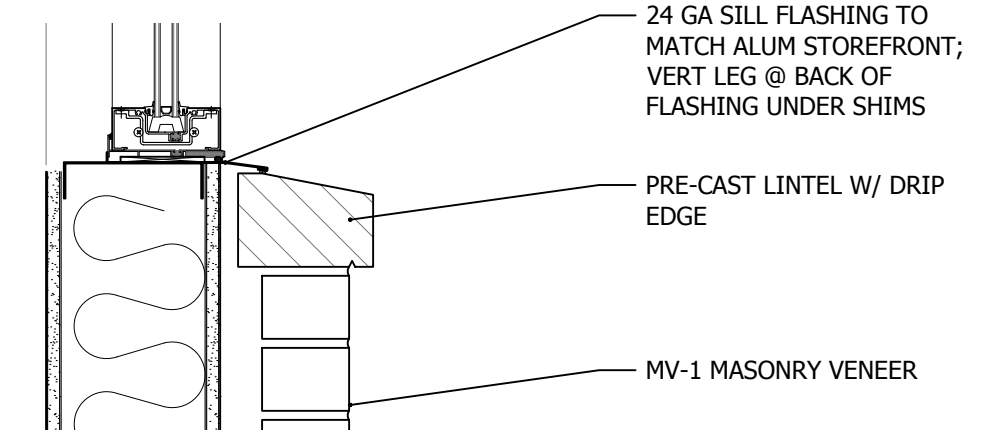
17 @LOG SIDING JAMB DETAIL

SCALE: 1 1/2" = 1'-0"



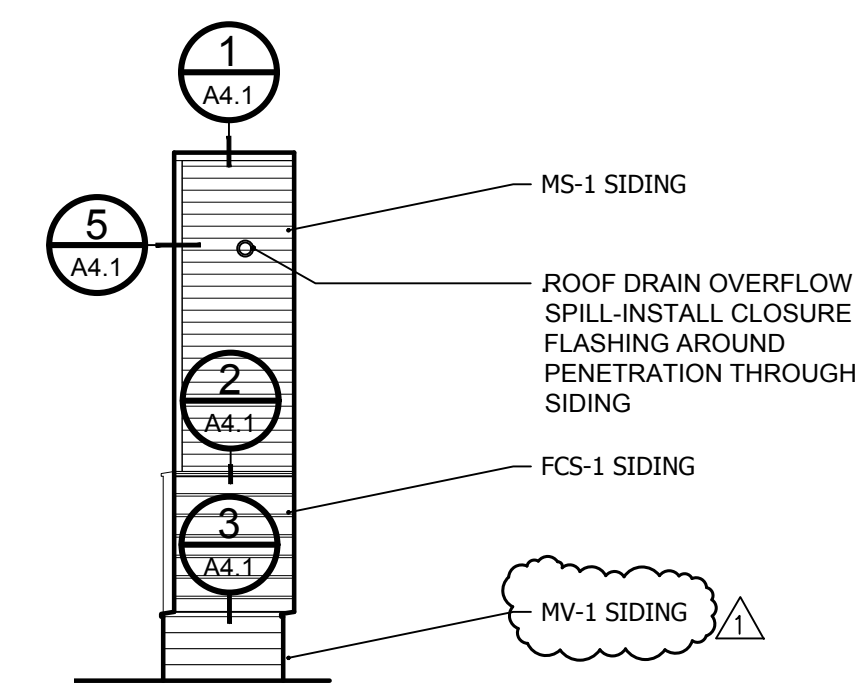
18 @ALUMINUM STOREFRONT-METAL SIDING JAMB DETAIL

SCALE: 1 1/2" = 1'-0"



19 @ALUMINUM STOREFRONT-MASONRY JAMB DETAIL

SCALE: 1 1/2" = 1'-0"



15 PARTIAL WEST EXT ELEVATION

SCALE: 1/8" = 1'-0"

EXTERIOR ELEVATIONS

MATERIAL LEGEND:

- MS-1: HORIZONTAL BOX RIB METAL SIDING
36" COVERAGE; RIB CENTERS @ 7 1/2"; 1 1/2" DEEP BOX RIBS; EXPOSED COLOR MATCH FASTENERS AT SPACING RECOMMENDED PER MANUFACTURER.
24 GAUGE
- MS-2: 24 GA 1/2" DEPTH CORRUGATED STL SIDING; BRIDGER STEEL BASIS OF DESIGN; COLOR TO BE SELECTED
SLATE GRAY
- COLOR: MANUFACTURER: BRIDGER STEEL BASIS OF DESIGN STRUCTURAL 7.2 BOX RIB
- MV-1: MASONRY VENEER-ELDORADO STONE
- MV-2: KANTA SPLIT FACE-(EXT FACE/SMOOTH @ INSIDE FACE BLOCK); PAINT W/ SHERWIN WILLIAMS LOXON PRIMER AND ELASTOMERIC PAINT-2 COATS; COLOR: SW7019; GAUNTLET GRAY; 244-C6
- FCS-1: JAMES HARDIE, ASPRYE FIBER CEMENT SIDING; ARTISAN SQUARE CHANNEL SIDING; 9" EXPOSURE; 10.25" PANEL WIDTH; INSTALL HORIZONTALLY.
- COLOR: SHERWIN WILLIAMS; ;SW DURATION EXTERIOR SATIN FINISH PAINT.
- WS-1: HALF LOG SIDING WITH SIKKENS SRD OIL BASED SEMI-TRANSPARENT STAIN.
- WINDOWS: ALL EXTERIOR WINDOWS TO BE DARK BRONZE ANODIZED ALUMINUM; THERMALLY BROKEN; SEE WINDOW SCHEDULE FOR GLAZING AND WINDOW SIZES.
- HM DOORS: EXTERIOR HOLLOW METAL DOORS AND FRAMES PER DOOR HARDWARE SCHEDULE AND LEGEND; COLOR: PT-1
- CJ= CONTROL JOINT AT MASONRY VENEER. SEE DETAIL 10/A4.1



ERIC M. SIMONSEN AIA
PO BOX 2132
BILLINGS, MT 59103-2132

406.256.9060 O
406.698.5182 C

WWW.SIMONSENARCHITECT.COM

PROJECT: SOLBERG BUILDING
DRAWING: EXTERIOR DETAILS
PROJECT NUMBER: 1929
DATE: 2020.04.03
ADDENDUM 1: 2020.05.05
ADDENDUM 2: 2020.05.11
PERMIT: 2020.05.20

A4.1

PLANTING NOTES:

GENERAL PLANTING REQUIREMENTS:

- SEE DETAIL SHEET FOR LANDSCAPE AND PLANTING DETAILS.
- THE LOCATIONS OF EXISTING UTILITIES SHOWN ON THE PLANS ARE BASED ON THE BEST AVAILABLE INFORMATION. SOURCE OF BASE SHEETS IS PROJECT ARCHITECTS AND ENGINEER. THE LANDSCAPE ARCHITECT ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THIS INFORMATION OR THE INADVERTENT OMISSION OF ANY SUCH INFORMATION. THE CONTRACTOR SHALL CALL UNDERGROUND SERVICE ALERT (U.S.A.) AT (800)227-2600 AT LEAST 48 HOURS PRIOR TO ANY EXCAVATION FOR MARKOUTS OF EXISTING UNDERGROUND FACILITIES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES TO ANY UTILITIES CAUSED BY HIS/HER PROJECT OPERATIONS. NO CONSTRUCTION SHALL COMMENCE WITHOUT PRIOR APPROVAL OF THE SUPERVISING LANDSCAPE ARCHITECT, ENGINEER OR ARCHITECT.
- THE CONTRACTOR SHALL MAINTAIN REASONABLE ACCESS TO ALL PRIVATE DRIVEWAYS, PARKING AREAS AND AREAS THAT REQUIRE PUBLIC ACCESS DURING CONSTRUCTION.
- REFER TO CIVIL ENGINEER'S UTILITY AND GRADING AND DRAINAGE PLANS FOR UTILITY LOCATION AND DRAINAGE INFORMATION. REFER TO CIVIL ENGINEER'S GRADING PLANS FOR GRADING INFORMATION. IF ACTUAL SITE CONDITIONS VARY FROM WHAT IS SHOWN ON THE PLANS OR IF THERE ARE DISCREPANCIES BETWEEN THE PLANS, CONTACT THE LANDSCAPE ARCHITECT FOR DIRECTION AS TO HOW TO PROCEED.
- VERIFY LOCATIONS OF PERTINENT SITE IMPROVEMENTS INSTALLED UNDER OTHER SECTIONS. IF ANY PART OF THIS PLAN CANNOT BE FOLLOWED DUE TO SITE CONDITIONS, CONTACT LANDSCAPE ARCHITECT FOR INSTRUCTIONS PRIOR TO COMMENCING WORK.

- CONTACT THE LOCAL UNDERGROUND UTILITY SERVICES FOR UTILITY LOCATION PERFORM EXCAVATION IN THE VICINITY OF UNDERGROUND UTILITIES WITH CARE AND IF NECESSARY, BY HAND. THE CONTRACTOR BEARS FULL RESPONSIBILITY FOR THIS WORK AND DISRUPTION OR DAMAGE TO UTILITIES SHALL BE REPAIRED IMMEDIATELY AT NO EXPENSE TO THE OWNER. IF
- IF SPECIFIED MATERIAL IS NOT OBTAINABLE, SUBMIT TO LANDSCAPE ARCHITECT A PROPOSAL FOR USE OF EQUIVALENT MATERIAL. SUBMIT PHOTOGRAPHS OF ALTERNATIVE CHOICES OF PLANT MATERIAL FOR SELECTION BY LANDSCAPE ARCHITECT. INCLUDED WITH THESE PHOTOGRAPHS SHOULD BE CLEAR, WRITTEN DESCRIPTION OF THE TYPE, SIZE, CONDITION, AND GENERAL CHARACTER OF THE PLANT MATERIAL.

SOIL CONDITIONING

- ALL PLANTING ISLANDS REQUIRE REMOVAL OF SITE BACK FILL, BASE MATERIAL, AND OTHER CONSTRUCTION WASTE MATERIAL TO EARTHEN SUBGRADE, EXCEPT WITHIN 12" OF CURB. SCARIFY THE EARTHEN SUBGRADE AND FILL TO 12" OF FINISHED GRADE WITH SITE TOPSOIL. THE REMAINDER SHALL BE PLANTER SOIL AS SPECIFIED.
- TOP SOIL FROM THE SITE IS ACCEPTABLE FOR REUSE AS TOPSOIL.

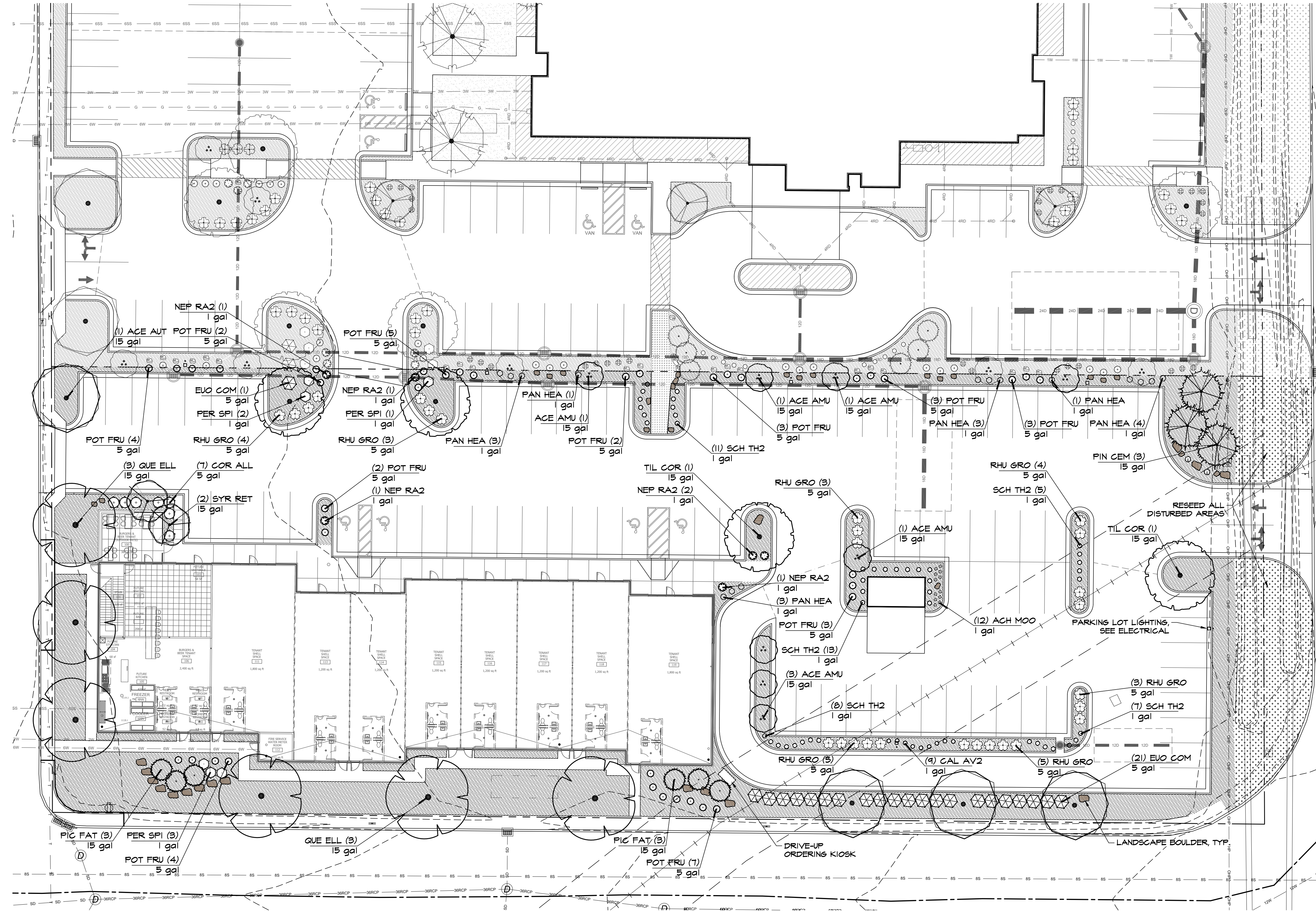
PLANTING

- QUANTITIES SHOWN IN THE PLANT LIST ARE PROVIDED FOR THE CONVENIENCE OF THE CONTRACTOR & FOR OWNER INFORMATION. CONTRACTOR IS RESPONSIBLE FOR PROVIDING THE QUANTITY OF PLANTS SHOWN GRAPHICALLY ON THE PLANS. IN THE CASE OF A DISCREPANCY THE PLANS SHALL OVERRULE THE LEGEND. VERIFY PLANT COUNTS AND SQUARE FOOTAGES.
- LANDSCAPE ARCHITECT RESERVES THE RIGHT TO ADJUST PLANTS TO EXACT LOCATION IN FIELD.
- TREES SHALL BEAR SAME RELATION TO FINISHED GRADE AS THEY BORE TO THE NATURAL GRADE BEFORE TRANSPLANTING.
- TREES TO BE PLANTED A MINIMUM OF 4 FEET FROM FACE OF BUILDING, OR PAVEMENT, EXCEPT AS APPROVED BY LANDSCAPE ARCHITECT.
- PROVIDE MATCHING FORMS AND SIZES FOR PLANT MATERIALS WITHIN EACH SPECIES AND SIZE DESIGNATED ON THE DRAWINGS.
- PRUNE NEARLY PLANTED TREES ONLY AS DIRECTED BY LANDSCAPE ARCHITECT.
- FINISH GRADES OF PLANTER AREAS SHALL BE 2 INCHES BELOW ADJACENT PAVING OR TOP OF WALL UNLESS OTHERWISE NOTED.
- REMOVE ENTIRE WIRE CAGE FROM ROOTBALL. CUT AND REMOVE BURLAP FROM TOP 1/3 OF BALL.
- LANDSCAPE ARCHITECT TO REVIEW PLANT MATERIALS AT SOURCE OR BY PHOTOGRAPHS PRIOR TO DIGGING OR SHIPPING OF PLANT MATERIALS.

