



**AGENDA
CITY OF LAUREL
CITY COUNCIL MEETING
TUESDAY, MAY 14, 2024
6:30 PM
COUNCIL CHAMBERS**

WELCOME . . . By your presence in the City Council Chambers, you are participating in the process of representative government. To encourage that participation, the City Council has specified times for citizen comments on its agenda -- once following the Consent Agenda, at which time citizens may address the Council concerning any brief community announcement not to exceed one minute in duration for any speaker; and again following Items Removed from the Consent Agenda, at which time citizens may address the Council on any matter of City business that is not on tonight's agenda. Each speaker will be limited to three minutes, unless the time limit is extended by the Mayor with the consent of the Council. Citizens may also comment on any item removed from the consent agenda prior to council action, with each speaker limited to three minutes, unless the time limit is extended by the Mayor with the consent of the Council. If a citizen would like to comment on an agenda item, we ask that you wait until the agenda item is presented to the Council by the Mayor and the public is asked to comment by the Mayor.

Any person who has any question concerning any agenda item may call the City Clerk-Treasurer's office to make an inquiry concerning the nature of the item described on the agenda. Your City government welcomes your interest and hopes you will attend the Laurel City Council meetings often.

Pledge of Allegiance

Roll Call of the Council

Approval of Minutes

1. Approval of Minutes of April 23, 2024.

Correspondence

2. Resignation Letter from Jonathon Gotschall.
3. Police Monthly Report - April 2024.
4. Fire Monthly Report - April 2024.
5. Beartooth RC&D - May 2024

Council Disclosure of Ex Parte Communications

Public Hearing

6. Public Hearing For An Ordinance Amending Title 12 Of The Laurel Municipal Code Related To The Standards For Public Works.

Consent Items

NOTICE TO THE PUBLIC

*The Consent Calendar adopting the printed Recommended Council Action will be enacted with one vote. **The Mayor will first ask the Council members if any Council member wishes to remove any item from the Consent Calendar for discussion and consideration.** The matters removed from the Consent Calendar will be considered individually at the end of this Agenda under "Items Removed from the Consent Calendar." (See Section 12.) The entire Consent Calendar, with the exception of items removed to be discussed under "Items Removed from the Consent Calendar," is then voted upon by roll call under one motion.*

7. Claims entered through May 10, 2024.
8. Approval of Payroll Register for PPE 4/28/2024 totaling \$247,136.42.
9. Workshop Minutes of April 16, 2024.

Ceremonial Calendar

10. Poppy Day Proclamation

Reports of Boards and Commissions

- [11.](#) Budget/Finance Committee Minutes of April 23, 2024.
- [12.](#) Park Board Minutes of May 2, 2024.
- [13.](#) Tree Board Minutes of April 4, 2024.
- [14.](#) Emergency Services Committee Minutes of April 22, 2024.
- [15.](#) Public Works Committee Minutes of April 15, 2024.
- [16.](#) City/County Planning Board Minutes of January 21, 2024.

Audience Participation (Three-Minute Limit)

Citizens may address the Council regarding any item of City business that is not on tonight's agenda. Comments regarding tonight's agenda items will be accepted under Scheduled Matters. The duration for an individual speaking under Audience Participation is limited to three minutes. While all comments are welcome, the Council will not take action on any item not on the agenda.

Scheduled Matters

- [17.](#) Resolution No. R24-33: Resolution Of Annexation Of Property Legally Described As The Amended Plat Of Lots 1 & 2 Of Nutting Brothers Subdivision, Second Filing, Lot 1a, Adjacent To The City Of Laurel, As An Addition To The City Of Laurel, Yellowstone County, Montana, With Concurrent Approval Of Zoning Designation Upon Annexation Of The Property.
- [18.](#) Resolution No. R24-34: A Resolution Calling For An Election On Supplemental Funding For Public Library Services And Capital Needs For The City Of Laurel, Montana.
- [19.](#) Resolution No. R24-35: A Resolution Approving An Amended And Restated Development Agreement By And Between GL Development, LLC, Laurel Depot LLLP, And The City Of Laurel.
- [20.](#) Resolution No. R24-36: A Resolution Of The City Council Authorizing The Mayor To Sign Agreements With Joint Power Trust And Mutual Of Omaha For The Provision Of The Employee Health Insurance Benefit And Related Programs For City Of Laurel Employees And Dependents.
- [21.](#) Resolution No. R24-37: A Resolution Of The City Council Authorizing The Mayor To Execute The Agreement For Provision Of Fire Services By And Between The City Of Laurel And Fire District 8.
- [22.](#) Resolution No. R24-38: A Resolution Of The City Council Authorizing The Mayor To Execute The Agreement For Provision Of Fire Services By And Between The City Of Laurel And Fire District 7.
- [23.](#) Resolution No. R24-39: A Resolution Of The City Council Authorizing The Mayor To Execute The Agreement For Provision Of Fire Services By And Between The City Of Laurel And Laurel Airport Authority.
- [24.](#) Ordinance No. O24-01: An Ordinance Amending Title 12 Of The Laurel Municipal Code Related To The Standards For Public Works.
- [25.](#) Ordinance O24-02: An Ordinance Repealing And Replacing Certain Sections Of Title 17 Of The Laurel Municipal Code Related To Zoning.

Items Removed From the Consent Agenda

Community Announcements (One-Minute Limit)

This portion of the meeting is to provide an opportunity for citizens to address the Council regarding community announcements. The duration for an individual speaking under Community Announcements is limited to one minute. While all comments are welcome, the Council will not take action on any item not on the agenda.

Council Discussion

Council members may give the City Council a brief report regarding committees or groups in which they are involved.

Mayor Updates

Unscheduled Matters

Adjournment

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.

File Attachments for Item:

1. Approval of Minutes of April 23, 2024.

MINUTES OF THE CITY COUNCIL OF LAUREL

April 23, 2024

A regular meeting of the City Council of the City of Laurel, Montana, was held in the Council Chambers and called to order by Council President Sparks at 6:28 p.m. on April 23, 2024.

COUNCIL MEMBERS PRESENT: Thomas Canape Heidi Sparks
 Michelle Mize Jessica Banks
 Casey Wheeler Irv Wilke
 Richard Klose Jodi Mackay

COUNCIL MEMBERS ABSENT: None

OTHER STAFF PRESENT: Michele, Braukmann, Civil City Attorney, via phone
 Brittney Harakal, Administrative Assistant
 Kelly Strecker, Clerk/Treasurer
 Kurt Markegard, Planning Director
 Matt Wheeler, Public Works Director

Council President Sparks led the Pledge of Allegiance to the American flag.

MINUTES:

Motion by Council Member Wilke to approve the minutes of the regular meeting of April 9, 2024, as presented, seconded by Council Member Mize. There was no public comment or Council discussion. A vote was taken on the motion. Seven Council Members present voted aye. Council President Sparks did not vote. Motion carried 7-0.

CORRESPONDENCE:

- Fire Monthly Report – March 2024.

Clerk/Treasurer Strecker announced that the City had received all four grants it had submitted for the HB355; see the attached letters.

COUNCIL DISCLOSURE OF EX PARTE COMMUNICATIONS: None.

PUBLIC HEARING:

- Public Hearing: Resolution Of Annexation Of Property Legally Described As The Amended Plat Of Lots 1 & 2 Of Nutting Brothers Subdivision, Second Filing, Lot 1a, Adjacent To The City Of Laurel, As An Addition To The City Of Laurel, Yellowstone County, Montana, With Concurrent Approval Of Zoning Designation Upon Annexation Of The Property.

Council President Sparks opened the public hearing and asked Staff to present the item.

Kurt Markegard, Planning Director, briefly reviewed the attached staff report.

Council President Sparks opened the floor for public comment and stated that copies of the rules governing the public hearing were posted in the council chambers.

Council President Sparks asked if there were any proponents.

Shane Sawndal, the owner's Representative, briefly reviewed the attached handouts. All permitting has been done through the State.

Brian Alexander Sanderson Stewart stated that they have worked with both the City and KLJ to support the foundation for this annexation. He reiterated that pedestrian safety had been a priority for this project.

Ron Benner, 1408 E. Maryland Lane stated he was not opposed to the project but did have some concerns. He is concerned about the drainage; where will the surface water go? He is concerned

about the traffic and no sidewalks on E. Maryland. He noted comments made during the February 12, 2024 School Board meeting. In particular, at minute 42, when Mr. Lorash stated, "don't want the City seeing as a short cut" and at minute 43:30, "...if the City makes us pay this Graff will be in a pile of dust and make the City deal with it." Behind the Middle School, there is an open ditch; it took 15 years for a fence to be put up, however, kids are still playing in the ditch.

Council President Sparks asked three (3) times if there were any opponents. There were none.

Council President Sparks asked both Staff and the School District if they would like to respond to questions.

Shane Swandal, the owner representative, stated a traffic study has been completed and is included in the packet. All stormwater will meet current DEQ standards. They are actively working on mitigating the issues with stormwater. Safety is the top priority.

Council President Sparks closed the public hearing.

CONSENT ITEMS:

- **Claims entered through April 19, 2024.**
A complete listing of the claims and their amounts is on file in the Clerk/Treasurer's Office.
- **Approval of Payroll Register for PPE 4/14/2024 totaling \$228,493.06.**

The Council President asked if there was any separation of consent items. There was none.

Motion by Council Member Klose to approve the consent items as presented, seconded by Council Member Wilke. There was no public comment or Council discussion. A vote was taken on the motion. Seven Council Members present voted aye. Council President Sparks did not vote. Motion carried 7-0.

CEREMONIAL CALENDAR: None.

REPORTS OF BOARDS AND COMMISSIONS:

- Budget/Finance Committee Minutes of April 9, 2024.
- Park Board Minutes of April 4, 2024.
- Public Works Committee Minutes of March 18, 2024.
- Library Board Minutes of February 13, 2024.
- Library Board Minutes of March 12, 2024.
- Laurel Urban Renewal Agency Minutes of April 1, 2024.
- Laurel Urban Renewal Agency Minutes of April 15, 2024.
- Cemetery Commission Minutes of April 18, 2023.
- Emergency Services Committee Minutes of March 25, 2024.

AUDIENCE PARTICIPATION (THREE-MINUTE LIMIT): None.

SCHEDULED MATTERS:

- **Appointment of Kurt Markegard as the Floodplain Administrator.**

Motion by Council Member Canape to approve the Mayor's appointment of Kurt Markegard as Floodplain Administrator, seconded by Council Member Wilke. There was no public comment or Council discussion. A vote was taken on the motion. Seven Council Members present voted aye. Council President Sparks did not vote. Motion carried 7-0.

- **Resolution No. R24-26: A Resolution Of The City Council Approving The 2024-2027 Collective Bargaining Agreement Between The City Of Laurel And Local Union 303, American Federation Of State, County, And Municipal Employees, AFSCME.**

Motion by Council Member Banks to approve Resolution No. R24-26, seconded by Council Member Wilke. There was no public comment.

DRAFT

The Council questioned if only agreeing to one year of wages would be a significant ask in the following years. It was clarified that was not part of the negotiations, and if there are any language changes they would need to go back into negotiations and discuss. It was noted that if a request is too large in the future Council can decline.

A vote was taken on the motion. Seven Council Members present voted aye. Council President Sparks did not vote. Motion carried 7-0.

- **Resolution No. R24-27: A Resolution Of The City Council Authorizing The City Of Laurel And The Laurel Urban Renewal Agency (LURA) To Submit A Request For Proposal For A TIF Consultant.**

Motion by Council Member Mize to approve Resolution No. R24-27, seconded by Council Member Wilke. There was no public comment or Council discussion. A vote was taken on the motion. Seven Council Members present voted aye. Council President Sparks did not vote. Motion carried 7-0.

- **Resolution No. R24-28: A Resolution Of The City Council Authorizing The Mayor To Execute The Agreement For Provision Of Fire Services By And Between The City Of Laurel And Laurel Urban Fire Service Area (LUFSA).**

Motion by Council Member Wheeler to approve Resolution No. R24-28, seconded by Council Member Wilke. There was no public comment or Council discussion. A vote was taken on the motion. Seven Council Members present voted aye. Council President Sparks did not vote. Motion carried 7-0.

- **Resolution No. R24-29: A Resolution Of The City Council Authorizing The Mayor To Execute The Agreement For Provision Of Fire Services By And Between The City Of Laurel And Yellowstone Boys And Girls Ranch.**

Motion by Council Member Mackay to approve Resolution No. R24-29, seconded by Council Member Wilke. There was no public comment or Council discussion. A vote was taken on the motion. Seven Council Members present voted aye. Council President Sparks did not vote. Motion carried 7-0.

- **Resolution No. R24-30: A Resolution Of The City Council Approving A Memorandum Of Understanding By And Between The City Of Laurel And Yellowstone County For The W. 12th Street Overlay Project.**

Motion by Council Member Banks to approve Resolution No. R24-30, seconded by Council Member Wilke. There was no public comment or Council discussion. A vote was taken on the motion. Seven Council Members present voted aye. Council President Sparks did not vote. Motion carried 7-0.

- **Resolution No. R24-31: A Resolution Awarding The Bid And Authorizing The Mayor To Execute All Contract And Related Documents For 5th Avenue To 7th Avenue Sewer Line Replacement Project.**

Motion by Council Member Wilke to approve Resolution No. R24-31, seconded by Council Member Mize. There was no public comment or Council discussion. A vote was taken on the motion. Seven Council Members present voted aye. Council President Sparks did not vote. Motion carried 7-0.

- **Resolution No. R24-32: Resolution Of Intent To Adopt Updated Growth Management Policy For The City Of Laurel-Yellowstone County Joint Planning Jurisdiction And Provide For A Thirty (30) Day Public Comment Period.**

Motion by Council Member Klose to approve Resolution No. R24-32, seconded by Council Member Wilke. There was no public comment or Council discussion. A vote was taken on the motion. Seven Council Members present voted aye. Council President Sparks did not vote. Motion carried 7-0.

- **Resolution No. R24-33: Resolution Of Annexation Of Property Legally Described As The Amended Plat Of Lots 1 & 2 Of Nutting Brothers Subdivision, Second Filing, Lot 1a, Adjacent To The City Of Laurel, As An Addition To The City Of Laurel, Yellowstone County, Montana, With Concurrent Approval Of Zoning Designation Upon Annexation Of The Property.**

Motion by Council Member Wheeler to approve Resolution No. R24-33, seconded by Council Member Wilke.

Council asked for clarification on statement number two on the statement of facts provided by the District. It was clarified that the proposed site has high groundwater and high clay soils that contribute to the volume of stormwater. There will be stormwater detention ponds to collect the water. There is a City stormwater main at E. 8th Street and Cottonwood. The District is looking to extend a 6-inch line to the existing main. There would be a metered and predictable discharge rate.

Council questioned what kind of rainfall the stormwater is designed to withstand. It was clarified that the detention ponds would be designed to withstand a ten-year storm event with no discharge. It was further questioned if the Public Works Director agrees that this will address the issues with stormwater. It was clarified that the idea of releasing water slowly over time would help not to overwhelm our system; however, the Public Works Director has not seen the flow rates. It was further clarified that this water would not be going into the Nutting Drain. While the drain is located adjacent to the property, it is at its capacity and cannot take any more stormwater.

Council asked for clarification on the Development Agreement and would Council vote to approve that Development Agreement. It was clarified that if the Council passes this resolution this evening, the City and the District would need to come to an agreement on the Development agreement within a year. The Council would not vote to approve that agreement. If the Council would like to vote on the Development agreement, then the Development agreement would need to be negotiated. If a Development Agreement is not established within that year's timeframe, then the annexation would not occur. A property owner cannot move forward with finalizing their plans unless they know the City is willing to provide City services.

It was questioned if it is common for the building to have already started before annexation occurred. It was clarified that this is a unique situation. The District is trying to finish the school prior to the start of the 25-26 school year. It was clarified that the only reason this annexation is before the Council is because the taxpayers passed a bond referendum last May. Development agreements are needed prior to issuing a building permit. Because this property is still within the County, they moved forward with permitting through the State.

It was questioned who sits on the development agreement committee and what happens if the Council is not satisfied with the conclusion of the development agreement. It was clarified that City Staff would negotiate the development agreement. Council can request that the development agreement come back before them.

It was questioned what would happen if both parties could not agree on the development agreement. Then, the property would not be annexed. It was clarified that City Staff use the Public Works Standards when negotiating a development agreement. There will be give and take on both sides. However, annexation is the first step then the development agreement can be negotiated.

Multiple Council Members spoke regarding their support for the School District and that they voted for the bond last May. However, they have concerns regarding the development agreement.

Motion by Council Member Mackay to table Resolution No. R24-33 until the May 7th Workshop for further discussion, seconded by Council Member Mize. There was no public comment or Council discussion. A vote was taken on the motion. Council Members Canape, Mize, Wheeler, Klose, Mackay, and Wilke voted aye. Council Member Banks voted no. Council President Sparks did not vote. Motion carried 6-1.

Council feedback on the information they needed for the next Workshop.

Council noted that a resolution in 2006 talks about the improvements to be made to Alder, Washington, and E. 7th Street. None of these improvements have been made.

Council would like follow up on the concerns raised by Mr. Benner.

DRAFT

Council would like clarification on where sidewalks will be included.

Council indicated they would like a development agreement to be negotiated and bring forward a more formal agreement.

- **Ordinance No. O24-01: An Ordinance Amending Title 12 Of The Laurel Municipal Code Related To The Standards For Public Works. (First Reading)**

Motion by Council Member Mize to adopt Ordinance No. O24-01, seconded by Council Member Wilke. There was no public comment or Council discussion. A roll call vote was taken on the motion. Council Members Canape, Mize, Wheeler, Klose, Mackay, Wilke, and Banks voted aye. Council President Sparks did not vote. Motion carried 7-0.

ITEMS REMOVED FROM THE CONSENT AGENDA: None.

COMMUNITY ANNOUNCEMENTS (ONE-MINUTE LIMIT): None.

COUNCIL DISCUSSION:
Arbor Day will be on May 7th at 11:00 a.m. in Kiwanis Park.

No Council next week as April is a five-Tuesday month.

There will be a Municipal Summit in Laurel on May 17th. If you are interested in attending, please contact the Clerk/Treasurer.

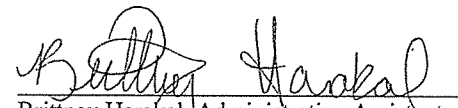
MAYOR UPDATES: None.

UNSCHEDULED MATTERS: None.

ADJOURNMENT:

Motion by Council Member Mackay to adjourn the Council meeting, seconded by Council Member Wilke. There was no public comment or Council discussion. A vote was taken on the motion. Seven Council Members present voted aye. Council President Sparks did not vote. Motion carried 7-0.

There being no further business to come before the Council at this time, the meeting was adjourned at 7:52 p.m.


 Brittney Harakal, Administrative Assistant

Approved by the Council President and passed by the City Council of the City of Laurel, Montana, this 14th day of May 2024.

 Dave Waggoner, Mayor

Attest:

 Kelly Strecker, Clerk/Treasurer

April 17, 2024

Matt Wheeler, Public Works Director
Town of Laurel
PO Box 10
Laurel, MT 59044

RE: Notice of Grant Award - State-Local Infrastructure Partnership Act of 2023

Dear Public Works Director Wheeler:

Greetings! The Montana Department of Commerce has reviewed your State-Local Infrastructure Partnership Act ("SLIPA") grant application for compliance with [HB 355](#). SLIPA grants are funded by HB 355 and administered by the Department. The Department is pleased to inform you that your application **complies** with HB 355. The Town of Laurel is awarded up to a total of \$391,972.19 in State-Local Infrastructure Partnership Act ("SLIPA") **funds** for the following:

Priority Project # 1:

- Repair on the 8" sewer line between 7th Ave. and 6th Ave.
- Repair on the 10" sewer line between 6th Ave and 5th Ave.

The Department disburses SLIPA funds on a reimbursement basis only. This notice allows you to immediately begin incurring reimbursable project-related costs. In order to actually receive SLIPA funds, however, you must first meet all start-up conditions set forth in Section 12 of HB 355 and the [SLIPA Application and Guidelines](#), which include:

- I. completing a budget and implementation schedule for the project;
- II. completing a project management plan that is approved by Commerce;
- III. complying with the auditing and reporting requirements provided in § 2-7-503, MCA, and establishing a financial accounting system that reasonably conforms to generally accepted accounting principles;
- IV. entering into a completed contract with Commerce, a provision of which must document that local matching funds are available and committed to the project;
- V. certifying to the Department that Grantee has obtained all necessary local, state, and federal permits and approvals; and
- VI. completing a SLIPA Environmental Review Form and submitting additional documentation to the Department, if necessary.

Grant recipients must satisfy the conditions required by Section 12 of HB 355 and the [SLIPA Application and Guidelines](#) prior to signing a contract with the Department. Additionally, the Grantee's project(s) must be under contract with a contractor by December 31, 2024. Once you sign a contract, you will be able to request reimbursement for project-related costs. Section 6(7) of HB 355 requires grant recipients to provide a local cash match of at least 25% of the estimated total project cost; if costs actually incurred are different from the estimated costs, grant recipients' local cash match will change to be at least 25% of the total project costs actually incurred. If your project fails to meet start-up conditions, execute a contract with the Department, comply with the terms and conditions of the contract or grant authorization, or otherwise fails to comply with HB 355, any project costs incurred may be your sole responsibility.

The Department looks forward to working with you to improve local infrastructure. If you have any questions, please contact program staff at 406-841-2770 or email DOCCDD@mt.gov. Additional information on SLIPA can be found on the Department's website: <https://comdev.mt.gov/Programs-and-Boards/State-Local-Infrastructure-Partnership-Act>.

Sincerely,



Mandy Rambo
Deputy Director
MT Department of Commerce

April 17, 2024

Matt Wheeler, Public Works Director
Town of Laurel
PO Box 10
Laurel, MT 59044

RE: Notice of Grant Award - State-Local Infrastructure Partnership Act of 2023

Dear Public Works Director Wheeler:

Greetings! The Montana Department of Commerce has reviewed your State-Local Infrastructure Partnership Act ("SLIPA") grant application for compliance with [HB 355](#). SLIPA grants are funded by HB 355 and administered by the Department. The Department is pleased to inform you that your application **complies** with HB 355. The Town of Laurel is awarded up to a total of \$38,025.49 in State-Local Infrastructure Partnership Act ("SLIPA") **funds** for the following:

- Priority Project # 2
- Asphalt maintenance on West 12th Street from Valley Drive to 1st Ave

The Department disburses SLIPA funds on a reimbursement basis only. This notice allows you to immediately begin incurring reimbursable project-related costs. In order to actually receive SLIPA funds, however, you must first meet all start-up conditions set forth in Section 12 of HB 355 and the [SLIPA Application and Guidelines](#), which include:

- I. completing a budget and implementation schedule for the project;
- II. completing a project management plan that is approved by Commerce;
- III. complying with the auditing and reporting requirements provided in § 2-7-503, MCA, and establishing a financial accounting system that reasonably conforms to generally accepted accounting principles;
- IV. entering into a completed contract with Commerce, a provision of which must document that local matching funds are available and committed to the project;
- V. certifying to the Department that Grantee has obtained all necessary local, state, and federal permits and approvals; and
- VI. completing a SLIPA Environmental Review Form and submitting additional documentation to the Department, if necessary.

Grant recipients must satisfy the conditions required by Section 12 of HB 355 and the [SLIPA Application and Guidelines](#) **prior** to signing a contract with the Department. Additionally, the Grantee's project(s) must be under contract with a contractor by December 31, 2024. Once you sign a contract, you will be able to request reimbursement for project-related costs. Section 6(7) of HB 355 requires grant recipients to provide a local cash match of at least 25% of the estimated total project cost; if costs actually incurred are different from the estimated costs, grant recipients' local cash match will change to be at least 25% of the total project costs actually incurred. If your project fails to meet start-up conditions, execute a contract with the Department, comply with the terms and conditions of the contract or grant authorization, or otherwise fails to comply with HB 355, any project costs incurred may be your sole responsibility.

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April 17, 2024

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Laurel, MT 59044

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Priority Project # 3

- Maintenance of the air conditioning system in the City Hall building

The Department disburses SLIPA funds on a reimbursement basis only. This notice allows you to immediately begin incurring reimbursable project-related costs. In order to actually receive SLIPA funds, however, you must first meet all start-up conditions set forth in Section 12 of HB 355 and the [SLIPA Application and Guidelines](#), which include:

- I. completing a budget and implementation schedule for the project;
- II. completing a project management plan that is approved by Commerce;
- III. complying with the auditing and reporting requirements provided in § 2-7-503, MCA, and establishing a financial accounting system that reasonably conforms to generally accepted accounting principles;
- IV. entering into a completed contract with Commerce, a provision of which must document that local matching funds are available and committed to the project;
- V. certifying to the Department that Grantee has obtained all necessary local, state, and federal permits and approvals; and
- VI. completing a SLIPA Environmental Review Form and submitting additional documentation to the Department, if necessary.

Grant recipients must satisfy the conditions required by Section 12 of HB 355 and the [SLIPA Application and Guidelines](#) **prior** to signing a contract with the Department. Additionally, the Grantee's project(s) must be under contract with a contractor by December 31, 2024. Once you sign a contract, you will be able to request reimbursement for project-related costs. Section 6(7) of HB 355 requires grant recipients to provide a local cash match of at least 25% of the estimated total project cost; if costs actually incurred are different from the estimated costs, grant recipients' local cash match will change to be at least 25% of the total project costs actually incurred. If your project fails to meet start-up conditions, execute a contract with the Department, comply with the terms and conditions of the contract or grant authorization, or otherwise fails to comply with HB 355, any project costs incurred may be your sole responsibility.

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Sincerely,



Mandy Rambo
Deputy Director
MT Department of Commerce

April 17, 2024

Matt Wheeler, Public Works Director
Town of Laurel
PO Box 10
Laurel, MT 59044

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Greetings! The Montana Department of Commerce has reviewed your State-Local Infrastructure Partnership Act ("SLIPA") grant application for compliance with [HB 355](#). SLIPA grants are funded by HB 355 and administered by the Department. The Department is pleased to inform you that your application **complies** with HB 355. The Town of Laurel is awarded up to a total of \$7,375.68 in State-Local Infrastructure Partnership Act ("SLIPA") **funds** for the following:

Project Priority # 4

- Repairing of the City of Laurel Library fascia, soffit and entry way

The Department disburses SLIPA funds on a reimbursement basis only. This notice allows you to immediately begin incurring reimbursable project-related costs. In order to actually receive SLIPA funds, however, you must first meet all start-up conditions set forth in Section 12 of HB 355 and the [SLIPA Application and Guidelines](#), which include:

- I. completing a budget and implementation schedule for the project;
- II. completing a project management plan that is approved by Commerce;
- III. complying with the auditing and reporting requirements provided in § 2-7-503, MCA, and establishing a financial accounting system that reasonably conforms to generally accepted accounting principles;
- IV. entering into a completed contract with Commerce, a provision of which must document that local matching funds are available and committed to the project;
- V. certifying to the Department that Grantee has obtained all necessary local, state, and federal permits and approvals; and
- VI. completing a SLIPA Environmental Review Form and submitting additional documentation to the Department, if necessary.

Grant recipients must satisfy the conditions required by Section 12 of HB 355 and the [SLIPA Application and Guidelines](#) **prior** to signing a contract with the Department. Additionally, the Grantee's project(s) must be under contract with a contractor by December 31, 2024. Once you sign a contract, you will be able to request reimbursement for project-related costs. Section 6(7) of HB 355 requires grant recipients to provide a local cash match of at least 25% of the estimated total project cost; if costs actually incurred are different from the estimated costs, grant recipients' local cash match will change to be at least 25% of the total project costs actually incurred. If your project fails to meet start-up conditions, execute a contract with the Department, comply with the terms and conditions of the contract or grant authorization, or otherwise fails to comply with HB 355, any project costs incurred may be your sole responsibility.

The Department looks forward to working with you to improve local infrastructure. If you have any questions, please contact program staff at 406-841-2770 or email DOCCDD@mt.gov. Additional information on SLIPA can be found on the Department's website: <https://comdev.mt.gov/Programs-and-Boards/State-Local-Infrastructure-Partnership-Act>.

Sincerely,



Mandy Rambo
Deputy Director
MT Department of Commerce

CITY HALL
115 W. 1ST ST.
PUB. WORKS: 628-4796
WATER OFC.: 628-7431
COURT: 628-1964
FAX 628-2241

City Of Laurel

P.O. Box 10
Laurel, Montana 59044



Office of the Planning Director

City Council for the Laurel School District Annexation and Initial Zoning

Applicant:

Laurel School District
410 Colorado Avenue
Laurel MT 59044

The School District represents 100% of the land ownership. Annexation pursuant to §7-2-4601 et. seq. MCA. (Annexation by Petition).

Request:

The Laurel School District representing 100% of the ownership of lands involved, has Petitioned the City of Laurel for Annexation of approximately 4.886 acres of property adjacent to the City of Laurel with an initial Zoning Designation of Public for concurrent review.

The subject property is generally described as that portion of NW 1/4 Section 10, Township 2 South, Range 24 East, P.M.M., Yellowstone County, Montana, for a proposed amended Nutting Brothers Subdivision Second Filing Lot1A. An annexation Exhibit, which is incorporated into this report by reference, has been submitted in support of the Petition and Requested Initial Zoning.

Process:

The annexation petition and requested initial zoning consideration was presented at a public hearing by the Laurel – Yellowstone City County Planning Board and Zoning Commission at 6 p.m. on Wednesday, March 20, 2024. The City Council now will hold a Public Hearing on April 23, 2024, to receive testimony for or against the annexation request and initial zoning of zoning of City of Laurel “Public”.

Analysis of the Request

- The Laurel School District represents 100% of the land ownership involved in the petition.
- The Laurel Growth Policy designates the property as a ‘growth area’ of the city.

- The current use of the property is a sports field that has been used by the school district for many years.
- The requested zone City Laurel “Public” provides for a small number of specific uses and is consistent with the requirements of R-08-22 that lands embraced by the city be assigned R-7500 or greater.
- The subject property was presumed to be zoned County Residential Tracts or is un-zoned Yellowstone County.
- Part 46 annexation requires that the land use designation be ‘consistent with the prevailing use of the property, consistent with the prevailing County Zoning Assignment, and/or consistent with the current growth policy’.
- In addition to the extension of urban scale services the City Zoning provides options for development that are not available to rural properties. These options include but are not limited to Planned Unit Developments
- The initial zoning must be considered under City Resolution R-08-22 (Annexation), the Laurel Municipal Code Title 17 (Zoning).
- The question of annexation and initial zoning must be heard by the Laurel – Yellowstone City County Planning Board and Zoning Commission.
- Is the requested annexation and initial zoning in the best interest of the City and Citizens of the City of Laurel.
- The property is situated such that street rights-of-way will need to be annexed with the subject property.

Findings:

- ✓ The subject property is adjacent to the City of Laurel.
- ✓ The City Council is not required to submit the question of annexation to the qualified electors of the area to be annexed as the petition is signed by 100% of the owners.
- ✓ The city may annex the property as 100% of the ownership of same has petitioned the city for annexation.
- ✓ The driver for the annexation request is the building of an elementary school on the property. The only way the development plan works is to extend the City water and sewer systems to the proposed school.
- ✓ The subject property was included as ‘institutional’ under existing land uses in the Growth Policy adopted by the City of Laurel. Additionally, the property has been identified as an annexation priority area of the Planning Jurisdiction Map in the 2020 Growth Policy. As such, the requested zoning is consistent with the Laurel Growth Policy.
- ✓ The proposed assignment of “Public” meets all the statutory requirements of Part 46 annexation and zoning assignment.
- ✓ The Laurel “Public” Zone is determined to be a “greater than” R-7500 classification density. Zoning assignments for government owned land is not subject to zoning regulations typically required to other applicants. The Laurel School District meets the definition of an “agency” in MCA 76-2-402 and therefore can use their property as they see fit as long as any changes in use contrary to local zoning regulations that the City Council holds a public hearing.

- ✓ The extension of city services will be at the owner's expense (R-08-22) and in accordance with the Annexation Agreement as approved by the City Council and the requirements of the Public Works Department.
- ✓ The city can provide services to the property both existing and proposed if extension of water, sewer, and storm water lines are extended.

12 Point Test for Zoning:

- I. Is the zoning in accordance with the growth policy;
 - The proposed zoning is consistent with having a public agency own the land and to plan for education for the community.
 - The Growth Policy identifies all of the property proposed for annexation as an annexation priority area.
 - Resolution R-08-22 requires zoning assignment at annexation at R-7500 or greater.
 - The Zone "Public" meets the definition as 'greater than' R-7500.

Finding:

The requested zoning is in accordance with the Growth Policy.

- II. Is the zoning designed to lessen congestion in the streets;
 - The proposed zoning is consistent with a school zone already in the area just east of this area.
 - The proposed zoning along with the annexation agreement will allow development of the property consistent with surrounding uses of property.
 - Proposed development that would potentially impact roads and streets would require a traffic impact analysis and associated improvements which has been completed.

Finding:

The requested zoning will have a material impact on congestion in the streets but should be mitigated by the suggestions in the traffic impact analysis.

- III. Is the zoning designed to secure safety from fire, panic, and other dangers;
 - The Growth Policy identifies this property as institutional in the existing use map.
 - Adequate public infrastructure exists or can be readily extended/expanded to serve the property for "public" designation.
 - Fire hydrants and water supply should be adequate if they meet the requirements from the Public Works Department.

Finding:

The requested zoning will not have an adverse impact on safety from fire, panic, or other dangers.

- IV. Is the zoning designed to promote health and the general welfare;
- The connection of the school building at the time of development to the Laurel municipal water and wastewater systems will have positive impacts to public health and general welfare.
 - Education meets the goals of promoting the growth management policy to serve the citizens of the Laurel area.

Finding:

The requested zoning will promote the public health and the general welfare.

- V. Is the zoning designed to provide adequate light and air;
- The existing zoning imposes building setbacks, height limits, limits on the number of buildings on a single parcel, and reasonable area limits on new development.
 - The proposed “Public” provides restrictions on structure height, setbacks, lot coverage. These standards exist to provide open spaces and adequate light and air.
 - The existing development has more than adequate separation from surrounding uses.
 - Open spaces are planned to be reserved north of this property that the school district owns.

Finding:

The requested zoning will provide adequate light and air.

- VI. Is the zoning designed to prevent the overcrowding of land;
- The existing zoning imposes building setbacks, height limits, limits on the number of buildings on a single parcel, and reasonable area limits on new development.

Finding:

The proposed zoning will prevent the overcrowding of land.

- VII. Is the zoning designed to avoid undue concentration of population;
- The existing zoning imposes building setbacks, height limits, limits on the number of buildings on a single parcel, and reasonable area limits on new development.
 - The subject property is large enough to provide adequate separation from surrounding uses.
 - The property is not going to be used for residential development with the “public” designation.

Finding:

The proposed zoning will prevent the undue concentration of population.

- VIII. Is the zoning designed to facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements;
- The requested zoning will allow for a school building and will be required to provide for adequate water, sewerage or other public requirements.

Finding:

The requested zoning will facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements. Additionally, as the uses of the property change and the intensity of development changes, the city will be able to plan for and be prepared for the anticipated increased demands on their public systems.

- IX. Does the zoning give reasonable consideration to the character of the district and its peculiar suitability for particular uses;
- The requested zoning is consistent with the Growth Policy.
 - The property is compatible with surrounding development which is, for the most part, school use just west of the property and would be a consolidation of education facilities within the City of Laurel.
 - The water and sewer infrastructure with this annexation is for the intended use of the property and will need final approval from the City of Laurel City Council and the Public Works Department.

Finding:

The requested zoning is consistent with surrounding uses, the Growth Policy and provides for opportunities with suitable uses.

- X. Does the zoning give reasonable consideration to the peculiar suitability of the property for its particular uses;
- The requested zoning is consistent with the Growth Policy.
 - The property is compatible with surrounding development which is, for the most part, school to the west and low density to north and south of the property.
 - The water and sewer infrastructure proposed with the annexation will have to meet infrastructure requirements by the Public Works Department.

Finding:

The requested zoning is in keeping with the character of the development in the area.

- XI. Will the zoning conserve the value of buildings;
- The extension and availability of public water and sewer resultant from annexation and initial zoning will add value to buildings as the proposed use is substantially like or complementary to surrounding buildings and uses.
 - The requested zoning is consistent with the Growth Policy.
 - The proposed zoning is not anticipated that there would be any adverse effect on the value of surrounding buildings or lands.

Finding:

The value of existing buildings both on and adjacent to the requested zone will either be enhanced or not affected by the proposed zoning.

- XII. Will the zoning encourage the most appropriate use of land throughout the municipality?
- The requested zoning is consistent with the Growth Policy.
 - The requested zoning is consistent with the prevailing land uses and zoning surrounding the property.

Finding:

The requested zoning provides for the most appropriate use of land in the municipality as the school district has owned the property for some time and the annexation of the property into the City of Laurel will give the school district to plan for its future education needs.

Conclusion:

The petition for annexation into the City of Laurel with the initial zoning assignment of Laurel “Public “appears to be consistent with the requirements of Part 46 Annexation and City Council Resolution R-08-22. Additionally, the annexation, extension of services, and initial zoning assignment in the best interest of both the City of Laurel and the Laurel School District.

RECOMMENDATION

The Laurel – Yellowstone City County Planning Board recommends that the Laurel City Council adopt the Findings of Fact outlined in this Recommendation and approve the Annexation and Initial Zoning requested by the Laurel School District.

- That an Amended Plat or Certificate of Survey suitable for filing with Yellowstone County that describes the tract of land to be Annexed is submitted by the School District.
- That an Annexation Agreement is submitted for acceptance by the City Council.
- That any extensions of water, sewer and storm facilities be approved by the Public Works Department. Report attached to this report from KLJ Engineering.
- That any recommendations from the traffic study be implemented and approved by the City Council.
- A signed waiver of protest for the creation of special improvement districts must be completed with proper legal description of the proposed amended subdivision plat.
- East 8th Street be annexed as required for that portion south of the portion of Lot 1,2 of Nutting Brothers Sub 2nd Filing or also described as the amended plat of Lots 1 & 2 of Nutting Brothers Subdivision, Second Filing.

statement of facts.

PROJECT HIGHLIGHTS:

1. A traffic impact study has been completed and provided to the City for development of the new school. Recommendations of the traffic study have been implemented in the design, which include a new stop sign on E. 8th Street at the intersection of Alder Ave. and stop signs for all vehicular site egresses.
2. A storm water strategy has been developed in accordance with the current City drainage standards and in coordination with City staff.
3. A geotechnical analysis has been conducted, which provides detailed information regarding site soil and groundwater conditions, and has been integrated into the school foundation and site design strategies.
4. Water Connection and Water Service Loop Completion are included in the project; this improves water quality concerns of the existing dead end and provides system redundancy and improved residual system pressures in the easterly extents of the City water system.
5. Hydrant flow tests have been conducted, which confirm adequate flow and system pressures are available in the City water system, even in the current dead-end condition.
6. Sidewalk Extents are along the rights-of-way frontages (E. 8th Street and Alder Ave.) and included signing and striping to promote pedestrian safety between the site and existing middle school.
7. On-site parking provided within the school site exceeds the minimum requirements of the Laurel zoning code.
8. Alder Avenue along the extent of the site was annexed into the City of Laurel with previous projects/improvements.

RAMMIFICATIONS OF NON-ANNEXATION:

1. Water quality issues associated with groundwater well use for a public drinking water supply, which may require extensive treatment for disinfection, nutrient removal, hard water, etc.
2. Water loop not executed (benefits described above not realized).
3. Septic system size and impact necessitates removal of remaining sports fields.
4. Loss of use or remaining sports field for both school and community use.
5. Permitting complexity and timelines will impact ability to open school on time and negatively impact project budget.
6. Additional infrastructure, including septic and groundwater wells, will limit resources to complete the Graff School demolition and sports field redevelopment of the Graff site.

statement of facts.

BOND LANGUAGE:

"The Board of the Elementary District hereby calls and directs an election to be held on May 2, 2023 on the question of issuing the bonds, which date is not less than 70 days after the date of passage of this resolution, such election to be conducted by mail ballot pursuant to the applicable provisions of Montana law. The qualified electors in the Elementary District would vote on the question of whether the Board may sell and issue general obligation school building bonds of the Elementary District in one or more series in the aggregate principal amount of up to Fifty-Seven Million and No/100 dollars (\$57,000,000.00), for the purpose of paying the costs of designing, constructing, equipping, and furnishing improvements to accommodate student enrollment, enhance educational opportunities, and address deferred maintenance needs to include constructing a new elementary school building on Elementary District property located at the Mogan soccer fields off Alder Avenue near the middle school, to include classrooms, a library/media area, a kitchen and commons area, a gymnasium, support spaces, and associated site improvements, such as parking, access drives, and playgrounds; improving the West Elementary School, to include constructing classrooms and a new gymnasium, remodeling special education spaces, commons area, and support spaces, and related building and site improvements; demolishing the Graff Elementary School building and associated site work; and, to the extent bond proceeds are available after paying for the above improvements, repurposing the South Elementary School building for use as administration offices, meeting space, and storage; related costs and improvements; and paying costs associated with the sale and issuance of the bonds. Each series of the bonds shall be payable semi-annually during a term of not more than twenty (20) years, subject to redemption as required by law, and shall bear interest at a rate or rates to be determined at the time of the sale."