OTHER MATERIALS

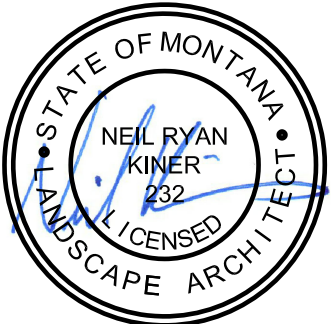
- PLACE ROCK MULCH IN A MANNER THAT MINIMIZES RISK TO PLANTED MATERIAL. DAMAGE FROM MULCH PLACEMENT WILL REQUIRE REPLACEMENT OF DAMAGED MATERIAL.
- ROCK MULCH SHALL BE 'GRIZZLY GREY' AS MINED, CRUSHED, AND SOLD BY HUPPERT BROTHERS CONSTRUCTION, (406) 670-9114.
- GRASS SEED MIX SHALL BE AS FOLLOWS:

40% Achnatherum hymenoides	Indian Ricegrass
30% Paspalum smithii	Western Wheatgrass
10% Pleuranthis jamesii	Galleta
6% Elymus elymoides	Bottlebrush Squirreltail
5% Bouteloua gracilis	Blue Grama
5% Poa secunda	Sandberg Bluegrass
4% Sporobolus airoides	Alkali Sacaton



PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	CONT	QTY
	Acer freemanii 'Autumn Blaze' / Autumn Blaze Maple	15 gal	4
	Acer ginnala / Amur Maple	15 gal	8
	Picea pungens glauca 'Fat Albert' / Fat Albert Colorado Blue Spruce	15 gal	6
	Pinus cembra / Swiss Stone Pine	15 gal	3
	Quercus ellipsoidalis / Northern Pin Oak	15 gal	6
	Syringa reticulata / Japanese Tree Lilac	15 gal	2
	Tilia cordata / Littleleaf Linden	15 gal	4
SHRUBS	BOTANICAL / COMMON NAME	SIZE	QTY
	Achillea x 'Moonshine' / Moonshine Yarrow	1 gal	12
	Andropogon gerardii 'Bison' / Bison Big Bluestem	1 gal	2
	Calamagrostis x acutiflora 'Avalanche' / Feather Reed Grass	1 gal	9
	Cornus sericea 'Alleman's Compact' / Dwarf Red Twig Dogwood	5 gal	7
	Euonymus alatus 'Compactus' / Compact Burning Bush	5 gal	22
	Nepeta racemosa 'Walker's Low' / Catmint	1 gal	6
	Panicum virgatum 'Heavy Metal' / Blue Switch Grass	1 gal	15
	Perovskia atriplicifolia 'Blue Spines' / Russian Sage	1 gal	6
	Potentilla fruticosa / Bush Cinquefoil	5 gal	36
	Rhus trilobata 'Gro Low' / Skunkbush Sumac	5 gal	27
	Schizachyrium scoparium 'The Blues' / Little Bluestem	1 gal	44
	¾" - 1 ½" Crushed Rock over weed barrier - submit samples of locally available stone for selection by owner		
	High Desert Grass Mix - as published by Western Native Seed (westernnativeseed.com)		

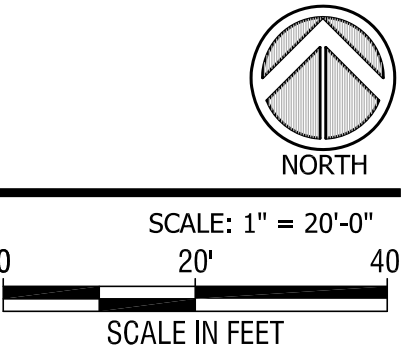


ERIC M. SIMONSEN AIA
PO BOX 2132
BILLINGS, MT 59103-2132

406.256.9060 O
406.698.5182 C

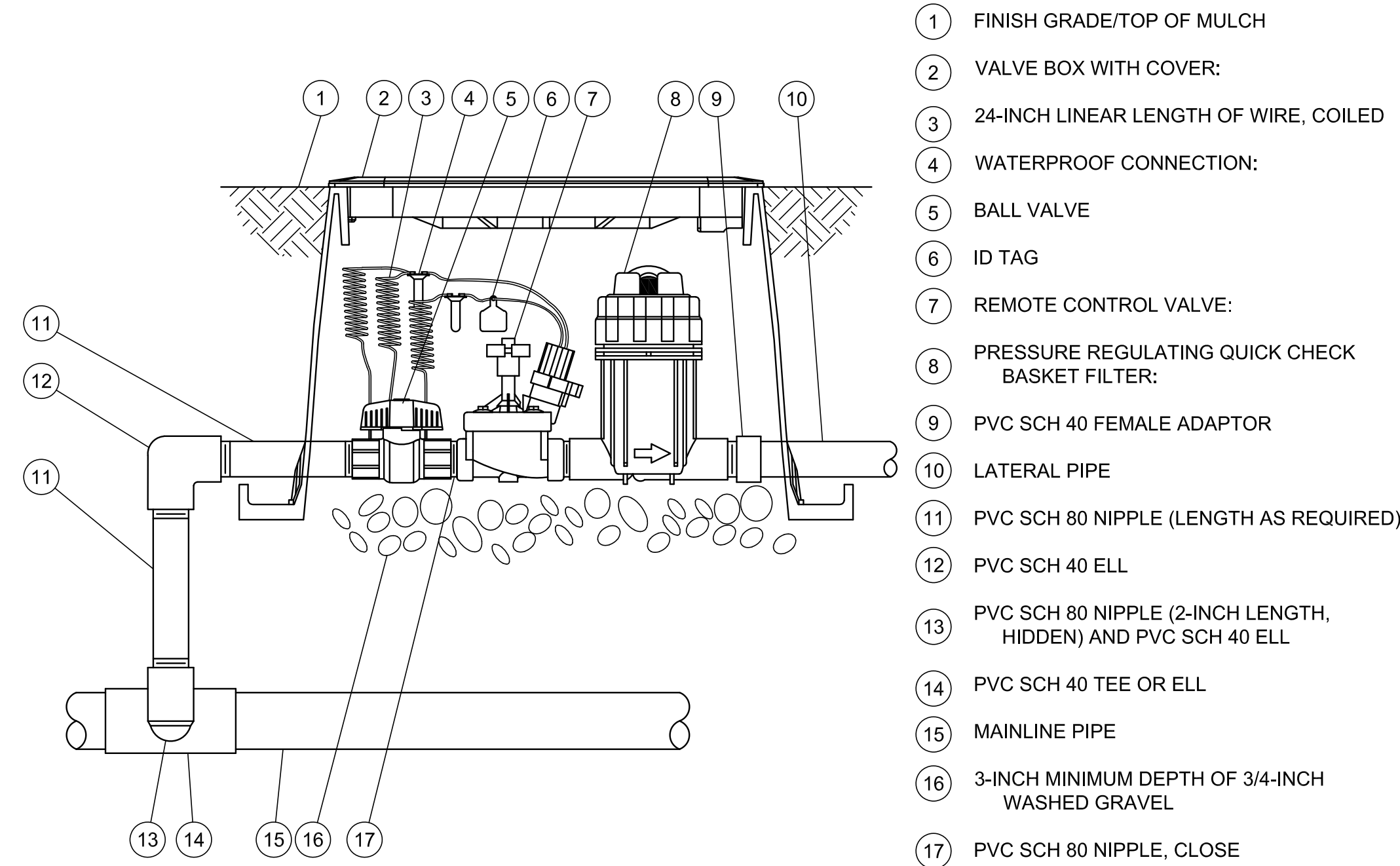
WWW.SIMONSENARCHITECT.COM

PROJECT: SOLBERG BUILDING
DRAWING: PLANTING PLAN
PROJECT NUMBER: 201002
DATE: 2020.04.03

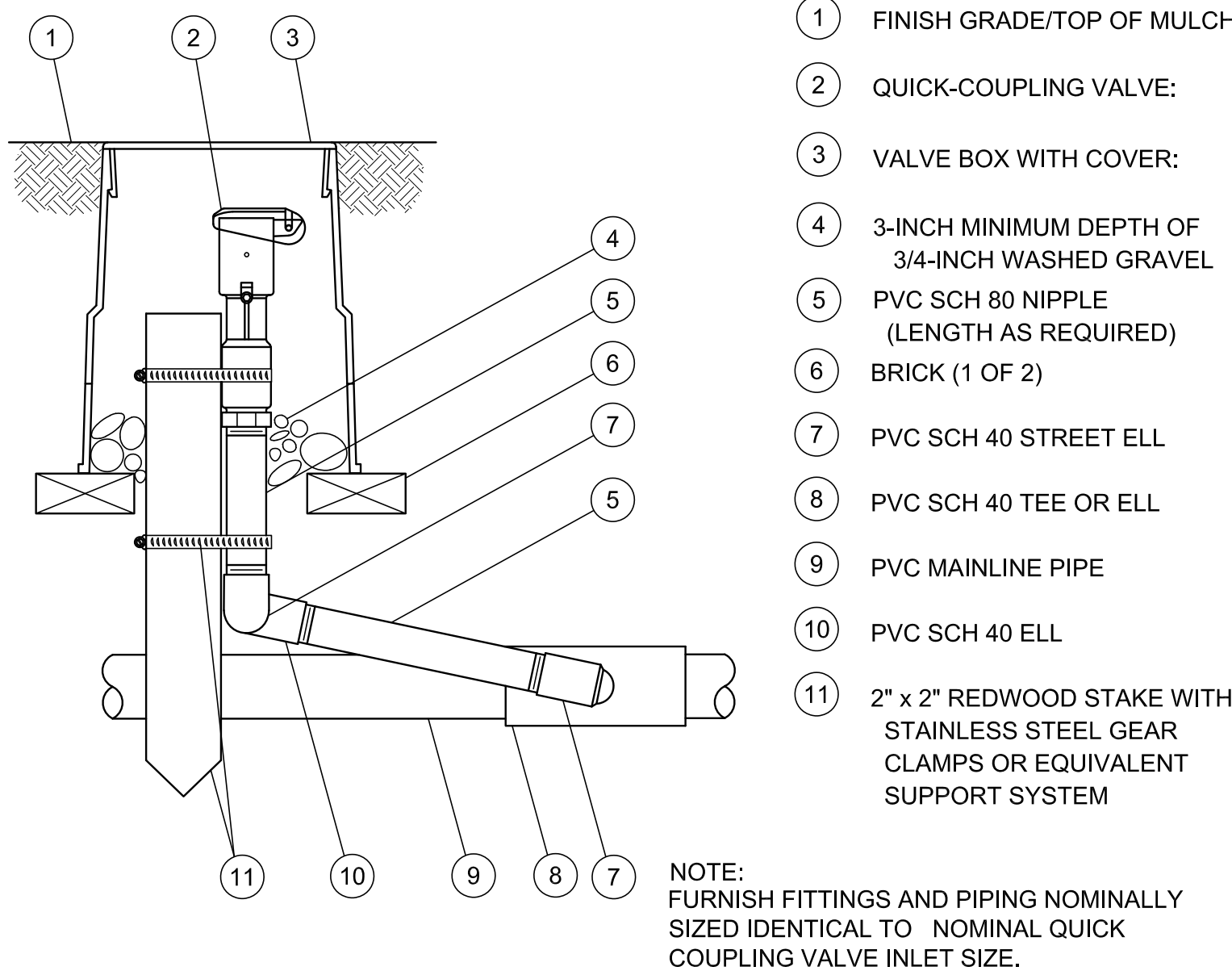


PLANTING PLAN

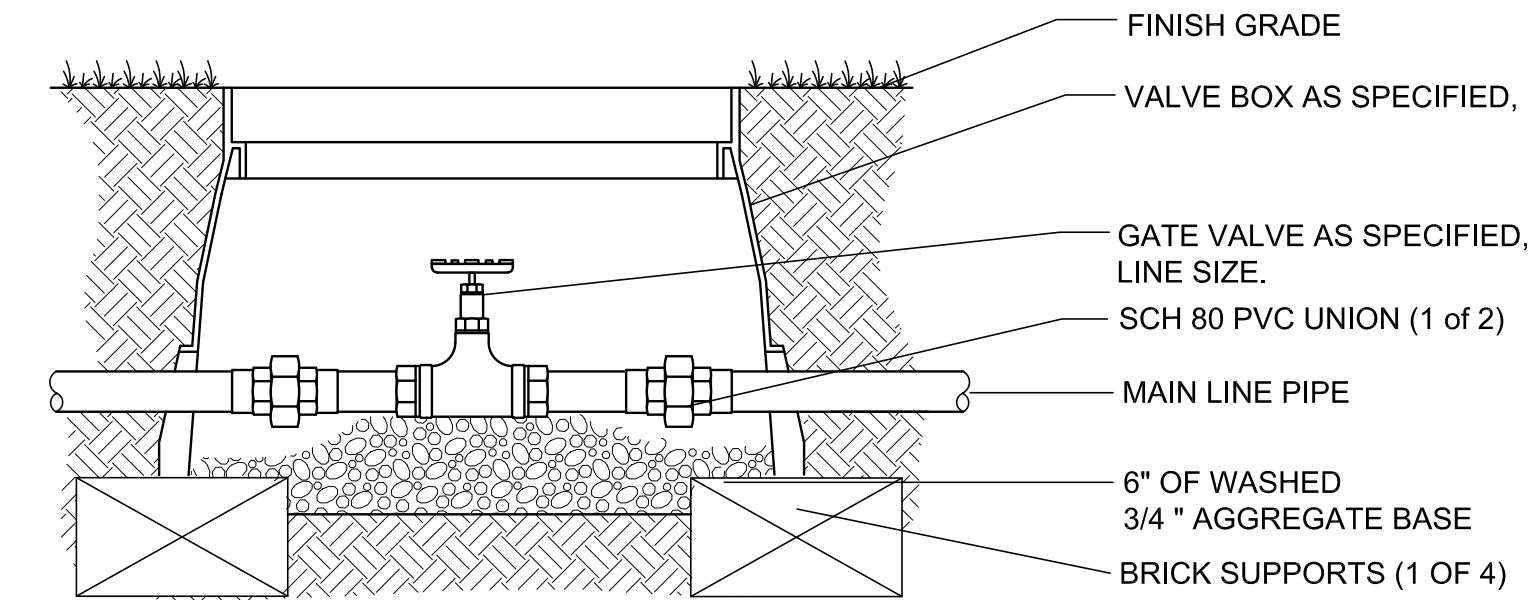
L1.0



1 TURF ZONE VALVE
SCALE: NOT TO SCALE



2 QUICK COUPLER VALVE
SCALE: NOT TO SCALE



3 ISOLATION VALVE DETAIL
SCALE: NOT TO SCALE

EQUIPMENT SCHEDULE

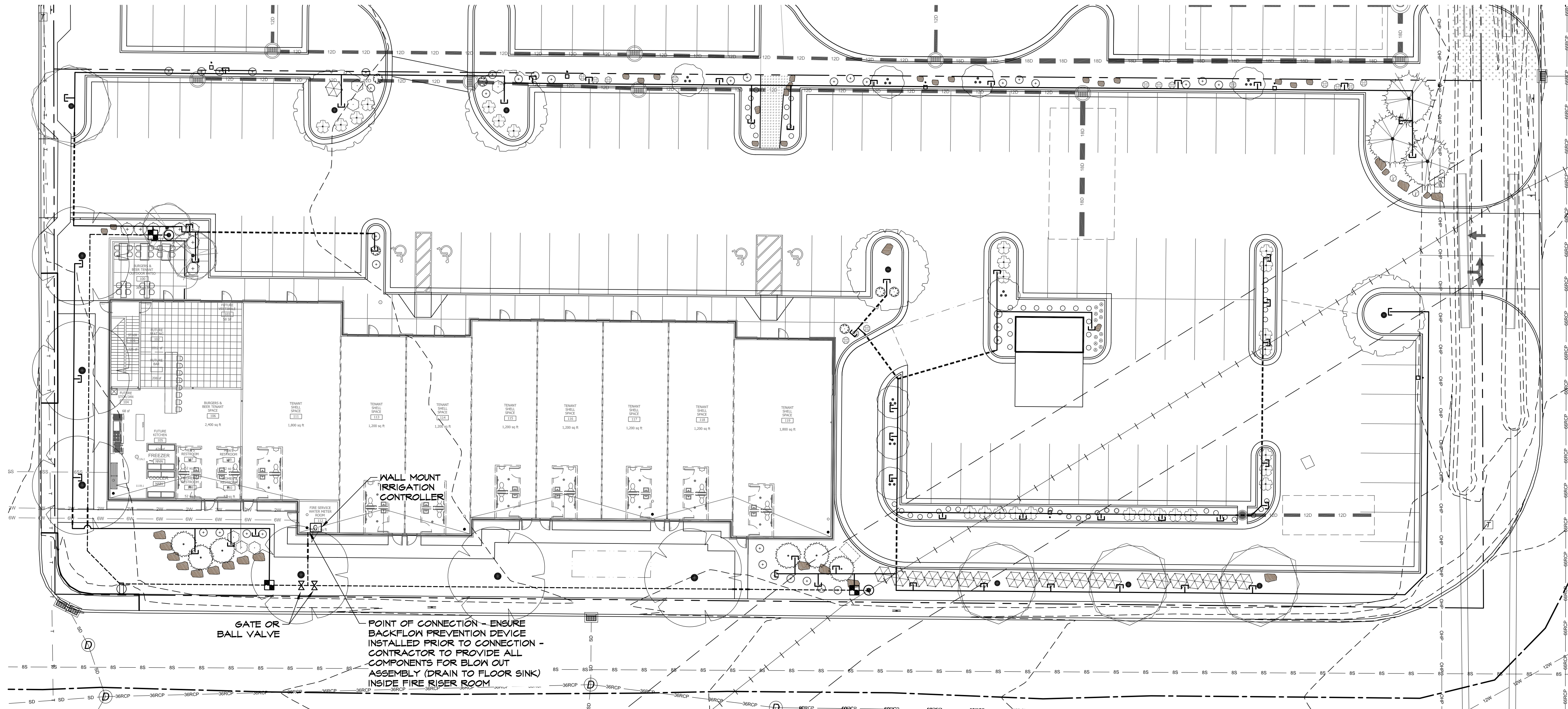
SYMBOL	MANUFACTURER/PART #	DESCRIPTION
	HUNTER AC&S	DRIP ZONE CONTROL VALVE
	HUNTER PRO-C	CONTROLLER-WALL MOUNTED IN FIRE RISER ROOM
	APOLLO OR MICO 2.0	ISOLATION GATE VALVE
	HUNTER HD&S	QUICK COUPLER VALVE
	CLASS 200 BORE 21 PVC OR POLYETHYLENE PLASTIC (PEH&S - 6.75 UNLESS NOTED)	LATERAL LINE
	SCHEDULE 40 PVC - 1.315	MAIN LINE
	4" SCH 80 PVC	SLEEVE
	HUNTER H&S	POINT SOURCE DRIP IRRIGATION