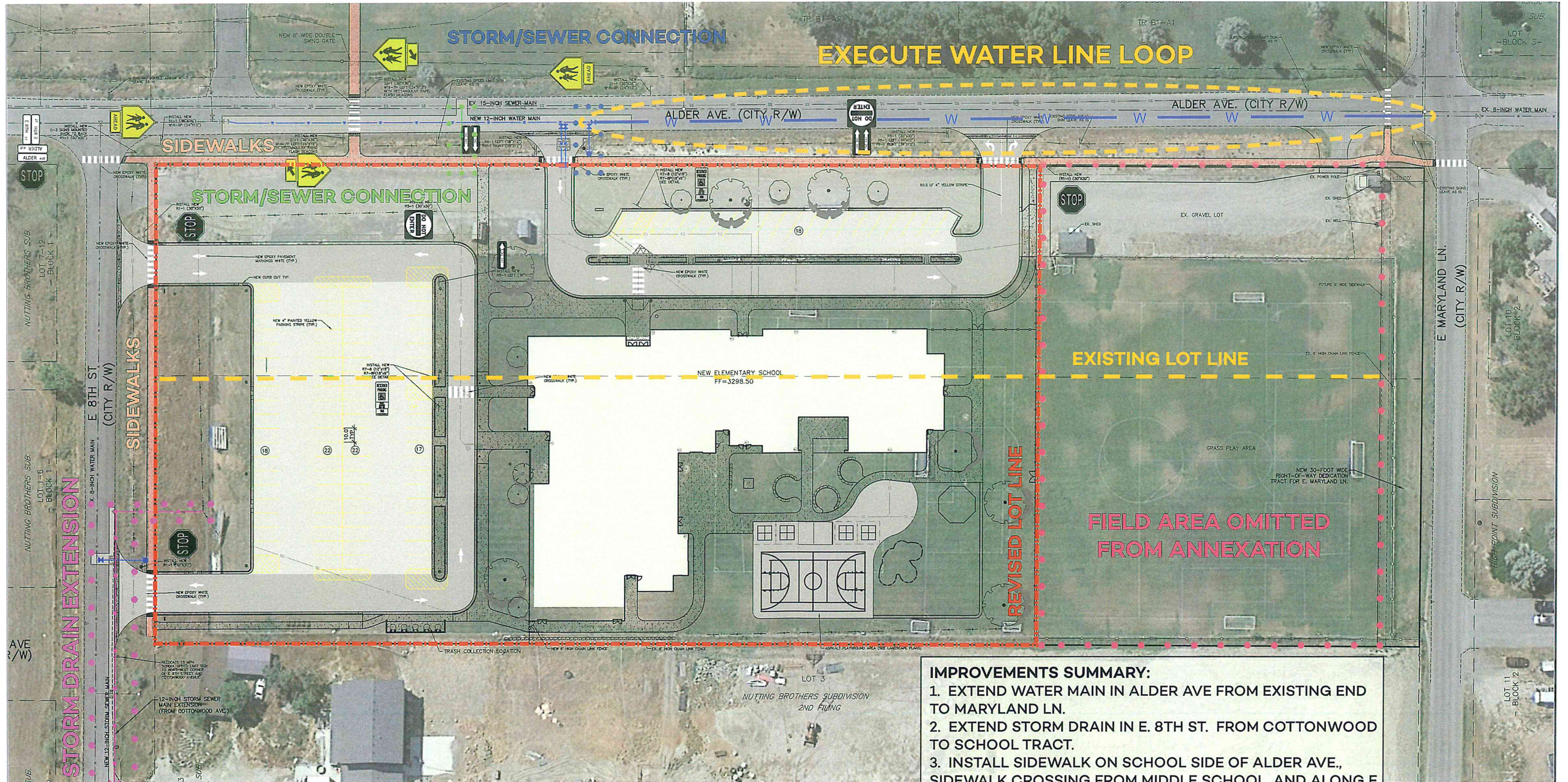
CERTIFICATE AS TO RESOLUTION AND ADOPTING VOTE, 16th February, 2023
(Bond Language)

deliverable timeline.

PROJECT INFORMATION AND DATES DELIVERED:

1. Initial correspondence with City of Laurel on Annexation - 08/23/2023
2. Annexation Application - 09/01/2023
3. Initial Hydrant Test to Engineering - 09/21/2023
4. Engineering meeting for storm strategy, check valves, & E 8th - 09/25/2023
5. Revised Hydrant Test result - 10/19/2023
6. Revised Hydrant Test result and Traffic Impact Study forward to Planning - 11/06/2023
7. Planning/Engineering meeting for annexation & infrastructure - 11/20/2023
8. Additional/revised information for Annexation Package (#1) - 12/18/2023
9. Annexation meeting @ KLJ. Origination of revised annexation boundary - 01/29/2024
10. Half-sized site packages for both West and Mogan School - 02/02/2024
11. School Board meeting to review revised annexation boundary - 02/12/2024
12. Full-sized site packages for both West and Mogan School - 02/16/2024
13. Correspondence from Planning recommending annexation petition withdrawal - 02/21/2024
14. Revised Annexation Package with revised boundary - 02/23/2024
15. Re-send Traffic Impact Study to Planning via email and hard-copy - 04/10/2024

proposed improvements.



IMPROVEMENTS SUMMARY:

1. EXTEND WATER MAIN IN ALDER AVE FROM EXISTING END TO MARYLAND LN.
2. EXTEND STORM DRAIN IN E. 8TH ST. FROM COTTONWOOD TO SCHOOL TRACT.
3. INSTALL SIDEWALK ON SCHOOL SIDE OF ALDER AVE., SIDEWALK CROSSING FROM MIDDLE SCHOOL, AND ALONG E 8TH ST.

90% CD'S - NOT FOR CONSTRUCTION

sheet DETAILED SITE PLAN
project NEW 3-5 ELEMENTARY
owner LAUREL PUBLIC SCHOOLS

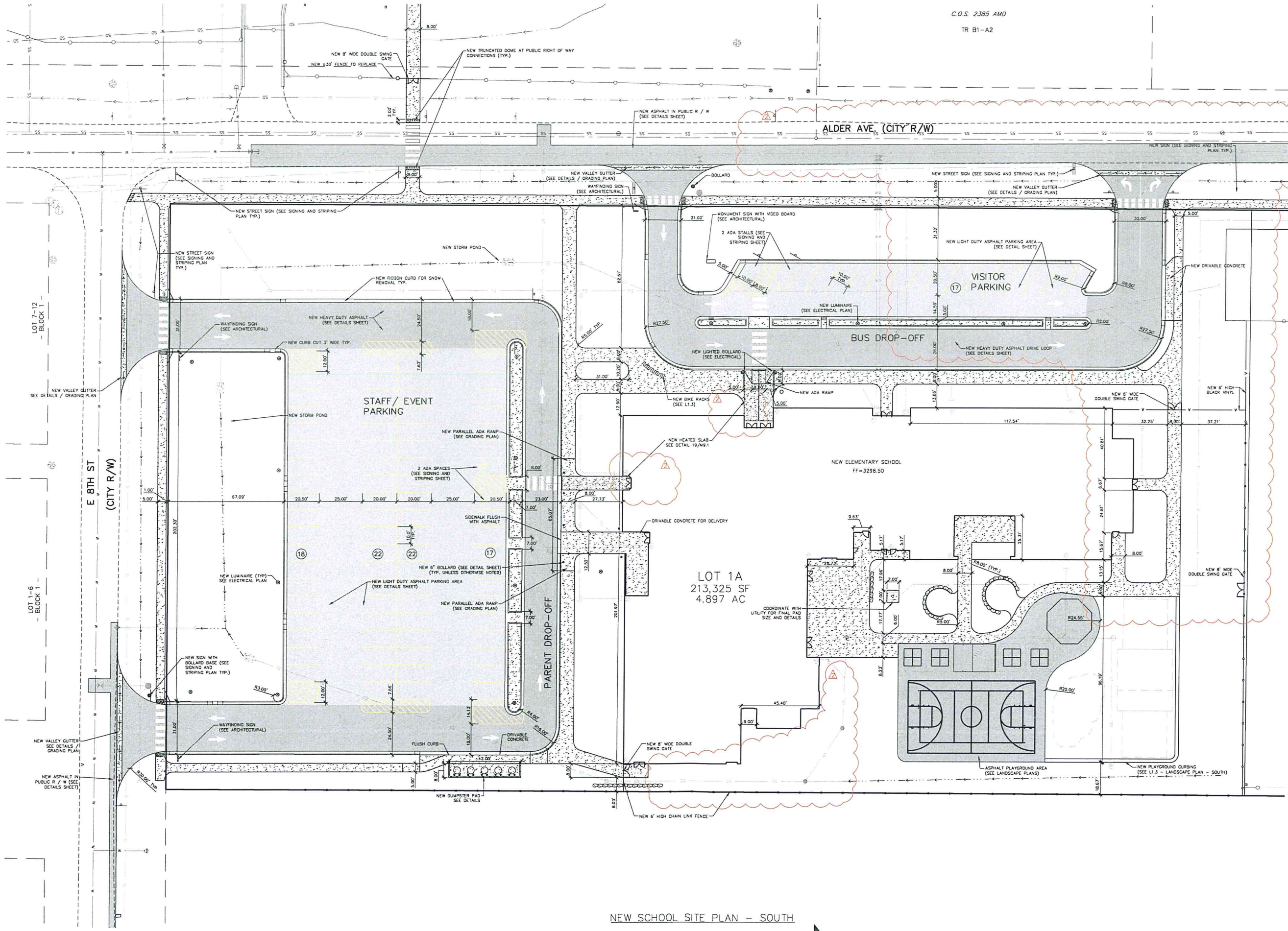
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| project # | 22109-10 |
| revision | date |
| BP1 | 01.26.24 |
| 50% CD | 02.16.24 |
| 90% CD | 03.21.24 |

phase
90% CD'S - NOT FOR CONSTRUCTION

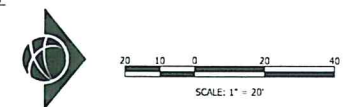


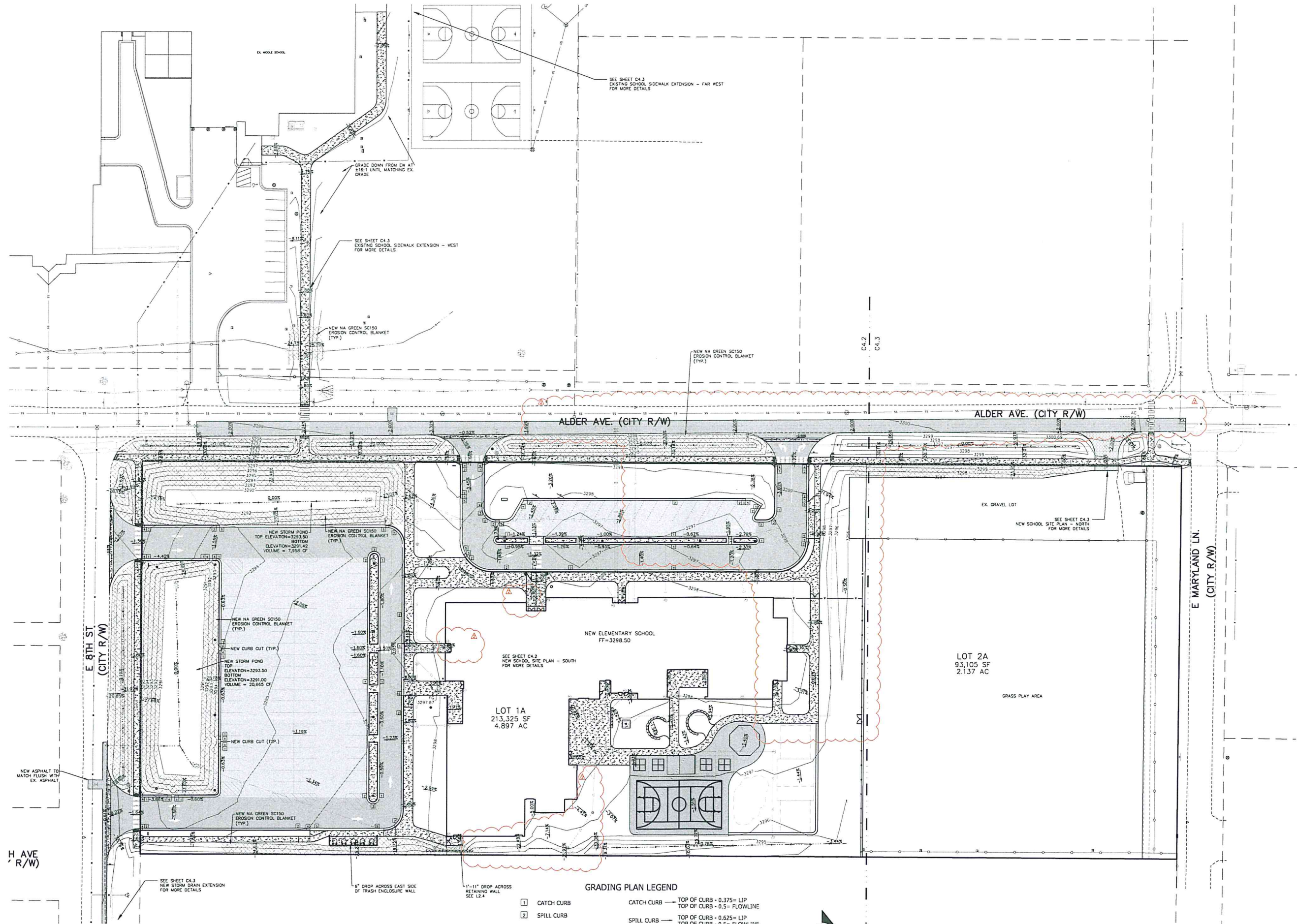
issue date
03.06.24

CIVIL EXHIBIT SHEETS - REDUCED TO 11x17

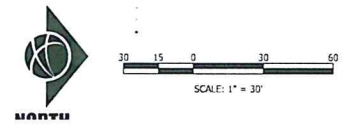


NEW SCHOOL SITE PLAN - SOUTH





- GRADING PLAN LEGEND**
- 1 CATCH CURB
 - 2 SPILL CURB
 - 3 TRANSITION CURB
 - 4 TAPER CURB HEAD 3'
 - 5 RIBBON CURB
- CATCH CURB — TOP OF CURB - 0.375= LIP
TOP OF CURB - 0.5= FLOWLINE
 - SPILL CURB — TOP OF CURB - 0.625= LIP
TOP OF CURB - 0.5= FLOWLINE
 - RIBBON CURB — SEE DETAILS SHEET: "RIBBON CURB"



90% CD'S - NOT FOR CONSTRUCTION



sheet OVERALL GRADING PLAN
 project NEW 3-5 ELEMENTARY
 owner LAUREL PUBLIC SCHOOLS

project # 22109-10

| revision | date |
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| BP1 | 01.26.24 |
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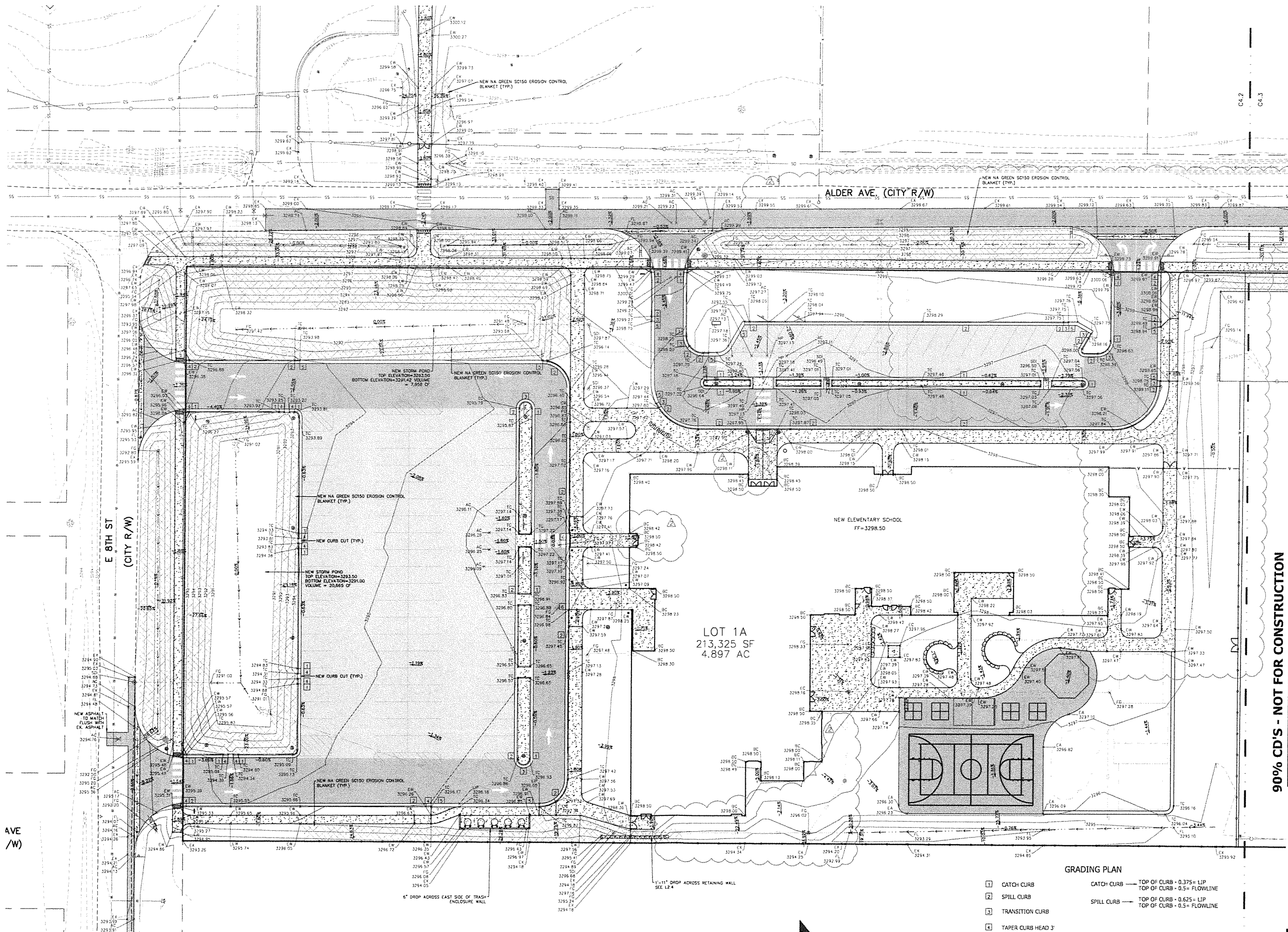
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issue date
 03.06.24

C4.1

CIVIL EXHIBIT SHEETS - REDUCED TO 11x17



CIVIL EXHIBIT SHEETS - REDUCED TO 11x17

AVE (W)

E 8TH ST (CITY R/W)

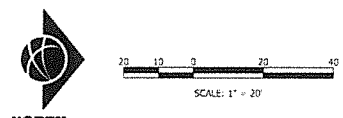
ALDER AVE. (CITY R/W)

LOT 1A
213,325 SF
4.897 AC

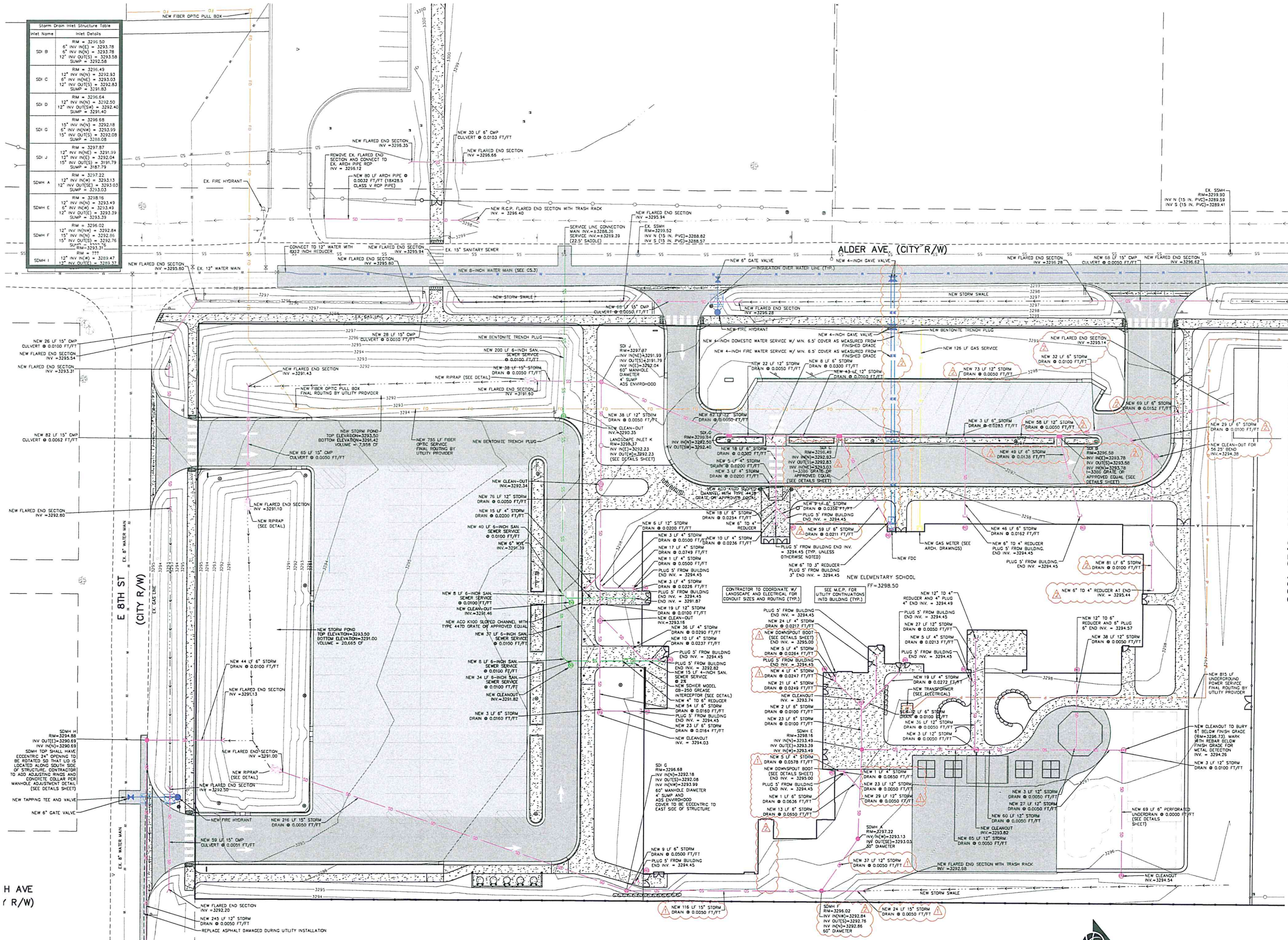
NEW ELEMENTARY SCHOOL
FF=3298.50

GRADING PLAN

- 1 CATCH CURB CATCH CURB — TOP OF CURB - 0.375= LIP
TOP OF CURB - 0.5= FLOWLINE
- 2 SPILL CURB SPILL CURB — TOP OF CURB - 0.625= LIP
TOP OF CURB - 0.5= FLOWLINE
- 3 TRANSITION CURB
- 4 TAPER CURB HEAD 3'
- 5 RIBBON CURB RIBBON CURB — SEE DETAILS SHEET: "RIBBON CURB"
- 6 ADA-ACCESSIBLE RIBBON CURB ADA-ACCESSIBLE RIBBON CURB:
SEE DETAILS SHEET: "ADA-ACCESSIBLE RIBBON CURB"



| Storm Drain Inlet Structure Table | |
|-----------------------------------|--|
| Inlet Name | Inlet Details |
| SDI B | RM = 3295.50 6" INV IN(N) = 3293.78 6" INV IN(S) = 3293.78 12" INV OUT(S) = 3293.58 SUMP = 3293.58 |
| SDI C | RM = 3296.49 12" INV IN(N) = 3292.93 6" INV IN(S) = 3292.03 12" INV OUT(S) = 3292.83 SUMP = 3291.83 |
| SDI D | RM = 3296.64 12" INV IN(N) = 3292.50 12" INV IN(S) = 3292.40 SUMP = 3291.40 |
| SDI G | RM = 3296.68 15" INV IN(N) = 3292.18 6" INV IN(S) = 3293.99 15" INV OUT(S) = 3292.08 SUMP = 3288.08 |
| SDI J | RM = 3297.87 12" INV IN(N) = 3293.09 12" INV IN(S) = 3292.04 15" INV OUT(S) = 3191.79 SUMP = 3287.79 |
| SDMH A | RM = 3297.22 12" INV IN(N) = 3293.13 12" INV IN(S) = 3293.03 SUMP = 3293.03 |
| SDMH E | RM = 3298.16 12" INV IN(N) = 3293.49 6" INV IN(S) = 3293.49 12" INV OUT(S) = 3293.39 SUMP = 3293.39 |
| SDMH F | RM = 3296.02 12" INV IN(N) = 3292.84 15" INV IN(S) = 3292.86 15" INV OUT(S) = 3292.76 SUMP = 3291.76 |
| SDMH I | RM = 3297.47 12" INV IN(N) = 3293.47 12" INV IN(S) = 3293.37 |



H AVE (R/W)

E 8TH ST (CITY R/W)

ALDER AVE (CITY R/W)

90% CD'S - NOT FOR CONSTRUCTION

UTILITY PLAN
sheet
project
series

NEW 3-5 ELEMENTARY
LAUREL PUBLIC SCHOOLS

project # 22109-10
revision date
BP1 01.26.24
50% CD 02.16.24
90% CD 03.21.24

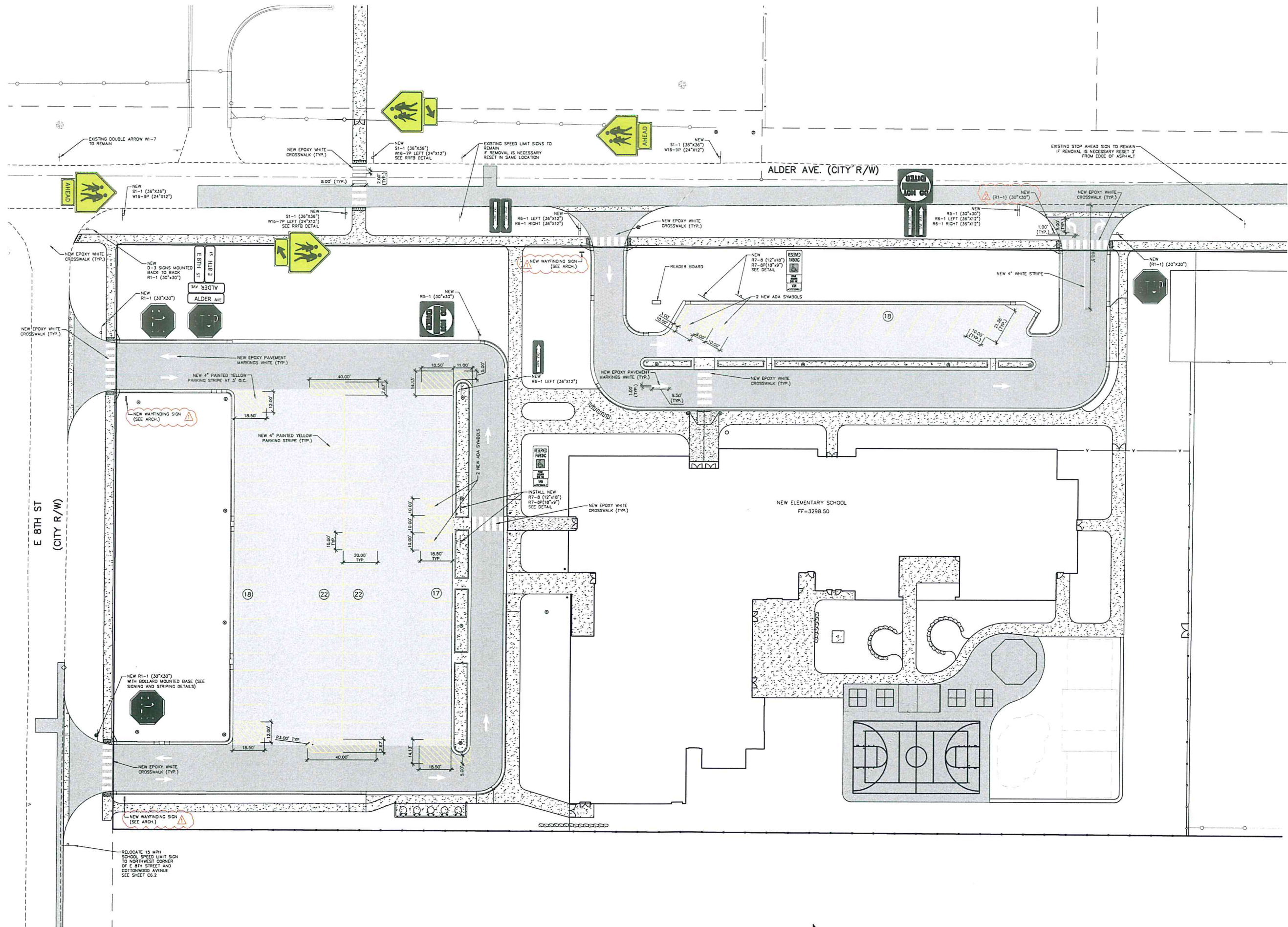
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issue date
03.06.24

C51

CIVIL EXHIBIT SHEETS - REDUCED TO 11x17

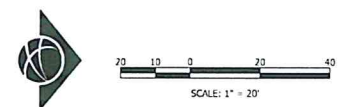


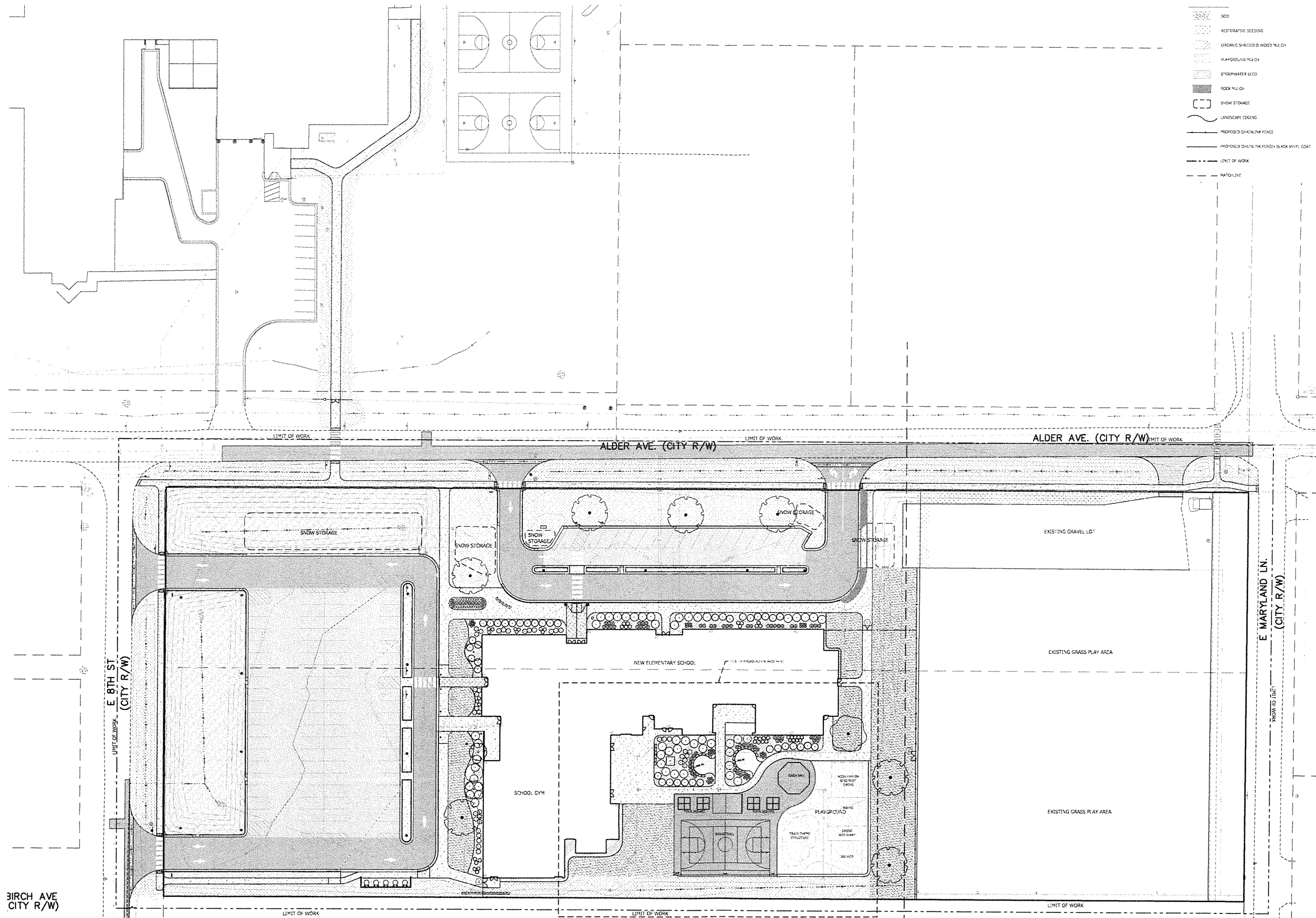
90% CD'S - NOT FOR CONSTRUCTION

sheet **SIGNING AND STRIPING PLAN**
project **NEW 3-5 ELEMENTARY**
owner **LAUREL PUBLIC SCHOOLS**

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| project # | 22109-10 |
| revision | date |
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| 50% CD | 02.16.24 |
| 90% CD | 03.21.24 |

phase
90% CD'S - NOT FOR CONSTRUCTION





- SOD
- RESTORATIVE SEEDING
- ORGANIC SHREDDED WOOD MULCH
- PLAYGROUND MULCH
- STORMWATER SEED
- ROCK MULCH
- SNOW STORAGE
- LANDSCAPE EDGING
- PROPOSED CHAINLINK FENCE
- PROPOSED CHAINLINK FENCE WITH COAT
- LIMIT OF WORK
- MATCHLINE

90% CD'S - NOT FOR CONSTRUCTION



sheet OVERALL LANDSCAPE PLAN
 project NEW 3-5 ELEMENTARY
 owner LAUREL PUBLIC SCHOOLS

| | |
|-----------|----------|
| project # | 22109-10 |
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phase
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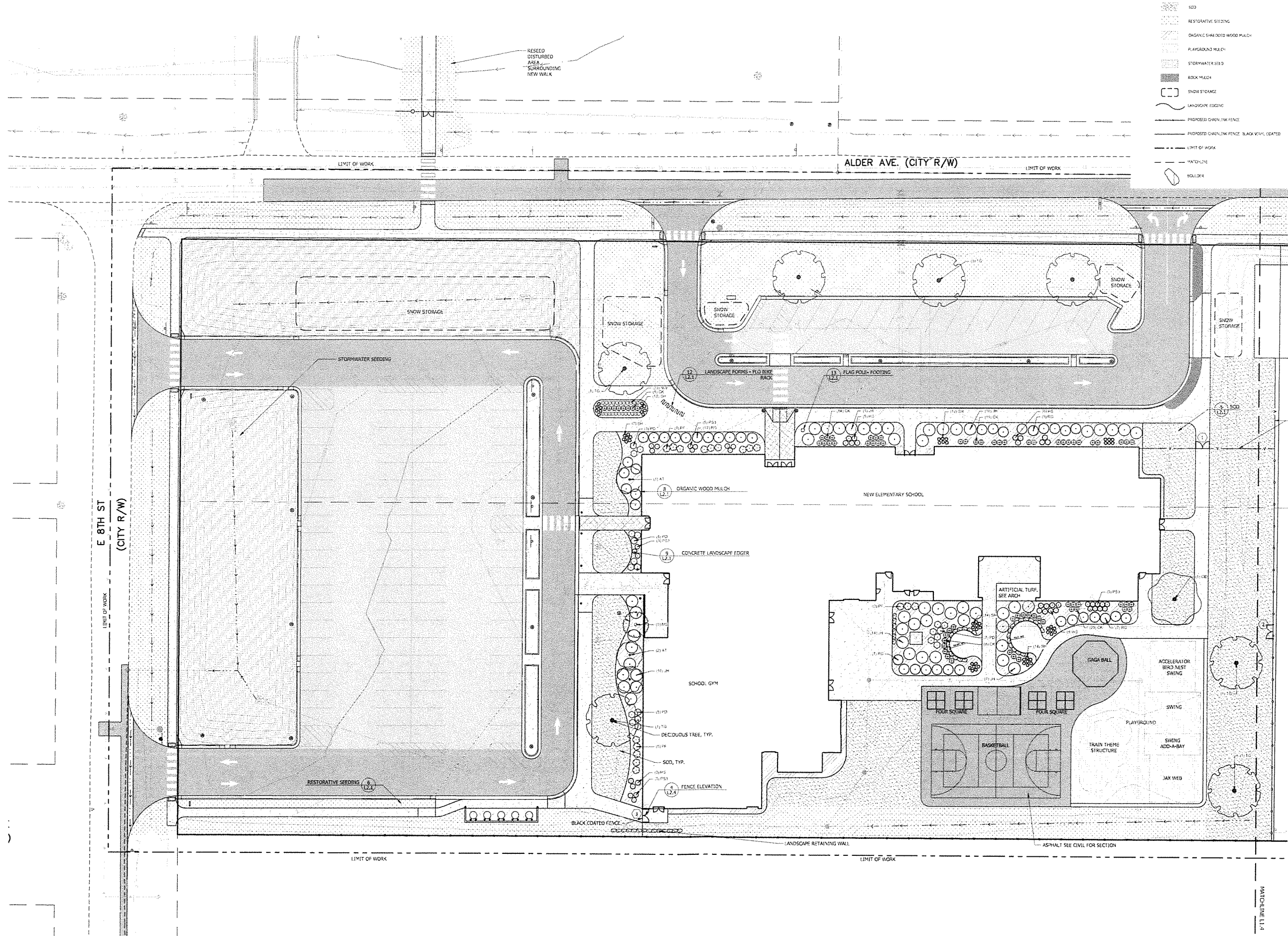


UULC
 UTILITIES UNDERGROUND LOCATION CENTER
 MONTANA ONE CALL
 CALL BEFORE YOU DIG!
 1-800-424-5555

issue date
 03.06.24

112

CIVIL EXHIBIT SHEETS - REDUCED TO 11x17

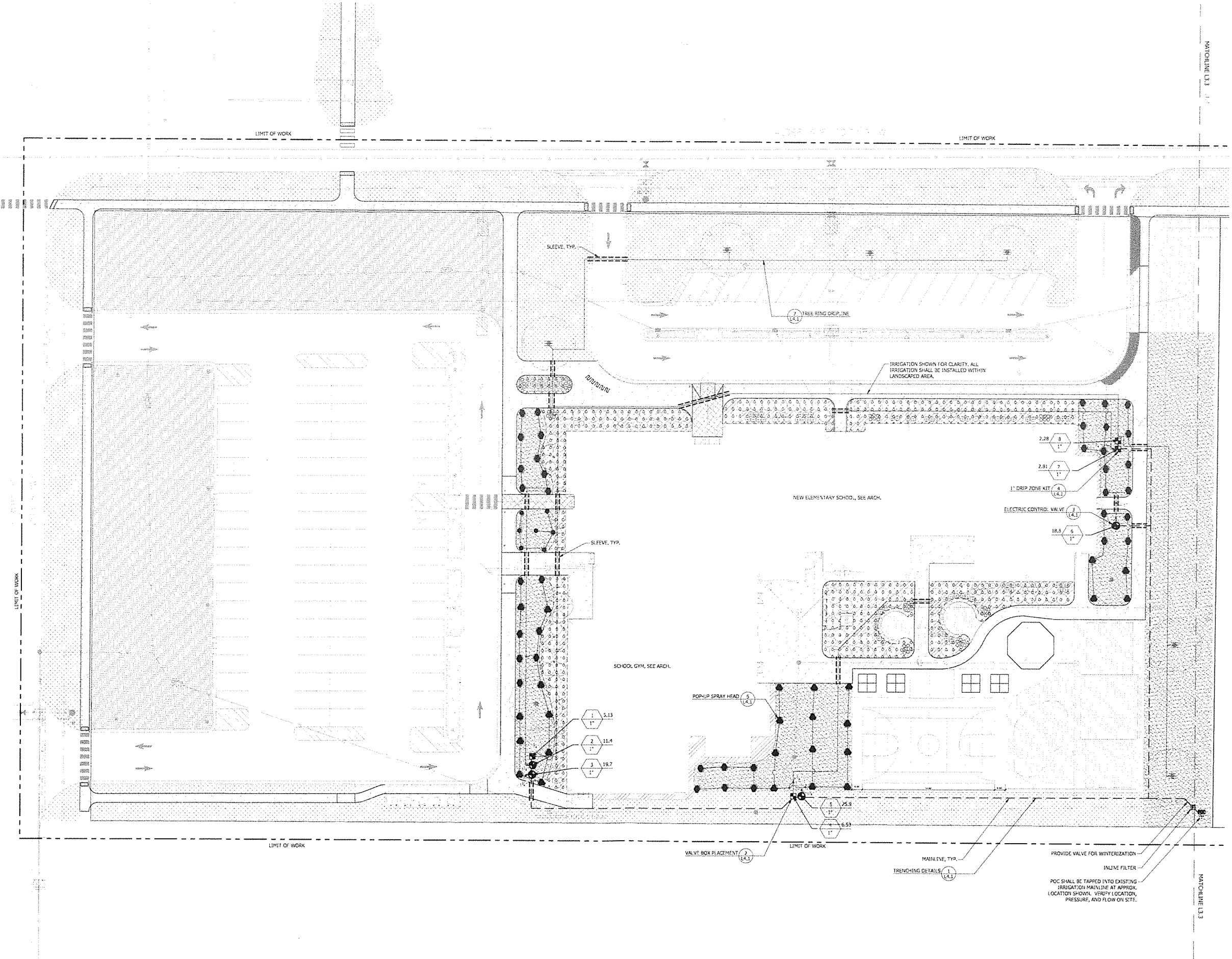


90% CD'S - NOT FOR CONSTRUCTION

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| project # | 22109-10 |
| revision | date |
| BP1 | 01.26.24 |
| 50% CD | 02.16.24 |
| 90% CD | 03.21.24 |

phase
90% CD'S - NOT FOR CONSTRUCTION





File Attachments for Item:

2. Resignation Letter from Jonathon Gotschall.

Jonathan Gotschall
1011 Duval Drive
Laurel, MT 59044

April 17, 2024

City of Laurel
115 West 1st Street
Laurel, MT 59044

Dear Mayor Waggoner and the Public Works Committee,

My name is Jonathan Gotschall, and I currently serve as a committee member for the City of Laurel Public Works Committee.

Between working full time for the Montana Department of Transportation, volunteering for the Laurel Volunteer Fire Department, and having my first child in June of this year, I am an incredibly busy person. Therefore, I would like to formally resign from the City of Laurel Public Works Committee to make more time for my family. It is currently the best option for both me and the City of Laurel.

Thank you for the fantastic opportunity. It was an honor to further serve my community through the Public Works Committee and I look forward to pursuing that opportunity again soon.

Keep up the good work!

Sincerely,

Jonathan Gotschall

File Attachments for Item:

3. Police Monthly Report - April 2024.



Laurel Police Department

215 W. 1st Street Laurel, Mt. 59044 ▪ Phone 406-628-8737 ▪ Fax 406-628-4641

Total Calls

Printed on May 5, 2024

[CFS Date/Time] is between '2024-04-01 00:00:00' and '2024-04-30 23:59:59' and

[Primary Incident Code->Code : Description] All

Code : Description

Totals

| | | |
|-------------------------------|----|----|
| 10-15 : With Prisoner | 0 | 0 |
| : Abandoned Vehicle | 22 | 22 |
| : Agency Assist | 56 | 56 |
| : Alarm - Burglary | 14 | 14 |
| : Alarm - Fire | 15 | 15 |
| AMB : Ambulance | 82 | 82 |
| : Animal Complaint | 19 | 19 |
| : Area Check | 5 | 5 |
| : Assault | 8 | 8 |
| : Bad Checks | 0 | 0 |
| : Barking Dog | 6 | 6 |
| : Bomb Threat | 0 | 0 |
| : Burglary | 1 | 1 |
| : Child Abuse/Neglect | 3 | 3 |
| : Civil Complaint | 13 | 13 |
| : Code Enforcement Violation | 2 | 2 |
| : Community Integrated Health | 18 | 18 |

| Code : Description | Totals | |
|---------------------------|---------------|----|
| : Counterfeiting | 1 | 1 |
| : Criminal Mischief | 8 | 8 |
| : Criminal Trespass | 13 | 13 |
| : Cruelty to Animals | 1 | 1 |
| : Curfew Violation | 3 | 3 |
| : Discharge Firearm | 1 | 1 |
| : Disorderly Conduct | 1 | 1 |
| : Dog at Large | 22 | 22 |
| : Dog Bite | 2 | 2 |
| DUI : DUI Driver | 3 | 3 |
| : Duplicate Call | 6 | 6 |
| : Escape | 0 | 0 |
| : Family Disturbance | 10 | 10 |
| : Fight | 5 | 5 |
| FIRE : Fire or Smoke | 16 | 16 |
| : Fireworks | 0 | 0 |
| : Forgery | 0 | 0 |
| : Found Property | 12 | 12 |
| : Fraud | 3 | 3 |
| : Harassment | 5 | 5 |
| : Hit & Run | 2 | 2 |

| Code : Description | Totals | |
|---------------------------------|---------------|----|
| : Identity Theft | 1 | 1 |
| : Indecent Exposure | 0 | 0 |
| : Insecure Premises | 1 | 1 |
| : Intoxicated Pedestrian | 0 | 0 |
| : Kidnapping | 0 | 0 |
| : Littering | 0 | 0 |
| : Loitering | 3 | 3 |
| : Lost or Stray Animal | 7 | 7 |
| : Lost Property | 5 | 5 |
| : Mental Health | 2 | 2 |
| : Missing Person | 2 | 2 |
| : Noise Complaint | 2 | 2 |
| : Open Container | 0 | 0 |
| : Order of Protection Violation | 1 | 1 |
| : Parking Complaint | 13 | 13 |
| : Possession of Alcohol | 0 | 0 |
| : Possession of Drugs | 1 | 1 |
| : Possession of Tobacco | 4 | 4 |
| : Privacy in Communications | 2 | 2 |
| : Prowler | 0 | 0 |
| : Public Assist | 53 | 53 |

| Code : Description | Totals | |
|---------------------------|---------------|----|
| : Public Safety Complaint | 4 | 4 |
| : Public Works Call | 11 | 11 |
| : Report Not Needed | 3 | 3 |
| : Robbery | 0 | 0 |
| : Runaway Juvenile | 6 | 6 |
| : Sexual Assault | 1 | 1 |
| : Suicide | 0 | 0 |
| : Suicide - Attempt | 1 | 1 |
| : Suicide - Threat | 1 | 1 |
| : Suspicious Activity | 56 | 56 |
| : Suspicious Person | 15 | 15 |
| : Theft | 25 | 25 |
| : Threats | 6 | 6 |
| : Tow Call | 0 | 0 |
| : Traffic Accident | 18 | 18 |
| : Traffic Hazard | 6 | 6 |
| : Traffic Incident | 18 | 18 |
| : TRO Violation | 1 | 1 |
| : Truancy | 0 | 0 |
| T/S : Traffic Stop | 48 | 48 |
| : Unattended Death | 0 | 0 |

| Code : Description | Totals | |
|----------------------------------|---------------|------------|
| : Unknown - Converted | 0 | 0 |
| : Unlawful Transactions w/Minors | 0 | 0 |
| : Unlawful Use of Motor Vehicle | 0 | 0 |
| : Vicious Dog | 4 | 4 |
| : Warrant | 12 | 12 |
| : Welfare Check | 19 | 19 |
| Totals | 730 | 730 |

File Attachments for Item:

4. Fire Monthly Report - April 2024.



Laurel Fire Department

Report for the Month of April

| |
|-------------------|
| Structure Fires |
| Wildland Fires |
| Extrications |
| Other Rescues |
| Alarms |
| Public Assist |
| Medical Assist. |
| Ambulance Driver |
| |
| Fire Prevention |
| Total Training |
| Total Maintenance |
| Community Service |

| No of Calls | No of Hours |
|---------------|-------------|
| 1 | |
| 7 | |
| 10 | |
| 2 | |
| 14 | |
| 5 | |
| 2 | |
| 18 | |
| 59 | 387 |
| Totals | |

Severity Staffing
Total Hours Staffed

| |
|-----|
| N/A |
|-----|

Major Calls

| |
|--------------|
| Several MVAs |
| |
| |
| |
| |
| |
| |
| |
| |
| |

| | |
|--------------|------------|
| Total | 387 |
|--------------|------------|

Announcements:

Completed Hose Test for 2024, Working on budget, burned ditches for the City, working on new fire truck proposal and preparing for wildland season.

Structure Firefighting

Conduct all levels of Structure Firefighting to include entry and attack, ventilation, salvage, overhaul, and investigation. A structure fire is a fire involving the structural components of various types of residential, commercial or industrial buildings.

Wildland Firefighting

Wildfire, brush fire, bush fire, desert fire, forest fire, grass fire, hill fire, peat fire, vegetation fire.

Extrications

Rescue victims entrapped in automobiles, machinery, farm equipment, buildings, and trenches.

Other Rescues

Rope Rescue, Water Rescue, Ice Rescue

Alarms

Any false alarms or malfunctions.

Other Calls

EMS assist, Industrial or Aircraft firefighting, Vehicle Fire, Hazmat, Spills, Public safety, Investigations, gas leaks, Carbon Monoxide problems, etc.

Severity Staffing- Montana DNRC pays up to 8 firefighters to staff the station each day and respond as a Task Force to wildland fires within Yellowstone, Stillwater and Carbon Counties. They can also be called up to respond to fires anywhere in the Southern Zone areas. The 2 State owned type 5 wildland engines assigned to Laurel is used. This as proved to be beneficial to Laurel as means for quick responses to all incidents.

File Attachments for Item:

5. Beartooth RC&D - May 2024

Beartooth RC&D Area, Inc.
Board of Director's Meeting Agenda
 Meeting 1:00 P.M. Thursday, March, 2024
 Sweet Grass County Conference Room
 515 Hooper Street- Big Timber, MT



| | | | |
|-------------------------------|--|--|---|
| <p>1:00 pm</p> <p>2:30 PM</p> | <p><u>Meeting Called to Order</u></p> <p>Pledge of Allegiance, Introduction of Members and Guests</p> <p>Review Board Minutes</p> <p><u>Congressional Updates</u> Josiah Porcel (Sen. Tester) Tory Kolkhorst (Sen. Daines) Emily Schneller (Rep. Rosendale)</p> <p><u>Treasurer/Financial Reports</u></p> <ol style="list-style-type: none"> 1. Treasurer Update 2. RC&D Financials 3. RLF Financials <p>New Staff Member</p> <p><u>Staff Reports – Program/Project updates</u></p> <ol style="list-style-type: none"> 1. Food/Ag Program – Joel Bertolino 2. Revolving Loan Fund – Nan Knight 3. Economic Development/ CRDC – Jacy Head 4. Operations Support- Myrna Lastusky <p><u>Regional Roundup</u> – <i>News and updates from regional members on projects and activities in key CEDS categories.... (see topics on next page)</i></p> <p><u>Next Beartooth RC&D Area, Inc. Board of Directors Meeting</u></p> <p><i>July 18, 2024- Beartooth Luncheon Joliet, MT</i></p> <p>Adjourn and optional tour of Shilo Rifle 201 Centennial Dr.</p> | <p>Chair</p> <p>Chair, All</p> <p>Chair, All</p> <p>Hauge/Knight</p> <p>Bertolino</p> <p>Bertolino Knight Head Lastusky</p> <p>Roe et al</p> | <p>Action</p> <p>Information</p> <p>Information Action Action</p> <p>Information</p> <p>Information Information Information Information</p> <p>Information</p> <p>Information</p> |
|-------------------------------|--|--|---|

| | | | |
|-------------------------------|--|---|--|
| <p>1:00 pm</p> <p>2:30 PM</p> | <p><u>Meeting Called to Order</u></p> <p>Pledge of Allegiance, Introduction of Members and Guests</p> <p>Review Board Minutes</p> <p><u>Congressional Updates</u> Josiah Porcel (Sen. Tester) Tory Kolkhorst (Sen. Daines) Emily Schneller (Rep. Rosendale)</p> <p><u>Treasurer/Financial Reports</u> 4. Treasurer Update 5. RC&D Financials 6. RLF Financials</p> <p>Adding Danny Choiriki to Board as Special Appointment/Clarify SBDC Approval Of USDA Signature Authority for Myrna</p> <p><u>Staff Reports – Program/Project updates</u> 5. Food/Ag Program – Joel Bertolino 6. Revolving Loan Fund – Nan Knight 7. Economic Development/ CRDC – Jacy Head 8. Operations Support- Myrna Lastusky</p> <p><u>Regional Roundup</u> – <i>News and updates from regional members on projects and activities in key CEDS categories.... (see topics on next page)</i></p> <p><u>Next Beartooth RC&D Area, Inc. Board of Directors Meeting</u> <i>May 16, 2024- Big Timber Sweet Grass County, MT</i></p> <p>Adjourn</p> | <p>Chair</p> <p>Chair, All</p> <p>Chair, All</p> <p>Hauge/Knight</p> <p>Chairman</p> <p>Bertolino Knight Head Lastusky</p> <p>Roe et al</p> | <p>Action</p> <p>Information</p> <p>Information Action Action</p> <p>Action</p> <p>Information Information Information Information</p> <p>Information</p> <p>Information</p> |
|-------------------------------|--|---|--|

**Beartooth RC&D
Board Meeting Minutes
March 21, 2024 – 1:00 pm
Big Horn County Courthouse**

Members Present:

Joel Bertolino, BRCD
Jacy Head, BRCD
Ryan Van Ballegooyen, Billings Job Service
Mayor Joe Purcell, City of Hardin
Kerri Crowe, Dept of Business and Labor
Holly Higgins, First Interstate Bank-Hardin
Lorene Hintz, Big Sky Economic Development
Kayla Vokral, Small Business Development Center

Present on Zoom: Thank you, Sibanye-Stillwater Mine, for the grant to help us purchase our Meeting Owls!

Myrna Lastusky, BRCD
Danny Choriki, Ubet Post
Emily Schneller, Congressman Rosendale
Wesley – intern for Cong. Rosendale
Tory Kolkhorst, Senator Daines
Josiah Porcel, Senator Tester

Guests on Zoom:

Phasia Sanchez, Pryor Consulting Services LLC in Bridger. She assists organizations with finding and securing grant funds and other sources of funding for their specific programs.

Meeting Called to Order: Ryan Van Ballegooyen called the meeting to order.

Pledge of Allegiance, Introduction of Members and Guests

City of Hardin Mayor Joe Purcell:

- 2 years ago started a police dept from the ground up. Ended contract with Sheriff's Dept. Part of goal was to improve public safety, school safety, etc.. Just established a School Resource Officer position and now have a drug dog who is starting on Monday.
 - Will be used for school searches, traffic stops, etc.
 - Dog and training is \$32,000 and covered by grants – big push for city safety
- Updated street banners, flags on poles
 - Banners represent 3 cultures: Railroad, granary, and teepee
 - Flags represent our government and military
 - Also meant to catch people's eye and draw them downtown
- Main Street Program for downtown and updating wayfinding
- Infrastructure
 - Upgrades to sewer treatment plant - \$11 million project – almost \$6 million in grants plus \$200K in forgiveness
 - Water plant is in good shape – mild upgrades
 - Upgrading the liners and mixers to water tanks with Flippa money.
 - Street projects get going this spring.
 - Water extension project on Gable Blvd – doesn't have city services yet and will accommodate 15 homeowners in that area. They have sewer but no water.
- Push with Industrial Park – economic development

- Dept. of Commerce and Beartooth have been a big help in pushing interest toward Hardin.
- Met with another group yesterday looking to put in a manufacturing plant.
- Lot of action with business attraction. Something will click eventually.
- MT League of City and Towns – League Pres.
 - Went to national conference in DC and met with Dept. of Education director, Dept. of Transportation director, guest speaker was Pres. Biden. Was good info and good contacts.
- Lead Service Line – sounds like there will be funding to go to cities and towns to do the improvements.
- Tina’s projects:
 - Preparing for Wayfinding and Planning
 - Flo and Speedy’s Sweet Corn are putting up greenhouse.
 - Big Sky Passenger Rail still going forward – program that brought an initial \$500,000 to get it going.
 - SEMT Tourism – Battle of Little Bighorn 150th anniversary is in 2026 so they are starting to work on goals to prepare for that and increased tourism.

Review January Board Minutes (Action): Holly Higgins motioned to approve; Lorene Hintz seconded. Motion carried.

Congressional Updates:

Josiah Porcel (Sen. Tester)

- Public safety – recent roundtable with law enforcement in Kalispell. Wrote letter to DOJ urging them to enhance funding for rural law enforcement. Highlighted challenges like limited resources and fentanyl epidemic in rural areas. Streamline application process. Underscored support for bi-partisan bill.
 - Advocate to secure southern border and combat influx of fentanyl in MT.
 - Legislation targeted at departments under 200 officers. Billings is the biggest in the state with approximately 180 employees.
- Agriculture:
 - Sen Tester and Mike Rounds of SD filed a CRA resolution to overturn Biden Admin’s decision to lift a ban on beef imports from Paraguay. Bi-partisan resolution is supported by many organizations.
- As Chair of Senate Veterans Affairs Committee, Sen. Tester is introducing bi-partisan legislation to ensure that national guardsmen and reservists receive full educational benefits for their service. Guard and Reserve GI Bill Parity Act will grant GI Bill benefits to guardsman and reservists for all days spent in federal service since Sept. 11, 2001, including active duty activations, drill weekends, active trainings, etc. Want to recognize and honor their service and provide access to educational benefits.

Tory Kolkhorst (Sen. Daines)

- Concerned with EPA rule on tailpipe emissions – will mandate more production of EVs and the cost will be passed on to consumers. In MT, those EVs won’t always hold up.
- Pushing back against open southern border. He introduced 2 bills to protect us from almost 9 million illegal migrant crossings. Laken Riley Act will require ICE to arrest illegal immigrants who commit various crimes. Must be detained and not allowed to enter the U.S.
- Biden’s proposed 1.3 trillion budget continues their reckless spending
- This past week Sen highlighted the increased danger of wildfires and need for forest management at a Senate Energy and Natural Resources meeting. Tory spent the week in DC at these meetings where he represents Montanans

- Ag – joined colleagues in urging US trade rep Katherine Tai and Dept of Ag Secretary Tom Vilsack to increase US ag exports and improve the competitiveness of US products from abroad.

Emily Schneller (Rep. Rosendale)

- Budget – couple of mini-bus spending packages. One passed for 6 spending bills for \$513 billion – Rosendale didn’t support and voted for separate spending bills. Next one is this week – total package of 1.2 trillion dollars, released at 2 am today. They have 48 hours to review thousands of pages. Congressman will not support this either.
- Biden Admin also released \$7.3 trillion budget for 2025 a month past the deadline.
- EPA rule for emission standards to push nationwide adoption of EVs. Mandate is supposed to force EVs by 2030, so automakers will be forced to rapidly curb emissions in passenger cars, light pickups, trucks, vans, beginning with model year 2027. Following it closely, not supporting.
- Congressional Art Challenge – each spring congressional districts accept artwork from HS students. Winners have art displayed for one year at Capitol and go to awards ceremony in DC. Spread the word!

Treasurer/Financial Reports: Nan Knight

- Nan is missing today because she’s doing a tour in Big Timber with Commissioner Roe.
- Joel directed everyone to pages 14-15 to review financials. If anyone has questions, we can pass those along.

RLF Financial and RC&D Financials (ACTION). Kayla Vokral motioned to approve the RLF and RC&D financials as presented. Mayor Joe Purcell seconded. Motion passed.

Adding Danny Choriki to Board as Special Appointment / Clarify SBDC (ACTION)

Ryan said that Danny’s role has changed but we’d still like to have him on the board and he is willing. Joel said that it’s been our practice to include people from different areas as Special Appointments.

Danny: My focus is on community building using technology – websites, portals, virtual meetings. If we can implement at the local level and get people to pay attention to what is going on locally, we’ll all be better off. Ubet Post will be a calendar/portal/newspaper/directory available online. That same model can also be used for social issues and physical issues. I hope to work with Beartooth on housing using this model.

Holly Higgins motioned to approve Danny as a Special Appointment. Kayla Vokral seconded. Motion passed.

Joel: Over the years we have changed our Board roster. Originally had Lorene as SBDC rep and then had her as BSED rep and never backfilled the SBDC spot. Kayla has been coming to board meetings and being a part of them, but we want to officially approve Kayla Vokral as the representative of SBDC and Lorene Hintz as BSED rep.

Holly Higgins motioned to approve. Mayor Joe Purcell seconded. Motion passed.

Approval of USDA Signature Authority for Myrna

Ryan and Joel said since Myrna is handling the RCDI grants, she should have signature authority. Jacy disagreed and explained that it is best to have checks and balances and it wouldn't be responsible to grant Myrna signature authority since she is handling reports and everything else with the RCDIs.

Myrna explained that USDA said she should get signature authority so Joel doesn't always have to sign. Jacy reiterated that checks and balances are needed – that she never signed the RCDI reports when she was doing them.

Holly said it might be good practice to have a backup person to sign if Joel isn't available. Joel said that is why he and Nan thought this would be a good idea. Sometimes there is a quick turnaround time.

Jacy said with federal money it's important to have oversight and checks and balances.

Danny said there are different requirements, and these days the person whose name you want on the reports are the people who are doing the work. Checks and balances in the computerized world don't depend on signatures. CitiBank stopped checking signatures back in 1998.

Ryan: Our previous auditors said it's always good to have checks and balances in place, so perhaps we should hold off on this.

Holly made a motion to table this after further discussion. Kayla Vokral seconded. Motion carried.

Staff Reports – Program/Project Updates

Food and Ag Program – Joel Bertolino

Beartooth FADC

- Face-to-face trainings and other stuff planned on April 2nd in Livingston.

Growth Through Ag and USDA Projects

- Yellowstone Pasta – been helping since fall. Successful \$50K GTA grant for business expansion.
- Speedy and Flo's Sweet Corn – been helping for awhile and also successful in \$50K GTA grant for business expansion.
- Greycliff Mill – assist on and off and provide TA, mostly recently was Rural Food Systems Infrastructure (RFSI) grant – new to Dept of Ag.
- Yellowstone Valley Farm – also assisted Reuben Stahl on the RFSI grant application.
- Rodi Farm – also applied for RFSI. Also assisted her on a Women's Prospera grant.
- Grindy's Cheeseballs – new to us. Talking about financing to expand their business. Nan is working with them.

- Stovall Ranch and Yellowstone Feeders. Been trying to get in touch with Turk Stovall for several months. Large feedlot with many needs. Trying to figure out how to finance corn processing for his feed lots. Gave him info on a USDA Middle Supply Chain Guaranteed Loans that go up to \$40 million. Also, REAP for renewable energy and solar. He also raises a lot of cattle and they direct-sell beef, so gave him VAPG grant info as well.
- Georgette's Galettes – Mark was looking for funding for his Belgian-style treats. Will be applying for GTA Business and Marketing grant.

Ongoing Projects

- Oswald Farms – still working through their successful VAPG grant.
- Becky's Berries – brought them on a tour to King's Cupboard Chocolates in RL to look at some of their equipment and systems.

FADC Outreach

- King's Cupboard Chocolates – Red Lodge
 - Kayla would like to join if they tour King's Cupboard again!
- Grindy's Cheeseballs – Billings

Initial Contact

- Stovall Ranch – Yellowstone County
- Marc Leberger / Georgette's Galettes
- S-Ranch Meats in Hardin – Helped with a VAPG last year and narrowly missed. Applying again this year and provided a LOS.
- Rodi Farm – gave LOS for VAPG.
- Mountain View Colony – Hutterite colony with large egg-producing operation and they sell to Walmart and he is looking at a GTA app this fall.

Operations Support – Myrna Lastusky

- AARP Community Challenge Grant: Partnered with RLACF to submit an AARP grant to defray costs of putting in a baseball field in Bridger. Currently Carbon County high school students must travel to Yellowstone County to play, and the goal is to create a Carbon County baseball team who can practice and host games at this field. We should know by late May if we will receive any funding from AARP.
- RCDI grants: Trying my best to continue the great work Jacy began with these grants, so the past few months have been filled with getting up to speed in some of the details.
- RCDI in Hardin/Big Horn County: Working closely with Tina Toyne on several different projects including:
 - City of Hardin's application to MT Community Reinvestment Program grant – for a Housing Needs Study.
 - City of Hardin's CDBG application to create a Comprehensive Economic Development Strategy document.
 - Big Horn County's application to both CDBG and MT Community Reinvestment Program grant – for a Housing Needs Study. Big Horn received \$20,000 from CDBG, and we just submitted the MCRPG app early this morning.
 - Tina also accepted a job at Hardin School District, so she will be leaving us in early July. We're so sad to see her go, but she will be a blessing in her new position as Gear Up Liaison for the high school. She will be preparing students for their next steps after high school,

including trade schools, 2-year degrees, 4-year degrees, and beyond. She will also stay in touch with students after graduation to support them in their efforts.

- We are figuring out the next steps with the RCDI grant and have been in talks with City of Hardin and the commissioners. I'm meeting with the 3 commissioners on Monday and should know more after that.
- RCDI grant in Red Lodge: Working with Angela Getchell, Workforce Housing Director :
 - Beginning a housing study in Bridger with Cushing Terrell on a couple pieces of land. Local landowner has been very cooperative and excited about helping with affordable housing.
 - Great progress is being made with a developer who is very excited about creating affordable housing. A Brownfields assessment is being done on the Old Hospital property in hopes that it can be one of the sites to be developed.
 - Planning some upcoming trainings for new and not-yet homeowners in Carbon County.
 - Continued construction on the Mutual Self-Help homes and rental units in Red Lodge. Work should be complete by mid-summer.

Economic Development / CRDC – Jacy Head

- Next reporting period will include:
 - -USDA RCDI Quarter reports (2)- will be submitted in April 2024
 - -CRDC Quarter report- will be submitted in April 2024
 - -EDA Partnership Planning Grant report- summer 2024
 - -EPA Brownfields ACRES Quarter report- will be submitted in April 2024
- Helping Hands Food Bank in Hardin- the board decided to move forward with Tetra Tech as they move forward with more testing and cleanup through the Petra Fund. With the cleanup work they've already done, they've already meet the deductible for the Petra Fund Board, so hopefully will be a smooth finish to their community garden.
- Former Rocky Fork Inn site in Red Lodge- awaiting the FEMA buyout to be completed; may require another assessment depending on timing. Has already had structural assessment, phase 1 and 2. Will be a demo and disposal.
- Lodge Grass Lumberyard- utilizing both DEQ and EPA funding for the Phase II assessment and cost estimate draft has been distributed for comment and then we can move into cleanup planning.
- Community-Wide Brownfield Assessment Grant- 3 Qualified Environmental Professionals (QEPs) have been chosen for the program. We chose to have 3 so Beartooth has control of the Brownfields program. We have to develop the Quality Assurance Project Plan, which will take a couple months. Once developed, we can develop the CIP (Community Involvement Plan) and will do more outreach.
- DEQ Brownfields Collaboration- BRCD has been selected to be a sub-recipient to one of DEQ's new capacity building grants; it offers funding (salary of ½ a position), training, and support to enable them to engage the communities they work in on environmental topics; the grant lasts for three years with initial funds being received in spring 2024. Beartooth staff are strategizing on the best way to utilize this.
- RCAC Building Rural Economies (BRE) Program- recently awarded this three-year grant as a sub-recipient; doing onboarding meetings with RCAC staff
 - Will be doing ROCE (Recharging Our Community's Economy) Workshops. This may also help Beartooth's capacity. Does site-specific projects, access to capital, etc. Focused in Columbus starting in April, but will be open to all the other communities as well.

- DOC-Business Attraction – still working on Project Quartz and Black Diamond; new one is Project Sentinel (Nan is there and would enable 150 positions in Sweet Grass County). They like that site because it is directly across the street from a gun manufacturer.
- MEDA Spring Conference in Red Lodge- April 23-25th at the Roosevelt Center.
 - Coordinating with Allison Corbin on best tours to showcase our community.
 - Jacy will be part of a panel discussion for flood disaster.
- Trainings in the upcoming year- work with SBDC on training collaborations
 - First one happening on April 9th at Joliet office – Personal Financial Statement
- Additional Clients that were worked with (Jan. 15-Mar. 13 2024):
 - City of Red Lodge/Mayor Westwood
 - RL Pea Cannery
 - Tom Fischer/ Old Hospital
 - Quincy Dabney/Town of Lodge Grass
 - Ford Hedge property in Edgar
 - Town of Roberts
 - Beau Simone
 - Bill Foisy/BRTA
 - Crazy Mountain Music
 - Monte Koch

Regional Roundup:

We are focusing on our CEDS SWOT (Strengths, Weaknesses, Opportunities, and Threats) throughout the region. Be especially thinking about Infrastructure, Economy, Communication, Services, Natural Resources, and Human Capital.

Danny Choriki, Ubet Post:

- Danny is a plaintiff in a lawsuit called Cottonwood vs. the State of MT. Back in 2021, the MT legislature banned local governments from being able to ban or restrict plastics from local establishments. Court issued a summary judgment last week saying that the legislature doesn't have authority to prevent local governments from having initiatives. It has broader implications, which is why Danny got onto it. He wants to bring back more control to local governments.
- Ubet Post – see above

Kayla Vokral, SBDC:

- Huge kudos to entire Beartooth team – I've talked to all of them regularly over the last few months, and they have been champions in helping to get funding for some deals.
- We were going to do a workshop with Tina in Hardin but with her leaving, not sure that will happen. But it's been great working with Myrna and Tina on other regional trainings.
- Part of Downtown Billings Battle of the Plans – TIF funds to use for someone to get a business up and running in downtown Billings. Will award 2 \$40,000 to businesses – one existing and one startup. 23 businesses are part of that.
- Boutique hotel has been approved in downtown Billings right next to BSED. 140 rooms. Working quickly on it and hope to open by 2025. Clientele will be more higher end than most locations.
- Yellowstone Summer Jobs program – lot of interns looking for summer jobs this summer but only 9 businesses have signed up.

- Workforce Education Series – for anyone new to management or middle management who need additional training.
- May 3 – The SBA Administrator Guzman is coming to Billings. They have an entire day lined up. Her focus this time around is Ag. Ag roundtable and team exercise.

Lorene Hintz, BSED:

- City of Billings wasn't awarded the grant for the 25th Street bridge, so they are seeking other funding.
- Space to Place applications are under review right now – money for people who want to paint a building or do some fixing up in the area.
- South Billings TIF is considering a recreation center that is scaled down from the initial plan. Kids still need places to go.
- Partnering with economic impact analyst for Zoo Montana. Yellowstone County submitted an application to USDA for funding for infrastructure for the Loft Lake Industrial Park.
- Yellowstone County just received 6 Class B Property Tax statements for manufacturing equipment under the SB-530 newly created program.
- Economic Impact Pulse – Lorene passed out copies.
- Business recruitment – new gal Ashley Cavanaugh has been very active and working with air services and hotel accommodations and retail. She and Steve are working with adding flights to several cities including direct flights to California. There is a grant to help with air services and will help with air service. Spring is when the Delta, United, and Allegiant flights will click in.

Kerri Crowe, Dept. of Business & Labor, Workforce Services Division, Engagement Strategist

- Helping industries set up trainings, seeing where we can use positions like carpenters, welding, CNAs, etc. Sometimes you don't need a whole semester of classes; you can have a 6-7 week class could work very well.
- Working on overcoming barriers for justice-involved workers. The PROWD2 Grant is working with those coming from the federal prison system and working with apprenticeships.
 - **Always** looking for businesses who are willing to set up these apprenticeships.
- Pathways Grant for those in the state system – working to set up one in Billings and Missoula. Kerri went through the Job Jamboree yesterday and talked to every single company who could possibly help. Had many great conversations. All but one said absolutely yes in the right circumstances. Kerri is looking at these questions:
 - What can we do to as Workforce Services Division to make the process go smoothly from DOC to pre-release to job services, parole, education, and so on. Looking at wrap-around care and continuation of services.
- Breaking it up into things that are manageable first. What does the process look like? It's all about relationships and communication.
- Looking at things don't take any extra money, for businesses willing to have those conversations.
- Looking at a labor force, public safety, schools (when a parent gets their act together, the child does much better, too).

Joel: We need to stay in touch because we work with businesses who are often looking for more workforce. Some of them have already utilized that population.

Kerri: Meat processing is a big one. Construction, Hotels, even residential care, manufacturing. We need to be very intentional about placing them.

- In Yellowstone County and surrounding area, we are dealing with 8000 a year that are justice-involved. We are working with education to see what training programs could look like. Also working with Unions to see what training in the construction industry, e.g., could look like.

Kayla: Would you be interested in doing a workshop on hiring justice-involved workers? YES! And Ryan would be a better resource.

- Ryan: I would put together a list of organizations and employers that have had success.
- Kayla: My wheels are turning! If we could partner with BillingsWorks on that, it would be great.
- Ryan: Different pockets of people and their particular challenges – justice-involved, disabilities, seniors who aren't fully retired . . . there are possibilities out there that we can explore some workforce solutions.

Kerri:

- Part of my work has been bringing together Dept. of Corrections pre-release, Job Service, Apprenticeship together and say, "How are we going to get this flow?" It's been wonderful because we are learning with each other. I want to bring business owners to the table with pre-release, who have frustrations with DOC's timelines and mandatory tests that don't always fit great with their work schedules.
- Looking at what adjustments can be made to create a better fit for employers and overcome some of the barriers.
- Ryan: Joe is director of nursing and always has needs. Maybe you need to sit down together and figure out if there are solutions to help Joe get CNAs, etc. It's a great conversation.
- Kerri: Absolutely. There are many who wouldn't fit, but there are some that can. I am learning through all these conversations, so please communicate with me if you have questions.

Ryan: Lots of possibilities to incentivize hiring justice-involved. It can also help break down some stereotypes and barriers.

Joe: From a business side, you have to adjust to new generations.

Kerri: But there are other things we can do. Lots of questions but many answers. What does it look like to set up supports? There are some incentives to hiring.

Holly Higgins, FIB: (Had trouble hearing some of this)

- Plenty Doors CDC hired a contractor to start building the business incubator building in Crow Agency. There will be offices and other spaces. You can lease a spot, build your business up. Construction starting this spring/summer. Doing 2 buildings, this is phase 1.
- Little Bighorn Days committee decided not to do the PRCA Rodeo this year. But Big Horn County Fair in July will have a rodeo.
- Dairy Queen closed in Hardin
 - Joe: Initial plan is a remodel to take care of water damage/black mold, so they hope to fix that and reopen. Some management issues prior to the reopening.
 - Holly: Go to Farmer's Daughter in the meantime to get ice cream!

Mayor Joe Purcell, City of Hardin:

- Working with the old Sinclair station to get cleaned up.
- Town Pump bought out Flying J's in state. They found black mold and plan to demolish it and start from scratch. Possibly will be a restaurant.
- Crow Tribe purchased Western Motel during COVID to use for COVID housing. Are going to remodel it and turn it into housing/apartments.
- Lot of empty buildings around town, but also a lot of people looking.
 - Holly: bank building is still being worked on
- Joe: Storage unit behind McDonalds is up and running with indoor and outdoor storage
- Speedy and Flo's leveled the property to put in a greenhouse.
- Maverick – purchase of property across the highway and Maverick will be going in. Waiting for DOT Highway Traffic Study is being done, approved by City Council. One study is done, they'll be ready to pull the trigger.
- Love's – almost done with renovations and addition of RV park. Looks nice.
- Golf course is still owned by folks who run the Carnival. Having management issues but not open right now.

Good News: Kerri shared that she just got a text from her daughter and she re-enlisted Navy for 6 more years. Awesome! Thank you for your service!

Joel: Sent antiquated Business Plan out. Will run through Executive Committee and staff and try to have some updates and a draft by the July meeting. July will be our luncheon and informational stuff and an overview on the organization. If anyone has any input in the meantime, let us know.

- Ryan: We want to be intentional with some of the operations.
 - Where are we at?
 - Where do we want to be?
 - How do we get there?
 - Can we be better employers, employees, board members . . .?
 - Do better onboarding of board members

Next Beartooth RC&D Area, Inc. Board of Directors Meeting: May 16, 2024 – Big Horn County

Meeting adjourned at 2:43 pm.

Revolving Loan Fund Books- February 2024

Loan Client Review

| <u>County</u> | <u># of loans</u> | <u>\$ Loaned out</u> | |
|--------------------|-------------------|----------------------|--------|
| Big Horn | 2 | \$197,586.53 | |
| Stillwater | 2 | \$191,424.62 | |
| Yellowstone | 12 | \$814,755.15 | |
| Carbon | 3 | \$364,957.38 | |
| <u>Sweet Grass</u> | <u>2</u> | <u>\$141,215.25</u> | Total: |
| | 21 | \$1,709,938.93 | |

- Closed one new RMAP loan in February.
- One potential new RMAP loan and two others in the pipeline.
- Due to funding availability with USDA, BRCD IRP application wasn't selected this cycle. BRCD will resubmit next cycle.

Bank Balances as of February 29, 2024 Total available for lending

| | | | |
|---|---------------|--------------------------|------------------|
| Bank of Joliet- RMAP waiting to be drawn down) | \$ 105,010.27 | \$ 105,010.27 | \$300,000 (still |
| Bank of Joliet – RMAP LOAN LOSS | \$ 2,500.94 | \$ 0.00 | |
| Bank of Joliet EDA | \$ 9,849.22 | \$ 9,849.22 | |
| Bank of Joliet-CDBG | \$ 108,297.26 | \$ 108,297.26 | |
| Bank of Joliet- IRP | \$ 170,805.13 | \$ 135,805.13 | |
| Bank of Joliet-Fromberg | \$ 31,477.49 | \$ 31,477.49 | |
| | | Available: \$ 390,439.37 | |

| | | | |
|---------------------|---------------|-----------------------------|------|
| Restricted Accounts | | Principal amounts paid back | |
| FIB – SSBCI 2.0 | \$ 148,621.00 | \$ 2,714.66 | BOJ- |
| SSBCI 2.0 | \$ 79,651.50 | \$ 4,025.24 | |

February 2024 Beartooth Books

| 2024 Income | 2024 | |
|-------------------------------------|----------------|----------------|
| | Budget | Actual |
| AG-FOOD AND AG CENTER | 60,000 | 15,000 |
| SPECIALTY CROP BLOCK | 58,166 | 14,542 |
| FARM -TO- SCHOOLS | 1,200 | 3,751 |
| REAP | 5,000 | |
| BOARD - EDA SPONSOR DUES | 56,979 | 43,521 |
| BOARD-INTEREST INCOME | 750 | |
| BOARD-FOUNDATION MONEY | 3,300 | |
| RLF-STAFF REIMBURSE | 15,000 | |
| RLF-ORIG FEES | 5,000 | 500 |
| RLF-RMAP TA | 12,500 | |
| BROWNFIELD | 19,250 | 1,377 |
| CRDC | 71,000 | 17,961 |
| EDA - GRANT | 70,000 | 17,500 |
| BSTF ADMIN \$ | 1,950 | 1,950 |
| RCAC | 25,000 | |
| RCDI (Big Horn) | 2,800 | 448 |
| RCDI (Red Lodge) | 2,800 | 460 |
| Pass- Through | | 24,377 |
| | | |
| Restricted SSBCI | | 1,223 |
| | 410,695 | 142,609 |
| | | |
| Expenses for 2024 | | |
| TOTAL STAFF EXPENSE | 261,534 | 42,120 |
| COMMUNICATIONS | 8,000 | 5,916 |
| EQUIPMENT & VEHICLE | 6,000 | 798 |
| CONTRACTUAL | 25,000 | 12,119 |
| INSURANCES | 7,000 | 666 |
| RENT/ UTILITIES | 10,000 | 500 |
| SUPPLIES | 10,000 | 3,400 |
| TRAVEL | 15,000 | 942 |
| OTHER | 10,000 | 42 |
| | | |
| EXPENSE TOTAL | 352,534 | 66,502 |
| | | |
| | | 76,107 |
| Statement Ending: 02/29/2024 | | |
| Checking Account: | \$110,005.75 | |
| Savings Account: | \$65,316.89 | |
| Building Account: | \$4,488.53 | |

Beartooth RC&D Budget Comparison

| INCOME | 2021 | | 2022 | | 2023 Income | 2023 | | 2024 Income | 2024 | |
|----------------------|--------------|---------------|--------------|----------------|--------------------------|--------------|---------------|--------------------------|---------------|----------|
| | Budget | Actual | Budget | Actual | | Budget | Actual | | Budget | Actual |
| AG-FOOD AND AG C | 85,007 | 73,538 | 45,000 | 70,057 | AG-FOOD AND AG C | 45,000 | 48,706 | AG-FOOD AND AG CENTER | 60,000 | 60,000 |
| AG-MCDC | 1,000 | | 500 | 0 | Specialty Crop Bloc | 35,000 | 31,286 | Specialty Crop Block | 58,166 | 58,166 |
| BOARD - EDA SPON | 55,907 | 54,614 | 56,979 | 56,844 | BOARD - EDA SPONS | 56,979 | 55,711 | FARM TO SCHOOL | 1,200 | 1,200 |
| BOARD-INTEREST IN | 400 | 300 | 400 | 845 | BOARD-INTEREST IN | 400 | 736 | REAP | 5,000 | 5,000 |
| BOARD-FOUNDATIO | 3,700 | 3,373 | 3,300 | 3,830 | BOARD-FOUNDATION | 3,300 | 3,641 | BOARD - EDA SPONSOR DUB | 56,979 | 56,210 |
| RLF-STAFF REIMBUR | 18,000 | | 18,000 | 0 | RLF-STAFF REIMBUR | 15,000 | 5,066 | BOARD-INTEREST INCOME | 750 | 750 |
| RLF-ORIG FEES | 5,000 | | 7,500 | 6,152 | RLF-ORIG FEES | 5,000 | 2,764 | BOARD-FOUNDATION MONE | 3,300 | 3,300 |
| CRDC | 71,907 | 71,844 | 71,000 | 71,844 | CRDC | 71,000 | 71,844 | RLF-STAFF REIMBURSE | 15,000 | 15,000 |
| CGWG/ fuels | | 6,147 | | | EDA - GRANT | 70,000 | 70,000 | RLF-ORIG FEES | 5,000 | 5,000 |
| MISC GRANT ADMIN | 10,750 | | 12,750 | | BSTF ADMIN \$ | 4,000 | | RLF- RMAP | 12,500 | 12,500 |
| EDA - GRANT | 70,000 | 70,000 | 70,000 | 70,000 | RCDI (Big Horn) | 2,500 | 2,444 | BROWNFIELD | 19,250 | 19,250 |
| SW-GRANT | | 224,357 | | | RCDI (Red Lodge) | 4,000 | 1,592 | CRDC | 50,000 | 71,000 |
| BSTF | | 44,220 | | | Pass- Through | | 115,634 | EDA - GRANT | 70,000 | 70,000 |
| EDA-CARES ACT | | 200,000 | | 100,000 | other Admin | | 2,500 | BSTF ADMIN \$ | 1,950 | 1,950 |
| Pass- Through | | | | 73,102 | | | | RCAC | 25,000 | 25,000 |
| Total Income | 321,671 | 748,393 | 285,429 | 452,674 | | 312,179 | 411,921 | RCDI (Big Horn) | 2,800 | 2,800 |
| | | | | | | | | RCDI (Red Lodge) | 2,800 | 2,800 |
| | | | | | | | | Pass- Through | | |
| | | | | | | | | | 389,695 | 0 |
| | | | | | | | | | | 409,926 |
| EXPENSES | | | | | Expenses for 2023 | | | Expenses for 2024 | | |
| TOTAL STAFF EXPEN | 256,044 | 245,234 | 231,429 | 233,496 | TOTAL STAFF EXPEN | 244,441 | 241,301 | TOTAL STAFF EXPENSE | 245,441 | |
| COMMUNICATIONS | 6,000 | 7,194 | 4,500 | 7,167 | COMMUNICATIONS | 7,000 | 7,300 | COMMUNICATIONS | 9,000 | |
| EQUIPMENT & VEH | 8,520 | 4,970 | 4,500 | 9,581 | EQUIPMENT & VEHIC | 6,000 | 5,370 | EQUIPMENT & VEHICLE | 7,000 | |
| CONTRACTUAL | 21,220 | 442,632 | 21,100 | 195,509 | CONTRACTUAL | 25,000 | 126,784 | CONTRACTUAL | 30,000 | |
| SUPPLIES | 9,800 | 10,908 | 5,000 | 10,559 | SUPPLIES | 7,000 | 14,853 | SUPPLIES | 8,000 | |
| TRAVEL | 10,140 | 1,534 | 7,800 | 3,756 | TRAVEL | 5,500 | 9,838 | TRAVEL | 15,500 | |
| OTHER | 8,430 | 10,618 | 10,000 | 12,515 | OTHER | 11,500 | 9,265 | OTHER | 13,500 | |
| Total Expense for th | 320,154 | 723,091 | 284,329 | 472,583 | EXPENSE TOTAL | 306,441 | 414,711 | EXPENSE TOTAL | 328,441 | 0 |
| Net Income | 1,517 | 25,302 | 1,100 | -19,910 | | 5,738 | -2,789 | | 61,254 | 0 |

The above income figures currently include both "net income" and "pass-through" funds. We are working on the ability to state these amounts independently to provide a more accurate picture of the budget.