IRRIGATION EMITTER SCHEDULE

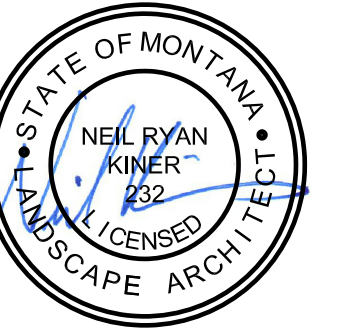
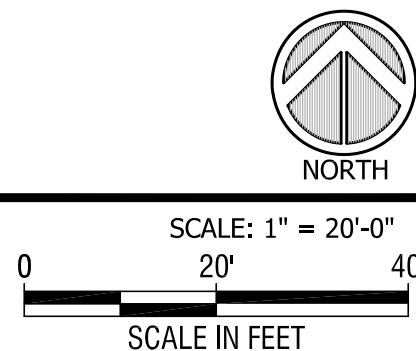
TREES	EMITTER QTY
Acer freemanii 'Autumn Blaze' / Autumn Blaze Maple	4
Acer glabrala / Amur Maple	3
Picea pungens glauca 'Fat Albert' / Fat Albert Colorado Blue Spruce	3
Pinus cembra / Swiss Stone Pine	3
Quercus ellipsoidalis / Northern Pin Oak	3
Syringa reticulata / Japanese Tree Lilac	3
Tilia cordata / Littleleaf Linden	4
SHRUBS & GRASSES	
Achillea x 'Moonshine' / Moonshine Yarrow	1
Andropogon gerardii 'Bison' / Bison Big Bluestem	1
Calamagrostis x acutiflora 'Avalanche' / Feather Reed Grass	1
Cornus sericea 'Alleman's Compact' / Dwarf Red Twig Dogwood	2
Euonymus alatus 'Compactus' / Compact Burning Bush	2
Nepeta racemosa 'Walker's Low' / Catmint	1
Panicum virgatum 'Heavy Metal' / Blue Switch Grass	1
Perovskia atriplicifolia 'Blue Spires' / Russian Sage	1
Potentilla fruticosa / Bush Cinquefoil	1
Rhus trilobata 'Gro Low' / Skunkbush Sumac	1
Schizachyrium scoparium 'The Blues' / Little Bluestem	1

IRRIGATION SYSTEM NOTES:

- CONTRACTOR TO VERIFY EXISTING CONDITIONS. ALL EXISTING UTILITIES ARE TO BE LOCATED BEFORE TRENCHING OF ANY KIND BEGINS.
- PROTECT ALL EXISTING IMPROVEMENTS TO REMAIN. IF DAMAGE OCCURS RESULTANT FROM CONTRACTOR'S OPERATIONS OR NEGLIGENCE, REPAIR BACK TO ORIGINAL CONDITION AT CONTRACTOR'S EXPENSE.
- COORDINATE WORK FROM THIS SHEET WITH ALL OTHER TRADES.
- INSTALL IRRIGATION SYSTEM AS DETAILED AND PER SPECIFICATIONS.
- IRRIGATION PIPING LAYOUT IS SCHEMATIC. ACTUAL LOCATION OF PIPING AND OTHER COMPONENTS MAY VARY DUE TO EXISTING SITE CONDITIONS. ALL MAINLINE SHALL BE AT LEAST 18" BELOW FINISHED GRADE. ALL LATERAL LINES SHALL BE AT LEAST 12" BELOW FINISHED GRADE.
- RE-GRADE AND REPAIR ALL EXISTING AREAS DISTURBED BY CONTRACTOR'S OPERATIONS. A DISTURBED AREA SHALL BE WHERE CONSTRUCTION ACTIVITIES INCLUDING TRENCHING, DEMOLITION, EARTHWORK, MATERIAL STORAGE, STAGING, PARKING, OR ANY OTHER FORM OF EXCAVATION, COMPACTION, OR TRAFFIC RESULTS IN THE REMOVAL OR DISPLACEMENT OF EXISTING GROUND COVER OR GRADE. COORDINATE WITH GENERAL CONTRACTOR.
- SYSTEM DESIGN IS BASED UPON AVAILABILITY OF 60 PSI AT THE POINT OF CONNECTION.
- PROVIDE ALL COMPONENTS REQUIRED TO COMPLETELY WINTERIZE THE IRRIGATION SYSTEM WHETHER OR NOT SPECIFIED HEREIN.
- INSTALL TEMPORARY WATERING AS NECESSARY.
- PROVIDE POWER TO IRRIGATION CONTROLLER. COORDINATE POWER SOURCE WITH ELECTRICIAN.
- NOTIFY LANDSCAPE ARCHITECT AND PROJECT MANAGER OF ANY DISCREPANCIES.
- SYSTEM FUNCTION BASED ON DOMESTIC TAP AT 1.0". SEE PLUMBING FOR POINT OF CONNECTION IN FIRE RISER ROOM. PROVIDE ALL COMPONENTS, INCLUDING BACKFLOW PREVENTION, FOR FULLY FUNCTIONING IRRIGATION, INCLUDING WINTERIZATION WHETHER OR NOT SPECIFIED HEREIN.
- INSTALL BUNDLED CONTROL WIRES FROM ELECTRIC VALVES TO CONTROLLER.
- SLEEVES SHALL BE (2) SIZES LARGER THAN PIPE OR COMBINATION OF PIPES THEREIN ENCLOSED, WITH MINIMUM SIZE TO BE 4" (2" FOR CONTROL WIRES). SUPPLY (1) EXTRA SLEEVE. INSTALL 24" BELOW FINISHED GRADE AND EXTEND SLEEVES 12" PAST CURBS. TAPE/PLUG AND MARK ALL SLEEVE ENDS PRIOR TO BACKFILL.
- CONTRACTOR TO ADJUST IRRIGATION DISTRIBUTION TO PROVIDE COMPLETE COVERAGE AND TO MINIMIZE WASTE WATER.
- ALL PRESSURIZED MAIN LINE AND FITTINGS ABOVE GRADE SHALL BE GALVANIZED STEEL.
- CONTRACTOR TO PROVIDE PRESSURE TEST OF MAINLINE CONNECTIONS TO GENERAL CONTRACTOR PRIOR TO BACKFILLING.
- DRIP IRRIGATION SYMBOLS ON PLAN ARE NOT INTENDED TO PORTRAY THE NUMBER OF CONNECTIONS OR EMITTERS. CONTRACTOR TO SUPPLY THE NUMBER OF EMITTERS PER PLANT AS SHOWN ON SCHEDULE. CONTRACTOR MAY UTILIZE MULTIPOINT EMITTERS IN LANDSCAPE BEDS WHERE APPROPRIATE. INSTALL ALL COMPONENTS PER MANUFACTURER'S INSTRUCTIONS.



IRRIGATION PLAN & DETAILS



SECOND NATURE
CONSULTING



ERIC M. SIMONSEN AIA
PO BOX 2132
BILLINGS, MT 59103-2132

406.256.9060 O
406.698.5182 C

WWW.SIMONSENARCHITECT.COM

PROJECT: SOUTHERN BUILDING
DRAWING: IRRIGATION PLAN & DETAILS
PROJECT NUMBER: 201002
DATE: 2020.04.03

L2.0

Chapter 17.26 - COMMUNITY ENTRYWAY ZONING DISTRICT

Sections:

17.26.010 - Intent.

The purpose of the Laurel Entryway Zoning District is to regulate outdoor advertising, outdoor advertising signs, and outdoor signs of all types, to provide fair and comprehensive regulations that will foster a good visual environment for Laurel, enhancing the area in which we live, and creating an aesthetic and enjoyable appearance for our visitors and our residents.

The natural landscape in the Yellowstone Valley is a major influence on the form and character of Laurel. Residents appreciate being able to see the Beartooth Range, the river's corridor of trees, and the large expanse of sky. The intent of the Community Entryway Zoning District (EZD) is to promote attractive, high quality development and to provide an appealing image of the city of Laurel to the traveling public and the people of the community and region. Further, it is the intent of this district to maintain a sensitivity toward existing development while preserving scenic vistas and the pastoral ambience and protecting environmentally sensitive areas. Creativity in meeting these requirements is encouraged with the overall intent of all development representing the image and economy of the Laurel area—and not just a reflection of the same commercial buildings, signage, and parking lots that are seen alongside the interstate across the nation.

Projects in the vicinity of large natural areas/corridors shall be designed to compliment the visual context of the natural area. Techniques include architectural design, site design, use of native landscaping, and choices of colors and building materials shall be utilized in such manner that scenic views across or through the site are protected and man-made facilities are screened from off-site observers and blend with the natural visual character of the area.

This overlay district provides requirements that are in addition to the existing, underlying zoning districts in the jurisdictional area of the city of Laurel and are in addition to the signage standards of the city of Laurel Municipal Sign Code. Except for signage applications, residential uses in the Entryway Zoning District are exempt from the provisions herein.

The intent of this section is to:

- A. Promote a physical landscape that will assist in making Laurel an attractive place to live and work and be inviting to new industries;
- B. Encourage creativity in design and quality in site planning and development;
- C. Reduce the level of adverse impacts from the transportation system on adjoining lands;
- D. Promote development patterns in harmony with the goals and objectives of Laurel's Growth Management Plan;
- H. Promote compatible land use transitions with a sensitivity toward existing residential uses.

Non-commercial/industrial uses falling within the EZD are exempt from the requirements of the EZD except as such requirements pertain to signage.

(Ord. 02-31, 2002)

17.26.030 - Location of district.

The Community Entryway Zoning District (EZD) shall extend three hundred feet on either side of Interstate 90 right-of way as it extends through the Laurel Zoning Jurisdiction Area, an area that extends outside the city municipal limits one mile. Specifically, along the interstate the EZD shall extend as described from the east limit of the extra-territorial zoning boundary west to the limit of the west extra-territorial boundary. The district shall also include that area three hundred feet on either side of the north

extra-territorial boundary on Buffalo Trail Road south through Laurel on First Avenue to where First Avenue turns into US Highway 212-310

(Ord. 02-31, 2002)

(Ord. No. O15-03, 5-5-2015)

17.26.040 - Application and approval process.

- A. All plans and applications for development shall be submitted to the city-county planning board. All applications involving signs shall be submitted to the public works department which shall provide a copy thereof to the planning board. All applications must be submitted and signed by the property owner, lessee, the contract purchaser, or the authorized agent of the property owner. Approval is required prior to any construction activity.
- B. Each application shall include, but not be limited to, the following information:
 - 1. The name and address of the property owner;
 - 2. The name and address of the applicant;
 - 3. The legal description of the parcel;
 - 4. A map drawn to scale showing the dimensions, acreage, location of the parcel, north arrow, streets and adjacent land uses;
 - 5. A complete site plan drawn to a scale of no less than 1" = 40' showing the dimensions and locations of all structures, streets, paving, parking, landscaping, signage, waterways or other significant features of the development;
 - 6. Complete elevation drawings drawn to scale including the dimensions and height of the structure;
 - 7. Signage Plan specifications, location, and ground lighting pattern (applications for signs only—see Section 17.26.050); and
 - 8. Application review fee.
- C. Within fifteen working days following the submittal of a complete application, the planning director, other city designee, or the public works department (in the case of signs) shall issue approval for development or sign or a denial of the application, unless the applicant consents in writing to an extension of the review period. Should the application be denied, the applicant shall be notified in writing specifying the reasons for the denial.

(Ord. 02-31, 2002)

17.26.050 - Definitions.

All terms shall have the same meanings as defined elsewhere in the city zoning ordinance or city signage regulations. The standard dictionary meaning shall be applied to terms not otherwise defined.

(Ord. 02-31, 2002)

17.26.052 - Development standards.

- A. Signage.

1. Review Consideration. Signage in the EZD needs to recognize the relationship between adjacent land uses and the natural features of the location such as existing views and proximity to residences. Although signs perform a function in providing information concerning services, products, and business, a profusion of signs produces a cumulative effect that cancels out individual effectiveness and detracts from the appearance of the community as a whole. All signage shall be reviewed with the following considerations and criteria:
 - a. Use of subdued, low-key colors;
 - b. Location, size, and height that do not obstruct views of the community, the river corridor, traditional open spaces, or the mountains;
 - c. Sign is built of permanent, durable materials;
 - d. Size and location avoids or minimizes the sense of clutter with nearby signs;
 - e. The sign is professionally prepared and finished on both sides;
 - f. The location and placement of the sign will not endanger motorists or pedestrians and does not interfere with the clear vision triangle at street, railroad, or street driveway intersections;
 - g. The sign will not cover or blanket any prominent view of a structure or façade of historical or architectural significance;
 - h. The sign will not obstruct views of users of adjacent buildings to side yards, yards or to nearby open space;
 - i. The sign will not negatively impact the visual quality of a public open space such as a recreation facilities, square, plaza, court yard and the like;
 - j. The sign cannot be seen from the Yellowstone River or any city, county or state park or—if it can be seen—it must be located one thousand feet from the boundaries of such spaces.
2. Only one sign is allowed per parcel of record and there shall be at least one thousand feet between signs.
3. A construction permit is required whenever the sign copy is changed and any alterations to the sign are made.
4. Signs shall be limited to one hundred sixty square feet in copy area.
5. Non-conforming signs are required to be brought into compliance with this section within six years from the date of adoption of this ordinance or upon the earliest occurrence of the following events.
 - a. The sign is relocated or replaced;
 - b. The structure or size of the sign is altered in any way;
 - c. The sign suffers more than fifty percent appraised damage or deterioration or the sign is taken out of service for any reason, such as being knocked down by weather or other means;
 - d. If any non-conforming sign is abandoned or voluntarily discontinued for a period of one hundred eighty days, any subsequent use must be in conformity with this ordinance. An abandoned sign is a sign which no longer identifies or advertises a bona fide business, lessor, service, owner, product, or activity, and/or for which no legal owner can be found. An abandoned sign is to be removed by the owner within fifteen days of notice from the public works department.
6. No portable signs as described in the city signage ordinance are allowed in the EZD.
7. Transit Bus Benches. Transit bus benches, with or without advertising, may be placed within the city right-of-way upon application and approval of the ADA coordinator, the transit administrator and in consultation with the public work director. All benches must comply with any applicable

city, state, and or/federal standards or regulations. The city may approve a bench provider, with or without advertising, pursuant to its procurement policy, as amended.

8. Lighting. All sign lighting must incorporate cut-off shields to direct light downward. Luminaries shall not be visible from adjacent streets or properties. A sign's lighting will not cause hazardous or unsafe driving conditions for motorists and will not glare, reflect, or spill onto adjacent business or residential areas.

B. Building Design Standards.

1. All buildings shall be completed on all sides with one of the following finishing material: brick, fluted block, colored textured block, glass, stucco, architectural concealed fastener metal panels, exterior insulation and finishing systems (i.e., Dryvit, etc.), stone or wood. Exposed seam metal buildings shall be prohibited unless covered with an acceptable finishing material.
2. Roofs shall be finished with a material that is architecturally compatible in color and design with the construction of the building. Metal roofs, fascia, and mansards shall be limited to the following: standing seam, metal shakes or shingles and architectural metal treatments. All mechanical equipment placed on top of any roof shall be screened by a parapet or other similar architectural apparatus being at least the height of the mechanical equipment. Pitched roofs are encouraged whenever possible.
3. Long, flat facades that front on the interstate highway, First Avenue North or First Avenue South having more than one hundred lineal feet are prohibited. Buildings over one hundred feet in length shall incorporate one of the following: recesses, off-sets, angular forms, landscaping features or other architectural features such as bell towers, clock towers, to provide a visually interesting shape. The break in the facade shall be minimum of eight feet in length. A single uninterrupted length of a facade shall not exceed one hundred lineal feet. It is encouraged that each offset area contains landscaping or other similar amenities which will complement the offset area.

C. Additional Provisions for Commercial Uses.

1. Storage of Merchandise. Any permitted storage of merchandise outside an approved building shall be within an area enclosed with a sight obscuring fence at least six feet in height that is architecturally compatible in color and design with the building. However, promotional displays, vehicle sales lots and plant materials may be displayed outside of an approved building or enclosed area so long as they are placed appurtenant to a building wherein the business displays the bulk of its goods for sale. In addition, retail nurseries shall be exempt from the enclosure of plant materials, and displayed merchandise shall not include any used equipment. Bufferyards or required landscaping shall not be used for the displaying of merchandise.
2. Site Lighting. All outdoor lighting shall be designed, located and mounted at heights no greater than eighteen feet above grade for non-cutoff lights and thirty-five feet above grade for cutoff lights. All outdoor lighting shall be designed and located such that the maximum illumination measured in foot-candles at the property line shall not exceed three-tenths foot-candle for non-cutoff lights and three foot-candles for cutoff lights.
3. Storage of Junk. No person shall store junk, partially or completely dismantled vehicles, or salvaged materials in any commercial zone outside a building. In the case of automobile repair shops, such materials must be enclosed within a building or an area having a sight-obscuring fence at least six feet in height.
4. Solid Waste Area. All solid waste storage facilities shall be located within an area enclosed with a sight-obscuring fence or wall that is architecturally compatible in color and design with the building.

D. Cell Towers.

No wireless communication facilities are allowed in the entryway zone.

(Ord. 02-31, 2002)

(Ord. No. O11-07, 6-7-2011; Ord. No. O16-02, 2-2-2016)

17.26.054 - Landscaping standards.

Landscaping in the form of trees, shrubs, and groundcover serve several purposes: The softening of harsh building forms and paved areas, the absorption of ground water, the reflection of seasonal color change, the provision of sound barriers (such as around utility substations or industrial yards), and urban wildlife habitat.

A. Landscaping Definitions.

Canopy Tree. A species of tree which normally bears crown foliage no lower than six feet above ground level upon maturity. Minimum size of canopy trees shall be two and one half inches in caliper.

Evergreen Tree or Shrub. A tree or shrub of a species which normally retains leaves / needles throughout the year. Minimum size of evergreen trees shall be five feet in height.

B. Landscaping.

1. **Bufferyard Requirements.** All commercial/Industrial land uses are required to place a bufferyard (landscaping strip) adjacent to and along the length of I-90, First Avenue North, or First Avenue South on which the use fronts. Such landscaping buffer shall extend from the edge of the public right-of-way. Placement and landscaping design shall be at the discretion of the developer, and the required trees and shrubs may be clustered to enhance the view of the property from the public right-of-way as long as such uses conform with Section 17.26.052(C) of this code. A local design professional or local nursery must be consulted for assistance with the development of the landscape design. The use of native, drought-tolerant plant material is strongly encouraged. Evergreen trees are encouraged for bufferyards, and canopy trees are encouraged for parking areas. The planting of trees should be done in such a manner as to provide maximum solar efficiency throughout the site.

a. The developer shall have the option of one of the following three bufferyards. Bufferyard depth is measured from the property line adjacent to the public right-of-way inward. Any buffer area which overlaps another buffer area shall be subtracted from the total to avoid double counting. The number of trees and shrubs required is per one hundred feet of frontage:

- (1) Twenty-five foot wide bufferyard: five Canopy or evergreen trees, ten Shrubs
- (2) Twenty foot wide bufferyard: ten Canopy or evergreen trees, fifteen Shrubs
- (3) Fifteen foot wide bufferyard: fifteen Canopy or evergreen trees, twenty Shrubs

b. The following criteria shall also apply to the bufferyards.

- i. The landscape strip may be contoured. Berming shall be one foot of rise to four feet of run with a minimum of three feet in height. Depressions shall be no lower than the existing grade of the site.
- ii. All landscaped areas shall contain ground cover such as sod, shrubs, flowerbeds, or organic materials. No more than ten percent of the landscaped area shall contain rock, bark chips, stepping stones, or similar material.
- iii. All landscaped areas shall be sub-irrigated, maintained, and kept free of weeds, debris, and litter. Failure to do so constitutes a zoning violation. Existing mature trees and shrubs should be preserved and will be credited toward landscaping requirements.
- iv. Depth of bufferyard shall depend on density of vegetation.

- v. All new utility lines shall be placed underground.
- vi. New tree plantings shall not be constructed so as to grow into existing overhead utility lines.

C. Off-Street Parking Lot Landscaping.

Landscaping shall be provided within all parking areas as follows:

Parking lots containing more than ten spaces shall contain internal areas of landscaping totaling at least ten percent of the parking area. Each planting area shall contain at least three hundred square feet and at least one major tree and groundcover with irrigation. There must be a clearly designated pedestrian route from the parking lot to the street or main entrance.

- 1. A minimum of twenty square feet of landscaped area shall be provided for each parking space on parking lots containing more than ten spaces.
- 2. Two canopy and/or evergreen trees and five shrubs shall be required for every ten parking spaces or component thereof over ten parking spaces.
- 3. All landscaped areas shall contain ground cover such as sod, shrubs, flowerbeds or organic materials. No more than twenty-five percent of the landscaped area shall contain rock, bark chips, stepping stones or similar material.
- 4. The minimum width and/or length of any parking lot landscaped area shall be five feet.
- 5. Internal parking lot landscaping provided shall be proportionately dispersed, at the developer's discretion, in order to define aisles and limit unbroken rows of parking. The maximum horizontal or vertical unbroken length shall be limited to one hundred feet. Landscaped areas provided shall be in a scale proportionate to parking lot.
- 6. Any development that has parking abutting a required bufferyard, may extend the width of parking landscaping plant material. The minimum bufferyard width and that bufferyard a minimum of five feet and include the additional required landscaping material is required in addition to the parking landscaping.
- 7. Protection of Landscaped Areas. Landscaped areas within parking lots or the along perimeter of the property must be protected from vehicular traffic through the use of continuous concrete curbs, extruded asphalt or other approved permanent barriers.
- 8. All new utility lines shall be placed underground.

D. Commercial Uses Abutting Residential Uses.

All commercial uses abutting residential uses shall install a bufferyard. The bufferyard shall be ten feet wide and shall contain ten evergreen and/or canopy trees and ten shrubs per one hundred lineal feet. A solid fence or wall that is architecturally compatible in color and design with the building shall be required on the property line. The fence height shall be a minimum of six feet. Chain link or other wire fencing material is prohibited.

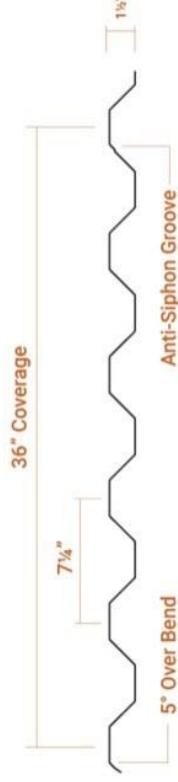
E. Fractions in the Calculation of Number of Trees and Shrubs.

In the calculation of trees and shrubs for bufferyards or parking landscaping, all fractions shall be rounded to the nearest, highest whole number.

(Ord. 02-31, 2002)







recommended.







This commercial building uses a 7.2 Structural siding in Vintage with Weathering



Vintage 7.2 Siding on Commercial Building

File Attachments for Item:

7. Growth Management Policy Update Chapter Review

CHAPTER 3 – GOALS, OBJECTIVES, AND STRATEGIES

Overview

The community goals and objectives presented in this chapter were established in order to transform the community vision into a concrete reality. These goals, objectives, and strategies were developed through research, data collection, interviews, and public meetings that city staff and the planning board took on throughout the course of this planning process.

These goals cover a wide range of topics including Land Use, Transportation, Housing, Economic Development, Infrastructure, and more. This collection of community goals and objectives is meant to be exhaustive in order to provide city staff, developers, residents, and business owners with a comprehensive set of guidance to inform local efforts across different sectors, topics, and areas of influence.

Land Use Goals and Objectives

Land use policy is one of the most powerful tools a city has. Zoning and subdivision codes influence growth patterns, infrastructure placement, road connectivity, and much more. The city of Laurel is focused on the effective use of land in and around the city. The city plans to conserve open space and traditional land uses by focusing on smarter, denser development clustered along major routes and commercial areas.

Parks and greenways will be important amenities for residential developments and commercial corridors instead of afterthoughts. Zoning will be updated to provide a more diverse array of housing types and density. Priority areas for annexation will be determined and infrastructure extension costs will be studied. Codes will be updated to maintain community character while simultaneously enabling development of new neighborhoods. Current and future commercial and industrial parcels will be identified to promote effective and intense use of land. The central business district will be a focus of infill and mixed-use development to create the most effective use of our traditional downtown.

The overall goals of this plan are to conserve open space while maximizing the areas currently in and directly adjacent to the city. A rehabilitation of Laurel's downtown and Southeast 4th street is possible through a mix of infill development, mixed use buildings, improved infrastructure, and updated façade and signage standards.

Goal 1: Conserve open space and traditional land uses

- ❖ Encourage cluster developments to incorporate open space into new developments
- ❖ Provide options for landowners for conserving portions of their land
- ❖ Study and Implement strategies to create an interconnected system of parks and greenways and open space that are accessible to area residents

Goal 2: Develop downtown Laurel into a viable place to live, work, and play

- ❖ Encourage mixed uses for living, working, and shopping local
- ❖ Identify priority parcels for infill development
- ❖ Implement Placemaking projects to create a more livable and enjoyable downtown

- ❖ Partner with local groups to support community businesses, events, gatherings, and other efforts
- ❖ Connect with regional agencies to access project funding, receive technical support, and boost the visibility of Laurel development opportunities

Goal 3: Update Subdivision Code to suit the needs of Laurel and its surrounding area

- ❖ Provide clear and consistent standards
- ❖ Ensure Proper scale and scope of regulations
- ❖ Include trails, open space, and greenway considerations in parkland subdivision review
- ❖ Regularly review and update the Subdivision Code as needed to remain up to date

Goal 4: Update the Zoning Code to provide for a greater flexibility of allowable uses, clearer requirements, and more efficient land use

- ❖ Study the inclusion of different types of housing within residential districts
- ❖ Update Overlay Districts, Parking Requirements, and the Sign Code to better fit the City's needs and character
- ❖ Allow live/work opportunities in commercial areas
- ❖ Enable property owners to use their land more effectively and efficiently

Goal 5: Use long term planning documents to identify funding and address priority needs for infrastructure and development

- ❖ Establish an Annexation Plan to develop priority growth areas and strategies
- ❖ Develop a Capital Improvement Plan for vital infrastructure to support the city as it grows
- ❖ Prepare a Commercial and Industrial Development Study for land adjacent to major transportation routes in the Laurel area

Annexation Goals and Objectives

It is important for municipalities to seize opportunities for growth. Having strategies in place to address challenges for developing a community and preparing priorities for expansion are vital activities to have in place. Two overarching goals were prepared to help the City of Laurel grow through annexation.

Goal 1: Adopt a long-range view for growth of the City

- ❖ Establish a growth-conscious set of policies to expand the city and its services
- ❖ Create priority growth areas for extension of services
- ❖ Develop and approve an Annexation Plan for the Laurel Planning Jurisdiction
- ❖ Support the creation of a long-term Capital Improvement Plan for the extension of capital infrastructure

Goal 3: Manage fiscal responsibility with established and proposed annexation standards

- ❖ Ensure that the established standards are right and proper for the City of Laurel
- ❖ Ease burden for developers to annex into the city while meeting established standards
- ❖ Allow greater flexibility in development patterns
- ❖ Determine the cost and benefits of annexation

Housing Goals and Objectives

Housing is a necessity in any community. The goals presented below are a means to ensure that people can find an affordable, accessible, comfortable, and attractive place to live. Laurel has remained lucky as a municipality not struggling with a housing affordability crisis. A growing trend in housing is the demand for closer-knit, denser, and connected neighborhoods near commercial areas. Many younger Americans have abandoned the traditional single-family home for other housing including rowhouses, tiny homes, condominiums, and apartments. Many older Americans are also focusing on downsizing to housing that is more accessible to local services including restaurants, doctors' offices, and grocery stores.

Housing is closely connected with transportation and economic development. Updating our zoning code to allow a wider array of housing options such as tiny homes, accessory dwelling units, and multi-family housing is a major goal. This type of update will ensure that currently developed parcels and vacant parcels within the city can be developed with more options for prospective buyers or renters. It is important for Laurel to have standards and code that allow for the efficient use of space already within the city while enabling the effective use of land in the surrounding area.

Goal 1: Encourage a mixture of housing types to meet the demand of all market sectors

- ❖ Maintain a diverse array of housing and affordability
- ❖ Promote higher density housing types in the downtown area and adjacent to major transportation corridors
- ❖ Study mixed-use housing and other alternative housing types and styles
- ❖ Provide options for a full spectrum of housing from rentals to retirement housing

Goal 2: Provide information on housing related grants, loans, and ownership programs

- ❖ Develop a list of resources for renters and homeowners
- ❖ Collect information on Federal, State, local, and philanthropic rental and homeownership programs
- ❖ Advise Laurel area residents about available support for housing, rent, and homeownership

Infrastructure Goals and Objectives

Infrastructure is the actual foundation of the community. It will be vital for city staff to utilize long range planning to establish infrastructure standards, mapping of current infrastructure facilities, and infrastructure development costs for necessary and prospective projects.

The drafting of planning documents including master plans and preliminary engineering reports (PERs) relating to the Laurel Water system, Wastewater system, and Stormwater system are all important to ensure orderly and effective growth of the city. A Capital Improvement Plan (CIP) is another vital infrastructure planning document which should be prepared. Plans and engineering reports should clearly provide useable data, allow for inclusion in grant applications, and present direct insight on necessary future projects.