Statement Ending: 12/31/2023
 Checking Account: \$79,322.56
 Savings Account: \$65,316.89
 Building Account: \$4,494.13

Revolving Loan Fund Books- April 2024

Loan Client Review

| <u>County</u> | <u># of loans</u> | <u>\$ Loaned out</u> | |
|--------------------|-------------------|----------------------|--------|
| Big Horn | 2 | \$194,416.49 | |
| Stillwater | 2 | \$179,301.60 | |
| Yellowstone | 14 | \$856,490.45 | |
| Carbon | 3 | \$351,818.36 | |
| <u>Sweet Grass</u> | <u>2</u> | <u>\$131,810.66</u> | Total: |
| | 23 | \$1,713,837.56 | |

- Closed one new loan in March.
- Committee approved new loan in Big Timber, waiting for closing.
- New funding- resubmit IRP application & applied for Big Sky Economic Development Revolving Loan Fund Grant Program

Bank Balances as of April 30, 2024 Total available for lending

| | | | |
|---|----------------------------------|-----------------------------|------------------|
| Bank of Joliet- RMAP waiting to be drawn down) | \$ 107,222.82 | \$ 69,722.82 | \$300,000 (still |
| Bank of Joliet – RMAP LOAN LOSS | \$ 5004.06 | \$ 0.00 | |
| Bank of Joliet EDA | \$ 14,841.98 | \$ 14,841.98 | |
| Bank of Joliet-CDBG | \$ 74,346.93 | \$ 74,346.93 | |
| Bank of Joliet- IRP | \$ 176,126.15 | \$ 136,126.15 | |
| Bank of Joliet-Fromberg | \$ 31,512.81 | \$ 31,512.81 | |
| | | Available: \$ 364,050.69 | |
| | (still waiting to be drawn down) | \$ <u>275,000.00</u> | |
| | | \$ 639,050.69 | |
| Restricted Accounts | | Principal amounts paid back | |
| FIB – SSBCI 2.0 | \$ 148,621.00 | \$ 3,463.19 | BOJ- SSBCI |
| 2.0 | \$ 79,651.50 | \$ 4,790.52 | |

April 2024 Beartooth Books

| 2024 Income | 2024 | |
|-------------------------------------|----------------|----------------|
| | Budget | Actual |
| AG-FOOD AND AG CENTER | 60,000 | 15,000 |
| SPECIALTY CROP BLOCK | 58,166 | 14,542 |
| FARM -TO- SCHOOLS | 1,200 | 3,751 |
| REAP | 5,000 | |
| BOARD - EDA SPONSOR DUES | 56,979 | 43,521 |
| BOARD-INTEREST INCOME | 750 | 689 |
| BOARD-FOUNDATION MONEY | 3,300 | 3,676 |
| RLF-STAFF REIMBURSE | 15,000 | |
| RLF-ORIG FEES | 5,000 | 500 |
| RLF-RMAP TA | 12,500 | |
| BROWNFIELD | 19,250 | 3,175 |
| CRDC | 71,000 | 38,528 |
| EDA - GRANT | 70,000 | 35,000 |
| BSTF ADMIN \$ | 1,950 | 1,950 |
| RCAC | 25,000 | |
| RCDI (Big Horn) | 2,800 | 1,180 |
| RCDI (Red Lodge) | 2,800 | 952 |
| Pass- Through | | 39,621 |
| | | |
| Restricted SSBCI | | 2,525 |
| | 410,695 | 204,610 |
| | | |
| Expenses for 2024 | | |
| TOTAL STAFF EXPENSE | 261,534 | 87,023 |
| COMMUNICATIONS | 8,000 | 7,239 |
| EQUIPMENT & VEHICLE | 6,000 | 1,498 |
| CONTRACTUAL | 25,000 | 13,444 |
| INSURANCES | 7,000 | 5,487 |
| RENT/ UTILITIES | 10,000 | 4,222 |
| SUPPLIES | 10,000 | 3,400 |
| TRAVEL | 15,000 | 1,195 |
| OTHER | 10,000 | |
| | | |
| EXPENSE TOTAL | 352,534 | 123,509 |
| | | |
| | | 81,101 |
| Statement Ending: 04/30/2024 | | |
| Checking Account: | \$122,224.73 | |
| Savings Account: | \$65,439.02 | |
| Building Account: | \$4,488.53 | |

Beartooth RC&D Staff Project Update

May 2024

FOOD AND AG DEVELOPMENT CENTER PROJECTS

Beartooth FADC

Beartooth FADC assisted clients with USDA VAPG applications GTA and ARPA Ag infrastructure grants. An in person training was held in April for all Food and Ag Centers in Livingston. Beartooth FADC has begun work on reaching out to local school leaders with information on Farm to School programs and is planning to develop a pilot harvest of the month with a local school.

Growth Through Ag Projects and USDA Projects

Smurai Sue's

Location- Red Lodge, MT
Contact-Asano Otsu

Asano started her small bakery and ready to eat meals in 2018 initially selling them in the Moon Lake Market attached to her processing location. The business now markets her breads and pizza crusts as well as ready to eat pizza's at the local grocery store and online orders. She and her husband are now building a larger new location to expand her business and Beartooth FADC has worked with her to develop a GTA Business and Marketing Grant for expanding her online presence and sales and purchasing a piece of equipment.

Yellowstone Pasta

Location- Billings, MT
Contact-Henry Kennah

Henry is a former chef for Jakes in Billings that started making fresh pasta using Montana hard red durum wheat. He was referred to us by our partners Kayla and Lorene at SBDC who are assisting him with business planning. Beartooth FADC worked with Henry to develop a Growth Through Ag grant and loan application to expand, their application was successful and they will receive \$50,000.00 for this project

Speedy and Flo's Sweet Corn

Location- Hardin, MT

Contact-Flo Ramirez

Beartooth FADC worked with Flo Ramirez and his wife; they started growing fresh produce and sweet corn for local sales over ten years ago on a one-and-a-half-acre garden plot. Their business has grown and they now raise 25 acres of sweet corn and have a 4-acre garden, they sell all of their fresh produce at locations in Hardin, several in Billings, Joliet, Miles City and Absarokee as well as in northern Wyoming. Beartooth FADC assisted Flo in developing his application for the GTA program for the development of their greenhouse and retail location, they were successful and will receive \$50,000.00 for this project

Yellowstone Valley Farm

Contact-Reuben Stahl

Location-Laurel

Reuben Stahl has a family greenhouse business growing basil and selling to FSA and Sysco, he would like to add another greenhouse to keep up with increased demand this last year. Beartooth RC&D assisted Reuben with developing RFSI and ARPA application and will assist when he is interested in a USDA REAP application for his greenhouse expansion.

Rodi Farms

Location- Laurel, MT

Contact-Carah Ronan

Carah was referred to us to assist her in applying for RSFI funding to expand her business of fresh cut flowers and some fresh vegetables she operates on her family's grain farm near Laurel, MT. Their business was not successful in with their application but we have assisted them in developing an Impact Grant for Women owned businesses. Beartooth has also assisted the business with a USDA VAPG grant and an ARPA ag infrastructure application.

Stovall Ranch and Yellowstone Feeders

Location- Yellowstone County

Contact- Turk Stovall

The Stovall family are generational beef producers in Yellowstone County they have grown their operation to include two sizeable Feedlots and sell Certified Angus Beef as well as having their own branded beef products sold direct to consumer. Beartooth FADC talked with the business about the potential use of the REAP program for their expansion plans as well as USDA VAPG for their direct beef sales business. They are also looking at the USDA Supply Chain Guaranteed Loans. Beartooth assisted this business with an ARPA Ag Infrastructure grant.

Georgette's Galettes

Location- Billings, MT

Contact- Marc Leberger

Marc has a business making Belgian style treats called Galettes he is looking to expand his business and purchase equipment, we looked at a couple of grant options he is most interested in applying for the GTA Business and Marketing grant.

On Going Projects

Oswald Farms

Location- Joliet, MT

Contact- Melissa Oswald

Oswald Farms operates a generational ag operation that raises cattle feeds them, has them processed at a local USDA plant and sells their own branded beef products to local restaurants and locally through Facebook. They have developed their own retail location to sell their meat products and other local foods and it is located near the intersection of highway 310 and 312 both heavily traveled roads. Beartooth FADC has been working with USDA personnel with the business to apply for a Value Added Producer Grant for \$250,000.00 to expand their direct to consumer beef business. Oswald Farms application has been selected for funding these operating funds will help them grow their direct beef sales business and their new retail store. They have recently looked at applying for the ARPA Ag Infrastructure Grant.

Becky's Berries- Absarokee, MT

Contact- Becky Stahl

Location-Absarokee

Beartooth FADC has been assisting Becky with locating specialized assistance in recipe development for a new line of products she is currently working on. They have now completed their recipes for a line of mustards and we are now helping them on developing a process for filling and packaging the products. On March 18th MMEC and Beartooth FADC set up a tour of Kings Cupboard Chocolates in Red Lodge with Becky to look at their process and equipment to see how it could work for her operation.

Beartooth FADC Outreach

J&D Meats- Hardin, MT

Speedy and Flo's Sweetcorn- Hardin, MT

Initial Contact

The Grange

Alaskan Seafood Guys

Ron Kliensasser-Mountain View Colony

Justin Dye- Farm Box

- Economic Development: CRDC / EDA PPG / EPA Brownfields
 - Next reporting period will include:
 - CRDC Quarter report- submitted and reimbursed in April 2024
 - EDA Partnership Planning Grant report- summer 2024
 - EPA Brownfields ACRES Quarter report- submitted and reimbursed in April 2024
 - Bastian site (Former Rocky Fork Inn) in Red Lodge- awaiting the FEMA buyout to be completed
 - Lodge Grass Lumberyard- the Phase II assessment and cost estimate draft has been completed
 - Community-Wide Brownfield Assessment Grant- first task assignment assigned to TetraTech
 - DEQ Brownfields Collaboration- BRCD has been selected to be a sub recipient to one of DEQ's new capacity building grants; MOA will be dispersed by DEQ soon
 - RCAC Building Rural Economies (BRE) Program- recruiting committee members and learning ROCE Workshop content
 - DOC-Business Attraction – still working on Project Quartz, Black Diamond, and Sentinel
 - Additional Clients that were worked with:
 - City of Red Lodge/Mayor Westwood
 - Sean Brady
 - Quincy Dabney/Town of Lodge Grass
 - Beau Simone
 - Craig Mehling
 - Little Big Horn Camp
 - Crow Tribe
 - Rachel Grandfield & Jesse Boyd
 - Roman Theater
 - Becker Hotel
 - JWK Enterprises

Frequently Used Acronyms

BIA – Bureau of Indian Affairs
BLM – Bureau of Land Management
BRCD – Beartooth RC&D
BSEDA – Big Sky Economic Development Association
BSTF – Big Sky Trust Fund
CDBG – Community Development Block Grant
CRDC – Certified Regional Development Corporation
CEDS – Comprehensive Economic Development Strategy
CTEP – Community Transportation Endowment Program
EDA – Economic Development Administration
EDD – Economic Development District
FADC- Food and Ag Development Center
GIS – Geographic Information Systems
GPS – Global Positioning System
GTA- Growth Through Ag Grant and Loan
HOME – Montana Home Investment Partnerships Program
HUD – US Department of Housing and Urban Development
IRP – Intermediary Relending Program
LESA – Land Evaluation Site Assessment
MBOI – Montana Board of Investments
MDOA- Montana Department of Agriculture
MDOC – Montana Department of Commerce
MDOL – Montana Dept. of Labor
MDOT – Montana Dept. of Transportation
MDFWP – Montana Dept. of Fish, Wildlife and Parks
MEDA – Montana Economic Developers Association
MMEC- Montana Manufacturing Extension Center
NADO – National Association of Development Organizations
NHS – Neighborhood Housing Services
NRCS – Natural Resource Conservation Service
RBDG – Rural Business Development Grant
RC&D – Resource Conservation & Development
RCDI – Rural Community Development Initiative
RD – Rural Development (a division of USDA)
RCPP- Regional Conservation Partnership Program
REAP- Rural Energy for America Program
RLF – Revolving Loan Fund
RMAP- Rural Micro entrepreneur Assistance Program
SBA – Small Business Administration
SBDC – Small business Development Center
SSBCI- State Small Business Credit Initiative
TIFD – Tax Increment Finance District
TSEP - Treasure State Endowment Program
USDA – United States Department of Agriculture
USFS – United States Forest Service
LSL- Lead Service Lines

File Attachments for Item:

9. Workshop Minutes of April 16, 2024.

**MINUTES
CITY OF LAUREL
CITY COUNCIL WORKSHOP
TUESDAY, APRIL 16, 2024**

A Council Workshop was held in Council Chambers and called to order by Council President Sparks at 6:29 p.m. on April 16, 2024.

COUNCIL MEMBERS PRESENT:

| | |
|---|---|
| <input checked="" type="checkbox"/> Tom Canape | <input checked="" type="checkbox"/> Heidi Sparks |
| <input checked="" type="checkbox"/> Michelle Mize | <input checked="" type="checkbox"/> Jessica Banks |
| <input checked="" type="checkbox"/> Casey Wheeler | <input checked="" type="checkbox"/> Irv Wilke |
| <input checked="" type="checkbox"/> Richard Klose | <input checked="" type="checkbox"/> Jodi Mackay |

OTHERS PRESENT:

Brittney Harakal, Council Administrative Assistant
Matt Wheeler, Public Works Director
Michele Braukmann, Civil Attorney – Via phone
Kelly Strecker, Clerk/Treasurer
Kurt Markegard, Planning Director
Stan Langve, Chief of Police
Jessica McCartney, 303 Union President
Ryan Welsh, KLJ

Public Input:

There were none.

General Items

1. Appointment of Kurt Markegard and Floodplain Administrator.

Recently, the City received a floodplain permit application. In processing that application, it was noted that Forrest Sanderson is still designated as the Floodplain Administrator. The Planning Director has received the training to be designated as the City's Floodplain Administrator.

Executive Review

2. Resolution - A Resolution Of The City Council Approving The 2025-2027 Collective Bargaining Agreement Between The City Of Laurel And Local Union 303, American Federation Of State, County, And Municipal Employees, AFSCME.

Jessica McCartney, 303 Union President, briefly reviewed the changes made in the Collective Bargaining Agreement. The CBA will go from July 2024 to June 2027. The negotiation team was able to negotiate all three years of language changes and the first year for wages.

One language change was to change the School Resource Officers start time to 7:30 p.m. this allows them to do patrol in the school zones before the start of the school day. During the school year, the SROs will receive 5 hours of OT each pay period; during the summers, they will only receive 4 hours of OT like all the other officers. They have forfeited the shift differential for the additional hour of OT.

There is a \$3.00 increase for all Officers. Those in the one-year probationary period will receive \$1.00 less. This wage increase does make Laurel comparable to the agencies surrounding us. Dispatch and Animal Control will receive a \$1.50 raise. Negotiations took approximately 8 hours and were very productive.

It was questioned if this CBA covers EMS wages. No.

It was questioned if it was normal to negotiate wages yearly. It was clarified that is allowed and there are many examples of coming to the negotiating table yearly for wage negotiations.

It was questioned if this wage increase would assist with the hiring process. It was clarified that they anticipate that it will assist in filling the vacant positions.

Council noted that under health insurance, TBD is listed. It was clarified that amount would be added to the contract. That amount won't be known until the Health Insurance Committee votes.

3. Resolution - A Resolution Of The City Council Authorizing The City Of Laurel And The Laurel Urban Renewal Agency (LURA) To Submit A Request For Proposal For A TIF Consultant.

Kurt Markegard, Planning Director, reviewed the attached financial report. There are a lot of projects coming down the pipeline in Planning; he does not have the time to dedicate to the TIF District to be able to support their needs. They need help to get their projects moving and to complete their required reporting.

It was questioned when the City goes out for RFP if they have to access a proposal. It was clarified that once the City receives all proposals they schedule interviews with all those who submitted proposals. They select which firm can provide the City with what is needed. The Council then gets to vote on if a contract is awarded. The City can choose to reject all proposals. When the City goes out for a bid, it is a very formal process. The City is legally required to accept the lowest responsible bidder. There are more stringent rules governing that process. During the RFP process, the City will analyze all qualifications for the proposals received.

It was questioned if this would be a part-time, full-time, or project-based RFP. It was clarified that it will depend on the proposals received.

It was questioned who will oversee the consultant ensuring that the work is being completed. It was clarified that the Planning Director would be overseeing the contract.

4. Resolution - A Resolution Of The City Council Authorizing The Mayor To Execute The Agreement For Provision Of Fire Services By And Between The City Of Laurel And Laurel Urban Fire Service Area (LUFSA).

Last year, the City started to look at all the Fire District contracts and noted that they were all very different. All contracts are now consistent contract and on a yearly renewal basis. The Fire Administrative Assistant is working on evaluating the rates that are being charged to the Fire Districts. The review is to make sure the rates are objective and consistent.

5. Resolution - A Resolution Of The City Council Authorizing The Mayor To Execute The Agreement For Provision Of Fire Services By And Between The City Of Laurel And Yellowstone Boys And Girls Ranch.

No discussion on the item. Discussed with the previous agenda item.

6. Resolution - A Resolution Of The City Council Approving A Memorandum Of Understanding By And Between The City Of Laurel And Yellowstone County For The W. 12th Street Overlay Project.

Matt Wheeler, Public Works Director, stated that the W. 12th Street Overlay is done. This resolution allows the County to pay half the cost. Their half will be 25k.

7. Resolution - A Resolution Awarding The Bid And Authorizing The Mayor To Execute All Contract And Related Documents For 5th Avenue To 7th Avenue Sewer Line Replacement Project.

Ryan Welsh, KLJ, briefly reviewed the attached bid tab. Western Municipal Construction was the lowest responsive bidder.

It was questioned why contractors are not held to their bid amounts. It was clarified that a change order is for a change in conditions. It was further questioned if there are instances where a request for a change order is denied. It was clarified that there have been denials in the past.

It was questioned how fast this project would be completed. It was clarified that it is scheduled for 40 calendar days. This project is expected to be completed by July 1, 2024.

8. Resolution - Resolution Of Intent To Adopt Updated Growth Management Policy For The City Of Laurel-Yellowstone County Joint Planning Jurisdiction And Provide For A Thirty (30) Day Public Comment Period.

Kurt Markegard, Planning Director, briefly reviewed the process to bring the Growth Management Policy before the Council. The County has already adopted the Growth Management Policy.

The Planning Director reminded the Council that the Growth Management Policy is a land use issue. After the public hearing Council will have an opportunity to discuss any concerns. Council

has the option to adopt it as is, adopt it as amended, or deny it and send it back to the Planning Board.

Civil Attorney Braukmann noted that this was a year-long process, and the Planning Director has done a large amount of work on these issues.

Council was reminded that Growth Management Policies are not regulatory documents; they are the basis and foundation for a lot of things the City has to do legally. These are quasi-judicial issues.

It was questioned if the Growth Management Policy is needed when the City applies for grants. It was clarified that when applying for grants various plans are needed.

This is a resolution of intent, setting the public hearing towards the end of May.

9. Resolution - Resolution Of Annexation Of Property Legally Described As The Amended Plat Of Lots 1 & 2 Of Nutting Brothers Subdivision, Second Filing, Lot 1a, Adjacent To The City Of Laurel, As An Addition To The City Of Laurel, Yellowstone County, Montana, With Concurrent Approval Of Zoning Designation Upon Annexation Of The Property.

Kurt Markegard, Planning Director, gave a brief time of how this request came before the Council. See the attached Staff report. There will be a public hearing at next week's meeting. There are a few details that will need to be addressed with a development agreement. It is recommended that the property be zoned as Public.

The owner's representative on the project noted that there are certain things that the School District can spend bonded funds on.

It was questioned if the annexation process should have been done prior to digging holes and moving dirt. It was clarified that the District only has three years from passing the bond to be able to finish the construction project. They have been working with the Planning Director for the last six months on getting the annexation process taken care of. The plan is for the school to be open for the 2025 School year. The annexation request does not go all the way up to E. Maryland, just the southern portion.

Council was reminded that they were being asked to annex the land, not the use of the land. A development agreement will address all the intricacies of building the project. After passing approving the annexation the City and School District then have a year to finalize the development agreement. If those conditions are not reached then the annexation does not occur.

It was questioned if storm sewer would be part of those discussions. It was clarified that our current annexation policy has limited criteria. Storm sewer is not one of those criteria. Both the City and the District will need to work together to find a solution to this problem. Developers need to know they can annex so they can proceed with their projects. The irrigation ditch in the area will need to be addressed.

Chris Lorash, School Board Trustee, stated that the money has to be used in a specific way. The goal is to improve the District and City as a whole. There is no additional money available. If they need to do additional things, then certain things will not be done.

10. Ordinance - An Ordinance Amending Title 12 Of The Laurel Municipal Code Related To The Standards For Public Works.

Ryan Welsh briefly reviewed the Standards for Public Works. There will be a public hearing on May 14th, 2024.

It was clarified that in reviewing the document, it was noted that this was no longer present in LMC. This ordinance is fixing that oversight.

Council Issues

Other Items

Attendance at Upcoming Council Meeting

All Council Members present will be at next week's meeting.

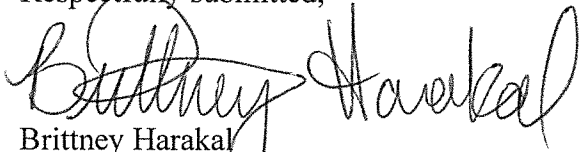
Announcements

On April 20, 2024, there is a Community Clean Up Day. Meet at the Perk at 10 a.m. All supplies will be supplied. Submit your pictures to the Build A Better Laurel Facebook page.

Emergency Services Committee will meet Monday at 6:00 p.m. in Council Chambers.

The council workshop adjourned at 8:36 p.m.

Respectfully submitted,


Brittney Harakal
Administrative Assistant

NOTE: This meeting is open to the public. This meeting is for information and discussion of the Council for the listed workshop agenda items.

LAUREL URBAN RENEWAL AGENCY

Tax revenue for the Tax Increment Finance District since the City Council created the district -Actuals.

| | |
|-----------|------------------|
| 2008-2009 | \$161,472 |
| 2009-2010 | \$234,239 |
| 2010-2011 | \$259,115 |
| 2011-2012 | \$387,178 |
| 2012-2013 | \$404,404 |
| 2013-2014 | \$404,759 |
| 2014-2015 | \$372,182 |
| 2015-2016 | \$545,079 |
| 2016-2017 | \$580,623 |
| 2017-2018 | \$624,706 |
| 2018-2019 | \$699,747 |
| 2019-2020 | \$613,851 |
| 2020-2021 | \$755,951 |
| 2021-2022 | \$795,345 |
| 2022-2023 | <u>\$851,529</u> |

Total \$7,690,180

Cash on Hand 4-16-2024 = \$4,711,068.81

22 X \$800,941(Average last 3 years) = *\$17,620702

*Total revenue forecast with cash on hand *\$22,331,770

*Projected revenue based off average of years 2020 - 2023 until the sunset of TIFD (2045).

Debt service every year until Jan 2045 \$180,241.12
 Payment due from 4-16 until 1-1-2045 \$2,650,114.04

Revenue minus bond payment = *\$19,681,625

Montana Code Annotated 2023

TITLE 7. LOCAL GOVERNMENT CHAPTER 15. HOUSING AND CONSTRUCTION Part 42. Urban Renewal

Costs That May Be Paid By Tax Increment Financing

7-15-4288. Costs that may be paid by tax increment financing. The tax increments may be used by the local government to pay the following costs of or incurred in connection with an urban renewal area or targeted economic development district as identified in the urban renewal plan or targeted economic development district comprehensive development plan:

- (1) land acquisition;
- (2) demolition and removal of structures;
- (3) relocation of occupants;
- (4) the acquisition, construction, and improvement of public improvements or infrastructure, publicly owned buildings, and any public improvements authorized by Title 7, chapter 12, parts 41 through 45; Title 7, chapter 13, parts 42 and 43; and Title 7, chapter 14, part 47, and items of personal property to be used in connection with improvements for which the foregoing costs may be incurred;
- (5) costs incurred in connection with the redevelopment activities allowed under **7-15-4233**;
- (6) acquisition of infrastructure-deficient areas or portions of areas;
- (7) administrative costs associated with the management of the urban renewal area or targeted economic development district;
- (8) assemblage of land for development or redevelopment by private enterprise or public agencies, including sale, initial leasing, or retention by the local government itself at its fair value;
- (9) the compilation and analysis of pertinent information required to adequately determine the needs of the urban renewal area or targeted economic development district;
- (10) the connection of the urban renewal area or targeted economic development district to existing infrastructure outside the area or district;
- (11) the provision of direct assistance to secondary value-adding industries to assist in meeting their infrastructure and land needs within the area or district; and
- (12) the acquisition, construction, or improvement of facilities or equipment for reducing, preventing, abating, or eliminating pollution.

History: En. 11-3921 by Sec. 1, Ch. 287, L. 1974; amd. Sec. 1, Ch. 452, L. 1975; amd. Sec. 2, Ch. 532, L. 1977; amd. Sec. 31, Ch. 566, L. 1977; R.C.M. 1947, 11-3921(part); amd. Sec. 1, Ch. 147, L. 1981; amd. Sec. 9, Ch. 712, L. 1989; amd. Sec. 1, Ch. 737, L. 1991; amd. Sec. 1, Ch. 500, L. 1993; amd. Sec. 2, Ch. 269,

Montana Code Annotated 2023

TITLE 7. LOCAL GOVERNMENT

CHAPTER 15. HOUSING AND CONSTRUCTION

Part 42. Urban Renewal

Powers Which May Be Exercised By Urban Renewal Agency Or Authorized Department

7-15-4233. Powers which may be exercised by urban renewal agency or authorized department. (1) In the event the local governing body makes the determination provided for in **7-15-4232**, the local governing body may authorize the urban renewal agency or department or other officers of the municipality to exercise any of the following urban renewal project powers:

- (a) to formulate and coordinate a workable program as specified in **7-15-4209**;
- (b) to prepare urban renewal plans, except that the local governing body shall approve the inclusion of a tax increment provision;
- (c) to prepare recommended modifications to an urban renewal project plan;
- (d) to undertake and carry out urban renewal projects as required by the local governing body;
- (e) to make and execute contracts as specified in **7-15-4251**, **7-15-4254**, **7-15-4255**, and **7-15-4281**, with the exception of contracts for the purchase or sale of real or personal property;
- (f) to disseminate blight clearance and urban renewal information;
- (g) to exercise the powers prescribed by **7-15-4255**, except the power to agree to conditions for federal financial assistance and imposed pursuant to federal law relating to salaries and wages shall be reserved to the local governing body;
- (h) to enter any building or property in any urban renewal area in order to make surveys and appraisals in the manner specified in **7-15-4257**;
- (i) to improve, clear, or prepare for redevelopment any real or personal property in an urban renewal area;
- (j) to insure real or personal property as provided in **7-15-4258**;
- (k) to effectuate the plans provided for in **7-15-4254**;
- (l) to prepare plans for the relocation of families displaced from an urban renewal area and to coordinate public and private agencies in such relocation;
- (m) to prepare plans for carrying out a program of voluntary or compulsory repair and rehabilitation of buildings and improvements;
- (n) to conduct appraisals, title searches, surveys, studies, and other preliminary plans and work necessary to prepare for the undertaking of urban renewal projects;
- (o) to negotiate for the acquisition of land;

MCA Contents / TITLE 7 / CHAPTER 15 / Part 42 / 7-15-4238 Employment...

Montana Code Annotated 2023

TITLE 7. LOCAL GOVERNMENT


CHAPTER 15. HOUSING AND CONSTRUCTION

Part 42. Urban Renewal

Employment Of Necessary Staff

7-15-4238. Employment of necessary staff. The urban renewal agency or department or officers exercising urban renewal project powers shall be supplied with the necessary technical experts and such other agents and employees, permanent and temporary, as are required.

History: En. Sec. 16, Ch. 195, L. 1959; R.C.M. 1947, 11-3916(part); amd. Sec. 17, Ch. 253, L. 1979.

Created by LAWS 

EDD11 Project

EXHIBIT A

AMORTIZATION SCHEDULE

| Period | Beginning Balance | Payment | Principal | Interest | Cumulative Principal | Cumulative Interest | Ending Balance |
|-----------|-------------------|-------------|-------------|-------------|----------------------|---------------------|-----------------|
| 4/15/2020 | \$ 3,055,000.00 | \$0.00 | \$0.00 | \$ | \$0.00 | \$ | \$ 3,055,000.00 |
| 7/1/2020 | \$ 3,055,000.00 | \$90,119.56 | \$68,320.44 | \$21,799.12 | \$68,320.44 | \$ 21,799.12 | \$ 2,986,679.56 |
| 1/1/2021 | \$ 2,986,679.56 | \$90,119.56 | \$69,644.69 | \$20,474.88 | \$107,965.11 | \$ 42,274.01 | \$ 2,947,034.89 |
| 7/1/2021 | \$ 2,947,034.89 | \$90,119.56 | \$70,314.57 | \$19,804.89 | \$148,279.78 | \$ 62,078.90 | \$ 2,906,720.22 |
| 1/1/2022 | \$ 2,906,720.22 | \$90,119.56 | \$70,995.99 | \$19,128.57 | \$169,275.77 | \$ 81,207.47 | \$ 2,855,724.23 |
| 7/1/2022 | \$ 2,855,724.23 | \$90,119.56 | \$71,688.82 | \$18,430.74 | \$230,964.59 | \$ 99,638.21 | \$ 2,804,035.41 |
| 1/1/2023 | \$ 2,804,035.41 | \$90,119.56 | \$72,393.36 | \$17,726.20 | \$273,357.95 | \$ 117,368.91 | \$ 2,751,642.05 |
| 7/1/2023 | \$ 2,751,642.05 | \$90,119.56 | \$73,109.81 | \$17,019.75 | \$316,467.76 | \$ 134,388.66 | \$ 2,708,532.24 |
| 1/1/2024 | \$ 2,708,532.24 | \$90,119.56 | \$73,839.37 | \$16,311.19 | \$360,307.13 | \$ 151,408.85 | \$ 2,664,693.07 |
| 7/1/2024 | \$ 2,664,693.07 | \$90,119.56 | \$74,579.23 | \$15,603.33 | \$404,886.36 | \$ 168,429.18 | \$ 2,620,114.04 |
| 1/1/2025 | \$ 2,620,114.04 | \$90,119.56 | \$75,332.62 | \$14,896.94 | \$450,217.98 | \$ 185,449.12 | \$ 2,574,881.42 |
| 7/1/2025 | \$ 2,574,881.42 | \$90,119.56 | \$76,098.74 | \$14,192.82 | \$496,316.73 | \$ 202,469.94 | \$ 2,528,562.68 |
| 1/1/2026 | \$ 2,528,562.68 | \$90,119.56 | \$76,877.81 | \$13,491.75 | \$543,194.54 | \$ 219,490.69 | \$ 2,481,384.87 |
| 7/1/2026 | \$ 2,481,384.87 | \$90,119.56 | \$77,670.02 | \$12,793.11 | \$590,864.56 | \$ 236,511.80 | \$ 2,433,214.85 |
| 1/1/2027 | \$ 2,433,214.85 | \$90,119.56 | \$78,475.67 | \$12,098.89 | \$639,340.23 | \$ 253,533.69 | \$ 2,384,139.16 |
| 7/1/2027 | \$ 2,384,139.16 | \$90,119.56 | \$79,294.91 | \$11,408.65 | \$688,635.14 | \$ 270,556.34 | \$ 2,334,164.25 |
| 1/1/2028 | \$ 2,334,164.25 | \$90,119.56 | \$80,127.99 | \$10,722.57 | \$738,763.13 | \$ 287,579.91 | \$ 2,283,386.34 |
| 7/1/2028 | \$ 2,283,386.34 | \$90,119.56 | \$80,975.16 | \$10,040.40 | \$789,738.29 | \$ 304,603.31 | \$ 2,231,711.18 |
| 1/1/2029 | \$ 2,231,711.18 | \$90,119.56 | \$81,836.64 | \$9,362.82 | \$841,574.93 | \$ 321,636.13 | \$ 2,179,174.54 |
| 7/1/2029 | \$ 2,179,174.54 | \$90,119.56 | \$82,712.66 | \$8,690.68 | \$894,287.60 | \$ 338,669.81 | \$ 2,125,784.73 |
| 1/1/2030 | \$ 2,125,784.73 | \$90,119.56 | \$83,603.52 | \$8,023.14 | \$947,891.12 | \$ 355,704.95 | \$ 2,071,581.21 |
| 7/1/2030 | \$ 2,107,108.84 | \$90,119.56 | \$84,509.42 | \$7,360.14 | \$1,002,400.54 | \$ 372,728.09 | \$ 2,016,471.75 |
| 1/1/2031 | \$ 2,052,999.42 | \$90,119.56 | \$85,430.63 | \$6,702.93 | \$1,057,831.17 | \$ 389,751.02 | \$ 1,960,440.82 |
| 7/1/2031 | \$ 1,997,168.79 | \$90,119.56 | \$86,367.41 | \$6,052.15 | \$1,114,198.58 | \$ 406,783.17 | \$ 1,903,471.62 |
| 1/1/2032 | \$ 1,940,801.38 | \$90,119.56 | \$87,320.02 | \$5,407.54 | \$1,171,518.60 | \$ 423,815.71 | \$ 1,845,485.67 |
| 7/1/2032 | \$ 1,883,481.37 | \$90,119.56 | \$88,288.72 | \$4,774.84 | \$1,229,807.32 | \$ 440,848.55 | \$ 1,786,636.65 |
| 1/1/2033 | \$ 1,825,192.64 | \$90,119.56 | \$89,273.90 | \$4,154.76 | \$1,289,081.22 | \$ 457,881.79 | \$ 1,726,910.84 |
| 7/1/2033 | \$ 1,765,918.84 | \$90,119.56 | \$90,275.52 | \$3,546.03 | \$1,349,356.74 | \$ 474,915.82 | \$ 1,666,303.12 |
| 1/1/2034 | \$ 1,705,643.31 | \$90,119.56 | \$91,294.19 | \$2,949.37 | \$1,410,650.93 | \$ 491,950.64 | \$ 1,604,353.67 |
| 7/1/2034 | \$ 1,644,349.12 | \$90,119.56 | \$92,336.06 | \$2,364.12 | \$1,472,986.99 | \$ 508,986.76 | \$ 1,541,367.36 |
| 1/1/2035 | \$ 1,582,019.06 | \$90,119.56 | \$93,398.44 | \$1,789.12 | \$1,536,385.43 | \$ 526,023.88 | \$ 1,477,668.18 |
| 7/1/2035 | \$ 1,518,635.62 | \$90,119.56 | \$94,484.62 | \$1,224.94 | \$1,600,870.05 | \$ 543,071.82 | \$ 1,412,553.80 |
| 1/1/2036 | \$ 1,454,151.06 | \$90,119.56 | \$95,593.90 | \$6,697.66 | \$1,666,463.95 | \$ 560,120.48 | \$ 1,346,433.10 |
| 7/1/2036 | \$ 1,388,637.10 | \$90,119.56 | \$96,725.59 | \$6,147.57 | \$1,733,189.54 | \$ 577,169.05 | \$ 1,279,307.51 |
| 1/1/2037 | \$ 1,321,933.51 | \$90,119.56 | \$97,879.00 | \$5,602.11 | \$1,801,068.54 | \$ 594,217.16 | \$ 1,211,124.41 |
| 7/1/2037 | \$ 1,254,207.50 | \$90,119.56 | \$99,053.45 | \$5,061.11 | \$1,869,121.99 | \$ 611,264.27 | \$ 1,141,941.03 |
| 1/1/2038 | \$ 1,185,284.05 | \$90,119.56 | \$70,088.26 | \$20,031.30 | \$1,937,153.25 | \$ 628,295.57 | \$ 1,071,645.46 |
| 7/1/2038 | \$ 1,115,193.79 | \$90,119.56 | \$71,272.73 | \$18,846.61 | \$2,011,076.96 | \$ 645,326.18 | \$ 1,000,318.61 |
| 1/1/2039 | \$ 1,043,923.04 | \$90,119.56 | \$72,477.26 | \$17,642.30 | \$2,083,554.22 | \$ 662,356.48 | \$ 927,841.35 |
| 7/1/2039 | \$ 971,445.78 | \$90,119.56 | \$73,702.19 | \$16,417.43 | \$2,157,256.35 | \$ 679,386.91 | \$ 854,138.87 |
| 1/1/2040 | \$ 897,743.65 | \$90,119.56 | \$74,947.69 | \$15,171.87 | \$2,232,204.04 | \$ 696,417.78 | \$ 779,191.10 |
| 7/1/2040 | \$ 822,793.96 | \$90,119.56 | \$76,214.31 | \$13,965.25 | \$2,308,418.35 | \$ 713,448.03 | \$ 702,746.85 |
| 1/1/2041 | \$ 746,581.65 | \$90,119.56 | \$77,502.33 | \$12,817.23 | \$2,385,920.68 | \$ 730,478.26 | \$ 625,279.32 |
| 7/1/2041 | \$ 669,079.32 | \$90,119.56 | \$78,812.12 | \$11,707.44 | \$2,464,732.80 | \$ 747,507.70 | \$ 546,461.62 |
| 1/1/2042 | \$ 590,267.20 | \$90,119.56 | \$80,144.04 | \$ 9,975.52 | \$2,544,876.84 | \$ 764,537.22 | \$ 465,324.16 |
| 7/1/2042 | \$ 510,123.16 | \$90,119.56 | \$81,498.48 | \$ 8,621.08 | \$2,626,375.32 | \$ 781,566.74 | \$ 382,825.68 |
| 1/1/2043 | \$ 428,624.63 | \$90,119.56 | \$82,875.30 | \$ 7,243.76 | \$2,709,250.62 | \$ 798,595.50 | \$ 299,950.13 |
| 7/1/2043 | \$ 345,748.83 | \$90,119.56 | \$84,276.40 | \$ 5,843.16 | \$2,793,527.02 | \$ 815,624.66 | \$ 216,472.47 |
| 1/1/2044 | \$ 261,472.47 | \$90,119.56 | \$85,700.69 | \$ 4,418.88 | \$2,879,227.71 | \$ 832,653.84 | \$ 132,771.69 |
| 7/1/2044 | \$ 175,771.80 | \$90,119.56 | \$87,149.02 | \$ 2,970.54 | \$2,966,376.73 | \$ 849,683.36 | \$ 48,622.78 |
| 1/1/2045 | \$ 88,622.78 | \$90,120.51 | \$88,622.79 | \$ 1,497.72 | \$3,055,000.00 | \$ 1,430,976.95 | \$ (0.00) |

FY 2021
FY 22
FY 23

Nov 2022 issue 25 yr bonds

2611 Gabel Road
Billings, MT 59102-7329
406 245 5499
KLIENG.COM



April 3, 2024

Matt Wheeler
City of Laurel
115 W. 1st Street
Laurel, MT 59044

Re: 5th Ave. to 7th Ave. Sewer Line Replacement – Recommendation of Award

Dear Matt:

Bids for the 5th Ave to 7th Ave Sewer Line Replacement project were received on March 28th, 2024. Five bids were opened and read aloud, with bid amounts being \$401,111.00, \$422,161.00, \$444,295.00, \$549,940.00, and \$568,265.00. The bid for \$444,295.00 from 4050 Development was considered an unresponsive bidder as they did not include their Contractor's License. The bids were checked for mathematical accuracy and none of the bids had any discrepancies.

The lowest responsive bidder for the project is Western Municipal Construction at \$401,111.00. The second lowest bidder is JR Civil of Montana with a bid amount of \$422,161.00. Enclosed is a Certified Bid Tabulation. Please have the City determine whether to award the project and to who and for what amount; upon notice, we will pull together the notice of award (NOA), route to City for signature, and ultimately work with the chosen Contractor to finalize Contracts for the City's approval.

If you have any questions or concerns, please contact me at (406) 247-2933.

Sincerely,

KLJ

A handwritten signature in black ink that reads "Ryan E. Welsh". The signature is fluid and cursive, written over a white background.