Goal 1: Maintain an Effective and Efficient Public Infrastructure System that Adequately Serves the Needs of the City

- ❖ Develop a data-driven infrastructure maintenance schedule
- ❖ Determine any existing gaps in services and other infrastructure deficiencies within the city
- ❖ Adopt up-to-date infrastructure standards that are appropriate for the needs of the city
- ❖ Study using public spaces within floodplains, water courses, and wetlands to be used as passive recreation uses such as parks and greenways
- ❖ Study the feasibility of recycling programs and other means to reduce the solid waste stream
- ❖ Incorporate stormwater system planning into roadway and other infrastructure planning processes

Goal 2: Establish the Long-Term Capital and Infrastructure Needs for the City

- ❖ Develop a Capital Improvement Plan for the Improvement and Expansion of infrastructure
- ❖ Prepare a Water System Master Plan
- ❖ Create a Wastewater System Master Plan
- ❖ Complete a Stormwater Management Plan
- ❖ Ensure that infrastructure planning documents are routinely updated.
- ❖ Confirm that the established infrastructure priorities are adequate

Goal 3: Seek out Possible Funding Sources for the Expansion of Infrastructure and Services

- ❖ Study the physical and financial needs for the extension of infrastructure to priority growth areas.
- ❖ Collaborate with Montana State Agencies on major projects and studies
- ❖ Explore Federal, State, and Philanthropic infrastructure grant opportunities
- ❖ Determine the Positive impacts from the expansion and improvement of infrastructure
- ❖ Apply for funding opportunities that are appropriate for city priorities and projects

Transportation Goals and Objectives

The transportation network brings people together. This network is a patchwork of streets, roads, sidewalks, bike paths, sidewalks, trails, railway, and any anything in-between. It is important to couple transportation development with land use. To this end, a goal of the city is developing a more multi-modal approach to our streets and pathways. Developing bicycle and pedestrian improvements such as bike lanes, greenways, improved signage, and sidewalk improvements is a major goal. Furthermore, traffic and speed data should be studied on major routes to determine street safety and determine possible solutions. Laurel seeks to make our neighborhoods and commercial areas more accessible and connected by improving pedestrian facilities including sidewalks, accessible curb cuts, signage, and road markings. The establishment of a road network master plan is also important to create a concrete plan for street expansion and continuity to support orderly and consistent growth patterns.

These transportation goals are a way to increase quality of life, connect people to their community, increase safety, and plan around current trends and future growth.

The three overarching transportation goals have been provided with their objectives and strategies.

Goal 1: Preserve, Maintain, and Improve the existing Transportation system

- ❖ Update the Long-Range Transportation Plan
- ❖ Establish a systematic approach for the maintenance and repair of the road network.
- ❖ Develop a Capital Improvement Plan to identify major Transportation projects
- ❖ Establish a road network master plan to ensure street continuity, traffic flow, and neighborhood connectivity,
- ❖ Promote fiscal responsibility and high return on investment
- ❖ Coordinate transportation projects after underground infrastructure improvements

Goal 2: Improve Mobility, Safety, and Accessibility for all Users and Modes of Travel

- ❖ Implement bicycle and pedestrian improvements and traffic calming measures to transform the downtown area into a pedestrian friendly place,
- ❖ Create a looping bicycle/pedestrian trail and street system that connects the different areas of Laurel to one another
- ❖ Adopt pedestrian and multi-modal friendly transportation standards and safety measures
- ❖ Study options to expand and improve the existing Laurel Transit program

Goal 3: Connect Transportation Decisions with Land Use Decisions

- ❖ Integrate land use planning and transportation planning to better manage and develop the transportation network.
- ❖ Utilize transportation projects to encourage intensive development patterns along major routes and existing areas of the city.
- ❖ Adopt and implement consistent system policies and maintenance standards
- ❖ Ensure the development of a sustainable transportation system that minimizes environmental impacts

Economic Development Goals and Objectives

The Laurel economy has changed greatly in the past few decades. The emergence of online retail has shifted the focus away from traditional brick and mortar downtowns and easy to use and seemingly more convenient online or delivery establishments. Recently, small towns and cities across the country are finding that thoughtful economic development and land use planning can rehabilitate their downtowns and neighborhoods and are reversing some of the losses of the emergence of online retail.

City staff has established focus areas for economic development. These areas include Laurel's traditional downtown core, the Southeast 4th St. Commercial district, the 1st Avenue Corridor, and Old Route 10 running westward from the City. A major focus of this chapter is to establish smarter, more sustainable development that adds character and connectivity to its commercial areas. Commercial areas of Laurel should be attractive places to visit. Placemaking and beautification projects are useful in encouraging residents and visitors to explore different areas of the city. Increasing walkability and mixed-use development is a focus to create greater housing and commercial opportunities.

The goals presented below are an effort to increase the attractiveness, usefulness, and quality of our commercial and economic areas. Expansion brings new opportunity. The area near the future West Laurel Interchange will see major growth potential. This area can become a major boon for the Laurel community through the effective use of placemaking strategies, smart growth concepts, and cohesive zoning and development standards.

Four main goals have been established that focus on Economic Development with specific objectives to help meet each goal.

Goal 1: Develop Downtown Laurel into a destination to live, work, and play

- ❖ Institute placemaking projects to further enhance district character
- ❖ Increase live-work opportunities for current and future residents and businesses
- ❖ Apply Tax Increment Financing (TIF) funding to beautification, blight removal, and area public improvement projects
- ❖ Identify and find solutions for unused and underused parcels as candidates for development

Goal 2: Create a resilient local economy

- ❖ Strengthen core businesses and industries through communication and connections with technical support
- ❖ Ensure that local economic activities are inclusive and accessible to all stakeholders
- ❖ Implement policies that create stable and sustainable economic growth
- ❖ Work to highlight the shared benefits of working together as a community with local businesses stakeholders, and developers
- ❖ Provide an economic ecosystem that allows for a wide array of businesses, industries, and developments to thrive
- ❖ Study and implement policies to enhance local business demand and alternative strategies for value creation for the community

Goal 3: Collaborate with area organizations to support economic growth and local employment and training opportunities

- ❖ Communicate with local groups to determine any needs and assistance
- ❖ Create partnerships with local and regional groups to fill local service gaps and create needed programming
- ❖ Take part in events and workshops to support local business initiatives and activities
- ❖ Establish common ground with local and regional groups to provide resources and assistance
- ❖ Connect residents and businesses with economic, financial, and entrepreneurship resources and opportunities

Goal 4: Study options for new commercial and industrial properties in anticipated high growth areas

- ❖ Create a Corridor Master Plan for growth in and around the intersection with Old Route 10 and the future West Laurel Interchange
- ❖ Study options and determine priorities for the possible establishment of Tax Increment Financing Districts (TIFs) and Targeted Economic Development Districts (TEDDs)
- ❖ Review and pursue opportunities for clustered commercial and/or industrial parks
- ❖ Develop funding strategies to provide services for priority growth areas.

Public Facilities and Services Objectives, Policies and Strategies

Effective and efficient public services are a major draw for prospective residents, developers, and businesses. Above all public facilities and services must be accessible, helpful, and dependable for everyone residing, working, and visiting the city. City staff should establish the current gaps and projected needs of public facilities as the city grows. It is important to work with public stakeholders and departments to cover the whole population. Providing consistent and stable service delivery is a must.

Public Facilities and Services Goals and Objectives

1. Provide consistent service delivery through up to date operating procedures,
2. Study and analyze current facility needs and gaps in service, and
3. Work with local departments and institutions to determine the proper expansion of public facilities and services.

Recreation Objectives, Policies and Strategies

The wide array of Laurel city parks are a great asset to city residents. It is a goal to ensure that current and future city parkland is an essential and amenity for residents. Parks should be developed and improved to act as neighborhood focal points. Many of Laurel's parks are very small, with some located at inopportune locations. It is a major goal to ensure that parkland is an essential and useable amenity for residents. City staff should study underutilized and/or burdensome parkland parcels and consider re-use scenarios.

Historic Riverside Park has been a staple of the community for almost one hundred years. The Riverside Park Master Plan was developed in 2018 to provide a blueprint for improvements and the reuse of the park. It will be important to continue the ongoing improvement efforts and to develop policies to attract visitors from Yellowstone County and beyond. Riverside Park should be maintained as a historical, recreational, and economic asset into the future.

Goal 1: Develop parkland as an essential and useful amenity for residents

- ❖ Ensure new developments have appropriate park space for recreation and general use
- ❖ Study how existing parks can be improved through new facilities, changed layouts, or additions
- ❖ Review current park infrastructure and determine if improvements are necessary to better serve the needs of the surrounding area

Goal 2: Promote Riverside Park as a vital historic, civic, and recreation resource for residents and visitors

- ❖ Adhere to the projects and strategies presented in the 2018 Riverside Park Master Plan
- ❖ Seek grant funding for structural and site improvements
- ❖ Develop historic markers for Riverside Park and its historic structures
- ❖ Study options for connecting Riverside Park to the city proper through infrastructure improvements, civic engagement, or other means.
- ❖ Establish signage and marketing for the assets and resources of Riverside Park to area residents and highway travelers.

Goal 3: Create an interconnected system of parks, greenspace, and trails that are accessible to all residents

- ❖ Create a city-wide Park System Master Plan to develop project priorities
- ❖ Consider the creation of a City Parks Department to oversee park operations and maintenance.

- ❖ Identify unused land that could be transformed into greenspace or trails for use by current and future residents.
- ❖ Update the zoning and development codes to encourage the creation of bicycle and pedestrian trail corridors

Natural Resource Goals and Objectives

The Laurel planning jurisdiction contains a variety of terrain types and environments. The natural environment should be preserved and enhanced to balance environmental sustainability with economic growth, recreational opportunities, and development. Natural resources and the natural environment can be managed with growth activities to provide social, economic, and community benefits to people over time while continuing with their natural functions.

Goal 1: Protect Laurel's natural resources and traditional environment

- ❖ Provide options for landowners for conserving portions of their land while developing on others
- ❖ Achieve a balanced pattern of growth to ensure environmental concerns are considered during development
- ❖ Manage the local water resources as a healthy, integrated system that provides long-term benefits from enhanced environmental quality.

Goal 2: Incorporate sustainable development patterns in the Laurel subdivision and land use codes

- ❖ Review and update existing zoning and subdivision regulations to ensure environmental preservation and conservation are addressed.
- ❖ Review and update landscaping ordinances as needed to best suit Laurel's natural environment
- ❖ Manage rivers, floodplains, wetlands, and other water resources for multiple uses including flood and erosion protection, wildlife habitat, recreational use, open space, and water supply

Goal 3: Connect with local, regional, and state agencies and stakeholders to improve the natural environment in and around Laurel

- ❖ Sponsor environmental cleanup and rehabilitation programs that include the city, school district, community organizations, and residents
- ❖ Participate in regional watershed studies to achieve effective long-term flood protection
- ❖ Explore the possibility of creating a conservation corridor along the Yellowstone River

Intergovernmental Coordination Objectives, Policies and Strategies

Intergovernmental coordination and collaboration are important to ensure that the city of Laurel is able to sustainably develop, seize opportunities for growth, and improve the quality of life for residents, visitors, and businesses. Consistent intergovernmental coordination will allow Laurel to be a partner and participant in the growth of the region, rather than a bystander.

It will be important for city staff to regularly communicate with local, county, and state groups and departments to seize grant and development opportunities, provide the Laurel perspective, and connect local groups to those in the wider region. It is envisioned that Laurel city staff will help direct local residents, businesses, developers, and groups to helpful county, state, federal and institutional resources and supports.

Intergovernmental Coordination Goals and Objectives

1. Keep open lines of communication with state, county, and local Institutional officials,
2. Coordinate with local groups and institutions on new developments, business supports, and community growth, and
3. Ensure that all adopted state, county, and local policies and plans are being followed.

CHAPTER 7: FUTURE LAND USE

Overview:

Laurel has struggled to grow over the past two decades. This stems from multiple factors including a lack of long-term planning capacity, lack of funding, and a lack of focus on the bigger picture. This lack of development happened during a time of consistent growth for the neighboring city of Billings. Laurel must have an eye on the future if it wants to thrive as a separate entity outside of Billings. This includes planning for commercial and industrial expansion, seizing growth opportunities, and adopting zoning and development standards that suit the city and attract developers and new residents.

Residents of Laurel pride themselves on the small-town character of the community. City staff need to properly plan for growth and have the appropriate regulations in place to both grow and maintain the classic community character that residents enjoy. This balance includes putting in place appropriate building design standards, zoning requirements, and signage standards to maintain community character.

Residential Districts

Residential areas come in many shapes and sizes. Some are more densely built and more urban looking while others are the traditional modern American suburb with single family homes. Many communities continue to maintain a more restrictive style codes that limits certain residential uses, types, and sizes. Other communities have begun moving away from the strict guidelines towards a more inclusive model of allowing different styles, sizes, and types of housing in residential areas.

Some new and different types of housing compared to the traditional single-family home include accessory dwelling units (ADU's), townhomes, and rowhouses. Expanding housing options can be as simple as tweaking the number of allowable units and setbacks. Development in our residential neighborhoods can come through small changes. Studying our districts and updating setbacks and other restrictions can have a big impact on helping our neighborhoods evolve and grow over time.

Vacant Land

The city currently has numerous unused or vacant parcels that could be brought into productive use. There are many strategies out there that focus on adaptive reuse of structures which could be used for buildings downtown and throughout the rest of the city.

Prioritizing infill development for the downtown area and the SE 4th Street district can help bring new businesses, jobs, and residents. The City could also utilize Tax Incremental Financing (TIF) funding to support the acquisition and rehabilitation of unused and vacant properties within the downtown and SE 4th Street commercial area.

Partnering with local institutions and organizations to better utilize unused land as gathering spaces or the home of community projects, and other efforts can help people see new uses for land which may have been unused for many years.

Development Standards

The City of Laurel currently has multiple sets of development standards that include the Public Works Standards, Rules governing utilities, and subdivision development requirements. Adoption of a

consistent and understandable set of development standards for areas within the city and its zoning jurisdiction will ease the development process for residents, landowners, and developers.

Extraterritorial Zoning

The extraterritorial zoning of the city of Laurel extends approximately one mile outside the municipal city limits. Properties within jurisdiction have zoning applied to them. This current zoning district is classified as “Residential Tracts” and is focused on low density residential. The City needs to ensure that this zoning designation and its requirements still adequately cover the needs of county residents within the zoning jurisdiction. It is recommended that City staff also ensure that this extraterritorial zoning can easily allow county residents to join the city if they so choose.

Infrastructure Extension

Planning for the expansion of city services and infrastructure is a vital component of bringing new growth to a community. This focus on long term infrastructure and growth was not addressed by the city for many years. Installing new infrastructure is expensive but it is more costly to miss out on development opportunities and not allow a community to grow and develop.

Identifying and installing priority infrastructure along major routes needs to be a priority for city staff. There are many opportunities to support these infrastructure efforts through public and private grant and loan programs. Many grant programs exist to extend infrastructure to job creation and economic growth. Grants such as these could be used to expand infrastructure to the West Laurel Interchange that is under construction.

New development and growth require adequate infrastructure to support it. Development of an Annexation Plan and a Capital Improvement Plan can establish the priority areas for growth and establish project costs for identified infrastructure needs for a city. Laurel has never prepared either of these types of plans in the past. It would be wise for city staff and its partners to study the possibilities for major commercial and industrial in the area and plan infrastructure to accommodate these new productive land uses.

Future Land Use Goals and Objectives

Goal 1: Conserve open space and traditional land uses

- ❖ Encourage cluster developments to incorporate open space into new developments
- ❖ Provide options for landowners for conserving portions of their land
- ❖ Study and Implement strategies to create an interconnected system of parks and greenways and open space that are accessible to area residents

Goal 2: Develop downtown Laurel into a viable place to live, work, and play

- ❖ Encourage mixed uses for living, working, and shopping local
- ❖ Identify priority parcels for infill development
- ❖ Implement Placemaking projects to create a more livable and enjoyable downtown
- ❖ Partner with local groups to support community businesses, events, gatherings, and other efforts

- ❖ Connect with regional agencies to access project funding, receive technical support, and boost the visibility of Laurel development opportunities

Goal 3: Update Subdivision Code to suit the needs of Laurel and its surrounding area

- ❖ Provide clear and consistent standards
- ❖ Ensure Proper scale and scope of regulations
- ❖ Include trails, open space, and greenway considerations in parkland subdivision review
- ❖ Regularly review and update the Subdivision Code as needed to remain up to date

Goal 4: Update the Zoning Code to provide for a greater flexibility of allowable uses, clearer requirements, and more efficient land use

- ❖ Study the inclusion of different types of housing within residential districts
- ❖ Update Overlay Districts, Parking Requirements, and the Sign Code to better fit the City's needs and character
- ❖ Allow live/work opportunities in commercial areas
- ❖ Enable property owners to use their land more effectively and efficiently

Goal 5: Use long term planning documents to identify funding and address priority needs for infrastructure and development

- ❖ Establish an Annexation Plan to develop priority growth areas and strategies
- ❖ Develop a Capital Improvement Plan for vital infrastructure to support the city as it grows
- ❖ Prepare a Commercial and Industrial Development Study for land adjacent to major transportation routes in the Laurel area

CHAPTER 7.5: ANNEXATION

Overview

Annexation is necessary to have Laurel remain a viable independent community. Annexing territory into a municipality helps a city grow geographically, economically, and socially. The actual city of Laurel has grown slowly over the past few decades, with few new subdivisions and parcels annexing into the city despite many developments taking place in the surrounding area. The City of Laurel and its residents seek to maintain their longstanding identity and character. Annexation is a necessary activity to ensure Laurel's long-term viability due to its proximity to the fast-growing City of Billings to ensure that this character and independence is maintained.

Annexation planning is a long-term process in both scope and scale. Targets and goals are usually set for a timeline of five years and ten years, with performance measures in place to track progress. Implementing successful annexation and growth activities involves thoughtful updates to local development and annexation codes, addressing infrastructure gaps, and outreach to nearby county property owners and developers to showcase the benefits of annexation into the city.

Purpose

Annexation is presented in Title 7, Chapter 2. in the Montana Code Annotated that establishes the Creation, Alteration, and Abandonment of Local Governments. Parts of this chapter sets the conditions and rules for annexations and additions of territory into a municipality, establishes the ways areas can be annexed, and specific limitations to these processes for both municipalities and property owners.

Annexation is a process that brings new territory into a municipality and extends public services to that territory. Annexation is a key process to continue the growth and development of communities in Montana. Adding new territory to a community adds new opportunities for business, industry, recreation, and residential developments. Annexation also provides an opportunity for new resources and amenities to be added to a community.

Importance

Laurel is currently at a crossroads in its development. The city has not grown or expanded much in the past few decades while the nearby municipality of Billings has been steadily expanding westward. Billings has established and implemented a long-term annexation and expansion plan for the city while Laurel has had piecemeal annexations and additions to the city. Laurel could find itself hobbled financially if it does not address annexing new territory that can create growth opportunities as Billings steadily expands to Western Yellowstone County.

Proper annexation planning and implementation can lead to increased economic activity, new residential development, and increased revenues for the local government to provide services. Growth and expansion need to be an official part of the conversation for Laurel to remain a viable, livable, and autonomous community into the future. It will be necessary to update the current annexation policy to ensure it provides reasonable restrictions, clear guidelines, and options and incentives to developers and property owners who want to annex into the city.

Priority Areas

Establishing priority areas are important for setting an agenda for growth, starting discussions with property owners and developers, and preparing projects.

Areas to the West of Laurel are a high priority for development due to their proximity to the city and established transportation corridors. Annexation of territory to the West of the City presents the most viable options for growth. This area is already served by roadways and there are adjacent services nearby. A high priority should be placed on parcels between 8th Avenue and Golf Course Road, parcels neighboring the intersection of Old Rt. 10 and the future West Laurel Interchange site.

There are many areas directly adjacent to the East of the City that would be prime candidates for annexation despite many growth conversations focusing on westward expansion. The parcels between Alder Ave and Yard Office Rd, especially those along East 8th Street should be considered as well as the lands adjacent to the Village Subdivision. These areas are already closely linked to the city with roads and services and their inclusion would fill the gaps in the Laurel City map.

A few specific areas should be looked at for annexation north of the City. These include lands off W. 12th Street that straddle the Big Ditch, Areas between Montana Ave and Great Northern Road, and the land neighboring 1st Ave North to Lois Place.

Growing the City of Laurel to the south is not a viable option. A major reason for this is because the CHS refinery makes up the bulk of the land between Interstate-90 and the Yellowstone River. The costs associated with the extension and construction of city services to those parcels adjacent to and south of the Yellowstone River would be prohibitively expensive for the City, property owners and developers to create and attach to. This is due to the distances needed to extend infrastructure and the fact that floodplain makes up much of the land adjacent to the Yellowstone River.

Annexation Policies

The city of Laurel has not annexed much territory in recent years. This lack of annexation can be attributed to the 2008 annexation policy which many prospective developers consider having draconian requirements. Many property owners and developers have remarked that the strict requirements of the policy and its lack of alternatives and options for infrastructure financing and build out place too high a price on annexation to make annexation feasible.

Discussions should take place as to if this approved policy still serves the needs of the city and what policies and requirements would enable growth activities and annexation for the city. A future annexation policy should also establish priority areas and specific goals over the next five to ten years.

Infrastructure Extension

Connection to improved utilities and services is the main driver behind annexing into a municipality. Laurel has not developed a long-term plan around extending services that can enable property owners to more easily annex into the city. Developing a CIP will help Laurel prioritize growth areas and build out public services that will position Laurel for growth and attract new properties to the city.

Annexation Goals

These two goals were prepared to help the City of Laurel grow through annexation.

Goal 1: Adopt a long-range view for growth of the City

- ❖ Establish a growth-conscious set of policies to expand the city and its services
- ❖ Create priority growth areas for extension of services
- ❖ Develop and approve an Annexation Plan for the Laurel Planning Jurisdiction
- ❖ Support the creation of a long-term Capital Improvement Plan for the extension of capital infrastructure

Goal 3: Manage fiscal responsibility with established and proposed annexation standards

- ❖ Ensure that the established standards are right and proper for the City of Laurel
- ❖ Ease burden for developers to annex into the city while meeting established standards
- ❖ Allow greater flexibility in development patterns
- ❖ Determine the cost and benefits of annexation

CHAPTER 8: HOUSING

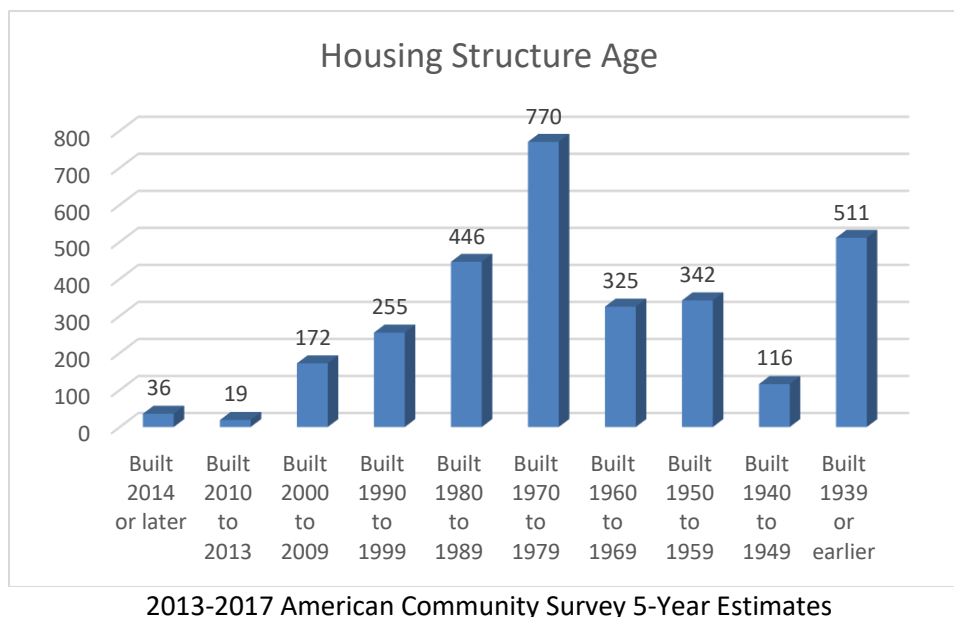
Overview

Housing is an essential element of any community. This chapter provides a summary of housing in Laurel and discusses some housing support programs that exist to help renters, and current and prospective homeowners. Having adequate, accessible, and affordable housing is an important piece of what attracts people to a community. The City of Laurel is lucky to have a variety of housing options and housing types that provide options for residents. It is important to maintain a wide array of housing that meets the different demands of the market including rental properties, multi-family units, single family homes, and retirement homes.

Laurel's location has made it an attractive bedroom community for Billings. This opens opportunities for both traditional neighborhood residential housing and embracing the growing trends of building closer-knit, dense, connected neighborhoods for more urban and in-town development. It will be important for city staff to think about housing and real estate trends as the city grows. This will ensure that the housing needs of the current population are met while creating housing that will interest prospective residents and homeowners.

Households and Housing Units

Approximately 68% of Laurel's housing stock dates to before 1979. Aging housing stock can pose issues for maintenance, safety, and accessibility. These issues can lead to the need for code enforcement to step in to ensure the local ordinances are followed and that the situation has not become hazardous or dangerous. Ensuring that new housing is built will provide new opportunities for homeownership and help raise the standard of housing available for residents.



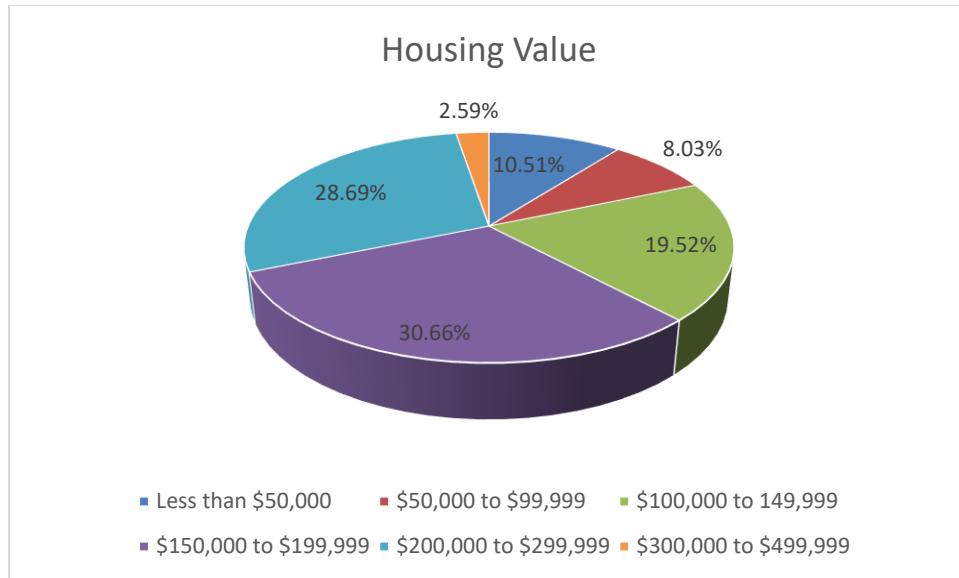
65% of Laurel’s housing stock is made up of detached single-family homes. Mobile homes make up the next greatest share of housing at 15% of units. This proportion of detached single-family homes has been the norm for Laurel and many other cities and towns throughout the United States. A growing trend to consider is that many younger and older Americans are seeking to downsize to smaller units and multifamily or connected units that are closer to shopping, amenities, and services. It is important to think about these trends in order to embrace growth opportunities, whether it is in a traditional residential neighborhood, or more urban or downtown environments.

Units in Structure	Estimate	Percent
Total housing units	2,992	2,992
1-unit, detached	1,952	65.20%
1-unit, attached	87	2.90%
2 units	92	3.10%
3 or 4 units	103	3.40%
5 to 9 units	119	4.00%
10 to 19 units	48	1.60%
20 or more units	130	4.30%
Mobile home	461	15.40%
Boat, RV, van, etc.	0	0.00%
2013-2017 American Community Survey 5-Year Estimates		

A move back towards traditional downtowns has been seen across the United States. This trend presents a variety of opportunities for diversifying the type and size of housing options to include rowhouses, townhomes, live-work buildings, and more.

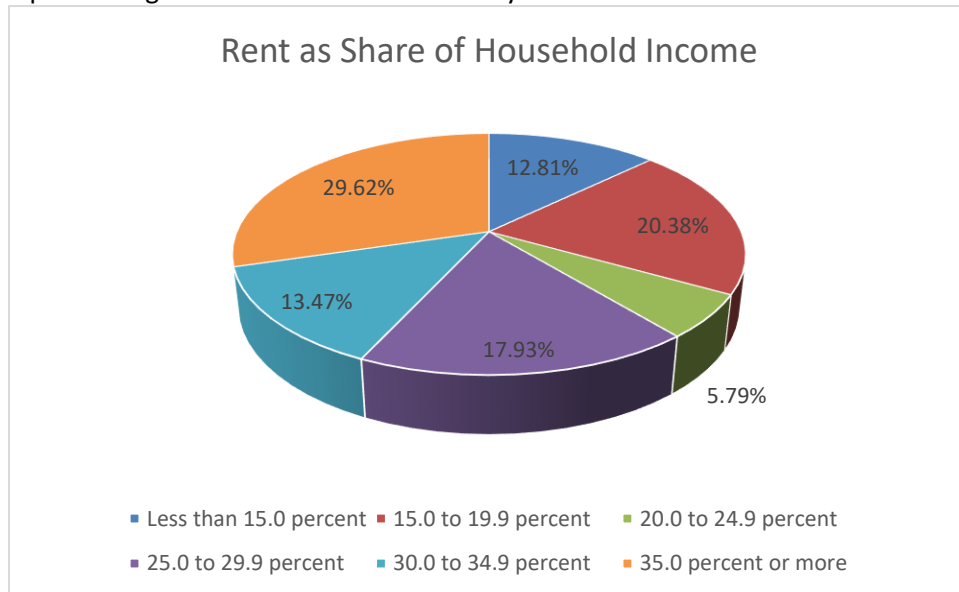
Housing Affordability

Many parts of the United States are facing issues with housing affordability. This has even included some communities in Montana such as Bozeman and Whitefish. Housing in Laurel has remained affordable despite being located twenty miles from the largest city in the state. The charts below provide an overview of both housing value, and rental expenditures.



2013-2017 American Community Survey 5-Year Estimates

Rental affordability is an important factor in retaining residents, especially those who may work in service and retail industries. Overall, 57% of Laurel residents spend less than 30% of their income on rent. This is a positive figure that allows a diverse array of residents to afford to live in the city.



2013-2017 American Community Survey 5-Year Estimates

Housing Programs and Incentives

Many housing support and incentive programs exist that are sponsored by non-profits, institutions, and state and federal agencies.

Montana Housing Support Programs

- ❖ Bond Advantage Down Payment Assistance program
- ❖ MBOH Plus 0% Deferred Down Payment Assistance Program
- ❖ Multi-Family Coal Trust Homes Program

- ❖ Housing Choice Voucher Program
- ❖ Veterans Affairs Supportive Housing (HUD-VASH)
- ❖ Project Based Section 8
- ❖ Section 811 Supporting Housing for Persons with Disabilities

The Federal Government has a number of First Time Homebuyer Loans and Programs including:

- ❖ FHA Loan Program
- ❖ HUD - Good Neighbor Next Door Buyer Aid Program
- ❖ Homepath ReadyBuyer Program
- ❖ Energy Efficient Mortgage Program
- ❖ HOME Investment Partnerships Program

Community Land Trust

Community Land Trusts (CLTs) are non-profits that hold land permanently in trust for communities in order to make it available for housing, farming, ranching, commercial space, historic preservation, or open space. These organizations separate the price of land from the improvements made to it, investing subsidy, and enforcing resale restrictions on properties to ensure permanent affordability. Trust Montana is a statewide organization that assists rural cities and towns with managing community land trusts to ensure they can maintain affordable and traditional land uses. CLTs serve an important role in setting aside land as a community asset for generations to use and enjoy.

Inclusionary Zoning

Inclusionary zoning is a land use policy that works to incentivize dense housing development through tax relief, abatements, and bonuses. These zoning policies enable developers to capture normal profits while capturing a share of excess profits for public benefit. Inclusionary zoning utilizes feasibility studies to analyze the impact of density and infill development on specific areas. Communities must carefully weigh the costs and benefits of each incentive and evaluate them relative to the affordable housing requirements or goals. Incentives include:

- ❖ Density Bonuses
- ❖ Expedited Processing
- ❖ Fee waivers
- ❖ Parking reductions
- ❖ Tax abatements

Housing Goals and Objectives

Goal 1: Encourage a mixture of housing types to meet the demand of all market sectors

- ❖ Maintain a diverse array of housing and affordability
- ❖ Promote higher density housing types in the downtown area and adjacent to major transportation corridors
- ❖ Study mixed-use housing and other alternative housing types and styles
- ❖ Provide options for a full spectrum of housing from rentals to retirement housing

Goal 2: Provide information on housing related grants, loans, and ownership programs

- ❖ Develop a list of resources for renters and homeowners
- ❖ Collect information on Federal, State, local, and philanthropic rental and homeownership programs
- ❖ Advise Laurel area residents about available support for housing, rent, and homeownership

CHAPTER 9: INFRASTRUCTURE

Overview

The City of Laurel Department of Public Works operates the municipal water treatment and distribution system, the wastewater collection and treatment system, and conducts maintenance and improvement work on roads, streets, parks, and sidewalks. The City of Laurel has recently completed several major infrastructure upgrades. These include an upgrade to the Wastewater Treatment Plant, an overhaul of the Water Treatment Plant, installation of a new Water Intake, and improvement of the Sedimentation Basins at the Wastewater Treatment Plant.