Ryan E. Welsh, PE
Project Engineer

Enclosure(s): Certified Bid Tabulation

Project #: 2304-01231
cc: file



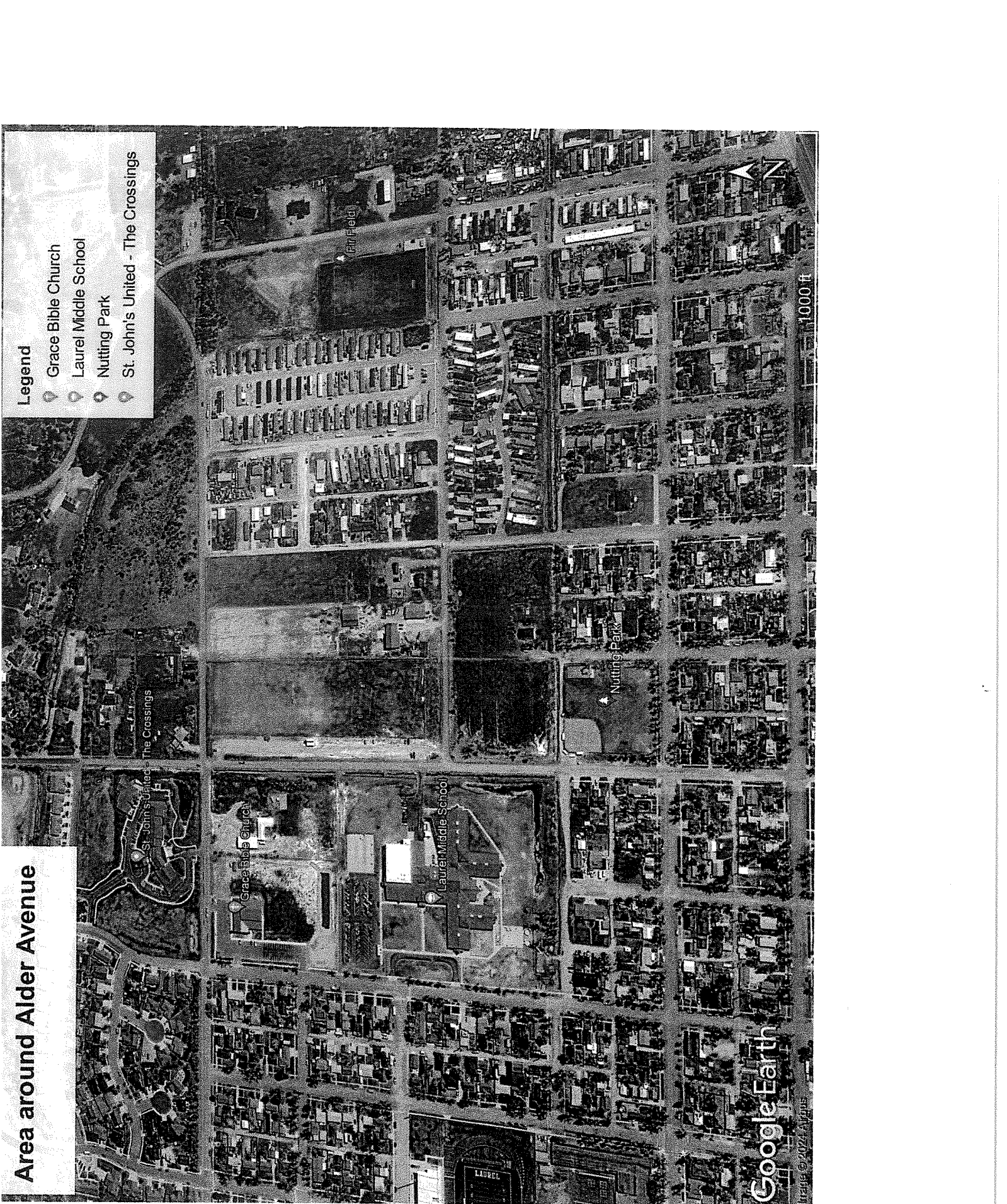
TABULATION OF BIDS
5TH AVE TO 7TH AVE SEWER LINE REPLACEMENT
City of Laurel, MT
March 28, 2024



| ITEM | DESCRIPTION | UNIT | QTY | Engineer's Opinion of Cost | | Western Municipal Construction | | 4050 Development | | Askin Construction | | JR Civil LLC | | Cop Construction | |
|------|--|------|------|----------------------------|---------------------|--------------------------------|---------------------|------------------|---------------------|--------------------|---------------------|--------------|---------------------|------------------|---------------------|
| | | | | UNIT PRICE | TOTAL PRICE | UNIT PRICE | TOTAL PRICE | UNIT PRICE | TOTAL PRICE | UNIT PRICE | TOTAL PRICE | UNIT PRICE | TOTAL PRICE | UNIT PRICE | TOTAL PRICE |
| 101 | Mobilization | LS | 1 | \$15,000.00 | \$15,000.00 | 18,700.00 | 18,700.00 | 15,500.00 | 15,500.00 | 50,000.00 | 50,000.00 | 41,600.00 | 41,600.00 | 21,650.00 | 21,650.00 |
| 102 | Taxes, Insurance and Bonds | LS | 1 | \$12,000.00 | \$12,000.00 | 25,300.00 | 25,300.00 | 26,000.00 | 26,000.00 | 20,000.00 | 20,000.00 | 26,400.00 | 26,400.00 | 15,900.00 | 15,900.00 |
| 103 | Traffic Control | LS | 1 | \$6,000.00 | \$6,000.00 | 8,500.00 | 8,500.00 | 9,700.00 | 9,700.00 | 11,800.00 | 11,800.00 | 14,572.00 | 14,572.00 | 25,000.00 | 25,000.00 |
| 104 | Stormwater Management and Erosion Control | LS | 3 | \$6,000.00 | \$18,000.00 | 9,000.00 | 27,000.00 | 13,000.00 | 39,000.00 | 4,500.00 | 13,500.00 | 5,300.00 | 15,900.00 | 5,000.00 | 15,000.00 |
| 105 | Sewer Bypass Pumping | CY | 435 | \$17,715.00 | \$7,715,000.00 | 9.00 | 3,915.00 | 28,000.00 | 12,120.00 | 25,000.00 | 10,000.00 | 4,800.00 | 17,100.00 | 9,400.00 | 9,400.00 |
| 106 | Unclassified Excavation | EA | 5 | \$1,500.00 | \$7,500.00 | 990.00 | 1,485.00 | 850.00 | 1,275.00 | 50.00 | 150.00 | 38.00 | 57.00 | 40.00 | 160.00 |
| 107 | Connect to Ex. Sanitary Sewer Main | EA | 1 | \$1,400.00 | \$1,400.00 | 1,400.00 | 1,400.00 | 1,800.00 | 1,800.00 | 4,000.00 | 4,000.00 | 2,561.00 | 2,561.00 | 760.00 | 760.00 |
| 108 | Connect to Ex. Manhole | EA | 1 | \$1,400.00 | \$1,400.00 | 1,400.00 | 1,400.00 | 1,800.00 | 1,800.00 | 4,000.00 | 4,000.00 | 2,561.00 | 2,561.00 | 760.00 | 760.00 |
| 109 | Geogrid | SY | 500 | \$6.00 | \$3,000.00 | 6.00 | 3,000.00 | 7.00 | 3,500.00 | 7.00 | 3,500.00 | 6.50 | 3,250.00 | 4.00 | 2,000.00 |
| 110 | Non-Woven Geotextile Fabric | SY | 1010 | \$1.95 | \$1,969.50 | 4.70 | 4,773.00 | 5.25 | 2,625.00 | 5.00 | 5,000.00 | 4.10 | 4,141.00 | 3.00 | 3,030.00 |
| 111 | 3" Minus Sub-base Course | CY | 335 | \$90.00 | \$30,150.00 | 48.00 | 4,320.00 | 21.00 | 7,035.00 | 50.00 | 16,750.00 | 46.00 | 15,410.00 | 36.00 | 12,060.00 |
| 112 | 1 1/2" Crushed Base Course | CY | 290 | \$62.00 | \$18,180.00 | 57.00 | 3,531.00 | 21.50 | 6,235.00 | 55.00 | 15,925.00 | 42.80 | 12,412.00 | 97.00 | 28,130.00 |
| 113 | Asphalt Concrete Pavement Patch (Match Ex or 4") | SY | 120 | \$38.00 | \$4,560.00 | 39.00 | 7,080.00 | 60.00 | 7,200.00 | 55.00 | 6,600.00 | 146.00 | 5,402.00 | 62.00 | 7,440.00 |
| 114 | Asphalt Concrete Pavement Patch (7") | SY | 600 | \$4.00 | \$2,400.00 | 31.00 | 1,261.00 | 50.00 | 1,500.00 | 30.00 | 1,800.00 | 35.50 | 21,300.00 | 34.00 | 20,400.00 |
| 115 | Concrete Drive Approach | SF | 180 | \$24.00 | \$4,320.00 | 260.00 | 6,240.00 | 54.00 | 9,720.00 | 125.00 | 22,500.00 | 271.00 | 6,480.00 | 145.00 | 3,465.00 |
| 116 | Concrete Curb & Gutter | LF | 130 | \$15.00 | \$1,950.00 | 91.00 | 1,365.00 | 54.00 | 810.00 | 50.00 | 750.00 | 52.80 | 7,862.40 | 63.00 | 9,390.00 |
| 117 | Remove Concrete Curb & Gutter | LF | 130 | \$10.00 | \$1,300.00 | 11.00 | 110.00 | 10.00 | 110.00 | 3.00 | 30.00 | 8.60 | 86.00 | 14.00 | 140.00 |
| 118 | Gravel Alley Surface Repair | SY | 260 | \$23.00 | \$5,980.00 | 18.00 | 414.00 | 12.00 | 276.00 | 15.00 | 375.00 | 12.50 | 285.00 | 17.00 | 390.00 |
| 119 | Concrete Flankwork Removal | SY | 70 | \$31.00 | \$2,170.00 | 9.10 | 282.10 | 18.00 | 1,260.00 | 10.00 | 700.00 | 10.10 | 707.00 | 19.00 | 1,330.00 |
| 120 | Remove Ex. Sanitary Sewer Main | LF | 780 | \$49.00 | \$38,220.00 | 7.40 | 362.80 | 5.50 | 4,275.00 | 10.00 | 7,000.00 | 14.50 | 11,310.00 | 1.00 | 780.00 |
| 121 | Type 2 Pipe Bedding | CY | 350 | \$44.50 | \$15,575.00 | 65.00 | 2,892.50 | 24.00 | 8,400.00 | 55.00 | 19,275.00 | 57.80 | 20,230.00 | 41.00 | 14,755.00 |
| 122 | Imported French Backfill | CY | 350 | \$90.00 | \$31,500.00 | 44.00 | 3,960.00 | 20.50 | 7,175.00 | 50.00 | 17,500.00 | 69.00 | 24,150.00 | 40.00 | 14,000.00 |
| 123 | 12" PVC Sanitary Sewer Main | LF | 800 | \$14.00 | \$11,200.00 | 166.00 | 2,324.00 | 242.00 | 3,388.00 | 270.00 | 3,780.00 | 99.00 | 1,382.40 | 230.00 | 3,210.00 |
| 124 | Sanitary Sewer Service Reconnect | EA | 6 | \$750.00 | \$4,500.00 | 880.00 | 5,280.00 | 1,700.00 | 12,600.00 | 3,000.00 | 21,000.00 | 1,619.00 | 9,714.00 | 2,150.00 | 16,050.00 |
| 125 | 48" Sanitary Sewer Manhole | EA | 2 | \$7,000.00 | \$14,000.00 | 7,000.00 | 14,000.00 | 18,500.00 | 37,000.00 | 10,000.00 | 20,000.00 | 7,260.00 | 14,460.00 | 2,900.00 | 5,800.00 |
| 126 | Exploratory Excavation | HR | 10 | \$650.00 | \$6,500.00 | 370.00 | 2,385.00 | 380.00 | 2,460.00 | 500.00 | 3,250.00 | 1,116.00 | 7,296.00 | 260.00 | 1,600.00 |
| 127 | Tree Trim | EA | 1 | \$1,000.00 | \$1,000.00 | \$1,300.00 | \$1,300.00 | \$900.00 | \$900.00 | \$500.00 | \$500.00 | \$1,160.00 | \$1,160.00 | \$800.00 | \$800.00 |
| | Base Bid Total | | | | \$393,215.00 | | \$401,111.00 | | \$444,285.00 | | \$444,285.00 | | \$427,161.00 | | \$568,765.00 |

This represents true tabulation of bids given and received by work.

Ryan E. Weishaar
Professional Engineer
License No. 40034-PE
Date: 4/3/2024



Area around Alder Avenue

Legend

- 📍 Grace Bible Church
- 📍 Laurel Middle School
- 📍 Nutting Park
- 📍 St. John's United - The Crossings

The Crossings

St. John's United

Grace Bible Church

Laurel Middle School

Rain Field

Nutting Park

Google Earth

Imagery © 2024, Airbus

1000 ft



CITY HALL
115 W. 1ST ST.
PUB. WORKS: 628-4796
WATER OFC.: 628-7431
COURT: 628-1964
FAX 628-2241

City Of Laurel

P.O. Box 10
Laurel, Montana 59044



Office of the Planning Director

PLANNING BOARD AND ZONING COMMISSION
RECOMMENDATION
Laurel School District
Annexation and Initial Zoning

Applicant:

Laurel School District
410 Colorado Avenue
Laurel MT 59044

The School District represents 100% of the land ownership. Annexation pursuant to §7-2-4601 et. seq. MCA. (Annexation by Petition).

Request:

The Laurel School District representing 100% of the ownership of lands involved, has Petitioned the City of Laurel for Annexation of approximately 4.886 acres of property adjacent to the City of Laurel with an initial Zoning Designation of Public for concurrent review.

The subject property is generally described as that portion of NW 1/4 Section 10, Township 2 South, Range 24 East, P.M.M., Yellowstone County, Montana, for a proposed amended Nutting Brothers Subdivision Second Filing Lot1A. An annexation Exhibit, which is incorporated into this report by reference, has been submitted in support of the Petition and Requested Initial Zoning.

Process:

The annexation petition and requested initial zoning has been scheduled for consideration and a public hearing by the Laurel – Yellowstone City County Planning Board and Zoning Commission for 6 p.m. on Wednesday, March 20, 2024. The City Council will consider the annexation and zoning designation at a future council meeting.

Analysis of the Request

- The Laurel School District represents 100% of the land ownership involved in the petition.
- The Laurel Growth Policy designates the property as a 'growth area' of the city.
- The current use of the property is a sports field that has been used by the school district for many years.
- The requested zone City Laurel "Public" provides for a small number of specific uses and is consistent with the requirements of R-08-22 that lands embraced by the city be assigned R-7500 or greater.
- The subject property was presumed to be zoned County Residential Tracts or is un-zoned Yellowstone County.
- Part 46 annexation requires that the land use designation be 'consistent with the prevailing use of the property, consistent with the prevailing County Zoning Assignment, and/or consistent with the current growth policy'.
- In addition to the extension of urban scale services the City Zoning provides options for development that are not available to rural properties. These options include but are not limited to Planned Unit Developments
- The initial zoning must be considered under City Resolution R-08-22 (Annexation), the Laurel Municipal Code Title 17 (Zoning).
- The question of annexation and initial zoning must be heard by the Laurel – Yellowstone City County Planning Board and Zoning Commission.
- Is the requested annexation and initial zoning in the best interest of the City and Citizens of the City of Laurel.
- The property is situated such that street rights-of-way will need to be annexed with the subject property.

Findings:

- ✓ The subject property is adjacent to the City of Laurel.
- ✓ The City Council is not required to submit the question of annexation to the qualified electors of the area to be annexed as the petition is signed by 100% of the owners.
- ✓ The city may annex the property as 100% of the ownership of same has petitioned the city for annexation.
- ✓ The driver for the annexation request is the building of an elementary school on the property. The only way the development plan works is to extend the City water and sewer systems to the proposed school.
- ✓ The subject property was included as 'institutional' under existing land uses in the Growth Policy adopted by the City of Laurel. Additionally, the property has been identified as an annexation priority area of the Planning Jurisdiction Map in the 2020 Growth Policy. As such, the requested zoning is consistent with the Laurel Growth Policy.
- ✓ The proposed assignment of "Public" meets all the statutory requirements of Part 46 annexation and zoning assignment.
- ✓ The Laurel "Public" Zone is determined to be a "greater than" R-7500 classification density. Zoning assignments for government owned land is not subject to zoning regulations typically required to other applicants. The Laurel School District meets the definition of an "agency" in MCA 76-2-402 and therefore can use their property as they

see fit as long as any changes in use contrary to local zoning regulations that the City Council holds a public hearing.

- ✓ The extension of city services will be at the owner's expense (R-08-22) and in accordance with the Annexation Agreement as approved by the City Council and requirements of the Public Works Department.
- ✓ The city can provide services to the property both existing and proposed if extension of water, sewer, and storm water lines are extended.

12 Point Test for Zoning:

- I. Is the zoning in accordance with the growth policy;
 - The proposed zoning is consistent with having a public agency own the land and to plan for education for the community.
 - The Growth Policy identifies all of the property proposed for annexation as an annexation priority area.
 - Resolution R-08-22 requires zoning assignment at annexation at R-7500 or greater.
 - The Zone "Public" meets the definition as 'greater than' R-7500.

Finding:

The requested zoning is in accordance with the Growth Policy.

- II. Is the zoning designed to lessen congestion in the streets;
 - The proposed zoning is consistent with a school zone already in the area just east of this area.
 - The proposed zoning along with the annexation agreement will allow development of the property consistent with surrounding uses of property.
 - Proposed development that would potentially impact roads and streets would require a traffic impact analysis and associated improvements which has been completed.

Finding:

The requested zoning will have a material impact on congestion in the streets but should be mitigated by the suggestions in the traffic impact analysis.

- III. Is the zoning designed to secure safety from fire, panic, and other dangers;
 - The Growth Policy identifies this property as institutional in the existing use map.
 - Adequate public infrastructure exists or can be readily extended/expanded to serve the property for "public" designation.
 - Fire hydrants and water supply should be adequate if they meet the requirements from the Public Works Department.

Finding:

The requested zoning will not have an adverse impact on safety from fire, panic, or other dangers.

- IV. Is the zoning designed to promote health and the general welfare;
- The connection of the school building at the time of development to the Laurel municipal water and wastewater systems will have positive impacts to public health and general welfare.
 - Education meets the goals of promoting the growth management policy to serve the citizens of the Laurel area.

Finding:

The requested zoning will promote the public health and the general welfare.

- V. Is the zoning designed to provide adequate light and air;
- The existing zoning imposes building setbacks, height limits, limits on the number of buildings on a single parcel, and reasonable area limits on new development.
 - The proposed “Public” provides restrictions on structure height, setbacks, lot coverage. These standards exist to provide open spaces and adequate light and air.
 - The existing development has more than adequate separation from surrounding uses.
 - Open spaces are planned to be reserved north of this property that the school district owns.

Finding

The requested zoning will provide adequate light and air.

- VI. Is the zoning designed to prevent the overcrowding of land;
- The existing zoning imposes building setbacks, height limits, limits on the number of buildings on a single parcel, and reasonable area limits on new development.

Finding:

The proposed zoning will prevent the overcrowding of land.

- VII. Is the zoning designed to avoid undue concentration of population;
- The existing zoning imposes building setbacks, height limits, limits on the number of buildings on a single parcel, and reasonable area limits on new development.
 - The subject property is large enough to provide adequate separation from surrounding uses.
 - The property is not going to be used for residential development with the “public” designation.

Finding:

The proposed zoning will prevent the undue concentration of population.

- VIII. Is the zoning designed to facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements;
- The requested zoning will allow for a school building and will be required to provide for adequate water, sewerage or other public requirements.

Finding:

The requested zoning will facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements. Additionally, as the uses of the property change and the intensity of development changes, the city will be able to plan for and be prepared for the anticipated increased demands on their public systems.

- IX. Does the zoning give reasonable consideration to the character of the district and its peculiar suitability for particular uses;
- The requested zoning is consistent with the Growth Policy.
 - The property is compatible with surrounding development which is, for the most part, school use just west of the property and would be a consolidation of education facilities within the City of Laurel.
 - The water and sewer infrastructure with this annexation is for the intended use of the property and will need final approval from the City of Laurel City Council and the Public Works Department.

Finding:

The requested zoning is consistent with surrounding uses, the Growth Policy and provides for opportunities with suitable uses.

- X. Does the zoning give reasonable consideration to the peculiar suitability of the property for its particular uses;
- The requested zoning is consistent with the Growth Policy.
 - The property is compatible with surrounding development which is, for the most part, school to the west and low density to north and south of the property.
 - The water and sewer infrastructure proposed with the annexation will have to meet infrastructure requirements by the Public Works Department.

Finding:

The requested zoning is in keeping with the character of the development in the area.

- XI. Will the zoning conserve the value of buildings;
- The extension and availability of public water and sewer resultant from annexation and initial zoning will add value to buildings as the proposed use is substantially like or complementary to surrounding buildings and uses.
 - The requested zoning is consistent with the Growth Policy.
 - The proposed zoning is not anticipated that there would be any adverse effect on the value of surrounding buildings or lands.

Finding:

The value of existing buildings both on and adjacent to the requested zone will either be enhanced or not affected by the proposed zoning.

- XII. Will the zoning encourage the most appropriate use of land throughout the municipality?
- The requested zoning is consistent with the Growth Policy.
 - The requested zoning is consistent with the prevailing land uses and zoning surrounding the property.

Finding:

The requested zoning provides for the most appropriate use of land in the municipality as the school district has owned the property for some time and the annexation of the property into the City of Laurel will give the school district to plan for its future education needs.

Conclusion:

The petition for annexation into the City of Laurel with the initial zoning assignment of Laurel “Public “appears to be consistent with the requirements of Part 46 Annexation and City Council Resolution R-08-22. Additionally, the annexation, extension of services, and initial zoning assignment are in the best interest of both the City of Laurel and the Laurel School District.

RECOMMENDATION

The Laurel – Yellowstone City County Planning Board recommend that the Laurel City Council adopt the Findings of Fact outlined in this Recommendation and approve the Annexation and Initial Zoning requested by the Laurel School District.

- That an Amended Plat or Certificate of Survey suitable for filing with Yellowstone County that describes the tract of land to be Annexed is submitted by the School District.
- That an Annexation Agreement is submitted for acceptance by the City Council.
- That any extensions of water, sewer and storm facilities be approved by the Public Works Department.
- That any recommendations from the traffic study be implemented and approved by the City Council.

File Attachments for Item:

10. Poppy Day Proclamation

Poppy Proclamation

WHEREAS, America is the land of freedom, preserved and protected willingly and freely by citizen soldiers;

WHEREAS, Millions who have answered the call to arms have died on the field of battle;

WHEREAS, A nation at peace must be reminded of the price of war and the debt owed to those who have died in war;

WHEREAS, The red poppy has been designated as a symbol of sacrifice of lives in all wars; and

WHEREAS, The American Legion Auxiliary has pledged to remind America annually of this debt through the distribution of the memorial flower;

THEREFORE, I, Dave Waggoner of the City of Laurel, County of Yellowstone, Montana, do hereby proclaim this 24th day of May 2024, as POPPY DAY and ask that all citizens pay tribute to those who have made the ultimate sacrifice in the name of freedom by wearing the Memorial Poppy on this day.

IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the official seal of City of Laurel, Montana this 14th day of May 2024.

CITY OF LAUREL

Dave Waggoner, Mayor

Attest:

Kelly Strecker, Clerk/Treasurer

File Attachments for Item:

11. Budget/Finance Committee Minutes of April 23, 2024.

**Minutes of City of Laurel
Budget/Finance Committee
Tuesday, April 23, 2024**

Members Present: Michelle Mize, Casey Wheeler, Richard Klose, Heidi Sparks

Others Present: Kelly Strecker

The meeting was called to order by the Committee Chair at 5:30 pm.

Public Input: There was no public comment.

General Items –

1. Review and approve April 9, 2024, Budget and Finance Committee meeting minutes. Michelle Mize moved to approve the minutes of April 9, 2024. Heidi Sparks seconded the motion, all in favor, motion passed 4-0.
2. Review and approve purchase requisitions. There were none.
3. Review and recommend approval to Council; claims entered through April 19, 2024. Michelle Mize moved to approve the claims and check the register for claims entered through April 19, 2024. Heidi Sparks seconded the motion, all in favor, motion passed 4-0.
4. Review and approve Payroll Register for the pay period ending April 14, 2024, totaling \$228,493.06. Michelle Mize motioned to approve the payroll register for the pay period ending April 14, 2024, totaling \$228,493.06. Heidi Sparks seconded the motion, all in favor, motion passed 4-0.

New Business –None

Old Business – None

Other Items –

1. Review Comp/OT reports for the pay period ending April 14, 2024.
2. Mayor Update – The Mayor was not present at the meeting.
3. Clerk/Treasurer Financial Update-Kelly stated that the city was awarded all four HB 355 grants from the Montana Department of Commerce. The city was awarded \$391,972.129 for the 5th to 7th Avenue sewer line project. The library soffit and fascia project was awarded \$7,375.68. The W 12th St project was awarded \$38,025.48 and the new air conditioning system in council chambers was awarded \$19,380.00. Kelly said that all department heads have received their budget documents to start working on and they are due May 9, 2024. The finance department has been short staffed due to Amber being out on medical leave.

Announcements –

4. The next Budget and Finance Committee meeting will be held on May 14, 2024, at 5:30 pm.
5. Richard Klose is scheduled to review claims for the next meeting.

Meeting Adjourned at 6:15 p.m.

Respectfully submitted,



Kelly Strecker
Clerk Treasurer

NOTE: This meeting is open to the public. This meeting is for information and discussion of the Council for the listed workshop agenda items.

File Attachments for Item:

12. Park Board Minutes of May 2, 2024.



**MINUTES
CITY OF LAUREL
PARK BOARD
THURSDAY, MAY 02, 2024
5:30 PM
COUNCIL CONFERENCE ROOM**

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.*

The meeting was called to order at 5:33 by Irv Wilke. In attendance were Richard Klose, Tom Canape, Paul Kober, and Jon Rutt. Matt Wheeler was also in attendance.

General Items

1. LPB Minutes April 4, 2024 – Richard Klose moved and Tom Canape seconded approving the minutes. Motion approved.

Old Business

2. Other Parks in Laurel – Three new trees planted at Kiwanis Park for Arbor Day, Splash Park is done, and a Grand Opening is TBD. Two new employees have been hired for the summer maintenance. Summer help at Riverside Park is working and Greg Lapp is back to watch the Campground. Some discussion followed about installing temporary or portable shower facilities for the Campground.
3. American Legion Building At Riverside Park – Drywall is installed and finishing is in progress.
4. Riverside Park - New Building – Nothing New
5. Riverside Park - Lead cleanup – Nothing New
6. Lions Club agreement for the old Jaycee Hall – Done deal.
7. Concrete Social Activities for Parks – Getting a catalog for City Hall to have.
8. Lighting at Russell Park – Completed.
9. Tennis Court uses and status – Old courts are covered, and sprinklers have been installed. Will be hydroseeded at a later date.

New Business

10. Kiwanis Park Irrigation – Next budget year.

Other Items

License Plates raised \$400 in the first month of sales.

Announcements

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. 5100, or write to City Clerk, PO Box 10, Laurel, MT 59044, or present your request at City Hall, 115 West First Street, Laurel, Montana.

Next meeting is June 6th.

Meeting adjourned at 6:11

Submitted by Jon Rutt

File Attachments for Item:

13. Tree Board Minutes of April 4, 2024.

Laurel Tree Board Meeting
Minutes
4-4-24
Council Conference room

Attendance: Walt Widdis, Paul Kober, Tom Canape, Matt Wheeler, Michelle Mize, Phyllis Bromgard, Paul Kober, Aaron Christensen, Dan Fevold and LuAnne by phone.

1. Public Input
2. General Items.
 - a. March minutes
 - b. Arbor Day – Tuesday, May 7, Kiwanis Park (noon) “ Beauty and Opportunity” Quinn Butler, School of Life.
 - c. DNRC – report- since we got the grant we need to collect volunteer hours, submit photos/media coverage, Trees planted and donations from the community. Michelle will submit the report (LuAnne will send her a previous one). Also, Hannah from DNRC has offered to do a tree inventory for Laurel and show us how it’s done. Ours is outdated.
 - d. Fundraising – The Laurel Foundation Website has been updated so that donators see our updated information for 2024.
So far we have \$500 Rotary, \$500 Cenex, \$850 DNRC,
Aaron contacted Yellowstone Tree Surgeons, BE R Tree Specialists, Larned Trees who all will donate through the Foundation. River Ridge will also donate 3 Autumn Blaze Maples, a generator and a tent. The Autumn Blaze will be planted when River Ridge does the irrigation work in Kiwanis Park this Summer.
 - e. Trees –Sylvan Nursery will plant and mark the spots (with Matt’s help) for the 3 Sienna Maples. They will provide the planting material and equipment.
 - f. Vendors – LuAnne has 7 Presenters. NOAA, Bees, Weeds, FWP (fish), DNRC, Bright n Beautiful and Billings Arboretum.
 - g. Shirts – Dynamic can print full color for \$10.60 plus \$3 for XX and \$4 for XXX We have 48 shirts on our order. Getting the donor logos next and discussing with Dynamic whether they will do a banner.
 - h. Food – SOW has agreed to serve sloppy joes again. We may get a donation from Albertsons and it might be hot dogs. Dan has contacted Wilcoxsons for ice cream bars. They will sell at half price \$4.50/box (12). Dan will donate. We’ll need 16 boxes (\$72) Tom said he can get a freezer and we’ll use dry ice.
SOW has a utility trailer to serve out of.
Students – 114, Homeschool 10, Christian schools 25 Adults 33 Total 185
 - i. Fireman and American Legion – Done by Michelle
 - j. Article with the Outlook – Walt will write up one before the event.
 - k. Program – Lynn, Speaker, MC - Walt? LuAnne printing and Laurel Outlook
 - l. Bathrooms, tables and chairs and power – Matt Wheeler will deliver 12 tables, 20 chairs and we have only one outlet so we’ll be using generators.

m. Thank you notes and gifts – LuAnne will get gift bags for the presenters and a gift card at the Yogurt Shop for Quinn

Old Business

1. City ordinance – Michelle Braukmann (city Attorney) will continue to review the city ordinance regarding liability to the city on trees on boulevards.
2. Grants for the future
3. MUCFA – Still not a member, but Scott Meyers from Billings Arboretum is now president

Meeting Adjourned at 5:10

Next Meeting: June 6th 4:30 Council Conference Room (unless otherwise advised)

File Attachments for Item:

14. Emergency Services Committee Minutes of April 22, 2024.



**MINUTES
CITY OF LAUREL
EMERGENCY SERVICES COMMITTEE
MONDAY, APRIL 22, 2024**

The Emergency Services Committee meeting was called to order at 6:00pm on Monday, April 22, 2024, by Chair- Heidi Sparks

Members Present: Heidi Sparks- Chair, Irv Wilke- Vice-Chair, Jodi Mackay, Richard Klose, Jamie Swecker, Jim Irwin

Others Present: Fire Chief JW Hopper, Assistant Fire Captain Travis Nagel, Fire Maintenance Captain Bridger Fournier, Police Chief Stan Langve, Ambulance Director Lyndy Gurchiek

Public Input:

General Items:

1. Approval of Emergency Services Committee minutes of March 25, 2024. Irv moved to approve the minutes; Jodi seconded- Motion carried 6-0.
2. Update from Emergency Departments
 - a. Fire Chief JW Hopper- Report attached
 - i. Training has been focused on Wildland to get everyone ready for what is anticipated to be a very busy Wildland Fire season
 - ii. Travis Nagel has been working on a new front-line pumper-documentation included
 1. Department vehicles are very old and ISO (Insurance Services Office) certification could be effected since the vehicles are older than regulation recommended by NFPA
 2. Laurel is currently a Category 5 Fire Department
 3. ISO for Laurel is not up for review again until 2026
 - iii. Jamie mentioned that a DNRC Firefighter passed away last week and Chief Hopper sent 4 firefighters to the funeral to represent Laurel
 - b. Police Chief Stan Langve- Report attached
 - i. All numbers are down for this reporting period
 - ii. Staffing is also at a critical low, including 3 open positions. This will improve as we reach June where we will have officers done with the academy and SROs back since school will be out for summer
 - iii. Far more human trafficking taking place in Montana than realized
 - c. Ambulance Director Lyndy Gurchiek- Report attached
 - i. Also down in numbers for this time of year
 - ii. Two new staff members are still in training and cut loose enough to be able to respond on calls with other, but not completely cut loose from training yet. Anticipate their training will be completed by end of May

- iii. Working on the CO monitors with Chief Hopper, purchased 3 refurbished monitors for the price of one brand new one
 1. Received one and wanted to make sure they would work before purchasing the other two
- iv. Our Ambulance received top level recognition as a Platinum level provider from the MT State EMS & Trauma Systems Childrens Department for our pediatric readiness

New Business:

3. Richard made a motion to support the Fire Department request for the new Fire Truck and send to the full council for review and approval. Irv seconded the motion. Motion carried 6-0.

Old Business:

Other Items:

4. Next meeting is on Memorial Day. Irv made a motion to move the May meeting to Monday, May 20 at 6:45pm following Public Works committee meeting. Jodi seconded the motion. Motion carried 6-0.

Announcements:

5. Reserve officer graduation will be on June 1, time and location TBD
6. Next Meeting will be Monday, May 20, 2024, at 6:45pm in Council Chambers

Meeting adjourned at 6:51pm

Laurel Emergency Services Report created 4/22/24:

| 2020 | 2021 | 2022 | 2023 |
|--|--|--|--|
| 1090 requests for service | 1228 requests for service | 1238 requests for service | 1300 requests for service |
| 159 times LEMS was unavailable | 135 times LEMS was unavailable | 177 times LEMS was unavailable | 171 times LEMS was unavailable |
| 72 times AMR was unavailable | 34 times AMR was unavailable | 48 times AMR was unavailable | 23 times AMR was unavailable |
| 288 responses in Ward 5=27% of calls outside of the city of Laurel | 318 responses in Ward 5=26% of calls outside of the city of Laurel | 351 responses in Ward 5=29% of calls outside of the city of Laurel | 351 responses in Ward 5=27% of calls outside of the city of Laurel |

Recent Month Summary:

March 2024:

| | |
|-----------------------------------|------------|
| Requests | 95 |
| Missed Calls | 5 = 5% |
| Shortest Delay | 17 minutes |
| Longest Delay | 24 minutes |
| Average Delay | 21 minutes |
| Fire Driver Available | 4 times |
| City Driver Available | 0 times |
| QRU Response With 1 Provider | 0 times ** |
| On A Previous Call | 2 times |
| No Crew / Provider Available | 3 times |
| AMR Transported or Responded | 3 times |
| Red Lodge Transported | 0 times |
| HELP Flight Transported | 0 times |
| HELP Amb Transported or Responded | 0 time |
| Columbus Transported | 0 times |
| Joliet Transported | 0 times |
| Park City Transported | 0 times |
| Beartooth Ambulance | 0 times |
| PD Assisted Pt or Transported | 0 times |
| FD Assisted Pt no transport | 0 times |
| POV Transport | 2 times |
| Refusal or no transport | 0 time |
| YCSO Transported | 0 times |
| MHP Transported | 0 times |



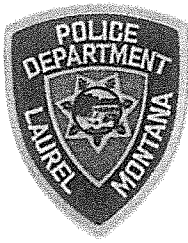
**0 time the QRU responded and the patient refused / no transport to hospital or no patient found
 29 responses in Ward 5 = 31% of calls outside of the city of Laurel
 6 LEMS responses for mutual aid

2024 Running Totals

| | January | February | March | April | May | June | July | August | September | October | November | December | Totals |
|-----------------------------------|---------|----------|-------|-------|-----|------|------|--------|-----------|---------|----------|----------|--------|
| Requests | 124 | 114 | 95 | | | | | | | | | | 333 |
| Missed Calls | 9 | 7 | 5 | | | | | | | | | | 21 |
| Shortest Delay (minutes) | 22 | 11 | 17 | | | | | | | | | | 11 |
| Longest Delay (minutes) | 45 | 40 | 24 | | | | | | | | | | 45 |
| Average Delay (minutes) | 32 | 27 | 21 | | | | | | | | | | 27 |
| Fire Driver Available | 20 | 15 | 4 | | | | | | | | | | 39 |
| City Driver Available | 3 | 1 | 0 | | | | | | | | | | 4 |
| QRU Response w 1 Provider | 6* | 3 | 0 | | | | | | | | | | 9 |
| On A Previous Call | 1 | 5 | 2 | | | | | | | | | | 8 |
| No Crew / Provider Available | 2 | 0 | 3 | | | | | | | | | | 5 |
| AMR Transported or Responded | 6 | 5 | 3 | | | | | | | | | | 14 |
| Columbus Transported | 0 | 0 | 0 | | | | | | | | | | 0 |
| Joliet Transported | 0 | 0 | 0 | | | | | | | | | | 0 |
| Park City Transported | 0 | 0 | 0 | | | | | | | | | | 0 |
| Red Lodge Transported | 0 | 0 | 0 | | | | | | | | | | 0 |
| Beartooth Transported | 0 | 0 | 0 | | | | | | | | | | 0 |
| HELP Flight Transported | 0 | 0 | 0 | | | | | | | | | | 0 |
| HELP Amb Transported or Responded | 0 | 0 | 0 | | | | | | | | | | 0 |
| POV Transport | 3 | 2 | 2 | | | | | | | | | | 7 |
| PD Assisted Pt or transported | 0 | 0 | 0 | | | | | | | | | | 0 |
| FD Assisted Pt no transport | 0 | 0 | 0 | | | | | | | | | | 0 |
| YCSO Transported | 0 | 0 | 0 | | | | | | | | | | 0 |
| MHP Transported | 0 | 0 | 0 | | | | | | | | | | 0 |
| ORU/AMR, Refusal or No Patient | 0 | 0 | 0 | | | | | | | | | | 0 |
| Responses in Ward 5 | 43 | 20 | 29 | | | | | | | | | | 92 |
| LEMS response for mutual aid | 8 | 2 | 6 | | | | | | | | | | 16 |

*correction made after report given

- Staffing - Training the two new staff members. Anticipate 1 to be done in the next week or so and the other 1 would anticipate in May if all goes well. 1 employee still out on light duty with an injury. We will be working on volunteer interviews and hiring in the coming weeks.
- Working with Chief Hopper for CO monitors to monitor fire fighters during fire rehab as well as have access to monitoring patients of suspected carbon monoxide poisoning. We have received one and the other 2 have been ordered. We will be conducting training/competency and then implementation.
- Working on a recognition program for all departments for any "save", they will receive a certificate and a pin that is custom made for our emergency services to show the crews recognition for significant events that made a difference in someone's life. Meeting with the Chiefs to establish some guidelines and will get the program started.
- We received recognition from the MT State EMS & Trauma Systems Childrens Department as a Platinum level provider. This application was put together by Mandi and is verification of commitment to pediatric readiness through education, community education/involvement and proper pediatric equipment. We were able to achieve the top level because Mandi is involved in MT Safe Kids program and conducts car seat checks/community education programs.
- CHS has given us an extremely generous donation to purchase an app called Handwevy. This is primarily to help with pediatric care but it also integrates our protocols and adult care. It has the ability to download directly to our documentation system. We are having a small issue with the state patient care report system but they are seeing what they can do to try and work through it. We will keep you posted as it progresses.



Laurel Police Department

215 W. 1st Street Laurel, Mt. 59044 ▪ Phone 406-628-8737 ▪ Fax 406-628-4641

Chief of Police Stanley J Langve

Emergency Services Report April 22, 2024

For the reporting period of May 25th through April 22nd, 2024 the FAP had 645 calls-for-service; which is a 15.855 decrease from the 3-year average for the reporting period. The year-to-date total of 2780 represents a 9 % decrease over the three-year average. The total crimes reported year-to-date of 371 shows a 1% decrease. Crimes reported for the reporting period shows a 35.5 % decrease for the 3-year average, or an 18.8 % decrease if you look at the average for the last two years. The reporting period for 2023 was abnormally high. Also, it reflects the effect of the critically low staffing levels with decreased proactivity, especially with traffic stops. With Officer Featherly's last day this Thursday, we currently have 3 open positions. With Officers Ratcliff and Lafrombois at the academy, we have 3 Patrol Officers along with Acting Captain Anglin and Sergeant Booth to cover patrol shifts.

Other departmental updates are T.A.C Susan Canape and I had a follow up conference call with the Federal Engineering regarding Montana moving ahead with the activation of their Next Gen911. This long languishing project appears to have the funding and support it needs to be implemented, possibly by the end of this year. This will be a major upgrade to the 911 system with several improvements particularly with device location. The tech stated that particularly for a small agency we were in a good position and ready for the transition. Also, we continue on improving our communications with technology integration with the Billings Communications Center and a stand-alone back up site at the BCC and researching a potential new tower site.

Detective Bryant and I attended a symposium on human trafficking last Thursday. It was very informative and beneficial particularly given all the diverse resources invested in this issue; From the Montana Attorney General Office, State Representatives, and private groups such as the Beer and Wine Distributors and their Sentinel Foundation.

Respectfully,

Chief Langve



Laurel Police Department

215 W. 1st Street Laurel, Mt. 59044 • Phone 406-628-8737 • Fax 406-628-4641

Total Calls

Printed on April 22, 2024

[CFS Date/Time] is between '2024-03-25 00:00' and '2024-04-22 23:59' and

[Primary Incident Code->Code : Description] All

| Code : Description | Totals | |
|-------------------------------|--------|----|
| 10-15 : With Prisoner | 0 | 0 |
| : Abandoned Vehicle | 18 | 18 |
| : Agency Assist | 54 | 54 |
| : Alarm - Burglary | 11 | 11 |
| : Alarm - Fire | 10 | 10 |
| AMB : Ambulance | 72 | 72 |
| : Animal Complaint | 16 | 16 |
| : Area Check | 3 | 3 |
| : Assault | 5 | 5 |
| : Bad Checks | 0 | 0 |
| : Barking Dog | 7 | 7 |
| : Bomb Threat | 0 | 0 |
| : Burglary | 0 | 0 |
| : Child Abuse/Neglect | 3 | 3 |
| : Civil Complaint | 6 | 6 |
| : Code Enforcement Violation | 4 | 4 |
| : Community Integrated Health | 16 | 16 |

| Code : Description | Totals | |
|----------------------|--------|----|
| : Counterfeiting | 1 | 1 |
| : Criminal Mischief | 5 | 5 |
| : Criminal Trespass | 7 | 7 |
| : Cruelty to Animals | 0 | 0 |
| : Curfew Violation | 6 | 6 |
| : Discharge Firearm | 1 | 1 |
| : Disorderly Conduct | 0 | 0 |
| : Dog at Large | 15 | 15 |
| : Dog Bite | 1 | 1 |
| DUI : DUI Driver | 3 | 3 |
| : Duplicate Call | 8 | 8 |
| : Escape | 0 | 0 |
| : Family Disturbance | 9 | 9 |
| : Fight | 3 | 3 |
| FIRE : Fire or Smoke | 11 | 11 |
| : Fireworks | 0 | 0 |
| : Forgery | 0 | 0 |
| : Found Property | 9 | 9 |
| : Fraud | 4 | 4 |
| : Harassment | 5 | 5 |
| : Hit & Run | 1 | 1 |

| Code : Description | Totals | |
|---------------------------------|--------|----|
| : Identity Theft | 0 | 0 |
| : Indecent Exposure | 0 | 0 |
| : Insecure Premises | 1 | 1 |
| : Intoxicated Pedestrian | 0 | 0 |
| : Kidnapping | 0 | 0 |
| : Littering | 0 | 0 |
| : Loitering | 1 | 1 |
| : Lost or Stray Animal | 7 | 7 |
| : Lost Property | 4 | 4 |
| : Mental Health | 3 | 3 |
| : Missing Person | 2 | 2 |
| : Noise Complaint | 1 | 1 |
| : Open Container | 0 | 0 |
| : Order of Protection Violation | 1 | 1 |
| : Parking Complaint | 20 | 20 |
| : Possession of Alcohol | 0 | 0 |
| : Possession of Drugs | 1 | 1 |
| : Possession of Tobacco | 3 | 3 |
| : Privacy in Communications | 2 | 2 |
| : Prowler | 0 | 0 |
| : Public Assist | 42 | 42 |

| Code : Description | Totals | |
|---------------------------|--------|----|
| : Public Safety Complaint | 3 | 3 |
| : Public Works Call | 6 | 6 |
| : Report Not Needed | 3 | 3 |
| : Robbery | 0 | 0 |
| : Runaway Juvenile | 6 | 6 |
| : Sexual Assault | 0 | 0 |
| : Suicide | 0 | 0 |
| : Suicide - Attempt | 1 | 1 |
| : Suicide - Threat | 1 | 1 |
| : Suspicious Activity | 47 | 47 |
| : Suspicious Person | 14 | 14 |
| : Theft | 24 | 24 |
| : Threats | 6 | 6 |
| : Tow Call | 0 | 0 |
| : Traffic Accident | 17 | 17 |
| : Traffic Hazard | 7 | 7 |
| : Traffic Incident | 18 | 18 |
| : TRO Violation | 1 | 1 |
| : Truancy | 0 | 0 |
| T/S : Traffic Stop | 54 | 54 |
| : Unattended Death | 0 | 0 |

| Code : Description | Totals | |
|----------------------------------|---------------|------------|
| : Unknown - Converted | 0 | 0 |
| : Unlawful Transactions w/Minors | 0 | 0 |
| : Unlawful Use of Motor Vehicle | 0 | 0 |
| : Vicious Dog | 4 | 4 |
| : Warrant | 13 | 13 |
| : Welfare Check | 18 | 18 |
| Totals | 645 | 645 |



LAUREL FIRE DEPARTMENT

215 West 1st Street • Laurel, Mt • 59044 • Office 406.628.4911 • Fax 406.628.2185

Emergency Services Meeting 3/25/2024-4/22/2024

Calls-

- Responded to 33 Total Calls for 3/25/2024-4/22/2024.
- Ambulance driver calls- 9
- Firefighters – 142 hours (12 hours for Mar 25-31, 2024 and 130 hours for MTD for April 2024)
- Officers – 139 hours (11 hours for Mar 25-31, 2024 and 128 hours MTD for April, 2024)

Training-

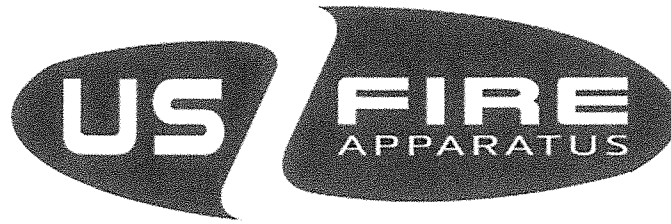
- Wildland

Rookie School Training-

- Wildland

Department News-

- Current Numbers
 - 30 Members
 - 1 firefighter on leave of absence.
 - 3 firefighters in Rookie School.
 - Bridger Harkins graduated from rookie school.
 - New Fire Fighter- Bryce McMurrey
- Misc.-
 - Assistant Chief Nagel is working with truck manufacturers on a new front-line pumper.
 - Please see attached packet on New Fire Truck
 - E4 -1992 Spartan - 32
 - E2 – 2008 Freightliner - 16
 - E1 – 1996 Freightliner - 28
 - The National Fire Protection Association (NFPA) recommends for a Volunteer Fire Department Trucks 15 years old be put in reserve status and retired out of the fleet after 25 years.
 - Reader Board
 - DNRC Staffing
 - Career Fair
 - Maintenance on Apparatus
 - Oil Changes
 - Pump Maintenance
 - Rebuild manifold on Tender 1
 - Hose Test April 27th.