There are still major infrastructure needs despite these major projects. The city's water and sewer lines are aging, and in many places are still the original lines installed around the time of the founding of the city. The City needs to address the potential growth opportunities in and around the West Laurel interchange.

Opportunities also include expanding services to nearby county residents to both the North, West, and East of the current city limits. There is a total of 2,858 water connections into the city system. Exploring funding for the extension and improvement of water and wastewater services to enable more annexation and development is worthwhile. Additionally, funding the expansion of the capacity of the city to handle stormwater runoff is a vital effort to increase the longevity of our streets, roads, and pedestrian areas.

The goals and objectives presented in this chapter are focused on a few major items. It is hoped that the city can maintain an efficient and effective system for infrastructure and services that covers the needs of the city while establishing long-term capital infrastructure needs to expand and improve services. To help achieve those two stated goals it will be important for city staff and leadership to seek out federal, state, philanthropic, and other grant and loan programs to support the priorities that staff and stakeholders identify.

Wastewater System

The City of Laurel's Wastewater Treatment Plant is located at 5310 Sewer Plant Road. It is manned by three operators and one relief. The facility was first constructed in 1908 and underwent substantial upgrades in the 1930s and in 1986. The plant most recently underwent a significant upgrade that was completed in 2016. The reclamation system is a Biological Nutrient Removal system (BNR). The facility now conducts sludge dewatering as well. The new system has reduced the levels of nitrogen and phosphorus being discharged into the Yellowstone River. Improvement of the Sedimentation Basins were completed in 2019. The wastewater system has a capacity of 1,120,000gpd. City staff should monitor the growing needs of the city to ensure that the current wastewater and sewer system can meet the demand of the city.

Water System

The Laurel Water Treatment Plant is located at 802 Highway 212 South. The upgrade of the Water Treatment Plant was completed in 2019. The plant operates 24 hours per day and is staffed by six employees plus management. The Water Treatment Plant has a treatment capacity of 5,000,000 gallons

per day (gpd). The Plant provides water service to more than 6,700 people and has a total of 2,858 metered connections.

The Yellowstone River is the raw water source for the City of Laurel. A water right was filed in 1908 giving the City access to 12,600,000gpd. A water reserve was granted in 1978 that allowed for the anticipation of future growth and added an additional 6,380,000gpd.

The original water distribution system was installed in 1908. Currently, there is one ground storage tank, built in 1967 with a capacity of 4,000,000 gallons with 2,000,000 of them being usable and the other 2,000,000 creating pressure for distribution. Additionally, the City has two booster pump stations. Pipe sizes in the system range from 2 to 18 inches in diameter. The 301 fire hydrants scattered throughout the system are tested routinely to assure they are working properly.

The City provides water to all areas within the City Limits; however, there are 82 residential connections and one industrial connection outside the City boundary. Property owners in the county who are interested in connecting to the City system must make all the necessary excavations and pay for all materials necessary for connections. The current standards and regulations for public works and utilities require developers to extend to extend utilities.

The Yellowstone River has provided adequate water for the city but concerns have been raised regarding sufficient flow due to erosion from flooding and droughts in recent years. The City has taken steps to counteract these concerns through major upgrades to the Water Treatment System. Upgrades and improvements were completed on the Sedimentation basins and the Water Treatment Plant in 2019. Additionally, a new water intake in the Yellowstone River was completed in 2017 to ensure a stable water supply despite the changing nature of the course and level of the river. One additional project that has been identified is the need for a second water reservoir to create extra storage capacity as the city grows. City staff should include this on any future public works planning documents.

Stormwater System

Stormwater is collected and managed to prevent flooding, erosion, and contamination of water sources. Water can pick up pollution such as oil, fertilizer, pesticides, soils, and trash as it runs off rooftops, paved streets, highways, and parking lots after a rain event or due to snow melt. Stormwater can flow directly into the Yellowstone River from a property or into a storm drain and through the city infrastructure until it is released into the Yellowstone River. The three major concerns of stormwater management are the volume of runoff water, the timing of runoff water, and the potential contaminants the water is carrying.

The City of Laurel has historically experienced problems with flooding in the downtown area. Flooding activities are generally from heavy rain runoff and not the nearby Yellowstone River. The City of Laurel has limited stormwater infrastructure to handle stormwater runoff. The majority of stormwater infrastructure is in the Central Business district and the South East 4th Street area. Stormwater management has also been established for the Elena, Iron Horse, and Foundation Subdivisions.

The City needs to address stormwater infrastructure within its current limits and as it expands. Creating an adequate stormwater management system helps to keep roadways in better condition and lessens the hazards for drivers in inclement weather. Stormwater system extensions should be considered during any roadway planning procedure to ensure roadway improvements do not have to be recreated.

Solid Waste Services

The City of Laurel Public Works Department provides exclusive solid waste collection services within the city limits. The City does not provide any solid waste collection services outside of the city limits. Garbage services will not be exclusive to parcels that choose to annex into the city as per Montana state regulations. The City of Laurel operates the City's Transfer station which is located at 175 Buffalo Trail Road. The Transfer station provides added services like taking in large or bulky items, tree branches, and other unusual materials and pieces. Laurel utilizes the Billings Regional Landfill located nearby.

Infrastructure Goals and Objectives

Goal 1: Maintain an Effective and Efficient Public Infrastructure System that Adequately Serves the Needs of the City

- ❖ Develop a data-driven infrastructure maintenance schedule
- ❖ Determine any existing gaps in services and other infrastructure deficiencies within the city
- ❖ Adopt up-to-date infrastructure standards that are appropriate for the needs of the city
- ❖ Study using public spaces within floodplains, water courses, and wetlands to be used as passive recreation uses such as parks and greenways
- ❖ Study the feasibility of recycling programs and other means to reduce the solid waste stream
- ❖ Incorporate stormwater system planning into roadway and other infrastructure planning processes

Goal 2: Establish the Long-Term Capital and Infrastructure Needs for the City

- ❖ Develop a Capital Improvement Plan for the Improvement and Expansion of infrastructure
- ❖ Prepare a Water System Master Plan
- ❖ Create a Wastewater System Master Plan
- ❖ Complete a Stormwater Management Plan
- ❖ Ensure that infrastructure planning documents are routinely updated.
- ❖ Confirm that the established infrastructure priorities are adequate

Goal 3: Seek out Possible Funding Sources for the Expansion of Infrastructure and Services

- ❖ Study the physical and financial needs for the extension of infrastructure to priority growth areas.
- ❖ Collaborate with Montana State Agencies on major projects and studies
- ❖ Explore Federal, State, and Philanthropic infrastructure grant opportunities
- ❖ Determine the Positive impacts from the expansion and improvement of infrastructure
- ❖ Apply for funding opportunities that are appropriate for city priorities and projects

CHAPTER 11: ECONOMIC DEVELOPMENT

Overview

The Railroad and the oil industry are the traditional drivers of the Laurel area economy. These two sectors still play a major role in the economy but have been joined by many other services and businesses such as retail, education, healthcare, and finance. Laurel has seen a decline in downtown and local businesses as Billings becomes more accessible and online shopping and delivery becomes easier. Communities large and small have been forced to compete more and more for businesses, workers, and growth opportunities in an increasingly connected global economy. It will be a major effort to develop Laurel as a community with a business ecosystem where local businesses and entrepreneurs, and larger statewide and national establishments can thrive.

The proximity of Laurel to Billings is a smaller scale instance of how different factors impact local community economies. Laurel has been referred to just as a bedroom community to Billings due to its proximity and the sheer number of Laurel residents who commute into Billings for work. It has become easier for Laurel residents to travel to Billings for food, shopping, and other services.

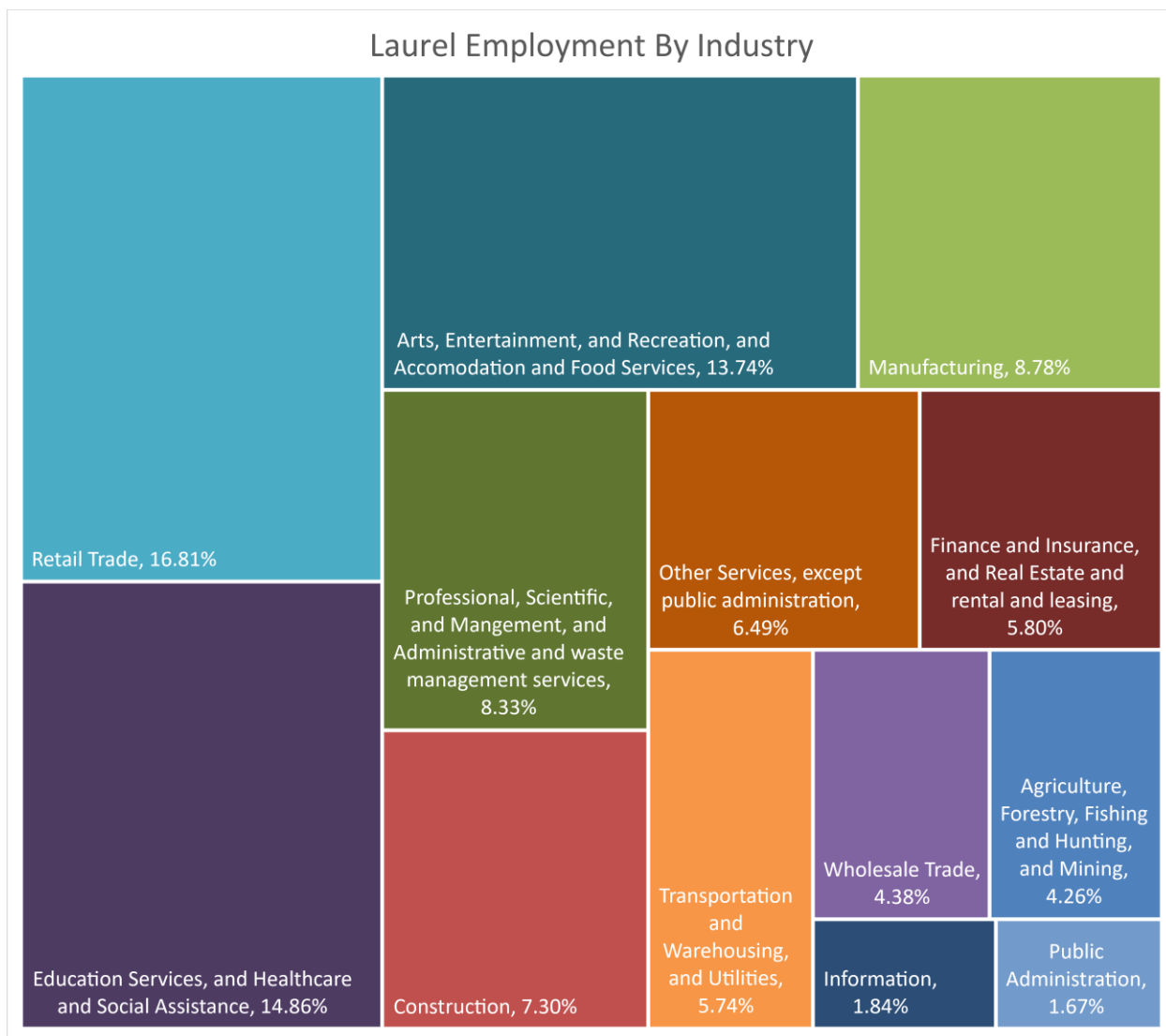
An important point to note is that Laurel would be the center of economic development and business activities if it were in any other county in the state. Laurel can once again become a community where small businesses thrive, the downtown is healthy, and entrepreneurs take the risk to open a business even with its proximity to the City of Billings. Creating a more attractive and active business community is not an impossible task. Goals have been established that can help develop laurel as its own community while keeping it connected with Yellowstone County and the Billings area.

Studying and adopting policies to develop downtown Laurel into a destination to live, work, and play can help breath new life into the community. Focusing policies and efforts on resilient economic growth activities will create both new local activity and sustainable, long term economic stability for the community. Increasing Laurel's collaboration and communication with area groups can help connect stakeholders to business supports, employment, and training opportunities that would otherwise not be available. Growth is anticipated on the west side of Laurel. It is important to plan for this growth by studying options for new commercial and industrial properties in priority areas.

The Local Economy

Workers in Laurel are in a wide array of industries. The chart below presents a visual representation of the different mix of industries and the amount of people in their workforce. A diverse employment base helps to ensure a stable and resilient economy. Improving the core sectors of the city while opening-up opportunities for new growth is an important objective to help keep the local economy healthy.

There are also several major industries located directly outside the Laurel city limits that have a large impact on the community. These include the MRL railyard and the CHS refinery. These two industries provide many jobs to Laurel residents and those residing within the Laurel planning jurisdiction. These anchor industries not only provide livelihoods to many Laurel area residents but also enable other supporting industries and businesses in the Laurel planning area as well. It will be important to maintain good relations with MRL and CHS to coordinate growth efforts and properly developing the Laurel area.



2013-2017 American Community Survey 5-Year Estimates

Economic Development Organizations

There are a variety of groups that are active in the economic development field in the Laurel and Yellowstone County area. Big Sky Economic Development and Beartooth Resource Conservation & Development have many services available for businesses and residents of Laurel.

Big Sky Economic Development Agency

Big Sky Economic Development Agency, or Big Sky EDA, is the certified economic development authority of the South-Central Montana region. Big Sky EDA directly services a nine-county region including Petroleum, Wheatland, Golden Valley, Musselshell, Sweetgrass, Stillwater, Yellowstone, Carbon, and Big Horn counties. Big Sky provides services and support for small business development, community

development initiatives, federal procurement assistance, tax increment financing, workforce development, veterans businesses, and business financing.

The official mission statement of Big Sky EDA is “... to sustain and grow our region’s vibrant economy and outstanding quality of life, by providing leadership and resources for business creation, expansion, retention, new business recruitment and community development.”

The City of Laurel Planning Director is currently the Ex-Officio representative of the City of Laurel on Big Sky EDA’s board of directors. The Ex-Officio member represents the interests of the City on the Board of Directors and communicates the position of the city to Big Sky EDA staff and partners.

Beartooth Resource Conservation & Development

Beartooth Resource Conservation & Development, or Beartooth RC&D, began in 1969 as a partnership between the USDA Natural Resource Conservation Service and Carbon and Stillwater Counties to serve the area. Beartooth is now an officially designated Economic Development District and has expanded its support to Sweet Grass, Yellowstone, and Big Horn Counties. Beartooth RC&D provides technical assistance, community development services to groups in the South-Central Montana region. The overall work of Beartooth RC&D is to improve local economic and social conditions by focusing on the conservation, utilization, and development of the natural and human resources of the region. City staff have recently begun regular contact with Beartooth RC&D to coordinate local economic development efforts and be notified of ongoing work in the region. Keeping communication channels open and collaborating on projects will help support economic development for Laurel and the surrounding area.

Economic Development Objectives and Policies and Strategies

Four main goals have been established that focus on Economic Development with specific objectives to help meet each goal.