This agreement made on Day, Month Date, 2024, is between the Laurel Volunteer Fire Department with an address of PO Box 1191 215 W. 1st, Laurel, MT hereinafter referred to as "Purchaser," and US Fire Apparatus with an address of 27995 James Chapel Road N., Holden, LA 70744 hereinafter referred to as "Seller."

PURCHASE OF FIRE APPARATUS

Seller agrees to sell, and Purchaser agrees to purchase one US Fire Apparatus Custom Pumper for a total purchase price of **\$1,058,243.00**.

PAYMENT TERMS

The purchase price shall be paid in full upon final delivery of the Fire Apparatus at Seller's manufacturing facility. Payment may be made by cashier's check, wire transfer, or other agreed-upon method.

DELIVERY AND TITLE

The Seller shall be responsible for transport of the Fire Apparatus to the Laurel Volunteer Fire Department in Laurel, MT. Seller shall be responsible for any mechanical issues arising during transport. Upon receipt of final payment, title to the Fire Apparatus shall pass to Purchaser.

Prior to acceptance, Purchaser shall have the right to inspect the Fire Apparatus and shall receive a demonstration and training on the operation and handling of the Fire Apparatus.

WARRANTY

Seller warrants that the Fire Apparatus is free from defect, conforms with and will perform in accordance with its specifications for the periods of time as listed in the specifications from the date of delivery. Should the Fire Apparatus fail to meet these specifications, Seller shall be responsible for repair or replacement of the Fire Apparatus, at Seller's expense.

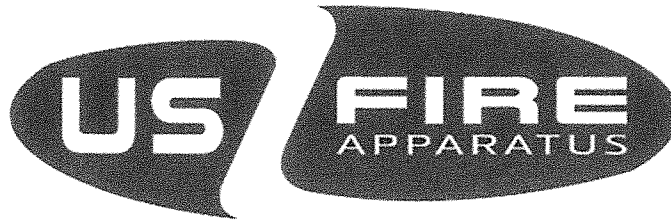
GOVERNING LAW

This contract shall be governed by and construed in accordance with the laws of the state of Louisiana.

ENTIRE AGREEMENT

This contract constitutes the entire agreement between the Parties and supersedes any and all prior negotiations, understandings, and agreements between them.

VALIDITY



This Contract shall remain valid for 10 days from the date of its execution. This agreement does not become binding until it is agreed to and accepted in writing and is properly signed by an officer of USFA.

IN WITNESS WHEREOF, the Parties have executed this Contract as of the date first written above.

SELLER:

US Fire Apparatus

Chris Ferrara
President/ CEO

PURCHASER:

Laurel Volunteer Fire Department (Laurel, MT)

Signature of authorized representative

Printed name of authorized representative



| | |
|---|--|
| CUSTOMER: Laurel (MT) | QUOTATION DATE: 04/11/2024 |
| SALES REPRESENTATIVE: JD Ferrante | QUOTATION NUMBER: 10433-0002 |
| APPARATUS DESCRIPTION: Custom Rescue Pumper | PUMP CAPACITY: 1500 GPM |
| BODY CONFIGURATION: 3/16" Extruded Aluminum | PUMP MANUF.: Hale QMAX-XS |
| CHASSIS TYPE: 1871W Custom Chassis (NEW ORDER CHASSIS) | TANK CAPACITY: 1000 Water / 30 Foam |

- 00- == US Fire OEM 1871 L9 Engines Cab & Chassis - 7.003 01/26/24 ==
- 15- *****CHASSIS MODIFICATIONS*****
- 18- *****NFPA SAFETY SIGNS*****
- 20- *****PUMP ENCLOSURES / PUMPS / COMPONENTS / ACCESSORIES*****
- 30- *****WATER TANKS / COMPONENTS / ACCESSORIES *****
- 50- *****PUMPER / TANKER BODIES*****
- 70- ***** ELECTRICAL / COMPONENTS / ACCESSORIES *****
- 80- *****INTERIOR / EXTERIOR FINISH / LETTERING / STRIPING*****
- 90- *****LOOSE EQUIPMENT*****
- 98- *****WARRANTIES / MANUALS*****
- 99- *****ADMINISTRATION*****

| Part No | Description | Qty |
|---|---|----------|
| == US Fire OEM 1871 L9 Engines Cab & Chassis - 7.003 01/26/24 == | | 1 |
| DataBook v7.003 Release: 01.26.24 (Expires 05.10.24) | | |
| 00-J0-2000 | Custom Firetruck Chassis | 1 |
| FRAME ASSEMBLY | | |
| 01-H0-1600 | Double Frame Rails | 1 |
| 01-I0-1200 | Frame Rail Finish - Galvanized, Double Rails | 1 |
| 01-I0-1500 | Fastener Finish - Zinc | 1 |
| 01-J0-4000 | Cab Main Frame Crossmember | 1 |
| FRONT AXLE | | |
| 07-A0-1120 | Front Axle 21,000# - Hendrickson STEERTEC NXT - CORE | 1 |
| 07-AC-4500 | 45° Cramp Angle | 1 |
| 07-B0-0100 | Oil Seals - Front Axle - Factory Premium | 1 |
| FRONT AXLE BRAKES | | |
| 07-C0-0210 | Disc Brakes - Front Axle - EX-225 | 1 |
| FRONT AXLE SUSPENSION OPTIONS | | |
| 07-R0-2020 | Front Suspension 21,000# - Hendrickson STEERTEC NXT | 1 |
| 07-RS-0105 | Shock Absorbers - Front Axle | 1 |
| STEERING SYSTEMS | | |
| 07-Y0-0040 | Steering - 24,000# - Sheppard Dual Gear | 1 |
| FRONT TIRES | | |
| 10-GF-0410 | Goodyear 425/65R22.5 (L) Front - Armor Max MSA (Mud/Snow) - 22,800# - 68mph | 1 |
| 10-W0-0100 | Aluminum Wheels - Front | 1 |
| 10-WP-0230 | Alcoa Dura-Black Finish - Front Rims | 2 |
| 10-X0-0110 | Satin Black 'Baby Moon' Caps & Nutcovers (Front Wheels) | 2 |
| REAR AXLE | | |
| 08-AS-1080 | Single Rear Axle 27,000# - Meritor RS-25-160 - CORE | 1 |
| 08-AV-F160 | 160 Series Differential - Single Axle | 1 |
| 08-AV-S010 | Axle Lube - Non-Synthetic | 1 |
| 08-B0-0100 | Oil Seals - Rear Axle - Factory Premium | 1 |
| REAR AXLE BRAKES | | |
| 08-C0-0100 | S-Cam Brakes - Single Rear Axle | 1 |

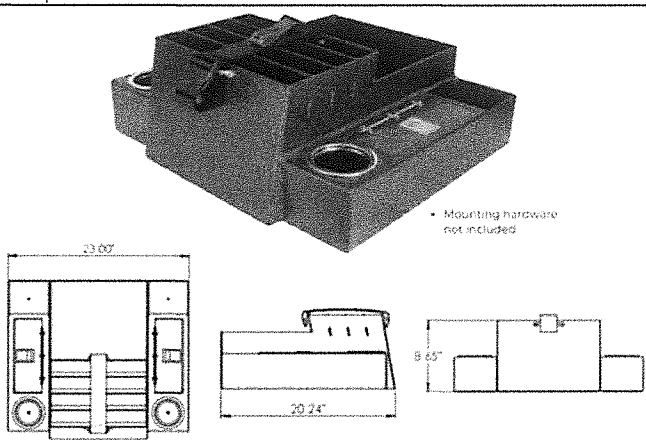
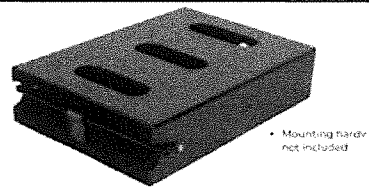
| | | |
|--|--|---|
| VEHICLE TOP SPEED | | |
| 08-PA-0300 | Vehicle Top Speed 65 - 68 MPH | 1 |
| 08-PA-1110 | NFPA Vehicle Top Speed Statement (Revised 1/2/2024) | 1 |
| REAR SINGLE AXLE SUSPENSION OPTIONS | | |
| 08-R0-0025 | Single Axle Suspension - 27,000# - Reyco Granning Spring - CORE | 1 |
| REAR TIRES | | |
| 10-GR-0120 | Goodyear 12R22.5 (H) Rear - Armor Max MSA (Mud/Snow) - 27,120# - 68mph | 1 |
| 10-W0-3000 | Inner and Outer Rear - SA - Aluminum Wheels | 1 |
| 10-WP-0240 | Alcoa Dura-Black Finish - Rear Rim | 2 |
| 10-X0-0310 | Satin Black Finish "Lincoln Hat" Hub & Nut Covers (Rear Wheels) | 2 |
| 10-GW-0122 | Tire Pressure Monitoring Device - 2 Axles (Front & Rear) - LED Alert | 1 |
| 08-RS-0500 | Axle & Chassis Laser Alignment | 1 |
| AIR SYSTEM - BASE SYSTEM | | |
| 09-A0-10WF | Air System - Color Coded Nylon Air Lines - Single Axle - CORE | 1 |
| 09-A0-1204 | Bendix AD-9 Air Dryer | 1 |
| 09-D0-0102 | Air Tank Drains - Manual | 1 |
| 09-F0-0201 | Air Auto Eject - Kussmaul w/Weatherproof Cover | 1 |
| 09-F0-0212 | Cab Exterior Mounted - Behind the Driver's Door | 1 |
| 09-F0-0370 | Black Air Auto-Eject Cover | 1 |
| ABS BRAKE SYSTEMS | | |
| 09-L0-0400 | ABS Brake System - 4 Wheel - Meritor/Wabco | 1 |
| 09-LB-1110 | ABS Mud & Snow Selector Switch | 1 |
| 09-RS-1010 | Stability Enhancement System - 4 Wheel - Meritor/Wabco | 1 |
| TIRE CHAINS | | |
| 08-T0-0110 | Automatic Tire Chains - On-Spot Brand | 1 |
| ENGINE | | |
| 13-EU-6425 | Cummins L9 - 450 HP - 1400 Radiator | 1 |
| 13-A0-1400 | Engine Cooling System Radiator - 1400 Sq. in. | 1 |
| 13-A0-1450 | Engine Coolant Recovery System | 1 |
| 13-A0-1500 | Charge Air Cooler - Engine Air Intake | 1 |
| 13-A0-1800 | Long Life Coolant | 1 |
| 13-A0-1900 | Premium Cooling System Hoses | 1 |
| 13-A0-1960 | Constant Torque Cooling System Clamps - Entire System | 1 |
| 13-A0-1974 | Heater Shut Off Valves | 1 |
| 13-EV-0010 | EPA24 Clean Idle Label | 1 |
| 13-I0-0010 | Engine Air Intake Filter, Fleetguard | 1 |
| 13-L0-0002 | Engine Oil - First Fill | 1 |
| 13-LD-5100 | Engine Magnetic Drain Plug | 1 |
| 13-N0-0210 | Engine Brake - Cummins L9 Engine | 1 |
| 13-P0-2300 | Fast (High) Idle - Manual Select - Auto Low Voltage | 1 |
| 13-V0-0120 | Auxiliary Engine Cooler - Sendure | 1 |
| 13-V0-0210 | Spark Arrestor - Air Intake | 1 |
| 13-V0-3020 | Fan Clutch - Fully Variable Fan Drive | 1 |
| 13-Y0-0621 | Compliant Exhaust Treatment System - L9 >360 | 1 |
| 13-Y0-1611 | Cummins Aftertreatment System - L9 - >360 | 1 |
| 13-Y0-3010 | Stainless Tailpipe - Curb Side - 90° Exit - Straight Cut End | 1 |
| 13-Y0-6010 | Exhaust Tailpipe Diffuser | 1 |
| 13-Z0-0015 | DEF System - 5 Gallon Reservoir - ISL | 1 |
| TRANSMISSION | | |
| 14-C0-3040 | Allison 3000EVS Automatic Transmission | 1 |
| 14-C0-5100 | Transmission Magnetic Drain Plug | 1 |
| 14-D0-0100 | Transmission Fluid - Allison TES-389 | 1 |
| 14-ER-0100 | Five Speed Allison Programming - 3000EVS | 1 |
| 14-ET-0100 | Automatic Neutral Programming - 2500 EVS / 3000EVS / 4000EVS | 1 |
| 14-HF-0100 | Drivertrain Fluid Monitoring System | 1 |
| DRIVELINES | | |
| 14-W0-1100 | 1760 Series Drivelines | 1 |

| FUEL TANK | | |
|--|---|---|
| 25-A0-2000 | Fuel Tank - Steel - 50 Gallon - Stainless Straps | 1 |
| 25-V0-0000 | Reinforced Fuel Lines | 1 |
| 25-V0-1102 | Fuel Shut Off Valve | 1 |
| 25-F0-0200 | Fuel Filter - Cummins - Factory | 1 |
| ALTERNATOR | | |
| 45-D0-2360 | 360 Amp Alternator - Niehoff | 1 |
| CAB MODEL | | |
| 40-C0-9230 | 3/16" Alum - MFDxl - 1871 - 12" Pulled Fwd Raised Roof - FULL LENGTH DOORS | 1 |
| 14-ES-0200 | Transmission Selector - Push Button Type | 1 |
| 14-ES-0400 | Transmission Fluid Check - Transmission Selector | 1 |
| 40-DH-5201 | Exterior Door Handles - Black Finish | 1 |
| 40-DH-6015 | Cab Entry Steps, Full Length Doors, 100" W cabs - CORE | 1 |
| 40-DH-8020 | Cab Entry Steps - Black Finish | 1 |
| 40-DH-7010 | DEF Fill, Left Rear Crew Step Area | 1 |
| AC/HEAT/DEFROST | | |
| 40-U0-0195 | Overhead Heater / Defroster - 12" RR/100"W - CORE | 1 |
| 40-U0-0310 | Defroster Fans - Overhead Mounted, Inboard | 1 |
| 40-U0-0470 | 45K BTU AC / 33.4K BTU Heat - Ceiling Mounted Evaporator - Single Condenser | 1 |
| 40-U0-0620 | Cab Climate Control Insulation Package | 1 |
| NOISE SUPPRESSION | | |
| 45-E0-0100 | EMI/RFI Noise Suppression | 1 |
| BATTERY MOUNTING TRAYS AND COVERS | | |
| 45-NS-0802 | Stainless Steel Battery Tray | 1 |
| 45-NU-0710 | Battery Jumper Studs | 1 |
| BATTERY SYSTEMS | | |
| 45-NU-035F | Single Battery System - 4 Group 31 - CORE | 1 |
| 45-NU-0410 | Battery Bus Bars | 1 |
| 45-NU-0462 | Battery On Indicator Light - External View | 1 |
| 45-T0-0665 | 40 Amp - Kussmaul - Chief Series W/ 12 Vdc - Comp Option - Auto Charge 4012 | 1 |
| 09-X0-0900 | Kussmaul - Auto Air 091-9-12 Vdc Compressor | 1 |
| 45-T0-6130 | Kussmaul Remote Control Panel - Kussmaul Charge | 1 |
| 45-T0-6210 | Charge Indicator Panel on Driver's Seat Box | 1 |
| 45-Z0-1193 | Kussmaul 20 Amp - 120V- Super Auto Eject - Custom Cabs CORE | 1 |
| 45-Z0-1335 | Standard Cover, Kussmaul 091-55--XX | 1 |
| 45-Z0-1382 | Black Auto-Eject Cover | 1 |
| 45-Z0-1505 | Electrical Inlet Location- Cab Exterior Mounted - Behind the Driver's Door | 1 |
| CAB INTERIOR | | |
| 45-P5-0140 | Cab Interior Appointments and Options - MFDxl CORE -- 1871 & Spectr II | 1 |
| 40-DE-0300 | Engine Enclosure - Vinyl Covering - Acoustiblok | 1 |
| 40-DE-1030 | Painted Interior Door Panels | 1 |
| 40-DE-2010 | Interior Padding - Standard Ceiling | 1 |
| 40-DE-2020 | Interior Padding - Standard Rear Wall | 1 |
| 40-DE-2060 | Floor Material - Acoustical Wear Mat | 1 |
| 40-DE-3050 | Door Reflective Material, SecuriTrim - Custom Chassis, 4 Door | 1 |
| CAB STEERING WHEEL AND COLUMN | | |
| 40-DE-7030 | Steering Wheel and Column - 4Front - 100" - CORE | 1 |
| CAB INTERIOR GRAB HANDLES | | |
| 40-DH-0260 | Grab Hndls - Inside - Driver's, Officer's A-Post and Both Crew Doors | 1 |
| OFFICER'S RADIO BOX | | |
| 40-DH-1220 | Officer's Radio Compartment (Beneath Seat) With Door | 1 |
| OPEN COMPARTMENT LIGHT OPTIONS | | |
| 40-LC-0114 | Open Cmpmnt Lght-Red Flashing-Whelen OS LED w/ blk flange | 1 |

| CAB INTERIOR LIGHTING | | |
|-----------------------------------|---|---|
| 40-LD-0505 | Six (6) Whelen CREGCS 6" White/Red LED Dome Lights | 1 |
| 40-LD-3010 | Cab Dome Lighting Activation | 1 |
| 40-LD-4010 | Step Nose LED Lighting - WHITE/RED | 1 |
| 40-LD-5184 | Cab Door Controlled | 1 |
| DASH AND SWITCH HOUSING | | |
| 40-U0-6050 | Driver's Overhead 12-Place (6 over 6) Switch Panel - CORE | 1 |
| 40-U0-6060 | Rugged Driver and Officer Dash Enclosure - CORE | 1 |
| 40-U0-7010 | Officer Side Open Storage Slots in Dash - CORE | 1 |
| INSTRUMENTATION | | |
| 40-V0-0105 | Instrumentation (J1939) and Controls - CORE | 1 |
| 40-V0-0120 | Audible Turn Signal Reminder | 1 |
| 40-V0-0122 | Audible Lights On Reminder | 1 |
| 40-V0-0124 | Audible Parking Brake Reminder | 1 |
| 40-V0-0130 | Dual Trip Odometers | 1 |
| 40-V0-0148 | Odometer Activated While in Pump Mode | 1 |
| 40-V0-0150 | Low Fuel Warning Light and Alarm | 1 |
| 40-V0-0152 | Transmission Temperature Warning Light and Alarm | 1 |
| 40-V0-0154 | Low Voltage Warning Light | 1 |
| 40-V0-0156 | Air Cleaner Restriction Indicator | 1 |
| 40-V0-0160 | Low Coolant Warning | 1 |
| SWITCHES AND SWITCH PANELS | | |
| 40-X0-1120 | Forward Engine Enclosure Console - Manual Switches - CORE | 1 |
| 40-V0-0502 | Parking Brake Control - Driver's Dash | 1 |
| 40-X0-1200 | Engine Enclosure Storage Tray with Recessed Cupholders | 1 |
| 40-X0-1415 | USB-A/USB-C Charging Ports - Driver's and Officer's Area | 1 |
| 40-Z0-0014 | Battery Switched Power | 1 |
| 40-X0-1422 | Outside Temperature Monitor | 1 |
| ELECTRICAL SYSTEM | | |
| 45-NS-0350 | Apparatus Base Digital Electrical System - Class1 Multiplex - CORE | 1 |
| 45-NS-0210 | Information Display Module - Driver's Position | 1 |
| 40-X0-7000 | PUMP SHIFT | 1 |
| 40-X0-7050 | Pump Shift, w/Label, Indicator Lgts, Mtd Cab/PPnl | 1 |
| BACK-UP CAMERA | | |
| 40-YC-3815 | Back-Up Camera System, ASA Audiovox, Custom Chassis | 1 |
| 40-YC-3820 | Observation Monitor - 7" LCD - Waterproof, Custom Chassis | 1 |
| 40-YC-4005 | Monitor Mounting - Overhead Position - Driver, Custom Chassis | 1 |
| 40-YC-3840 | Camera - Color - Rear - High Performance - White Housing | 1 |
| 40-YC-4100 | Operation - Battery Powered | 1 |
| 40-YC-4205 | Camera Mounting - Body Rear - Shipped Loose | 1 |
| CAB 12VDC POWER | | |
| 40-Z0-0003 | 12 Vdc Power Selections For Accessories, Radios and Chargers - CORE | 1 |
| 40-Z0-0005 | (2) 12 Vdc Power Point Sockets w/ Rubber Plugs - Driver/Officer | 1 |
| 40-Z0-0012 | Battery Direct Power | 1 |
| 40-Z0-0210 | 12Vdc Power Circuits - Radio and/or Accessories | 1 |
| 40-Z0-0300 | Location - Power Panel | 1 |
| 40-Z0-0810 | (1) NMO Mount - Radio Antenna Wiring - Officer's Side Forward | 1 |
| 40-Z0-0857 | Location - Officer's Seat Area | 1 |
| 40-Z0-0900 | Antenex NMO Black Weatherproof Cap | 1 |
| 40-Z0-0830 | (1) NMO Mount - Radio Antenna Wiring - Driver's Side Forward | 1 |
| 40-Z0-0857 | Location - Officer's Seat Area | 1 |
| 40-Z0-0900 | Antenex NMO Black Weatherproof Cap | 1 |
| CAB 120 VAC POWER | | |
| 40-Z0-0415 | (2) Cab 120-Volt ac Circuits - CORE | 1 |
| 40-Z0-0515 | Location - (2) Engine Enclosure Top - CORE | 1 |
| 40-Z0-0650 | Electrical Outlet, Conf #5, Duplex, 120V/20A Straight Blade | 2 |
| 40-Z0-0670 | Power Source - Shoreline Connection | 2 |
| CAB EXTERIOR | | |
| 40-D0-0900 | Cab Crashworthiness Test | 1 |

| CAB EXTERIOR GRAB HANDLES | | |
|---------------------------------------|---|---|
| 40-DH-2100 | Exterior Grab Handles - 24" Long | 1 |
| 40-DH-4110 | Warning Light / Turn Signal, Cab Handrails | 1 |
| 40-DH-5101 | Exterior Grab Handles - Black Finish | 1 |
| CAB GRILLES AND HEADLIGHT TRIM | | |
| 40-DZ-0220 | US Fire Stylized Stainless Front Grille - 1871 | 1 |
| 40-DZ-3002 | Cab Grille - Black Finish | 1 |
| ICC LIGHTING | | |
| 55-02-1002 | Custom Cab - Cab - LED - ICC Lighting - Whelen OS Series | 1 |
| 55-02-1122 | Custom Cab - Cab - LED - ICC Lighting - Black Finish | 1 |
| 55-03-0165 | Headlights - HIVIZ LED - Daytime Running Halo Ring - Custom Cab | 1 |
| 55-03-0170 | Headlights - Upper Position | 1 |
| 55-03-0185 | Headlights - Custom Cab -Black Finish | 1 |
| 55-04-0755 | Frnt Turn Signal - Whelen 600 LED - Outside Hdltts - Custom Cab | 1 |
| 55-04-0855 | Lens Color - Clear | 1 |
| 55-04-0910 | Light Housing, Black Finish | 1 |
| CHASSIS WARNING LIGHTS | | |
| 57-04-3350 | Upper Zone A, Lightbar, Frnt, Whelen - Freedom F4NV 72" LED Full Popul. 16 mods | 1 |
| 57-20-3318 | (4) Cab, Lower Front Warning - Zone A: Whelen - M6 - Linear Super LED, QUADS | 1 |
| 57-03-2000 | Red LEDs with Clear Lenses | 1 |
| 57-20-3455 | Cab, Lwr Light, Bezel - Black Finish | 1 |
| 57-30-3314 | (2) Bumper, Lower Side Warning - Zone B & D, Whelen - M6 - Linear LED | 1 |
| 57-03-2000 | Red LEDs with Clear Lenses | 1 |
| 57-30-4010 | Bumper Side Warning Lights, Bezel - Black Finish | 1 |
| CAB MUD FLAPS | | |
| 40-G0-1010 | Cab Front Mud flaps | 1 |
| CAB GROUND LIGHTS | | |
| 40-G0-1300 | Cab Ground Lights - LED Strip Lights | 1 |
| MIRRORS | | |
| 40-J0-2900 | Mekra Lang - Heated & Remote Control Mirrors w/Convex, Black Finish | 1 |
| CAB WINDOWS | | |
| 40-K0-1000 | Cab Side Windows - Fixed Glass | 1 |
| 40-K0-2020 | Electric Windows - Four Doors - Driver Additional Controls | 1 |
| 40-KA-4022 | Dark Gray-Lite Door Glass - Cab Side, Crew Doors and Rear (when spec'd) | 1 |
| ENGINE MAINTENANCE LIGHT | | |
| 40-LE-1002 | Engine Maintenance Lights LED - Custom | 1 |
| FENDERS | | |
| 40-N0-0805 | Cab Stainless Fender | 1 |
| 40-N0-0807 | Cab Fender - Black Finish | 1 |
| CAB EXTERIOR REAR WALL | | |
| 40-N0-1401 | Exterior Rear Wall - Diamond Plate Overlay - Black Line-X Finish | 1 |
| CAB EXTERIOR ROOF | | |
| 40-N0-1615 | Raised Roof - Diamond Plate Overlay - Black Line-X Finish | 1 |
| CAB TILT | | |
| 40-P0-0100 | Cab Tilt - Electric Pump | 1 |
| 40-P0-0400 | Cab Tilt Road Interlock | 1 |
| BACK-UP ALARM | | |
| 55-06-0480 | Back Up Alarm | 1 |

| CAB AND CHASSIS PAINT | | |
|---|---|---|
| 40-Q0-1201 | Black Interior Paint, Black Spatter ABS Panels | 1 |
| 40-Q0-2010 | Headliner - Black | 1 |
| 40-Q0-2110 | Rear Wall Covering - Black | 1 |
| 40-Q0-2210 | Floor Covering - Black | 1 |
| 40-Q0-2302 | Door Panels - Black | 1 |
| Two-Tone Cab Exterior Paint | | |
| Upper: US Fire Apparatus Black #1, FLNA 40421 | | |
| 40-Q0-3020 | Lower: US Fire Apparatus Red #1, FLNA 31979 | 1 |
| 40-Q0-3080 | Cab Exterior Paint - PPG - Urethane | 1 |
| 40-Q0-5030 | Two Tone Cab Breakline Strip - Simulated Gold | 1 |
| SEATING | | |
| 40-R5-0005 | Cab Seat Positions Template View | 1 |
| 40-R5-0120 | 6 Passenger - Driver, Officer, (x2) Rear Facing OB, (x2) Fwd Facing Centr | 1 |
| 40-RW-1010 | Seat Position 1 - Driver's Seat | 1 |
| 40-S0-1350 | Highback - Air Ride Suspension - HO Bostrom - Sierra 500 - ABTS | 1 |
| 40-RW-1020 | Seat Position 2 - Officer's Seat | 1 |
| 40-S0-4310 | Highback - Air Ride Suspension - HO Bostrom - Sierra 500 - ABTS | 1 |
| 40-RW-1030 | Seat Position 3 - Rear Facing Left Outboard - Behind Driver | 1 |
| 40-S0-5810 | SCBA Fixed Bottom Cush - Fixed Mtg - HO Bostrom - Tanker 500 - ABTS | 1 |
| 40-S0-9220 | HO Bostrom SecurAll SCBA Locking Bracket | 1 |
| 40-RW-1060 | Seat Position 6 - Rear Facing Rt Outboard - Behind Officer | 1 |
| 40-S0-5810 | SCBA Fixed Bottom Cush - Fixed Mtg - HO Bostrom - Tanker 500 - ABTS | 1 |
| 40-S0-9220 | HO Bostrom SecurAll SCBA Locking Bracket | 1 |
| 40-RW-1080 | Seat Position 8 - Fwd Facing - Left Inside | 1 |
| 40-S0-5810 | SCBA Fixed Bottom Cush - Fixed Mtg - HO Bostrom - Tanker 500 - ABTS | 1 |
| 40-S0-9220 | HO Bostrom SecurAll SCBA Locking Bracket | 1 |
| 40-RW-1090 | Seat Position 9 - Fwd Facing - Right Inside | 1 |
| 40-S0-5810 | SCBA Fixed Bottom Cush - Fixed Mtg - HO Bostrom - Tanker 500 - ABTS | 1 |
| 40-S0-9220 | HO Bostrom SecurAll SCBA Locking Bracket | 1 |
| 40-S0-6100 | Forward Facing Seat Riser | 1 |
| 40-S0-7420 | Gray / Black Durawear Seat Covering | 1 |
| 40-S0-8002 | Seat Belt Warning Labels | 1 |
| 40-S0-8990 | Dealer or Fire Department Provided Helmet Restraints | 6 |
| 40-S0-8997 | Traffic Vests, Ship Loose to FD | 6 |
| 40-S0-7225 | US Fire Apparatus Seat Logos | 1 |
| 40-S0-8015 | Vehicle Data Recorder - CORE | 1 |
| 40-S0-8016 | Seat Belt Warning System Monitor Panel | 1 |
| FRONT BUMPER / AUDIBLE WARNING | | |
| 42-A4-0200 | Front Bumper - Painted Formed - Black | 1 |
| 01-V3-0024 | Front Bumper Ext - 24" - Chassis | 1 |
| 01-W0-0700 | Chromed Tow Hooks Beneath Bumper | 1 |
| 01-Z0-8052 | Front Gravelshield - Chassis | 1 |
| 01-Z0-8060 | Black Line-X Finish Gravelshield | 1 |
| 01-Z0-8504 | Center Hosewell - Large - 24" Ext. - Chassis | 1 |
| 01-Z0-8770 | Hosewell Cover, Center - Hinged Diamondplate | 1 |
| 01-Z0-8795 | Hosewell Cover - Black Line-X Finish | 1 |
| 01-Z0-8828 | LED Lighting, Hosewell - Chassis | 1 |
| 01-Z0-8802 | Open Grate Mat, Hosewell | 1 |
| 01-Z0-80C5 | Line-X Coated Bumper Top Trim Guard | 1 |
| 40-G0-1420 | (1) Bumper Ground Light - 36" LED Strip Light | 1 |
| 40-H0-1113 | Dual Stutter Tone Air Horns - Bumper Recessed O/B Frame - Chassis | 1 |
| 40-H0-1121 | Air Horns - Black Finish | 1 |
| 40-H0-1201 | Air Horn Circuit Powered - Battery and Ignition | 1 |
| 40-H0-1210 | Air Horn Control - Lanyard | 1 |
| 40-H0-1302 | Air/Elec Horn-Strg Wheel Cntrl | 1 |
| 40-H0-2070 | Electronic Siren-Whelen-Model 2955LSA1 (x2) Outboard Mtd Spkrs | 1 |
| 40-H0-5412 | Siren Head Mounting - Center Console Mounted | 1 |
| 40-HA-2060 | Siren Speakers - Two (2) - Cast Products - Outboard Mtd/Tapered Section | 1 |

| | | |
|--|---|---|
| 40-HA-2072 | Siren Speaker - Black Finish | 1 |
| 40-H0-3324 | Q2B Mechanical Siren - Gravelshield Mtd - Driver's Side - Chassis | 1 |
| 40-H0-3362 | Q2B Mechanical Siren (Pedestal) - Black Chrome Finish | 1 |
| 40-H0-5110 | Siren Circuit Powered - Master Warning Light Switch | 1 |
| 40-H0-5230 | Siren Brake Switch - Driver and Officer Control | 1 |
| 40-H0-5350 | Siren Control - Driver & Officer Foot Switches | 1 |
| 40-Q0-1082 | Black Gloss Enamel Painted Bumper | 1 |
| CAB FRONT/SIDE LED SCENE LIGHTING | | |
| 58-10-8008 | (1) Front Cab Brow LED Scene Light | 1 |
| 58-10-8600 | Hi Output LED Forward Brow Light, HiViz 72" | 1 |
| 58-10-8902 | Black Brow Light Housing | 1 |
| 58-18-0304 | Switching, Three Swithces, 12V, Driver Cab, HiViz 72" Brow | 1 |
| *****CHASSIS MODIFICATIONS***** | | |
| WINDOW TINT | | |
| 15-A2-0255 | Window Tint - Windshield and Driver/Officer Door Note: 70% Ceamic tint shall be provided on the windshield, driver and officer's windows | 1 |
| 15-A2-0255 | Window Tint - Fixed Windows and Crew Doors Note: 5% Ceramic tint shall be provided on the cab fixed windows and crew door windows | 1 |
| CAB CONSOLE | | |
| 15-A2-0270 | FMI: Deluxe Map Box - FMI-51150-B | 1 |
|  | | |
| 15-A2-0280 | FMI: 3 Cell Glove Box - FMI-51510-B Note: Mount at final inspection | 1 |
|  | | |
| EMS COMPARTMENT / ACCESSORIES | | |
| 15-A2-0290 | Compartment - Center Rear Facing EMS The EMS compartment shall be located immediately to the rear of the engine enclosure, match the height and width. The top of the EMS compartment shall include a 2" lip with four-(4) cup holders. The EMS compartment shall be spray-lined with Black Line-X materials | 1 |
| 15-A2-0295 | Door - Center Rear Facing EMS Compartment, Cargo Net | 1 |
| 15-A2-0300 | Light - EMS Compartment, LED Strip The interiro EMS compartment light shall be switch on top of the EMS compartment, adjacent to the USB-A/C outlet | 1 |
| 15-A2-0305 | Shelf - Adjustable, Center Forward Facing EMS Compartment | 1 |

| CAB INTERIOR ACCESSORIES | | |
|---|--|---|
| 15-A2-0320 | 12-Volt Dual USB Charging Port - Cab Mounted, Kussmaul 091-264 (USB-A/C) Locate one-(1) per side on the top of the EMS compartment, outboard the cub holders | 2 |
| 15-A2-0325 | Interior Trim - Mounting Plate, Engine Tunnel | 1 |
| 15-A2-0330 | Fuse Block - 12-Volt 6-Place Location: TBD | 1 |
| 15-A2-0335 | Outlet Strip - Six (6) Place, 120-Volt AC Location: TBD | 1 |
| RADIO EQUIPMENT | | |
| 15-A2-0350 | Radio Installation - Customer Supplied | 2 |
| 15-A2-0355 | Radio Antenna Mount - MNO Note: In addition to the radio mount provided with the chassis | 1 |
| VISUAL COMMUNICATIONS | | |
| 15-A2-0370 | Camera Installation - Chassis Supplied The camera shall be located on the center rear of the apparatus, above the B1 compartment, with Cast aluminum guard | 1 |
| *****NFPA SAFETY SIGNS***** | | |
| 18-A2-0220 | Safety Signs - General Requirements | 1 |
| 18-A2-0420 | Safety Signs - Battery Explosion, FAMA01 | 1 |
| 18-A2-0620 | Safety Signs - Rotating Shafts, FAMA02 | 1 |
| 18-A2-0820 | Safety Signs - Hot Surfaces, FAMA03 | 1 |
| 18-A2-1020 | Safety Sign - Hot Exhaust, FAMA04 | 1 |
| 18-A2-1220 | Safety Sign - Spinning Fan, FAMA05 | 1 |
| 18-A2-1420 | Safety Signs - Seated & Belted, FAMA07 | 1 |
| 18-A2-1620 | Safety Sign - Air Conditioning Refrigerant, FAMA09 | 1 |
| 18-A2-1820 | Safety Sign - Cab Equipment Mounting, FAMA10 | 1 |
| 18-A2-2020 | Safety Sign - Fire Service Tire Rating, FAMA12 | 1 |
| 18-A2-2220 | Safety Sign - Electronic Stability Control, FAMA13 | 1 |
| 18-A2-2420 | Safety Sign - Cab Seating, FEMA14 Seating Capacity of 6 Personnel | 1 |
| 18-A2-2620 | Safety Signs - Helmet Worn in Cab, FAMA15 | 1 |
| 18-A2-2820 | Safety Sign - Vehicle Backing, FAMA17 | 1 |
| 18-A2-4020 | Safety Signs - Intake/Discharge Cap Pressure, FAMA18 | 1 |
| 18-A2-4220 | Safety Signs - Hose Restraint Required, FAMA22 | 1 |
| 18-A2-4420 | Safety Signs - Climbing Method Instruction, FAMA23 | 1 |
| 18-A2-4620 | Safety Signs - Riding on Exterior, FAMA24 | 1 |
| 18-A2-4820 | Safety Sign - Pump Training, FAMA25 | 1 |
| 18-A2-6020 | Safety Signs - No-Step, FAMA26 | 1 |
| 18-A2-6220 | Safety Sign - Siren Noise, FAMA42 | 1 |
| 18-A4-1020 | Safety Sign - Apparatus Movement Warning | 1 |
| 18-A6-0220 | Plate - Fluid Capacity | 1 |
| 18-A6-0420 | Plate - Overall Height/Length/Weight | 1 |
| *****PUMP ENCLOSURES / PUMPS / COMPONENTS / ACCESSORIES***** | | |
| PUMP MODULE - SIDE MOUNT EXTRUDED ALUMINUM | | |
| 20-A2-0220 | USFA- Manufactured Pump Module | 1 |
| 20-A2-0225 | Attached Pump Module | 1 |
| 20-A2-0230 | PUMP PANELS - Black Anodized Aluminum | 1 |
| 20-A2-0235 | Pump Module - Enclosed W/Painted Roll-Up Doors | 1 |
| 20-A2-0240 | Pump Panel - Fully Hinged, Right Side | 1 |
| 20-A2-0245 | Access Panel - Front Pump Module w/Door | 1 |
| 20-A2-0250 | Lights - Left & Right Side Pump Panel, OnScene LED Access | 1 |
| 20-A2-0255 | Light - Pump Compartment, LED | 1 |
| 20-A2-0260 | Trim - Dunnage Area, Tread Plate (Walls and Floor) The floor shall have drain holes. Note: Dunnage area to be bed lined Black | 1 |
| 20-A2-0265 | Partition - Dunnage Area Note: A partition shall be provided on the floor of the dunnage area around the monitor to keep loose items from interfering with the operation of the monitor | 1 |
| 20-A2-0270 | Switch - Hosebed Light, Pump Panel | 1 |
| 20-A2-0275 | Switch - Pump Panel Exterior/Interior Lights, Pump Panel | 1 |
| 20-A2-0280 | Switch - Air Horn, Pump Panel | 1 |
| 20-A2-0285 | Heat Pan w/Heater - Pump House Note: The heat panel shall be fully removable for summer ops/service work | 1 |

| PUMP PANEL ACCESSORIES | | |
|-------------------------------|--|---|
| 20-A2-0300 | Gauges - Master Suction/Pressure, 4-1/2" White Face, IC | 1 |
| 20-A2-0305 | Pressure Governor - FRC Pump Boss MAX PBA501-D00 | 1 |
| 20-A2-0310 | Return Line - Fill Subsurface | 1 |
| 20-A2-0315 | Gauges - 2-1/2" Pressure, White Face | 1 |
| 20-A2-0320 | Gauge Bezels - Color Coded | 1 |
| 20-A2-0325 | Gauge Heaters - MC Products, 6 Gauges | 2 |
| 20-A2-0330 | Tags - Pump Panel, Color Coded (Metal) | 1 |
| PUMP AND COMPONENTS | | |
| 20-A2-0345 | Pump System - 1500 GPM Single Stage, Hale QMAX-XS | 1 |
| 20-A2-0350 | Mechanical Seal - Hale | 1 |
| 20-A2-0355 | Manual Override For Pump Shift | 1 |
| 20-A2-0360 | Priming System - Trident EP - AirPrime - 31.001.7 Manual | 1 |
| 20-A2-0365 | Anodes - Pump Corrosion (Each) | 3 |
| 20-A2-0370 | Valve - Master Pump Drain | 1 |
| 20-A2-0375 | Manual Drains, 3/4" Lift-Up Type | 1 |
| 20-A2-0380 | Pump Test Points - Hale | 1 |
| 20-A2-0385 | Certification: Third Party Pump Testing (NFPA 1900) | 1 |
| 20-A2-0390 | Plate - Pump Test Certification | 1 |
| STEAMER INLETS | | |
| 20-A2-0405 | Suction Headers - (2) 6" w/Long Handle Cap, Left & Right Side | 1 |
| 20-A2-0410 | Master Intake Valve - Electric, Hale MIV-E | 2 |
| 20-A2-0410 | Valve - Thermal Relief Valve w/Light & Alarm, Hale TRV-L | 1 |
| 20-A2-0415 | Intake Relief Valve Note: Preset to 125 PSI | 1 |
| TANK TO PUMP | | |
| 20-A2-0430 | Tank-To-Pump - 3" Valve w/Electric Control | 1 |
| TANK FILL | | |
| 20-A2-0445 | Tank Fill - 2" Valve w/Electric Control | 1 |
| COOLERS | | |
| 20-A2-0460 | Cooler - Engine, 1/2" Line w/ 1/4 Turn Valve | 1 |
| 20-A2-0465 | Cooler - Pump, 3/8" Line w/ 1/4 Turn Valve | 1 |
| PLUMBING | | |
| 20-A2-0480 | Plumbing - Stainless Steel | 1 |
| 20-A2-0485 | Plumbing - Stainless Steel Foam Manifold | 1 |
| 20-A2-0490 | Plumbing Finish - Natural | 1 |
| APPARATUS VALVES | | |
| 20-A2-0505 | Intake Valves - Akron Brass 8800 Series | 1 |
| 20-A2-0510 | Discharge Valves - Akron Brass 8800 Series | 1 |
| AUXILLIARY INLETS | | |
| 20-A2-0525 | Suction - Left Side, 2-1/2" Valve w/Swing Control at Valve | 1 |
| 20-A2-0530 | Suction - Right Side, 2-1/2" Valve w/Swing Control at Valve | 1 |
| FRONT BUMPER DISCHARGE | | |
| 20-A2-0545 | Discharge - Front Bumper in Hose Well (Center Compartment) | 1 |
| 20-A2-0550 | Discharge - Front Bumper, 2-1/2" Valve w/Push Pull Control Note: The plumbing shall terminate within the center bumper compartment with a 2-1/2" chicksan swivel | 1 |
| 20-A2-0555 | Valve - Front Bumper Discharge Blow Out | 1 |
| SPEEDLAYS | | |
| 20-A2-0570 | Speedlays (3) - (2) 2" Valves / (1) 2-1/2" Valve w/Push Pull Control Note: The speedlays shall be full enclosed within the pump compartment. The center of the speedlays troughs shall be full removable for service access to the pump | 1 |
| 20-A2-0575 | Trays - Removable Speedlay (3) | 1 |
| 20-A2-0580 | Trays - ADDITIONAL Removable Speedlay (3) | 1 |
| 20-A2-0585 | Covers - Hypalon End Flaps w/Bungee Cords, Speedlays | 1 |
| 20-A2-0590 | End Flaps Color: Black | 1 |