Goal 1: Develop Downtown Laurel into a destination to live, work, and play

- ❖ Institute placemaking projects to further enhance district character
- ❖ Increase live-work opportunities for current and future residents and businesses
- ❖ Apply Tax Increment Financing (TIF) funding to beautification, blight removal, and area public improvement projects
- ❖ Identify and find solutions for unused and underused parcels as candidates for development

Goal 2: Create a resilient local economy

- ❖ Strengthen core businesses and industries through communication and connections with technical support
- ❖ Ensure that local economic activities are inclusive and accessible to all stakeholders
- ❖ Implement policies that create stable and sustainable economic growth
- ❖ Work to highlight the shared benefits of working together as a community with local businesses stakeholders, and developers
- ❖ Provide an economic ecosystem that allows for a wide array of businesses, industries, and developments to thrive
- ❖ Study and implement policies to enhance local business demand and alternative strategies for value creation for the community

Goal 3: Collaborate with area organizations to support economic growth and local employment and training opportunities

- ❖ Communicate with local groups to determine any needs and assistance
- ❖ Create partnerships with local and regional groups to fill local service gaps and create needed programming
- ❖ Take part in events and workshops to support local business initiatives and activities
- ❖ Establish common ground with local and regional groups to provide resources and assistance
- ❖ Connect residents and businesses with economic, financial, and entrepreneurship resources and opportunities

Goal 4: Study options for new commercial and industrial properties in anticipated high growth areas

- ❖ Create a Corridor Master Plan for growth in and around the intersection with Old Route 10 and the future West Laurel Interchange
- ❖ Study options and determine priorities for the possible establishment of Tax Increment Financing Districts (TIFs) and Targeted Economic Development Districts (TEDDs)
- ❖ Review and pursue opportunities for clustered commercial and/or industrial parks
- ❖ Develop funding strategies to provide services for priority growth areas.

CHAPTER 10: TRANSPORTATION

Overview

The city of Laurel is at the center of a major transportation network that includes local streets and sidewalks, state arterials, railroad lines, the interstate highway, and everything in between. The city itself was surveyed and built on a gridded road network that provided orderly development for residential and commercial properties close to the railroad and Old Route 10 and 1st Avenue which run through Laurel's downtown. The establishment of the Interstate-90 near Laurel led to commercial development on the south side of the city which continues to this day. Successive developments of both residential subdivisions and commercial areas have not continued this original ordered network which has caused problems for road continuity, provision of services, and orderly and consistent growth of the city at its boundaries. The railyard and numerous railroad lines bisect the city, separating neighborhoods from each other and creating only two north-south access points: the 1st Ave underpass and the 5th Avenue railroad crossing.

Connecting transportation decisions with land use policy is an important goal for the city. A priority for the city is to develop a multi-modal approach to our streets and pathways. City staff will work to encourage intensive use of land already within and adjacent to the city and along major transportation routes, while ensuring residential developments provide adequate and accessible pedestrian improvements to allow everyone to access their community. Establishing a consistent maintenance plan to preserve, improve, and expand the transportation network will provide current and future residents with an easy and effective way to move around the city regardless of travel mode. Orderly growth of the transportation network will also be important to ensure neighborhoods and commercial areas are easily accessible to all. These transportation goals are a way to increase quality of life, connect people to their community, increase safety, and plan around current trends and future growth.

Local Routes & Maintenance

Laurel's downtown core and original neighborhoods were developed upon a gridded network of streets and alleyways. Subsequent developments have strayed from this system and did not follow any set guidelines for road connections or continuity. This lack of an orderly road and pedestrian system outside of Laurel's traditional core has created issues for future growth for the city.

Only a handful of streets allow for unbroken travel from the East to West side. New development took place without considering roadway connections and traffic planning. Subsequent subdivisions and construction did not provide easements or right of way to continue city thoroughfares and structures were constructed within the path of right of ways. This is especially apparent West of 8th Avenue, which has many roads to nowhere. It will be important for Laurel to establish specific guidance to ensure adequate road connectivity for traffic flow, safety, wayfinding, and the extension of future services.

Laurel has only two North-South road connections between its northern and southern neighborhoods. The two connections are the 1st Avenue underpass and 5th Avenue railroad crossing. The nearest other connections are Exit 437 for East Laurel and Exit 426 in Park City. Investigating other means of north-south access and finding other connection points will improve emergency services response, ease traffic along major routes, and improve accessibility to and from the different areas of the city.

Many of Laurel's roads are also in dire need of repair. Much of the city's older local roads were built with deficient construction and design methods which now compounds annual maintenance problems. The city recently completed a study of its municipal road network that inventoried and provided solutions to the infrastructure deficit of the road system. Utilizing this study along with updated development and service standards will lead to improved road conditions and connectivity for Laurel residents, businesses, and visitors.

State Highways

Two major state routes pass through Laurel. These are 1st Avenue, which forms the major North-South route, and Old Route 10, that runs East-West and acts as Laurel's Main street. These routes see major commercial and industrial traffic and intersections along these routes can be congested during peak hours. Seeking out mobility and safety improvements along these two routes is encouraged to create more livable, accessible, and safer streets as the City updates its zoning code, subdivision code, and roadway standards.

A map of road classifications has also been provided to show further details of the Laurel road network and other major streets roadways in the city.

Federal Highways

Interstate-90 passes directly through Laurel. There are currently two on/off ramps to access the highway with a third under construction directly to the West of the City. The interstate has been a source of growth for the city with many businesses locating in the SE 4th Street district adjacent to the highway.

The Montana Department of Transportation is currently constructing a North facing on/off ramp West of Laurel to connect approximately to 19th Ave West. This project is ongoing and is expected to alleviate some access issues and provide new development opportunities for the city. This project is also anticipated to bring new growth opportunities for the area. Planning for this growth and seeking out possible funding sources to extend city services to this area is vital.

Railroad

Montana Rail Link operates the rail yard in Laurel. This yard has been active since the late 1800s and is a historic asset to the transportation and economic sectors. The rail yard is a hub for freight and raw materials heading through the area. The railroad, CHS refinery, and other industrial properties provide many benefits to the area despite not being within the Laurel city limits through a healthy jobs base, revenue to the school district, and lower tax rates for residential and commercial properties.

The railroad is a major asset to the area but also acts as a hinderance for transportation within and around the Laurel area. The railroad is not within the Laurel city limits and as such the city has little oversight of the activities taking place. The rail yard and its lines split the city into a North and South side with only two north-south connections: the 1st Ave underpass and the 5th Ave crossing. The only other North-South connections are the East Laurel exit on Interstate-90 and Exit 426 in Park City.

Map Legend

- Study Area
- County Boundary
- Railroad
- City Boundary
- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Local

0 0.5 1 Miles

Roadway Classifications

- ❖ Interstate Highway (Principal Arterial)
 - Primary through travel route
 - Longest trip length
 - Highest trip speed
- ❖ Principal Arterial
 - Serve major activity centers and includes corridors with the highest traffic volumes and the longest trip length within a city.
 - Provide the highest level of mobility, at the highest speed, for long uninterrupted travel.
- ❖ Minor Arterial
 - Interconnects urban principal arterials
 - Provides continuity for rural arterials that intercept urban boundaries
- ❖ Collector
 - Designed for travel at lower speeds and for shorter distances.
 - Collectors are typically two-lane roads that collect and distribute traffic from the arterial system.
 - Collector roads penetrate residential communities, distributing traffic from the arterials
 - Urban collectors also channel traffic from local roads onto the arterial system.
 - Serve both land access and traffic circulation in higher density residential and commercial/industrial areas
- ❖ Local
 - Largest element in the American public road network in terms of mileage.
 - Local roads provide basic access between residential and commercial properties, connecting with higher order roadways.
 - Provide access to adjacent land
 - Short distance trips

Public Transportation

Laurel Transit was established in 2010 through grant funding from the State of Montana. It was established to provide transportation services to the elderly and disabled population in the Laurel area. Laurel Transit currently provides on-demand transportation services within the city of Laurel, its surrounding area, and scheduled service to Billings. Laurel Transit operates Monday-Friday, 10:00AM – 4:00PM. The Billings scheduled service route begins at 7:30 and in-town service begins at 10 AM. Laurel Transit has connected with local and regional agencies whenever possible to expand its services to better assist its clients.

Discussions have previously taken place around the viability of a fixed route system for the city of Laurel. These services are currently not feasible but future coordination with partners and Billings MET Transit could change this situation. Further growth and development of Laurel could also necessitate greater in-town transit connections as well as a commuter route into Billings. The system could be improved through greater outreach with local groups and marketing of services to Laurel residents.

Funding Sources

Many state and federal funding sources exist for transportation projects that impact:

- ❖ Road Safety

- ❖ Alternative Transportation
- ❖ Improved Mobility
- ❖ Economic Development
- ❖ Job Creation and Retention

Federal Agencies with available grants include:

- ❖ Federal Highways Administration
- ❖ U.S. Department of Transportation
- ❖ Federal Transit Administration
- ❖ U.S. Department of Agriculture
- ❖ U.S. Environmental Protection Agency

Transportation Goals and Objectives

The three overarching transportation goals have been provided with their objectives and strategies.

Goal 1: Preserve, Maintain, and Improve the existing Transportation system

- Update the Long-Range Transportation Plan
- Establish a systematic approach for the maintenance and repair of the road network.
- Develop a Capital Improvement Plan to identify major Transportation projects
- Establish a road network master plan to ensure street continuity, traffic flow, and neighborhood connectivity,
- Promote fiscal responsibility and high return on investment
- Coordinate transportation projects after underground infrastructure improvements

Goal 2: Improve Mobility, Safety, and Accessibility for all Users and Modes of Travel

- Implement bicycle and pedestrian improvements and traffic calming measures to transform the downtown area into a pedestrian friendly place,
- Create a looping bicycle/pedestrian trail and street system that connects the different areas of Laurel to one another
- Adopt pedestrian and multi-modal friendly transportation standards and safety measures
- Study options to expand and improve the existing Laurel Transit program

Goal 3: Connect Transportation Decisions with Land Use Decisions

- Integrate land use planning and transportation planning to better manage and develop the transportation network.
- Utilize transportation projects to encourage intensive development patterns along major routes and existing areas of the city.
- Adopt and implement consistent system policies and maintenance standards
- Ensure the development of a sustainable transportation system that minimizes environmental impacts

CHAPTER 13: RECREATION PLAN

Overview

Access to recreational opportunities and parkland is a key component of quality of life for communities. The parks and public areas owned and maintained by the City of Laurel are a great asset to local and area residents. Access to walking, biking, and local amenities help boost the quality of life for both residents and visitors. Many cities and towns have begun establishing greenways and trails to connect parks and open space with local neighborhoods. Incorporating efforts like these into Laurel planning and development strategies can help to boost livability and help residents to be healthier and more active.

City staff should consider developing a vision for the Laurel parks system that could establish priorities for park funding and placement that would be most useful for residents. Creation of a connected park and trail system would enable residents to enjoy more parts of Laurel and the surrounding area.

Many of Laurel's parks are very small, with some located at inopportune locations. It is important that parkland is an essential and useable amenity for residents. Parks should be developed and improved to act as neighborhood focal points. City staff should also study underutilized and/or burdensome parkland parcels and consider re-use scenarios.

Repurposing vacant or underused land as parks and trails can create many added benefits for a community. Downtown Laurel currently has large areas of vacant land owned by BNSF Railroad and leased by MRL. Studying options for low impact reuse of this land as parkland or greenways could enliven downtown by activating the South side of Main Street, creating more opportunities for residents to spend time downtown, and creating more public space for events or gatherings.

Riverside Park has been a staple of the community for almost one hundred years. The Riverside Park Master Plan was developed in 2018 to provide a blueprint for improvements and the reuse of the park. It will be important to continue the ongoing improvement efforts detailed in the plan and to develop policies to attract visitors from Yellowstone County and beyond. Riverside Park should be maintained as a historical, recreational, and economic asset into the future.

City Parks

There are many public parks throughout the City of Laurel. Some of the major parks are listed below. There are also many smaller unnamed parks throughout the city.

- ❖ Thomson Park
- ❖ Russell Park
- ❖ Nutting Park
- ❖ Kiwanis Park
- ❖ Murray Park
- ❖ South Pond
- ❖ Riverside Park
- ❖ Lions Park
- ❖ Fir Field

- ❖ Town Square Park (privately owned)
- ❖ MT State Firefighters Memorial Park (Non-Profit)

Parks Funding, Governance, and Operations

The Public Works Department is responsible for maintaining and improving park facilities. Public Works provides staff time and funding towards upkeep for park facilities. The City of Laurel Park Board is made up of volunteers who provide oversight and input on park operations, maintenance, and activities.

Riverside Park is an important historic asset for the city, the region, and the state of Montana. There are many private and public groups that are active in historic preservation like the Yellowstone Historic Preservation Board who can help support preservation and improvement efforts in Riverside Park.

Community Sponsored Events

Community sponsored events are a great way to get residents outside, engaged with nature, and connected to their community. Laurel has a history of hosting well known events to get people outside and active. City staff and local stakeholders should work together to promote outdoor events to get people more active in the community.

Laurel is home to several major events throughout the year. The July 4th festivities include the Chief Joseph Run, pancake breakfast, parade, and fireworks celebration. Laurel also hosts an annual Christmas tree lighting event downtown, farmer's markets, and other events throughout the year.

The city's parks are a focal point for residents and visitors. They represent an important asset that makes Laurel a better place to live. City staff should partner with local groups to support community events and create more opportunities for recreational activities and outdoor enjoyment in the city's neighborhood parks.

Recreation Objectives and Policies and Strategies

Goal 1: Develop parkland as an essential and useful amenity for residents

- ❖ Ensure new developments have appropriate park space for recreation and general use
- ❖ Study how existing parks can be improved through new facilities, changed layouts, or additions
- ❖ Review current park infrastructure and determine if improvements are necessary to better serve the needs of the surrounding area

Goal 2: Promote Riverside Park as a vital historic, civic, and recreation resource for residents and visitors

- ❖ Adhere to the projects and strategies presented in the 2018 Riverside Park Master Plan
- ❖ Seek grant funding for structural and site improvements
- ❖ Develop historic markers for Riverside Park and its historic structures
- ❖ Study options for connecting Riverside Park to the city proper through infrastructure improvements, civic engagement, or other means.
- ❖ Establish signage and marketing for the assets and resources of Riverside Park to area residents and highway travelers.

Goal 3: Create an interconnected system of parks, greenspace, and trails that are accessible to all residents

- ❖ Create a city-wide Park System Master Plan to develop project priorities
- ❖ Consider the creation of a City Parks Department to oversee park operations and maintenance.
- ❖ Identify unused land that could be transformed into greenspace or trails for use by current and future residents.
- ❖ Update the zoning and development codes to encourage the creation of bicycle and pedestrian trail corridors

File Attachments for Item:

8. Growth Management Policy Schedule and Timeline

Laurel Growth Management Policy Update 2020 - Meeting Schedule				
Date	Purpose	Chapters	Outcome	Notes
Wednesday, December 11, 2019	Approve Sched, Agencies, Taskings	N/A - Initial Visioning Discussion	Send Invites to Agencies	Original Schedule
Wednesday, January 8, 2020	Disc: Chapters 1&3	Intro/Purpose, Comm. Goals	Work Session	Original Schedule
Wednesday, February 12, 2020	Disc: Chapters 4&5	Comm. Profile, Employment Forecast	Work Session	Original Schedule
Wednesday, February 26, 2020	Disc: Chapter 6	Land Use	Work Session	Original Schedule
Wednesday, March 11, 2020	Disc: Chapter 7	Future Land use	Work Session	Original Schedule
Wednesday, March 25, 2020	Disc: Chapter 8	Housing	Work Session	Original Schedule
Wednesday, April 8, 2020	Disc: Chapter 9	Infrastructure	Work Session	Original Schedule
Wednesday, April 22, 2020	Disc: Chapter 10	Transportation	Work Session	Original Schedule
Wednesday, May 13, 2020	Disc: Chapter 11	Economic Development	Work Session	Original Schedule
Wednesday, May 27, 2020	Disc: Chapters 12&13	Public Services/Facilities & Recreation Plan	Work Session	Original Schedule
Wednesday, June 10, 2020	Disc: Chapters 3, 14, 15	Comm. Goals & Natl Resources & Implementation	Work Session	Original Schedule
Wednesday, June 24, 2020	Review Document	N/A	Schedule Public Hearing	Original Schedule
Wednesday July 15, 2020	Review Document	Chapters 3, 7, 7.5, 8, 9, 10, 11, 13	Work Session	
Wednesday, August 19, 2020	Review Document	Full Draft Document	Schedule Public Hearing	
Wednesday, September 16, 2020	Public Hearing	N/A	Resolution of Adoption	
Tuesday, October 6, 2020	City Council Review	N/A	Preliminary Presentation and comments	
Tuesday, October 20, 2020	City Council Workshop	N/A	City Council	
Tuesday, October 27, 2020	Public Hearing	N/A	Resolution of Adoption	
Friday, November 27, 2020	Final Adopton	N/A	Adoption of New GMP	