| LEFT PANEL DISCHARGES | | |
|--|---|---|
| 20-A2-0605 | All 2-1/2" Side Discharge Outlets Terminate 30-Degree Elbows / Caps | 1 |
| 20-A2-0610 | Discharges (2) - Left Side, 2-1/2" Valve w/Push-Pull Control | 1 |
| RIGHT PANEL DISCHARGES | | |
| 20-A2-0625 | All 2-1/2" Side Discharge Outlets Terminate 30-Degree Elbows /Caps | 1 |
| 20-A2-0630 | Discharge - Right Side, 2-1/2" Valve w/Push-Pull Control | 1 |
| 20-A2-0635 | Discharge - Right Side, 4" Valve w/Electric Control | 1 |
| 20-A2-0640 | Elbow - 4" FNST x 4" Storz 30 Degree, Kochek SKE44R-H52 | 1 |
| 20-A2-0645 | Cap w/Chain - 4" Storz, Kochek CC507 | 1 |
| DECK GUN | | |
| 20-A2-0660 | Discharge - Deck Gun, 3" Valve w/Electric Control | 1 |
| 20-A2-0665 | Telescoping Waterway - 3" Electric, TFT XGA38PL-RL Extend-A-Gun | 1 |
| 20-A2-0670 | Monitor - Electric Deck, TFT Typhoon Y5-E11A | 1 |
| 20-A2-0675 | Monitor Control - Panel Mount, TFT Y4E-RP | 1 |
| 20-A2-0680 | Master Stream Nozzle - Electric Monitor, TFT M-ERP1500-NN | 1 |
| 20-A2-0685 | Monitor Control - Wireless Remote, TFT YE-RF-900 | 1 |
| HOSE BED PRE-CONNECT | | |
| 20-A2-0700 | Discharge - Left Front Hose Bed, 2-1/2" Valve w/Push-Pull | 1 |
| 20-A2-0710 | Cap w/ Chain - 2-1/2" | 1 |
| FOAM SYSTEM | | |
| 20-A2-0725 | Foam System - Hale SmartFoam 3.3 | 1 |
| 20-A2-0730 | Gauge - Class A Foam, FRC Tank Vision Pro WLA360-A00 | 1 |
| 20-A2-0735 | Tank Switch (1) Low Level | 1 |
| 20-A2-0740 | Valve - Waterway Check | 1 |
| 20-A2-0745 | Fittings - Integral Check Valve/Injector | 1 |
| 20-A2-0750 | Strainers - Foam Concentrate - Flushing Systems | 1 |
| 20-A2-0755 | Control Cables | 1 |
| 20-A2-0760 | Flowmeter - w/Display Unit | 1 |
| 20-A2-0765 | Placard - Operating System, Single Tank | 1 |
| 20-A2-0770 | NFPA Test - Foam Proportioning Systems | 1 |
| 20-A2-0775 | Foam Tank, Polypropylene, Class A, 30 Gallons | 1 |
| FOAM OUTLET LOCATIONS: | | |
| 20-A2-0790 | Foam Outlet - Discharge Front Bumper | 1 |
| 20-A2-0795 | Foam Outlet - Speedlay No. 1 | 1 |
| 20-A2-0800 | Foam Outlet - Speedlay No. 2 | 1 |
| 20-A2-0805 | Foam Outlet - Speedlay No. 3 | 1 |
| 20-A2-0810 | Foam Outlet - Left Front Hose bed | 1 |
| *****WATER TANKS / COMPONENTS / ACCESSORIES ***** | | |
| WATER TANK | | |
| 30-A2-0220 | Water Tank - Polypropylene, 1000 Gallons | 1 |
| 30-A2-0225 | Certification - NFPA Water Tank Size | 1 |
| 30-A2-0230 | Tank Sleeve - Poly Note: For left rear discharge | 1 |
| 30-A2-0235 | Gauge - Water Level, Tank Vision Pro WLA300-A00 | 1 |
| 30-A2-0240 | Lights (EACH) - Water Level, FRC MAXVISION WLA280-A00 Locations: One-(1) per side on the extended portion fo the cab, and one-(1) on the driver's side rear of the apparatus Activation: Park Brake | 3 |
| *****PUMPER / TANKER BODIES***** | | |
| 50-A2-0220 | Body - 102" Wide, Extruded Aluminum | 1 |
| 50-A2-0225 | Body Sub Frame - Extruded Aluminum | 1 |
| 50-A2-0230 | Body/Compartment Construction - 102" Wide Body | 1 |
| 50-A2-0235 | Wheel Well Panels & Fenders - Body, Painted Aluminum | 1 |
| 50-A2-0240 | Fenderettes - Polished Stainless Steel Note: Fenderettes to be coated with Black Bed Liner | 1 |
| 50-A2-0250 | Hose Bed - 67-1/2" Wide | 1 |

| COMPARTMENT LAYOUT - LEFT SIDE RESCUE STYLE | | |
|---|--|---|
| Compartment L1: | | |
| 50-A2-0260 | Interior Dimensions: ~30"W x 70-1/4"H x 15" Upper/28"D Lower Door Opening: ~28"W x 60-7/8"H | 1 |
| 50-A2-0265 | Vent - Compartment, Louvered | 2 |
| 50-A2-0270 | Compartment Door - Roll Up, Painted Finish | 1 |
| 50-A2-0275 | Pull Down Strap - Compartment DoorNote: Bungee Style | 1 |
| 50-A2-0280 | Light - Compartment, LED Strip Note: Two-(2) Full Height LED Strips per Compartment | 2 |
| 50-A2-0285 | Shelf - Permanent, Smooth Aluminum Location: Depth Break Note: To be Bolt-in type | 1 |
| Compartments L2: | | |
| 50-A2-0305 | Interior Dimensions: ~58"W x 38"H x 15"D Door Opening: ~56"W x 28-5/8"H | 1 |
| 50-A2-0310 | Vent - Compartment, Louvered | 2 |
| 50-A2-0315 | Compartment Door - Roll Up, Painted Finish | 1 |
| 50-A2-0320 | Pull Down Strap - Compartment DoorNote: Bungee Style | 1 |
| 50-A2-0325 | Light - Compartment, LED Strip Note: Two-(2) Full Height LED Strips per Compartment | 2 |
| 50-A2-0330 | Tool Board - Pac Trac Location: Rear Compartment Wall | 1 |
| Compartment L3: | | |
| 50-A2-0345 | Interior Dimensions: ~48"W x 70-1/4"H x 15" Upper/28"D Lower Door Opening: ~46"W x 60-7/8"H | 1 |
| 50-A2-0350 | Vent - Compartment, Louvered | 2 |
| 50-A2-0355 | Compartment Door - Roll Up, Painted Finish | 1 |
| 50-A2-0360 | Pull Down Strap - Compartment DoorNote: Bungee Style | 1 |
| 50-A2-0365 | Light - Compartment, LED Strip Note: Two-(2) Full Height LED Strips per Compartment | 2 |
| 50-A2-0370 | Shelf - Permanent, Smooth Aluminum Location: Depth Break Note: To be Bolt-in type | 1 |
| COMPARTMENT LAYOUT - RIGHT SIDE RESCUE STYLE | | |
| Compartment R1: | | |
| 50-A2-0260 | Interior Dimensions: ~30"W x 70-1/4"H x 15" Upper/28"D Lower Door Opening: ~28"W x 60-7/8"H | 1 |
| 50-A2-0265 | Vent - Compartment, Louvered | 2 |
| 50-A2-0270 | Compartment Door - Roll Up, Painted Finish | 1 |
| 50-A2-0275 | Pull Down Strap - Compartment DoorNote: Bungee Style | 1 |
| 50-A2-0280 | Light - Compartment, LED Strip Note: Two-(2) Full Height LED Strips per Compartment | 2 |
| 50-A2-0285 | Shelf - Permanent, Smooth Aluminum Location: Depth Break Note: To be Bolt-in type | 1 |
| Compartments R2: | | |
| 50-A2-0305 | Interior Dimensions: ~58"W x 38"H x 15"D Door Opening: ~56"W x 28-5/8"H | 1 |
| 50-A2-0310 | Vent - Compartment, Louvered | 2 |
| 50-A2-0315 | Compartment Door - Roll Up, Painted Finish | 1 |
| 50-A2-0320 | Pull Down Strap - Compartment DoorNote: Bungee Style | 1 |
| 50-A2-0325 | Light - Compartment, LED Strip Note: Two-(2) Full Height LED Strips per Compartment | 2 |
| 50-A2-0330 | Tool Board - Pac Trac Location: Rear Compartment Wall | 1 |
| Compartment R3: | | |
| 50-A2-0345 | Interior Dimensions: ~48"W x 70-1/4"H x 15" Upper/28"D Lower Door Opening: ~46"W x 60-7/8"H | 1 |
| 50-A2-0350 | Vent - Compartment, Louvered | 2 |
| 50-A2-0355 | Compartment Door - Roll Up, Painted Finish | 1 |
| 50-A2-0360 | Pull Down Strap - Compartment DoorNote: Bungee Style | 1 |
| 50-A2-0365 | Light - Compartment, LED Strip Note: Two-(2) Full Height LED Strips per Compartment | 2 |

| | | |
|--|---|---|
| 50-A2-0370 | Shelf - Permanent, Smooth Aluminum Location: Depth Break Note: To be Bolt-in type | 1 |
| Compartment B1: | | |
| 50-A2-0525 | Interior Dimensions: ~35"W x 50-1/2"H x 28"D Door Opening: ~33"W x 41-7/8"H | 1 |
| 50-A2-0530 | Vent - Compartment, Louvered | 2 |
| 50-A2-0535 | Compartment Door - Roll Up, Painted Finish | 1 |
| 50-A2-0540 | Pull Down Strap - Compartment Door Note: Bungee Style | 1 |
| 50-A2-0545 | Light - Compartment, LED Strip Note: Two-(2) Full Height LED Strips per Compartment | 2 |
| 50-A2-0550 | Tray - 500 Pound Roll-Out, 24-28" Deep Location: Compartment Floor Mounted | 1 |
| REAR BODY CONSTRUCTION - PUMPER / TANKERS | | |
| 50-A2-0575 | Rear Body Construction - Flat Back Design | 1 |
| 50-A2-0580 | Step - Intermediate Rear, Aluminum Tread Plate Note: Intermediate rear step to be bed lined Black | 1 |
| LADDER STORAGE | | |
| 50-A2-0590 | Compartment - Pike Pole/Ladder Storage, Right Side Beside Tank Capacity: One-(1) Alco-Lite FL-10, 10' Folding Attic Ladder One-(1) Alco-Lite PRL-14, 14' Roof Ladder One-(1) Alco-Lite PEL-24, 24' 2-Section Extension Ladder Two-(2) Pike Poles (10' and 12') | 1 |
| 50-A2-0595 | Tubes (2) - Pike Pole Storage Location: Ladder Compartment | 1 |
| SUCTION HOSE STORAGE | | |
| 50-A2-0610 | Compartment - Suction Hose Storage, Top of Side Compartments Note: Each compartment shall store one-(1) 10' x 6" section of flexible suction hose and one-(1) NY Roof Hook. Reference FT1048 | 1 |
| WHEEL WELL STORAGE COMPARTMENTS | | |
| 50-A2-0625 | Compartment - Wheel Well Double Air Bottle, Left Front | 1 |
| 50-A2-0630 | Compartment - Wheel Well Single Air Bottle, Left Rear | 1 |
| 50-A2-0635 | Compartment - Wheel Well Double Air Bottle, Right Front | 1 |
| 50-A2-0640 | Compartment - Wheel Well Double Air Bottle, Right Rear | 1 |
| | Doors - Wheel Well Compartments, Painted Aluminum Note: Air bottle doors to be bed lined Black | 4 |
| BODY TRIM / COMPONENTS | | |
| 50-A2-0655 | Body Trim Package Note: All body trim to be bed lined Black | 1 |
| | Guards (2) - Body Corner Stone, Front - Aluminum Tread Plate Note: Stone guard to be bed lined Black | 1 |
| 50-A2-0675 | Fuel Fill - Recessed w/Door, Left Side Note: Fuel fill door to be bed lined Black | 1 |
| 50-A2-0680 | Mud Flaps - Rear | 1 |
| 50-A2-0685 | Rub Rail - Extruded Aluminum Note: Rub rail to be bed lined Black | 1 |
| 50-A2-0690 | Step - 12" Rear, Aluminum Tread Plate Note: Rear step to be bed lined Black | 1 |
| 50-A2-0695 | Step - LED Lighted, Rear Locations: Passenger side beneath the ladder compartment | 2 |
| 50-A2-0700 | Access- Ladder, Alco-Lite SureStep Location: Driver's side rear | 1 |
| 50-A2-0705 | Light - LED Perimeter Illumination, Whelen PEL2B Note: For access ladder illumination | 3 |
| 50-A2-0710 | Tow Eyes (2) - Rear, Below Body | 1 |
| HANDRAILS | | |
| 50-A2-0720 | Handrails - Rear Vertical (2), Knurled Aluminum | 1 |
| 50-A2-0725 | Handrail - Below Hose Bed, Knurled Aluminum | 1 |
| 50-A2-0730 | Handrails - (Additional), Knurled Aluminum Locate one-(1) per side above the suction hose storage compartments | 2 |

| HOSE BED DIVIDERS / COVERS | | |
|--|--|---|
| 50-A2-0735 | Partition - Front of Hose Bed | 1 |
| 50-A2-0740 | Divider - Hose Bed, Pumper | 3 |
| 50-A2-0745 | Hand Hole in Hose Bed Divider | 3 |
| 50-A2-0750 | Cover - Aluminum w/End Flaps, Pumper (2-Piece Design) | 1 |
| 50-A2-0755 | Covers (1) - Fill Tower Access, Water/Foam | 1 |
| 50-A2-0760 | End Flap - Hypalon w/Bungee Cords, Hose Bed Note: Endflap to be weighted at the bottom with sand | 1 |
| 50-A2-0765 | Cover/End Flap Color: Black | 1 |
| ***** ELECTRICAL / COMPONENTS / ACCESSORIES ***** | | |
| 70-A2-2420 | Electrical System - Body Multiplex, Class One ES-Key | 1 |
| 70-A2-2425 | Electrical System - 12 Volt Testing | 1 |
| 70-A2-2430 | 12-Volt Wiring Protection - Split Loom | 1 |
| 70-A2-2435 | EMI/RFI Protection | 1 |
| ALL LIGHTS SHALL HAVE BLACK WHELEN LIGHT BEZELS | | |
| ZONE B/D UPPER BODY SIDE FRONT | | |
| 70-A2-2465 | Zone B/D Upper Body Side Front Lights (2) - Red w/Clear Lens M9 LED, Whelen M9RB One (1) per side of the body, upper front corners | 1 |
| 70-A2-2470 | Lights (2) - M9 EZ LED Scene, Whelen M92SLB | 1 |
| ZONE B/D UPPER BODY SIDE REAR | | |
| 70-A2-2485 | Zone B/D Upper Body Side Rear Lights (2) - Red w/Clear Lens M9 LED, Whelen One (1) per side of the body, upper rear corners | 1 |
| 70-A2-2490 | Lights (2) - M9 EZ LED Scene, Whelen M92SLB | 1 |
| ZONE C UPPER | | |
| 70-A2-2505 | Zone C Upper Outboard Lights (2) - Red w/Clear Lens M9 LED, Whelen M9RB One (1) per side on the rear of the apparatus, upper outboard corners | 1 |
| 70-A2-2510 | Lights (2) - M9 EZ LED Scene, Whelen M92SLC | 1 |
| 70-A2-2515 | Upper Rear Scene Light Activation - Reverse Circuit | 1 |
| Zone B & D LOWER MIDSHIP | | |
| 70-A2-2530 | Zone B & D Lower Midship (2) - Red w/Clear Lens M6 LED, Whelen M6RB One (1) per side on the body wheel well panels | 1 |
| ZONE B/D LOWER | | |
| 70-A2-2545 | Zone B & D Lower Rear (2) - Red w/Clear Lens T-ION LED (Black Bezel) One (1) per side below the lower front corner of the pump panel, within the rubrail One (1) per side below the lower rear corner of the L1/R1 compartments, within the rubrail Two (2) per side below the lower front and rear corner of the L3/R3 compartments, within the rubrails | 4 |
| ZONE C LOWER | | |
| 70-A2-2560 | Zone C Lower Lights (2) - Red w/Clear Lens M6 LED, Whelen M6RB | 1 |
| 70-A2-2565 | Stop/Turn/Reverse Lights - LED, Whelen M6 | 1 |
| 70-A2-2570 | Housing - Rear Tail Light Assembly, M6FBV4 | 1 |
| REAR DIRECTIONAL LIGHT | | |
| 70-A2-2585 | Light - LED Rear Directional, Whelen TAL65 | 1 |
| 70-A2-2590 | Rear Directional Light Mounting - Surface Mount Note: The rear directional light shall be mounted below the intermediate rear step | 1 |
| 70-A2-2595 | Control Head Location - Traffic Light, Driver's Side Overhead | 1 |
| MARKER / CLEARANCE LIGHTS | | |
| 70-A2-2610 | Lights - Clearance Amber LED | 2 |
| 70-A2-2615 | Lights - Clearance RED LED | 9 |
| UNDERBODY LIGHTS | | |
| 70-A2-2630 | Light - 12" LED Underbody, Luma Bar H20 AY-9500-012 Locations: Beneath Driver's Side Pump Compartment, L3, Officer's Side Pump Compartment, R3 and (2) below the tailboard | 6 |

| HOSEBED LIGHTING | | |
|--|---|---|
| 70-A2-2645 | Light - 20" LED, Luma Bar H20 AY-9500-040 Note: Switched at pump panel | 2 |
| PERIMETER LIGHTS | | |
| 70-A2-2660 | Light - LED License | 1 |
| LIGHT TOWER - 12-VOLT | | |
| 70-A2-2675 | Light Tower - 12-Volt w/Whelen PFP2 LED Lights (4), Will-Burt NS2.3-600 WHL Location: Cab Roof | 1 |
| 70-A2-2680 | Controls - Light Tower, Panel Mount Note: Locate in the pump panel compartment | 1 |
| 70-A2-2685 | Color - Light Tower Option, Powder Coat Black | 1 |
| 70-A2-2690 | Shield - Light Tower, Painted Aluminum Note: Black, FLNA 40421 to match the upper portion of the cab | 1 |
| *****INTERIOR / EXTERIOR FINISH / LETTERING / STRIPING***** | | |
| 80-A2-0220 EXTERIOR FINISH - BODY | | |
| 80-A2-0220 | Paint - Body, Two Tone (Paint break at top of body compartments) | 1 |
| 80-A2-0225 | Paint Color/Code: Red FLNA 31979 (US Fire Apparatus Red 1) | 1 |
| 80-A2-0230 | Paint Color/Code: Jet Black FLNA 40421 (US Fire Apparatus Black 1) | 1 |
| 80-A2-0235 | | |
| 80-A2-0240 BODY / INTERIOR / FINISH | | |
| 80-A2-0245 | Interior Compartment Finish - Natural | 1 |
| 80-A2-0250 | | |
| 80-A2-0255 EXTERIOR BLACK-OUT OPTIONS | | |
| 80-A2-0260 | Paint - Body Rub Rail, "Bed Lined" | 1 |
| 80-A2-0265 | Paint - Body Fenderettes, "Bed Lined" | 1 |
| 80-A2-0270 | Paint - Dunnage Area, "Bed Lined" | 1 |
| 80-A2-0275 | Paint - Upper Walkway & Body, "Bed Lined" | 1 |
| 80-A2-0280 | Paint - Hose Bed Covers, "Bed Lined" | 1 |
| 80-A2-0285 | Paint - Wheel Well Compartment Doors, "Bed Lined" | 4 |
| 80-A2-0290 | Paint - Fuel Fill Door, "Bed Lined" | 1 |
| 80-A2-0295 | Paint - Rear Tailboard, "Bed Lined" | 1 |
| 80-A2-0300 | Paint - Body Handrails & Stanchions, "Bed Lined" | 1 |
| 80-A2-0305 | Paint - Rear Tail Light Bezels, "Bed Lined" | 1 |
| 80-A2-0310 | Paint - Body Trim, "Bed Lined" | 1 |
| SCOTCHLITE STRIPE - NFPA | | |
| 80-A2-0255 | Stripe - Scotchlite, 1-4-1 Triple | 1 |
| 80-A2-0260 | Striping Color: Black | 1 |
| 80-A2-0265 | Pin Stripe/Secondary Stripe Color: Black | 1 |
| 80-A2-0270 | Striping Layout: Reverse "Z" Design, Body Compartment Doors | 1 |
| REAR CHEVRON | | |
| 80-A2-0290 | Striping - Rear Body, Reflective Chevron | 1 |
| 80-A2-0295 | Chevron Striping Colors: 3M Red & Black Striping - Front Bumper, Reflective Chevron Note: Red/Black Chevron on front bumper | 1 |
| 80-A2-0305 | Reflective Material - Designated Walking Surfaces | 1 |
| LETTERING / SIGNS / PLAQUES | | |
| 80-A2-0320 | Lettering - 4" Gold w/Shade | 1 |
| 80-A2-0325 | Decals/Maltese Cross (2) | 1 |

| *****LOOSE EQUIPMENT***** | | |
|--------------------------------|--|------|
| 90-A2-0220 | Equipment Package - NFPA 1900 2024, Fire Department Supplied | 1 |
| 90-A2-0225 | Ladder - 10' Folding Attic, Alco-Lite FL-10 | 1 |
| 90-A2-0230 | Ladder - 14' Roof, Alco-Lite PRL-14 | 1 |
| 90-A2-0235 | Ladder - 24' 2-Section Extension, Alco-Lite PEL-24 | 1 |
| 90-A2-0240 | Hose (2) - PVC Flexible Suction, Kochek 10' x 6" | 1 |
| 90-A2-0245 | Strainer - 6" NH Barrel, Kochek BS60C Note: Stored in upper left suction hose compartment, attached to suction hose | 1 |
| 90-A2-0255 | Pike Pole - 10' Fiberglass | 1 |
| 90-A2-0260 | Pike Pole - 12' Fiberglass | 1 |
| 90-A2-0265 | Wheel Chocks (2) - Folding, Ziamatic SAC-44-E w/Mounting Bracket Location: Below the L1 compt. | 1 |
| 90-A2-0270 | Emergency Road Kit (Triangles, Road Flares) | 1 |
| 90-A2-0275 | First Aid Kit (24 unit) DOTD | 1 |
| 90-A2-0280 | Light - w/Charging Base, Streamlight Fire Vulcan 180 LED Orange 44315 Locations: TBD | 6 |
| *****WARRANTIES / MANUALS***** | | |
| 98-A2-0220 | Manuals Package (Operation, Engine, Transmission, Body, Pump) | 1 |
| 98-A2-0225 | Warranty Package | 1 |
| 98-A2-0230 | Cab and Body General - 2-Year | 1 |
| 98-A2-0235 | Chassis - 3-Year | 1 |
| 98-A2-0240 | Frame Rail - Lifetime | 1 |
| 98-A2-0245 | Cab Structural - 10-Year | 1 |
| 98-A2-0250 | Engine - OEM Standard, 5-Year | 1 |
| 98-A2-0255 | Transmission - OEM Standard, 5-Year | 1 |
| 98-A2-0260 | Hale Pump - Five Year Parts, 2-Year Labor | 1 |
| 98-A2-0265 | Plumbing, Stainless Steel - 10-Year | 1 |
| 98-A2-0270 | Cab/Body Paint - 10-Year | 1 |
| 98-A2-0275 | Water/Foam Tanker - Lifetime | 1 |
| *****ADMINISTRATION***** | | |
| 99-A2-0220 | Pre-Construction Conference Trip (Per Person) (Airfare / Hotel / Meals) | 2 |
| 99-A2-0225 | Remote Inspections As Needed (Pictures/Phone Calls/Video) | 1 |
| 99-A2-0230 | Final Inspection Trip (Per Person) (Airfare / Hotel / Meals) | 2 |
| 99-A2-0235 | Delivery - Driven from Holden, LA to Laurel, MT | 1805 |
| 98-D2-2020 | One day of factory instruction during the final inspection trip | 1 |

File Attachments for Item:

15. Public Works Committee Minutes of April 15, 2024.



**MINUTES
CITY OF LAUREL
PUBLIC WORKS COMMITTEE
MONDAY, APRIL 15, 2024**

The Public Works Committee meeting was called to order at 6:00pm on Monday, April 15, 2024, by Committee Chair, Heidi Sparks.

Members Present: Heidi Sparks- Chair, Irv Wilke- Vice-Chair, Jodi Mackay, Emelie Eaton, Dennis Eaton

Others Present: Matt Wheeler- Public Works Director, Dr Ron Benner- City County Planning

Public Input:

General Items

1. Approval of Minutes from March 18, 2024. Irv Wilke made a motion to approve the minutes. Motion was seconded by Jodi Mackay. Motion carried 5-0 to approve the minutes.
2. Emergency Call Out Report- Report attached
 - a. Nothing new to report
3. KLJ Report- Report attached
 - a. Water Tank Funding
 - i. Hired a grant writer through KLJ to help on grants for funding
 - ii. CHS will be assisting in the funding of the new water tank project as well
 - iii. A gentleman north of town has approached the city about possibly putting the tower on his property
 - b. Splash Park
 - i. The concrete was poured last week and the features should start going in this week
 - c. Laurel Planning
 - i. Several items coming before the council tomorrow night, April 16, 2024 for consideration

New Business:

4. Matt stated that Love's has their plans near completion and is planning on being open next year, 2025. This will include annexation and running city services out to that area. The state will be resurfacing Main from Yard Office to Golf Course road this summer.

Old Business:

5. Matt stated that we are nearing completion on the Lead and Copper pipe study

Other Items:

Announcements

Next Meeting will be Monday, May 20, 2024, at 6:00pm in Council Chambers

Meeting adjourned at 6:27pm

Emergency Overtime Callout List

1/1/2024

TO

6/30/2024

Maintenance Shop 406-628-4773

City Dispatch 406-628-8737

| Response Code | X In Column Not accepting Overtime / NA = Not Available / Y = Responding / B=Phone Busy | | | | | | | | | | | | | |
|--------------------------------|---|-----|-----|-----|------|------|------|------|------|--------|--------|-----|-----|------|
| Employee Name | Telephone | | | | | | | | | | | | | |
| Shop Callout | | 1-6 | 1-6 | 1-7 | 1-13 | 1-13 | 1-14 | 1-15 | 1-16 | 28-Jan | 26-Feb | | | |
| Brian Kline | [REDACTED] | NA1 | NA1 | | | | | | NA1 | NA-1 | NA1 | | | |
| Kevin Budge | [REDACTED] | | | | | | | | 9 | 8 | 7 | | | |
| Jay Hatton | [REDACTED] | NA2 | 2 | | | | | | NA2 | NA2 | NA2 | | | |
| Keith Guy | 406-630-5464 | NA3 | 3 | | | | | | NA3 | Y9 | 8 | | | |
| Wade Spalinger | [REDACTED] | NA4 | 4 | | | | | | NA4 | 3 | NA3 | | | |
| Brandon Gonzales | [REDACTED] | NA5 | 5 | | | | | | NA5 | 4 | NA4 | | | |
| Aaron Fox | 406-630-5464 | NA6 | 6 | | | | | | NA6 | 5 | Y9 | | | |
| Troy Clifton | 406-630-5464 | NA7 | 7 | | | | | | NA7 | 6 | 5 | | | |
| Joel Barnhardt | 406-630-5408 | Y8 | 8 | | | | | | Y8 | 7 | 6 | | | |
| Water and Sewer Callout | | 1-6 | 1-6 | 1-7 | 1-13 | 1-13 | 1-14 | 1-15 | 1-16 | 1-28 | 1-28 | 2-4 | 2-4 | 3-12 |
| Justin Baker | 406-630-5464 | Y4 | 3 | na3 | y4 | 3 | | | 3 | Y3 | 2 | NA2 | 1 | Y4 |
| Kevin Hoffman | 406-630-5464 | y3 | 2 | na2 | na2 | na2 | | | NA2 | Y2 | 1 | NA1 | Y4 | Y3 |
| Daniel Nauman | 406-630-5464 | 1 | na1 | na1 | na1 | na1 | | | NA1 | NA-1 | Y4 | Y4 | 3 | 2 |
| Tom Burwell | 406-630-5464 | 2 | y4 | y4 | 3 | y4 | | | Y4 | Y4 | 3 | NA3 | 2 | 1 |

Elm Lift Station 628-7773 Village Lift Station 628-5918 Dial 9 after tone to acknowledge alarm

Wastewater Treatment Plant-628-6474

Autodailer- 628-4866

| Response Code | NO= In 1st Column Not accepting Overtime / NA = Not Available / Y = Responding | | | | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Employee | Telephone | | | | | | | | | | | | |
| Thomas Henry | [REDACTED] | | | | | | | | | | | | |
| Cindy Caswell | [REDACTED] | | | | | | | | | | | | |
| Corey Nicholson | [REDACTED] | | | | | | | | | | | | |
| Norman Stamper | [REDACTED] | | | | | | | | | | | | |

Water Treatment Plant 628-4410

| Response Code | NO= In 1st Column Not accepting Overtime / NA = Not Available / Y = Responding | | | | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Employee | Telephone | | | | | | | | | | | | |
| HP Nuernberger | [REDACTED] | | | | | | | | | | | | |
| Dylan Ceaser | [REDACTED] | | | | | | | | | | | | |
| Josh Sawyer | [REDACTED] | | | | | | | | | | | | |
| Sam Waggoner | [REDACTED] | | | | | | | | | | | | |
| Joe Waggoner | [REDACTED] | | | | | | | | | | | | |
| TJ Worbel | [REDACTED] | | | | | | | | | | | | |
| Daniel Waggoner | [REDACTED] | | | | | | | | | | | | |

CABLE TV down Tim Johnson 698-6254

| | |
|--|--|
| Matt Wheeler Cell# 208-1885 | One Call Locate - 1-800-424-5555 (City Job # 25663) |
| Kurt Markegard Cell# 860-5785 Hm 208-2356 | SCHESSLER 628-4221 HESTON 281-0811 |
| | NW ENERGY 1-800-896-7862 LUMPY 406-860-7890 |
| Advanced Pump 406-586-1700 | Century Link 1-800-573-1311 Shop 628-7707 Jeff 694-9097 |
| GORDAN ACE ELECTRIC 406-860-5464 | NorthwestPipe 252-0142 - Larry E. 656-2856 |
| MDU 1-800-638-3278 / MDT 252-4138 | Pace Construction 252-5559 (sewer backups) |
| MDT Supervisor Tom 655-7903/Kyle 446-2622 | SanitarySystemOverflows call DEQ withing 24 hours at406-444-3080 |

Call Out - Date and Incident Location

| | | |
|------------------------------|------------------------------|----------------------------|
| 1-7 Sanding Streets | 1-6 Water leak | 1-28 Water Break more help |
| 1-28 Water Break Main Street | 1-6 Emergency Locate | 2-4 NO WATER RUSSEL |
| | 1-13 Structure Fire | 2-4 MORE HELP |
| | 1-13 Elm Lift Station Alarm | 2-26 SANDING |
| | 1-14 H2O shut off | 3-12 SEWER MAIN BACKUP |
| | 1-15 H2O shut off | |
| | 1-16 Emergency Locate | |
| | 1-28 Water Break Main Street | |



Laurel Water Tank Funding Project

(KLJ # 2304-01608)

Reason for Project: Existing City water Tank needs to be recoated on the inside and can't happen until City has a backup storage supply. They also have needs for upgrades to their upper pressure zones. See previously approved Water System PER and City of Laurel CIP. This project looks at funding opportunities and provides grant writing services from multiple sources

Project Scope: To research funding alternatives, create packages for submittal, and assist City in finding monies for completing the future water tank and upper pressure zone improvements for the City of Laurel

Current Status:

- Task Order Signed by City on 12/13/23
- Met with EDA to discuss Funding on 1/9/24
- Letter of Support from CHS Received
- Letter of Support from Wood's Powergrip
- Submittal to EDA to occur in May.

5th to 7th Sewer Line Replacement

(KLJ # 2304-01231)

Reason for Project: Refurbishment of an 8" sewer line between 7th Avenue and 6th Avenue and a 10" sewer line between 6th Avenue and 5th Avenue in the alley way between 1st Street and Main Street in Laurel, Montana. The existing sewer line experienced several collapses last year.

Project Scope: To replace approximately 363 lineal feet of 8" and 383 lineal feet of 10" and will include the update of 3 manholes and associated surface replacement.

Current Status:

- Work Order Signed by City in September 2023
- Survey scheduled for week of October 16th, 2023
- Base Drawing created and Working on preliminary design
- Preliminary Plans and EEOC sent to City on 12.14.23
- DEQ Approval received on 2.20.24
- Project began advertising on 3/14/24 and bid open will be 3.28.24
- Bid Opened 3/28/24. Low Bid was \$401,111.00 by Western Municipal Construction
- Bid Open Report going to Council workshop on 4/16/24



Splash Park Installation

(KLJ #2204-01898)

Reason for Project: To Replace the existing pool with a splash pad recreation area.

Project Scope: To Construct a splash Pad at the site of the existing City pool.

Current Status:

- Work Order Signed by City in January 2023
- DPHHS Approved Permit on 5.25.2023
- Preconstruction Meeting held on 9.15.2023
- Construction to start on Monday 9.18.2023
- Change order sent to Contractor on 10.30.2023
- Change Order Executed on 1.02.2024
- Construction to restart midweek 3.18.2024
- Construction is in progress
- Ultimate completion date of 4.28.2024

Laurel Planning Services (KLJ #1804-00554)

Reason for Project: KLJ has been retained to provide City of Laurel planning services as needed.

Project Scope: Planning services may include; subdivision, zoning, development, floodplain hazard management, miscellaneous reviews and other related work. KLJ will prepare staff reports, recommendations, and attend meetings upon request.

Current Status:

- Zoning Regulations Update.
 - Draft regulations sent to City April 11th, 2023
 - Zoning Map approved by Commission on August 16th, 2023
 - Staff Recommendation to Zoning Commission to occur on December 20th, 2023
 - Back to Planning Board Meeting on 1/17/23
 - City to publish advertisement for Public Hearing
 - To be presented at Workshop on 5/7/24
 - Public Hearing for final adoption on 5/28/24
- Downtown Parking Study. – On hold per City Instructions
- City-County Grown Policy Update was requested at the August 16th meeting
 - Weekly meetings occurring in October.
 - KLJ updating maps as requested by City Planner
 - Back to Planning board meeting on 1.17.24
 - Work Session occurred on 1.31.24



City of Laurel Project Status Update
April 15th, 2024



- Public Hearing at Planning Board TBD
- Public Hearing at County Commission TBD
- Resolution to adopt updated Growth Policy before Council on 4/23/24
- Mogan Elementary School Property Annexation
 - Application package submitted 1/17/24
 - Recommendation letter send 1/24/24
 - 2nd Application package submitted 2/23/24
 - 2nd Application package recommendation letter sent 3/26/24
- Lance Hull Annexation
 - Plans approved and capacity to serve letter issued 2/7/24
 - Construction to begin 4/15/24
- Love's Annexation
 - Annexation Application received 3/25/24

Other Notes and Information

Other potential projects have been identified during recent conversations between City staff and KLJ. City Public Works staff and KLJ task leaders meet monthly to discuss current and future projects. As these are tentative, the timing and extent of KLJ's services are TBD, unless noted otherwise.

Anticipated FY24 Projects

1. Overlay of 12th Street between Valley Drive and 1st Ave. Task Order sent to City.
 - a. Hardrives is under contract to complete.
 - b. MOU for County Participation to Council on 4/23/24

File Attachments for Item:

16. City/County Planning Board Minutes of January 21, 2024.

**MINUTES
CITY OF LAUREL
CITY/COUNTY PLANNING BOARD
WEDNESDAY, JANUARY 31, 2024**

Call to Order

Richard Klose, Jon Klasna, Roger Giese, Gavin Williams, Judy Goldsby
Staff- Kurt Markegard, Brittney Harakal

Approval of Agenda

Previous Meeting Minutes

Public Comment Period- agenda item started at 0 minutes 20 seconds and ended at 0 minutes and 29 seconds.

No public Comment for non-agenda items.

Disclosure of Conflict of Interest- agenda item started at 0 minutes and 40 seconds and ended at 0 minutes and 49 seconds.

No conflict of interest

Disclosure of Ex-Parte Communication- agenda item started at 0 minutes and 49 seconds and ended at 1 minute and 0 seconds.

No disclosure of Ex-Parte communications

Old Business- agenda item started at 1 minute and 10 seconds and ended at 2 hours 52 minutes and 14 seconds.

- Growth Management Policy Update Work Session

Judy introduced Kurt to speak about why the planning board was here tonight and Kurt started the item by discussing the history and the background for jurisdiction of the City and County Governments. Kurt spoke at length about the subdivision and zoning regulations and state laws.

Gavin William made a motion to amend the growth policy at 33 minutes and 55 seconds and Richard Klose seconded the motion. Judy asked for board discussion and any public comments prior to the vote to amend the growth policy that was presented at the public hearing on December 20th, 2023. Public comments were received at 35 minutes and 52 seconds and ended at 39 minutes and 28 seconds. Judy called for the vote to amend the growth policy, and all were in favor 5-0 at 39 minutes and 35 seconds.

Gavin proposed two amendments to the growth policy which are of the future land use map and planning jurisdiction maps. The video of the discussion is posted on the City of Laurel's YouTube Channel and the video is part of the record for the minutes of the discussion of the amendments and public comment on the amendments as proposed by the City County Planning Board members.

Gavin made a motion at 1 hour 47 minutes and 15 seconds to approve of the amendments to the future land use map and the planning jurisdiction map that were discussed and send it to a public

hearing on the 21st of February. The motion was seconded, and the public was given time to review the changes to the map that was proposed by Gavin Williams. Public Comment was taken on amendments to the map at 1 hour 55 minutes and 51 seconds. Public Comment ended at 2 hours 49 minutes and 06 seconds. The board discussion was to have better maps for the public hearing created and Judy said that she would make sure that happened. Judy asked for the vote on the amended maps and the vote was unanimous 5-0 at 2 hours 52 minutes and 14 seconds.

New Business

Setting Next Board Meeting Date and Time

Agenda Items for Next Board Meeting

Announcements – 2 hours 57 minutes and 45 seconds and ended at 3 hours 1 minute and 57 seconds.

- Public Hearing on Growth Management Policy and School District Annexation and Zoning Request on February 21, 2024.

Adjournment- Judy asked for adjournment and it was moved and seconded to adjourn the meeting will all in favor 5-0 at 3 hours 2 minutes and 08 seconds.

File Attachments for Item:

17. Resolution No. R24-33: Resolution Of Annexation Of Property Legally Described As The Amended Plat Of Lots 1 & 2 Of Nutting Brothers Subdivision, Second Filing, Lot 1a, Adjacent To The City Of Laurel, As An Addition To The City Of Laurel, Yellowstone County, Montana, With Concurrent Approval Of Zoning Designation Upon Annexation Of The Property.

RESOLUTION NO. R24-33B

RESOLUTION OF ANNEXATION OF PROPERTY LEGALLY DESCRIBED AS THE AMENDED PLAT OF LOTS 1 & 2 OF NUTTING BROTHERS SUBDIVISION, SECOND FILING, LOT 1A, ADJACENT TO THE CITY OF LAUREL, AS AN ADDITION TO THE CITY OF LAUREL, YELLOWSTONE COUNTY, MONTANA, WITH CONCURRENT APPROVAL OF ZONING DESIGNATION UPON ANNEXATION OF THE PROPERTY.

WHEREAS, a Petition for Annexation was submitted to the City of Laurel by the Laurel Public Schools, who is the property owner (hereinafter “Petitioner”) of certain real property situated in Yellowstone County, Montana;

WHEREAS, the real property is generally described as the Amended Plat of Lots 1 & 2 of Nutting Brothers Subdivision, Second Filing, Lot 1A, Yellowstone County, Montana. The real property is generally reflected on the Exhibits to the Petition for Annexation, which is incorporated by reference herein, and it includes all contiguous roadways and rights-of-way;

WHEREAS, the property is currently unzoned, and Petitioner intends to utilize the property, if annexed, for a Public Elementary School;

WHEREAS, the property is currently outside of City of Laurel City limits, and Petitioner seeks annexation of the property and a concurrent Zoning Designation as “Public”;

WHEREAS, pursuant to the City of Laurel’s Annexation Policy, the City Council shall consider various criteria when it receives a written Petition for Annexation, which are fully incorporated by reference herein;

WHEREAS, further pursuant to the City of Laurel’s Annexation Policy, the City Council may decide to either condition the approval of the annexation in order to meet the criteria listed in the City of Laurel’s Annexation Policy or require an Annexation Agreement;

WHEREAS, Petitioner currently seeks annexation of its property into the City of Laurel, contingent upon completion of the terms of the Annexation Agreement, attached hereto and fully incorporated herein, which identifies required off-site infrastructure improvements and guarantees of those improvements;

WHEREAS, in addition to annexation contingent upon completion of the terms of the Annexation Agreement, the City of Laurel’s Annexation Policies require the mutual-approval of a Development Agreement between the City and Petitioner, and the aforementioned Development Agreement is attached hereto and fully incorporated herein;

WHEREAS, the Laurel City-County Planning Board held a duly advertised public hearing on Petitioner’s Petition for Zoning Designation on March 20, 2024. At the conclusion

of the hearing, the Planning Board voted to recommend approval to the City Council of the Zoning Designation, conditioned upon approval of the proposed annexation; and

WHEREAS, the City Council held a duly advertised public hearing regarding Petitioner's Petition for Annexation and Concurrent Approval of Zoning Designation on April 23, 2024. At the conclusion of the hearing, the City Council determined that approval of the Petition for Annexation and Concurrent Approval of Zoning Designation is in the best interests of the City at this time;

WHEREAS, the annexation of the property and zoning is subject to an Annexation Agreement by and between the City of Laurel and the Petitioner, which will be executed by and between the Petitioner and the City of Laurel and will be attached hereto and fully incorporated as part of this Resolution. In addition, the final annexation of the property and zoning is subject to a Development Agreement by and between the City of Laurel and the Petitioner, which will be executed by and between the Petitioner and the City of Laurel and will be attached to all final annexation documents and Resolution(s), once all conditions of approval, including execution and completion of a Development Agreement, are completed by the Petitioner.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Laurel, Montana, as follows:

1. The owner of record of the territory annexed to the City of Laurel has executed a Petition of Annexation.
2. Pursuant to Mont. Code Ann. § 7-2-46, the incorporated boundaries of the City of Laurel shall be and the same hereby is extended and/or expanded to include the territory described in Petitioner's Petition for Annexation and all attached Exhibits.
3. The following described territory is hereby annexed to the City of Laurel: Amended Plat of Lots 1 & 2 of Nutting Brothers Subdivision, Second Filing, Lot 1A, Yellowstone County, Montana. The real property is generally reflected on the Exhibits to the Petition for Annexation, which is incorporated by reference herein, and it includes all contiguous roadways and rights-of-way.
4. The owner of record of the territory annexed to the City of Laurel and the City of Laurel will execute an Annexation Agreement, which terms and conditions are made a part of this Resolution and the Petition for Annexation.
5. The owner of record of the territory annexed to the City of Laurel and the City of Laurel will execute a Development Agreement, which terms and conditions are made a part of this Resolution and the Petition for Annexation.

6. That the approval of the annexation is conditioned as follows:
 - A. On all terms, conditions, and requirements of the Annexation Agreement and Development Agreement between the City of Laurel and Petitioner.
 - B. The Waiver of Right to Protest, a copy of which is attached hereto and incorporated by reference herein, and this Resolution, shall be recorded with the County Clerk and Recorder within ninety (90) days after the adoption of this Resolution.
 - C. Connections to the City of Laurel Water and Sewer Systems shall be approved by the City of Laurel's Public Works Department.
 - D. Laurel's Public Works Department shall approve all terms and conditions of the Development Agreement, as well as compliance with the same.
 - E. All improvements and infrastructure connections shall be completed within one calendar year from the date this Resolution is approved.
7. That the approval of the zoning designation is conditioned upon approval of the annexation, and upon approval of the annexation, the property shall be zoned as "Public."
8. This Resolution shall be incorporated into the official minutes of the City Council, and upon said incorporation, the City Clerk-Treasurer shall file a true and correct certified copy of this Resolution and Meeting Minutes with the Yellowstone County Clerk and Recorder.
9. From and after the date that the City Clerk-Treasurer files such certified copy of this Resolution and of the City Council Meeting Minutes with the Yellowstone County Clerk and Recorder, this Annexation of the above-described territory to the City of Laurel shall be deemed complete and final.
10. Annexation and the City's responsibility for providing service to the property shall become null and void upon Petitioner's failure to satisfy the conditions imposed by the City Council by and through this Resolution, the Petition for Annexation, and the Annexation Agreement by and between the City of Laurel and the Petitioner.

Introduced at a regular meeting of the City Council on the 14th day of May 2024, by Council Member Sparks.

PASSED and APPROVED by the City Council of the City of Laurel the 14th day of May 2024.

APPROVED by the Mayor the 14th day of May 2024.

CITY OF LAUREL

Dave Waggoner, Mayor

ATTEST:

Kelly Strecker, Clerk-Treasurer

APPROVED AS TO FORM:

Michele L. Braukmann, Civil City Attorney

Return to:
Laurel Public Schools
410 Colorado Ave.
Laurel, Montana 59044

ANNEXATION AGREEMENT

THIS ANNEXATION AGREEMENT is made this ____ day of _____, 2024, by and between the **LAUREL PUBLIC SCHOOLS**, with a mailing address at 410 Colorado Avenue, Laurel, Montana 59044, (the “Owner”), and the **CITY OF LAUREL, MONTANA**, a municipality within the State of Montana, with a mailing address at 115 West 1st Street, Laurel, Montana, 59044 (the “City”).

WHEREAS, the Owner is the owner of certain real property situated in Yellowstone County, Montana, more particularly described as follows:

Amended Plat of Lots 1 & 2 of Nutting Brothers Subdivision, Second Filing, Lot 1A; according to the official plat on file and of record in the office of the Clerk and Recorder of said County, hereinafter referred to as “Owner Tract” as well as all adjacent public right-of-way.

WHEREAS, the Owner has submitted to the City a Petition for Annexation to the City for Owner Tract; and

WHEREAS, the Owner desires to annex Owner Tract to the City; and

WHEREAS, the City has approved the Petition for Annexation by Resolution No. _____ for the Owner Tract contingent on the conditions of approval contained herein, as well as that a Development Agreement be executed between the City and the Owner to identify required off-site infrastructure improvements and guarantees of those improvements, as well as any other matters required by the City in order to ensure proper annexation

NOW THEREFORE, in consideration of the mutual promises and covenants contained herein, the parties do hereby agree as follows:

1. Roads and Access. The Owner Tract shall be accessible by Alder Avenue and East 8th Street. No surface improvements to Alder Avenue or East 8th Street will be constructed upon annexation beyond pavement restoration for utility extensions. The City shall rely on the attached Waiver filed concurrently herewith, to ensure the installation of any or all future public road improvements.

2. **Water System Extension.** The Owner Tract shall be served by the City Water System. Owner intends to tie into the existing water mains in Alder Ave. and extend them north to the intersection of Alder Ave. and E. Maryland Lane. This extension goes beyond the boundaries of the property being annexed. The new waterline shall be an 8-inch water main. Owner shall provide a Water System Design Report. The installation shall meet the requirements of MTDEQ Circular 1. The Water System Design must be reviewed and approved by the City of Laurel and must meet all requirements of the newly-adopted City of Laurel Standards for Public Works Improvements.

3. **Sanitary Sewer System Extension.** The Owner Tract shall be served by the City Sanitary Sewer System. No improvements other than service connection are contemplated herein. Owner shall provide a Sanitary Sewer System Design Report that estimates the amount of wastewater production from the school and clearly demonstrates that adjacent sewer mains have capacity to accept those additional flows. The Sanitary Sewer System Design must be reviewed and approved by the City of Laurel and must meet all requirements of the newly-adopted City of Laurel Standards for Public Works Improvements.

4. **Storm Sewer Collection System.** Owner shall provide a Storm Sewer Collection System Design Report that demonstrates the available capacities of the downstream Storm Sewer Collection System. The Storm Sewer System Design must be reviewed and approved by the City of Laurel and must meet all requirements of the newly-adopted City of Laurel Standards for Public Works Improvements.

5. **Right-of-Way.** All rights-of-way for Alder Avenue and East 8th Street have been previously dedicated. No additional rights-of-way dedications are proposed.

6. **Other Public Improvements.** For any other improvements not specifically listed in this Agreement, the City shall rely on the attached Waiver filed concurrently herewith, to ensure the installation of any or all remaining public improvements. Said improvements shall include, but not be limited to, street construction and paving, curb, gutter, sidewalks, driveways, storm drainage, and street lighting. The attached Waiver, waiving the right to protest the creation of one or more Special Improvement Districts, by this reference is expressly incorporated herein and part hereof. All of the Owner properties can be included in a Special Improvements District for improvements identified in Annexation Agreement regardless of location of individual properties in relation to the improvements.

7. **Development Agreement.** This Agreement, and any approval of annexation of the property, pursuant to the Owner's Petition for Annexation, is contingent upon a mutually-agreeable Development Agreement between Owner and the City. Should Owner and the City not be able to reach a mutually-agreeable Development Agreement, Owner acknowledges and fully understands that any previously-approved annexation of the property will be considered null and void.

8. **Future Intersection Contributions.** No intersection contributions are required upon annexation.

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

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

CITY OF LAUREL, MONTANA

By: _____
Mayor

Attest: _____
City Clerk
"City"

STATE OF MONTANA)
 :ss
County of Yellowstone)

On this _____ day of _____, 2024, before me, a Notary Public for the State of Montana, personally appeared _____, and _____, known to me to be the Mayor and City Clerk, respectively, of the City of Laurel, Montana, whose names are subscribed to the foregoing instrument in such capacity and acknowledged to me that they executed the same on behalf of the City of Laurel, Montana.

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

Approved as to form:

City Attorney

Return to:
Laurel Public Schools
410 Colorado Ave.
Laurel, Montana 59044

DEVELOPMENT AGREEMENT

THIS DEVELOPMENT AGREEMENT is made this ____ day of _____, 2024, by and between the **LAUREL PUBLIC SCHOOLS**, with a mailing address at 410 Colorado Avenue, Laurel, Montana 59044, (the “Owner”), and the **CITY OF LAUREL, MONTANA**, a municipality within the State of Montana, with a mailing address at 115 West 1st Street, Laurel, Montana, 59044 (the “City”).

WHEREAS, Owner is the owner of certain real property situated in Yellowstone County, Montana, more particularly described as follows (the “Owner Tract”):

Amended Plat of Lots 1 & 2 of Nutting Brothers Subdivision, Second Filing, Lot 1A; according to the official plat on file and of record in the office of the Clerk and Recorder of said County, hereinafter referred to as “Owner Tract” as well as all adjacent public right-of-way.

WHEREAS, Owner has submitted to the City a Petition for Annexation to the City for Owner Tract; and

WHEREAS, Owner desires to annex Owner Tract to the City; and

WHEREAS, the City has approved the Petition for Annexation by Resolution No. _____ for the Owner Tract contingent on the conditions of approval contained in the Annexation Agreement and this Development Agreement, as well as any other matters required by the City in order to ensure proper annexation.

NOW THEREFORE, in consideration of the mutual promises and covenants contained herein, the parties do hereby agree as follows:

NOW THEREFORE, in consideration of the mutual promises and covenants contained herein, the parties do hereby agree as follows:

1. Development Summary. The Development consists of the development and construction of the Owner Tract to be utilized for a public school, consisting of associated site improvements, including parking, sidewalks, infrastructure, landscaping, water and sanitary sewer system extensions, signage, and roadway access.

2. Roads and Access. Upon completion of the in-street utility and utility connections, Owner will install a two-inch asphalt overlay, which shall be installed across the entire width of asphalt along E. 8th Street and Alder Ave. The overlay shall be from, to, and including the intersection of E. 8th Street and Alder Ave., north along Alder Ave., from, to, and including the intersection with E. Maryland Lane. The overlay on E. 8th Street shall be from, to, and including the intersection of E. 8th Street and Alder Ave. east along E. 8th Street from, to, and including the property Owner's eastern property line. The two-inch asphalt overlay must be reviewed and approved by the City of Laurel and must meet all requirements of the newly-adopted City of Laurel Standards for Public Works Improvements.
3. Signage. Owner shall install stop signs on the east and west ends of E. Maryland Lane at its intersection with Alder Ave. (making that intersection a 4-way stop), at any exit from Owner's property to adjacent streets, and on E. 8th Street where E. 8th Street intersects with Alder Ave. Owner shall also install "No Parking" signs along Alder Ave. on Owner's side of the street from E. 8th Street to E. Maryland Lane. The number and distance between signs shall be governed by the latest edition of the Manual of Uniform Traffic Control Devices (MUTCD).
4. Water System Extension. The Owner Tract shall be served by the City Water System. Owner intends to tie into the existing water mains in Alder Ave. and extend them north to the intersection of Alder Ave. and E. Maryland Lane. This extension goes beyond the boundaries of the property being annexed. The new waterline shall be an 8-inch water main. Owner shall provide a Water System Design Report. The installation shall meet the requirements of MTDEQ Circular 1. The Water System Design must be reviewed and approved by the City of Laurel and must meet all requirements of the newly-adopted City of Laurel Standards for Public Works Improvements.
5. Sanitary Sewer System Extension. The Owner Tract shall be served by the City Sanitary Sewer System. No improvements other than service connection are contemplated herein. Owner shall provide a Sanitary Sewer System Design Report that estimates the amount of wastewater production from the school and clearly demonstrates that adjacent sewer mains have capacity to accept those additional flows. The Sanitary Sewer System Design must be reviewed and approved by the City of Laurel and must meet all requirements of the newly-adopted City of Laurel Standards for Public Works Improvements.
6. Storm Sewer Collection System. Owner shall provide a Storm Sewer Collection System Design Report that demonstrates the available capacities

of the downstream Storm Sewer Collection System. The Storm Sewer System Design must be reviewed and approved by the City of Laurel and must meet all requirements of the newly-adopted City of Laurel Standards for Public Works Improvements.

7. Other Public Improvements. For any other improvements not specifically listed in this Agreement, the City shall rely on the Owner's Waiver filed concurrently herewith, to ensure the installation of any or all remaining public improvements. The Waiver, waiving the right to protest the creation of one or more Special Improvement Districts, by this reference is expressly incorporated herein and part hereof. All of the Owner's Property can be included in a Special Improvements District for improvements identified in both this Agreement and the parties' Annexation Agreement regardless of location of individual properties in relation to the improvements. All other public improvements must be reviewed and approved by the City of Laurel and must meet all requirements of the newly-adopted City of Laurel Standards for Public Works Improvements.
8. Zoning. The Owner Tract shall be zoned Public (P).
9. Compliance. Nothing herein shall be deemed to exempt the Owner Tract from compliance with any current or future City laws, rules, regulations, or policies that are applicable to the development, redevelopment, or use of the subject property.
10. Runs with Land. The covenants, agreements, and all statements in this Agreement and in the adopted Waiver shall run with the land and shall be binding on the heirs, personal representatives, successors, and assigns of the respective parties.
11. Attorney's Fees. In the event it becomes necessary for either party to this Agreement to retain an attorney to enforce any of the terms or conditions of this Agreement or to give any notice required herein, then the prevailing party or the party giving notice shall be entitled to reasonable attorney fees and costs, including those fees and costs of in-house counsel.
12. Amendments and Modifications. Any amendments or modifications of this Agreement shall be made in writing and executed in the same manner as this original document and shall after execution become a part of this Agreement.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and year first above written.

CITY OF LAUREL, MONTANA ("CITY")

By: _____
Mayor

Attest: _____
City Clerk

STATE OF MONTANA)
 :ss
County of Yellowstone)

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

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

Approved as to Form:

City Attorney

LAUREL PUBLIC SCHOOLS (“OWNER”)

By: _____

Title: _____

STATE OF MONTANA)
 : ss.
County of Yellowstone)

On this ____ day of _____, 2024, before me, a Notary Public in and for the State of Montana, personally appeared _____, known to me to be the person who signed the foregoing instrument as _____ of Laurel Public Schools, and who acknowledged to me that said the Owner executed the same.

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

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

RESOLUTION NO. R24-33

RESOLUTION OF ANNEXATION OF PROPERTY LEGALLY DESCRIBED AS THE AMENDED PLAT OF LOTS 1 & 2 OF NUTTING BROTHERS SUBDIVISION, SECOND FILING, LOT 1A, ADJACENT TO THE CITY OF LAUREL, AS AN ADDITION TO THE CITY OF LAUREL, YELLOWSTONE COUNTY, MONTANA, WITH CONCURRENT APPROVAL OF ZONING DESIGNATION UPON ANNEXATION OF THE PROPERTY.

WHEREAS, a Petition for Annexation was submitted to the City of Laurel by the Laurel Public Schools, who is the property owner (hereinafter “Petitioner”) of certain real property situated in Yellowstone County, Montana;

WHEREAS, the real property is generally described as the Amended Plat of Lots 1 & 2 of Nutting Brothers Subdivision, Second Filing, Lot 1A, Yellowstone County, Montana. The real property is generally reflected on the Exhibits to the Petition for Annexation, which is incorporated by reference herein, and it includes all contiguous roadways and rights-of-way;

WHEREAS, the property is currently unzoned, and Petitioner intends to utilize the property, if annexed, for a Public Elementary School;

WHEREAS, the property is currently outside of City of Laurel City limits, and Petitioner seeks annexation of the property and a concurrent Zoning Designation as “Public”;

WHEREAS, pursuant to the City of Laurel’s Annexation Policy, the City Council shall consider various criteria when it receives a written Petition for Annexation, which are fully incorporated by reference herein;

WHEREAS, further pursuant to the City of Laurel’s Annexation Policy, the City Council may decide to either condition the approval of the annexation in order to meet the criteria listed in the City of Laurel’s Annexation Policy or require an Annexation Agreement;

WHEREAS, Petitioner currently seeks annexation of its property into the City of Laurel, contingent upon completion of the terms of the Annexation Agreement, attached hereto and fully incorporated herein, which identifies required off-site infrastructure improvements and guarantees of those improvements;

WHEREAS, the Laurel City-County Planning Board held a duly advertised public hearing on Petitioner’s Petition for Zoning Designation on March 20, 2024. At the conclusion of the hearing, the Planning Board voted to recommend approval to the City Council of the Zoning Designation, conditioned upon approval of the proposed annexation; and

WHEREAS, the City Council held a duly advertised public hearing regarding Petitioner’s Petition for Annexation and Concurrent Approval of Zoning Designation on April

23, 2024. At the conclusion of the hearing, the City Council determined that approval of the Petition for Annexation and Concurrent Approval of Zoning Designation is in the best interests of the City at this time;

WHEREAS, the annexation of the property and zoning is subject to an Annexation Agreement by and between the City of Laurel and the Petitioner, which will be executed by and between the Petitioner and the City of Laurel and will be attached hereto and fully incorporated as part of this Resolution.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Laurel, Montana, as follows:

1. The owner of record of the territory annexed to the City of Laurel has executed a Petition of Annexation.
2. Pursuant to Mont. Code Ann. § 7-2-46, the incorporated boundaries of the City of Laurel shall be and the same hereby is extended and/or expanded to include the territory described in Petitioner's Petition for Annexation and all attached Exhibits.
3. The following described territory is hereby annexed to the City of Laurel: Amended Plat of Lots 1 & 2 of Nutting Brothers Subdivision, Second Filing, Lot 1A, Yellowstone County, Montana. The real property is generally reflected on the Exhibits to the Petition for Annexation, which is incorporated by reference herein, and it includes all contiguous roadways and rights-of-way.
4. The owner of record of the territory annexed to the City of Laurel and the City of Laurel will execute an Annexation Agreement, which terms and conditions are made a part of this Resolution and the Petition for Annexation.
5. That the approval of the annexation is conditioned as follows:
 - A. On all terms, conditions, and requirements of the Annexation Agreement between the City of Laurel and Petitioner.
 - B. The Waiver of Right to Protest, a copy of which is attached hereto and incorporated by reference herein, and this Resolution, shall be recorded with the County Clerk and Recorder within ninety (90) days after the adoption of this Resolution.
 - C. Connections to the City of Laurel Water and Sewer Systems shall be approved by the City of Laurel's Public Works Department.

- D. All improvements and infrastructure connections shall be completed within one calendar year from the date this Resolution is approved.
6. That the approval of the zoning designation is conditioned upon approval of the annexation, and upon approval of the annexation, the property shall be zoned as “Public.”
 7. This Resolution shall be incorporated into the official minutes of the City Council, and upon said incorporation, the City Clerk-Treasurer shall file a true and correct certified copy of this Resolution and Meeting Minutes with the Yellowstone County Clerk and Recorder.
 8. From and after the date that the City Clerk-Treasurer files such certified copy of this Resolution and of the City Council Meeting Minutes with the Yellowstone County Clerk and Recorder, this Annexation of the above-described territory to the City of Laurel shall be deemed complete and final.
 9. Annexation and the City's responsibility for providing service to the property shall become null and void upon Petitioner’s failure to satisfy the conditions imposed by the City Council by and through this Resolution, the Petition for Annexation, and the Annexation Agreement by and between the City of Laurel and the Petitioner.

Introduced at a regular meeting of the City Council on the 23rd day of April 2024, by Council Member _____.

PASSED and APPROVED by the City Council of the City of Laurel the 23rd day of April 2024.

APPROVED by the Mayor the 23rd day of April 2024.

CITY OF LAUREL

Dave Waggoner, Mayor

ATTEST:

Kelly Strecker, Clerk-Treasurer

APPROVED AS TO FORM:

Michele L. Braukmann, Civil City Attorney

MOGAN ELEMENTARY SCHOOL TRAFFIC IMPACT STUDY

23103

Adam Baumgartner, AIA
A&E Design
124 North 29th Street, Suite 100
Billings, MT 59101



- Placemaking
- Infrastructure Engineering
- Surveying + Mapping
- Community Planning
- Landscape Architecture
- Branding + Visualization



October 2023



ENDURING COMMUNITY DESIGN

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INTRODUCTION

This traffic impact study (TIS) assesses the traffic-related impacts associated with the proposed Mogan Elementary School located on Alder Avenue in Laurel, Montana on the surrounding transportation system. This report also provides recommendations to mitigate any such impacts. The methodology and analysis procedures used in this study employ the latest technology and nationally accepted standards in the areas of site development and transportation impact assessment. Recommendations made in this report are based on professional judgment and these principles.

SITE LOCATION AND DESCRIPTION

The proposed Mogan Elementary School is located on the northeast quadrant of the intersection of Alder Avenue and East 8th Street in Laurel, Montana. The site is bordered by sports fields and East Maryland Lane to the north, a vacant lot to the east with residences in the southern area, East 8th Street to the south, and Alder Avenue to the west. Figure 1 on the following page depicts the study area.

SITE DEVELOPMENT PLAN

The site development plan proposes construction of a 72,000 square-foot elementary school for 3rd through 5th grades with a total enrollment capacity of 588 students. Site access for visitors and buses is proposed via two one-way movement approaches on the west side of the site from Alder Avenue. Site access for parent drop-off, staff, and deliveries is proposed via two one-way approaches into the parking lot on the south from East 8th Street. The eastern access on East 8th Street is currently proposed to be entrance-only and the western access would be exit-only. Figure 2 on the page three illustrates the current proposed site layout and lot configuration.

EXISTING CONDITIONS

Streets

Figure 3 on page four shows the Montana Department of Transportation (MDT) functional street classifications and speed limits on the study area streets. Alder Avenue has curb and gutter south of East 7th Street but not in the project area. East Maryland Lane does not have curb and gutter. East 6th Street has curb and gutter, and East Main Street has curb and gutter just along the north side of the road. There is a center two-way left-turn lane (TWLTL) on East Main Street, which has a five (5) lane section west of Alder Avenue and a three (3) lane section east of Alder Avenue. There are no turn lanes near the proposed school.

Intersections

Figure 3 also shows the traffic control utilized at each study area intersection. All intersections are stop-controlled or uncontrolled and no intersections in the study area have dedicated turn lanes.



Figure 1: Study Area

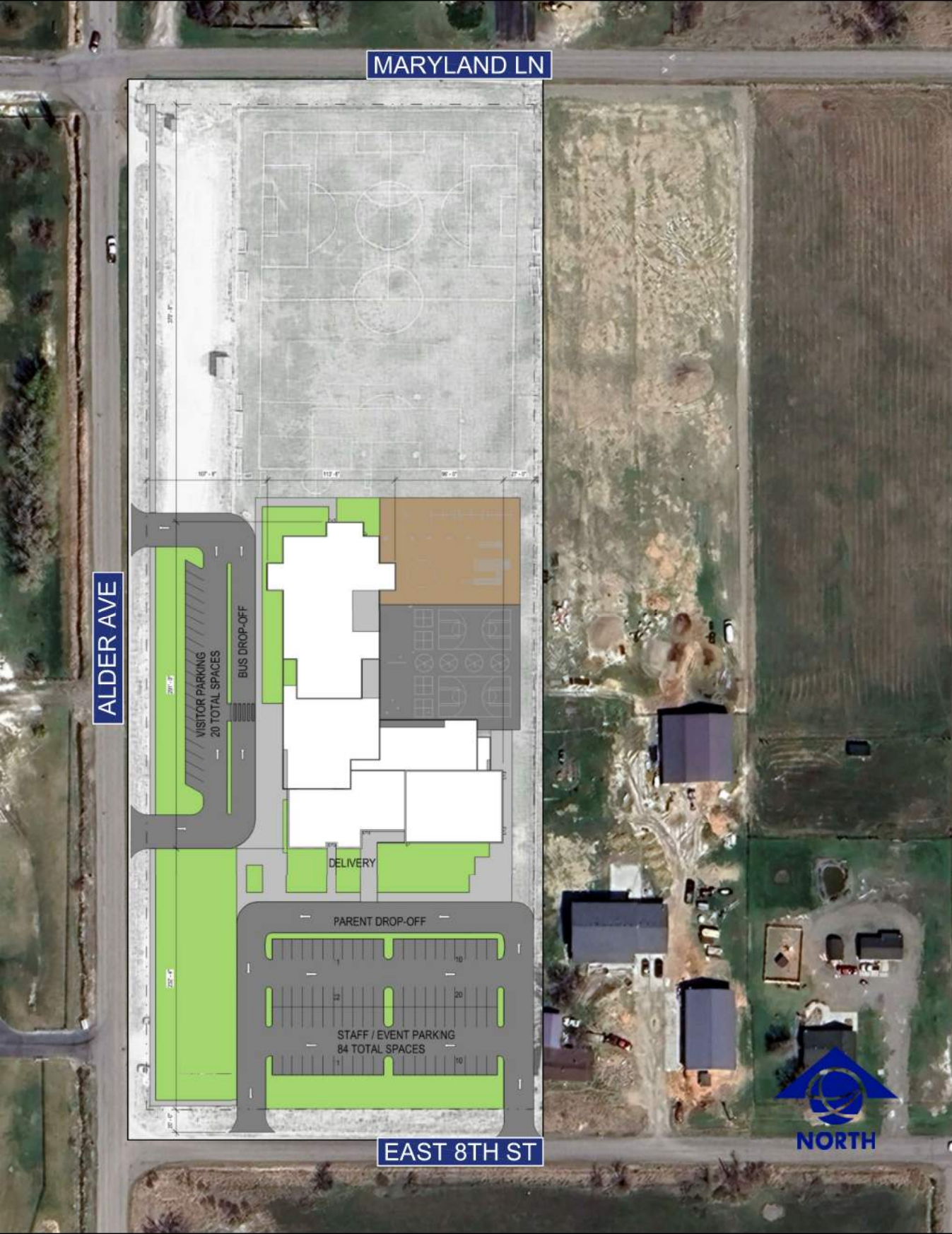


Figure 2: Site Layout

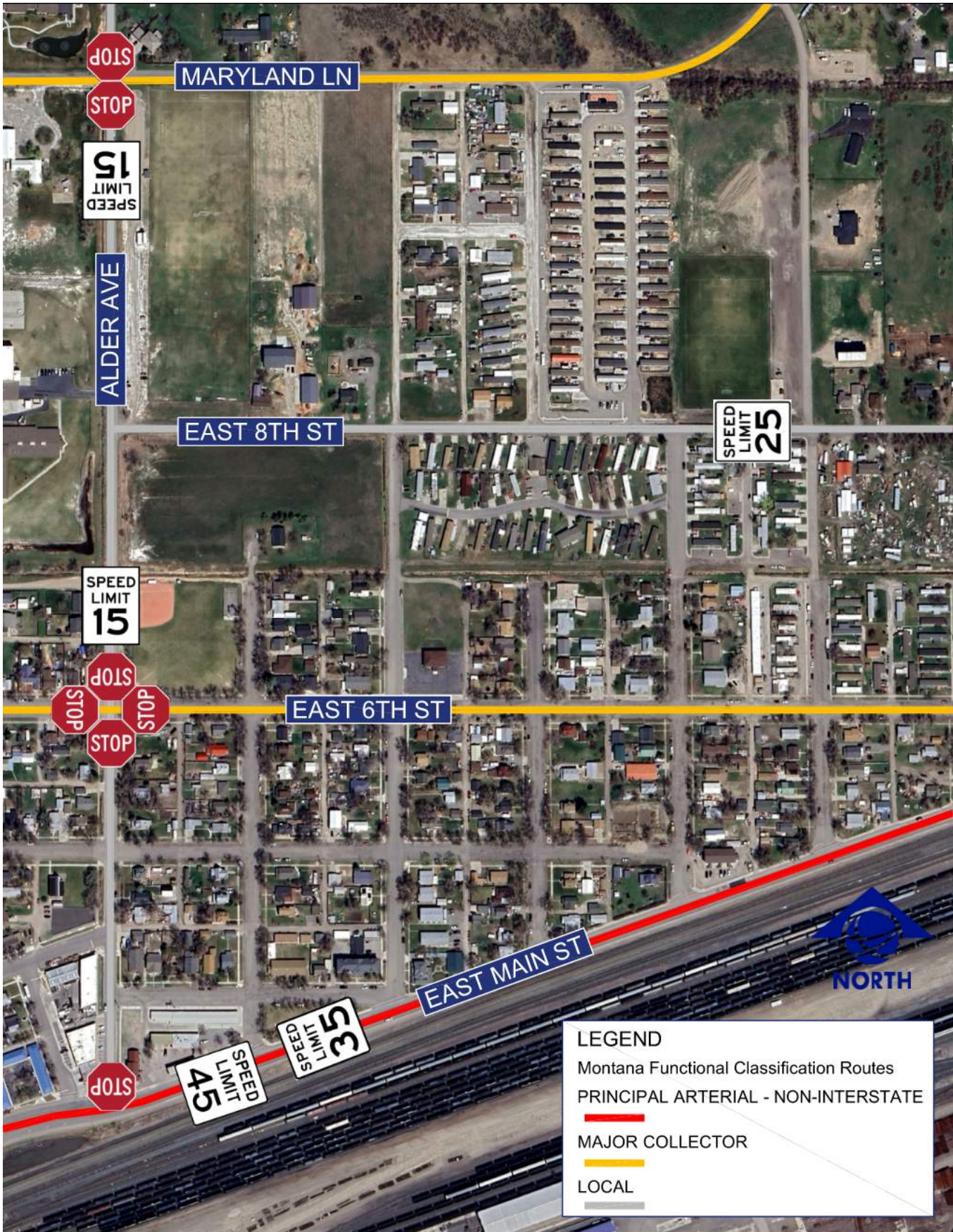


Figure 3: Street & Intersection Characteristics

Bicycle/Pedestrian Facilities

There is sidewalk along Alder Avenue from East Main Street to East 6th Street. There is sidewalk on the north and south sides of East 6th Street and along the north side of East Main Street. There are no other bicycle or pedestrian facilities on study area streets.

Traffic Volumes

Weekday AM, After School, and PM peak hour turning movement counts were collected at study intersections on Wednesday, September 20, 2023. The traffic data was collected using Miovision Scout video-based systems. The weekday AM, After School, and PM peak hour periods were found to occur from 7:30 to 8:30 AM, 2:30 to 3:30 PM, and 5:00 to 6:00 PM. Raw count data was adjusted for seasonal variation using MDT seasonal adjustment factors. Figure 4 on page six summarizes the calculated Existing Conditions (2023) peak hour turning movement volumes for the AM, After School, and PM peak hours. Detailed traffic count data worksheets are included in Appendix A.

Intersection Capacity

Intersection capacity calculations for Existing Conditions (2023) were performed for the study area intersections using PTV Vistro 2023 software, which is based on the Highway Capacity Manual, 7th Edition (Transportation Research Board, 2022). Level of service (LOS) is defined as a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. LOS is a qualitative measure of the performance of an intersection with values ranging from LOS A, indicating good operation and low vehicle delays, to LOS F, which indicates congestion and longer vehicle delays. LOS C is generally considered as the minimum acceptable performance level for planning and design purposes.

The results of the Existing Conditions (2023) intersection capacity calculations showed all study area intersections and approaches operate at LOS B or better during the AM, After School, and PM peak hours with minimal 95th percentile queueing. The East 8th Street/Alder Avenue intersection was assumed to operate with westbound stop-control, although there is not currently a stop sign present at this intersection. Figure 4 also shows the Existing Conditions (2023) LOS results at each intersection. A detailed capacity summary table and capacity calculation worksheets for each of the study area intersections can be found in Appendix B.

Crash History

Historical crash data was obtained from MDT for the five-year period from January 1, 2017, through December 31, 2021, for the study area intersections. The data was analyzed for the purposes of calculating intersection crash and severity rates and evaluating collision type trends. Tables 1 and 2 on page seven illustrate the results of that analysis.

Intersection crash rates were calculated on the standard basis of crashes per million vehicles entering (MVE) for each intersection. The MVE metric was estimated based on 2023 peak hour traffic counts and published historical ADT volumes from the MDT website. Crash rates for the study area intersections ranged from 0.00 crashes/MVE to 1.43 crashes/MVE. The highest rate of 1.43 crashes/MVE occurred at the intersection of E Maryland Lane/Alder Avenue.

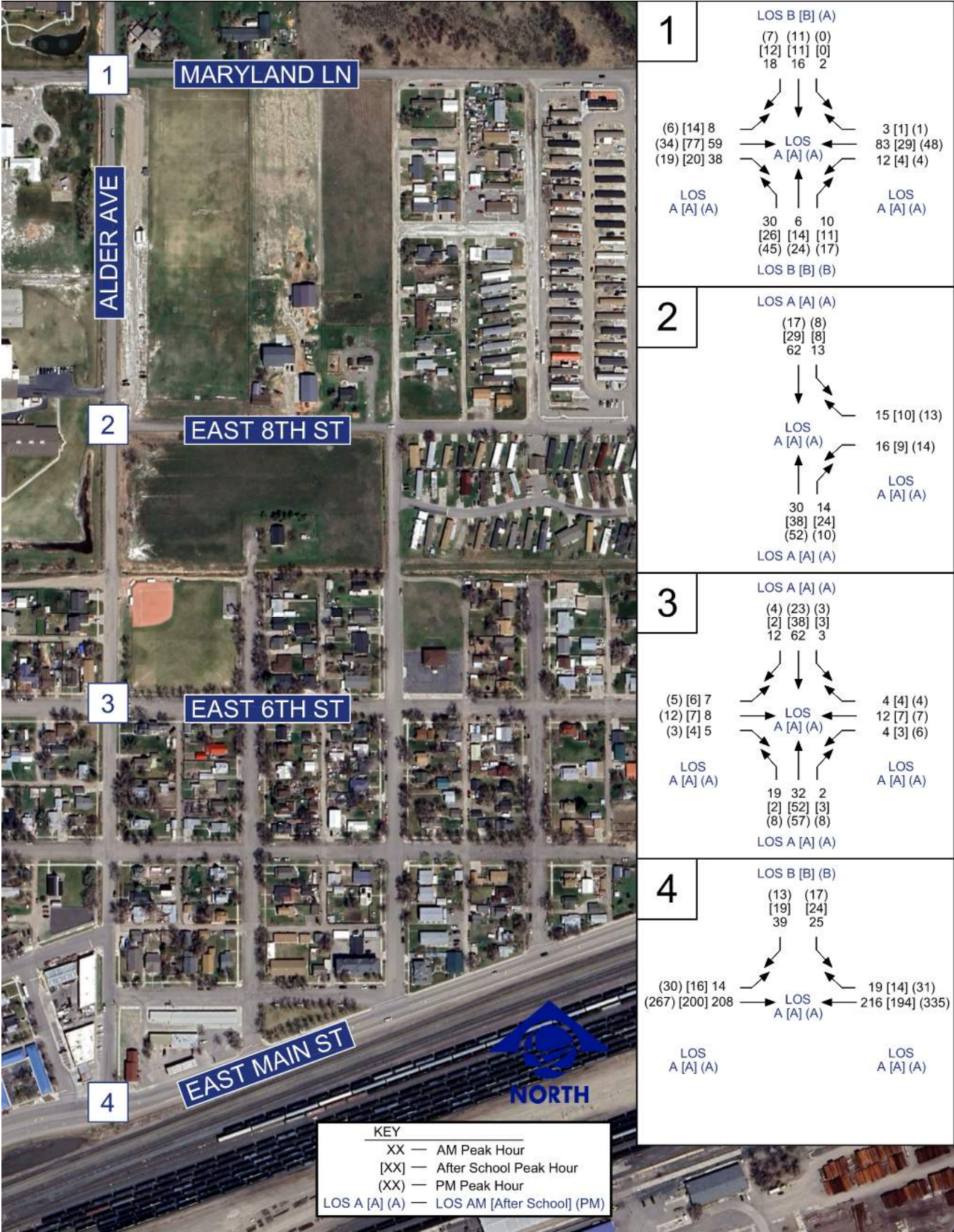


Figure 4: Existing Conditions (2023) Peak Hour Traffic Volumes

Table 1: Crash History - Frequency and Severity Statistics

| Intersection | 2017-2021 DEV ¹ | Reported Crashes ² | Crash Type | | | Crash Data ³ | | | HSM Predictions ⁴ | |
|-------------------------|----------------------------|-------------------------------|------------|--------|----------|------------------------------------|------------------------|----------------|--|----------------------------------|
| | | | PDO | Injury | Fatality | Average Crash Frequency (Crash/Yr) | Crash Rate (Crash/MVE) | Severity Index | Predicted Average Crash Frequency (Crash/Yr) | Predicted Crash Rate (Crash/MVE) |
| E Maryland Ln/Alder Ave | 1273 | 2 | 2 | 0 | 0 | 0.40 | 0.86 | 0.00 | 0.39 | 0.84 |
| E 8th St/Alder Ave | 753 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0.04 | 0.15 |
| E 6th St/Alder Ave | 1058 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0.12 | 0.31 |
| E Main St/Alder Ave | 5716 | 1 | 0 | 1 | 0 | 0.20 | 0.10 | 3.00 | 0.40 | 0.19 |

¹ Daily Entering Volume (DEV) estimated from 2023 peak hour counts

² Crashes reported from January 1, 2017 to December 31, 2021

³ Crash rates expressed as crashes per million vehicles entering (MVE)

⁴ Rates calculated using Highway Safety Manual (HSM) 1st Edition predictive methodology

As a means of evaluating the historical crash frequency rates, Sanderson Stewart calculated expected rates using the predictive crash rate formulas in the American Association of State Highway Transportation Officials (AASHTO) Highway Safety Manual (HSM). The process involves calculating the number of crashes predicted in a year based on traffic demand (AADTs) and various physical and traffic environment-based conditions, such as lane configurations and traffic control. Sanderson Stewart then back calculated a frequency rate on the basis of one million vehicles entering for the sake of comparison with the actual historical crash rate. The results of the calculations show that the predicted crash rates are greater than or equal to the historical crash rates at all study area intersections. The HSM rate predictions and five-year crash totals for each intersection are summarized in Table 1 above.

Severity indexes were also calculated for the study area intersections. The severity index gives an indication of relative crash severity for a location based on the number of fatal, injury, and property damage only (PDO) crashes. The highest severity index was 3.00 at the intersection of East Main Street/Alder Avenue, which is elevated due to the only crash occurring resulting in an injury. Severity index calculation results are also summarized in Table 1.

Sanderson Stewart also performed an analysis of collision classification to determine if any patterns could be identified. There were no collision trends noted at study area intersections. Table 2 below presents the results of that analysis.

Table 2: Crash History - Collision Type

| | Collision Type | | | |
|-------------------------|----------------|-------------------------------|--------------|-------|
| | Right Angle | Left Turn, Opposite Direction | Fixed Object | Total |
| E Maryland Ln/Alder Ave | 1 | 1 | | 2 |
| E 8th St/Alder Ave | | | | 0 |
| E 6th St/Alder Ave | | | | 0 |
| E Main St/Alder Ave | | | 1 | 1 |

TRIP GENERATION

This study utilized Trip Generation, 11th Edition, published by the Institute of Transportation Engineers (ITE), which is the most widely accepted source in the United States for determining trip generation projections. These projections are used to analyze the impacts of a new development on the surrounding area. For the purposes of this study, Land Use Code 520 – Elementary School was used to estimate trip generation for the proposed Mogan School. Table 3 below illustrates the results of the trip generation calculations for the site.

At full occupancy of 588 students, the school is projected to generate a total of 1,335 gross average weekday trips with 435 trips (235 entering/200 exiting) generated during the AM peak hour and 94 trips (43 entering/51 exiting) generated during the PM peak hour of the adjacent street. During the after school peak hour, the site is projected to generate 265 trips (122 entering/143 exiting).

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

Internal capture (IC) trips are trips that do not have origins or destinations external to a project site and therefore do not have an impact on external traffic operations. IC trips most often occur in mixed-use developments where residential, commercial, and office-related land uses exhibit a high rate of internal trip exchange. It is likely that some form of internal capture would occur between the new Mogan Elementary School and the existing Laurel Middle School across Alder Avenue due to families with children at both schools. However, the main drop-off location and access for the middle school is on the west side of that school facing Washington Avenue, so most trips to both schools will likely still be made via the external street network.

Pass-by trips are trips that are made as intermediate stops on the way from a point of origin to a primary trip destination. Pass-by trips are attracted from traffic “passing by” on an adjacent street that offers direct access to the site. Pass-by trips are primarily attracted by commercial type land uses such as restaurants, convenience markets, and gas stations and were therefore not calculated for Mogan Elementary School.

Trips made by alternate modes (walking, biking, transit) are generally common at schools. However, there is limited sidewalk and other multi-modal facilities along Alder Avenue and other area streets accessing the site. Some multi-modal facilities are anticipated to be installed adjacent to the new school but would not reach beyond the boundary of the school. It is also assumed that the ITE rates include some level of multi-modal trips since the data was collected at existing schools, so any further reduction was not included to be conservative.

Table 3: Trip Generation Summary

| Land Use | Independent Variable | | Average Weekday | | | AM Peak Hour | | | PM Peak Hour | | | After School Peak | | |
|---------------------------|----------------------|----------|-----------------|------------|------------|--------------|------------|------------|--------------|-----------|-----------|-------------------|------------|------------|
| | Intensity | Units | total | enter | exit | total | enter | exit | total | enter | exit | total | enter | exit |
| Mogan School ¹ | 588 | Students | 1335 | 668 | 667 | 435 | 235 | 200 | 94 | 43 | 51 | 265 | 122 | 143 |
| Total New Trips | | | 1335 | 668 | 667 | 435 | 235 | 200 | 94 | 43 | 51 | 265 | 122 | 143 |

(1) Elementary School - Land Use 520*

Average Weekday:

Peak Hour of the Adjacent Street, One Hour between 7 and 9 AM:

Peak Hour of the Adjacent Street, One Hour between 4 and 6 PM:

PM Peak Hour of Generator

Units = Students

Average Rate = 2.27

Average Rate = 0.74

Average Rate = 0.16

Average Rate = 0.45

(50% entering/50% exiting)

(54% entering/46% exiting)

(46% entering/54% exiting)

(46% entering/54% exiting)

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

TRIP DISTRIBUTION

Trip distribution is an estimate of site-generated trip routing, which can be determined by several methods, such as computerized travel demand models, calculation of travel time for various available routes, and/or simple inspection of existing traffic patterns within the project area. For this study, distribution percentages were calculated based on existing traffic volumes collected for this study with consideration given to the location of the school in relation to the district enrollment boundary and the greater Laurel area. Figure 5 on page 10 presents the calculated trip distribution scheme for this new development.

TRAFFIC ASSIGNMENT

Traffic assignment is the procedure whereby site-generated vehicle trips are assigned to study area streets, intersections, and site access driveways based on the calculated trip distribution and the physical attributes of the development site. Using this approach, site-generated trips were assigned to the study area street network for the purposes of projecting future traffic volumes for analysis. It was assumed that all trips would be made via the southern parent drop-off area, although some visitor and bus trips are anticipated to occur. The results of the traffic assignment exercise for the AM, After School, and PM peak hours are also illustrated in Figure 5.

TRAFFIC IMPACTS

Traffic Volumes

Based on information provided by the client, a horizon year of 2025 was utilized for the purposes of calculating future traffic projections for this study. It was assumed that full enrollment capacity of the school would be reached in the opening year to be conservative in the Future (2025) analysis. In addition to site-generated trips, background traffic volumes will also likely increase for study area streets and intersections due to general growth on the roadway network. To account for that growth, Sanderson Stewart analyzed historical MDT traffic data at count stations on East Main Street and East Maryland Lane in the vicinity of the study area and determined that an average annual growth rate (AGR) of three (3) percent would be appropriate to apply to existing volumes. Future (2025) volumes were determined by combining the site-generated traffic assignments and existing traffic volumes with anticipated background growth applied. Figure 6 on page 11 illustrates the resulting AM, After School, and PM peak hour traffic volume projections for both scenarios.

Intersection Capacity

Sanderson Stewart performed intersection capacity calculations for the Future (2025) scenario based on the AM, After School, and PM peak hour traffic volume projections presented in Figure 6. Peak hour factors (PHFs) for the design year are typically assumed to be 0.92, per common industry practice and HCM guidelines. However, to match peaking characteristics of the existing street network and adjacent school, existing PHFs were used in the Future (2025) analysis. These values are much lower than 0.92 due to the short duration peaks created by school pick-ups and drop-offs. PHFs at the new site access intersections were obtained by averaging the values at adjacent intersections. Figure 6 also shows the LOS results.

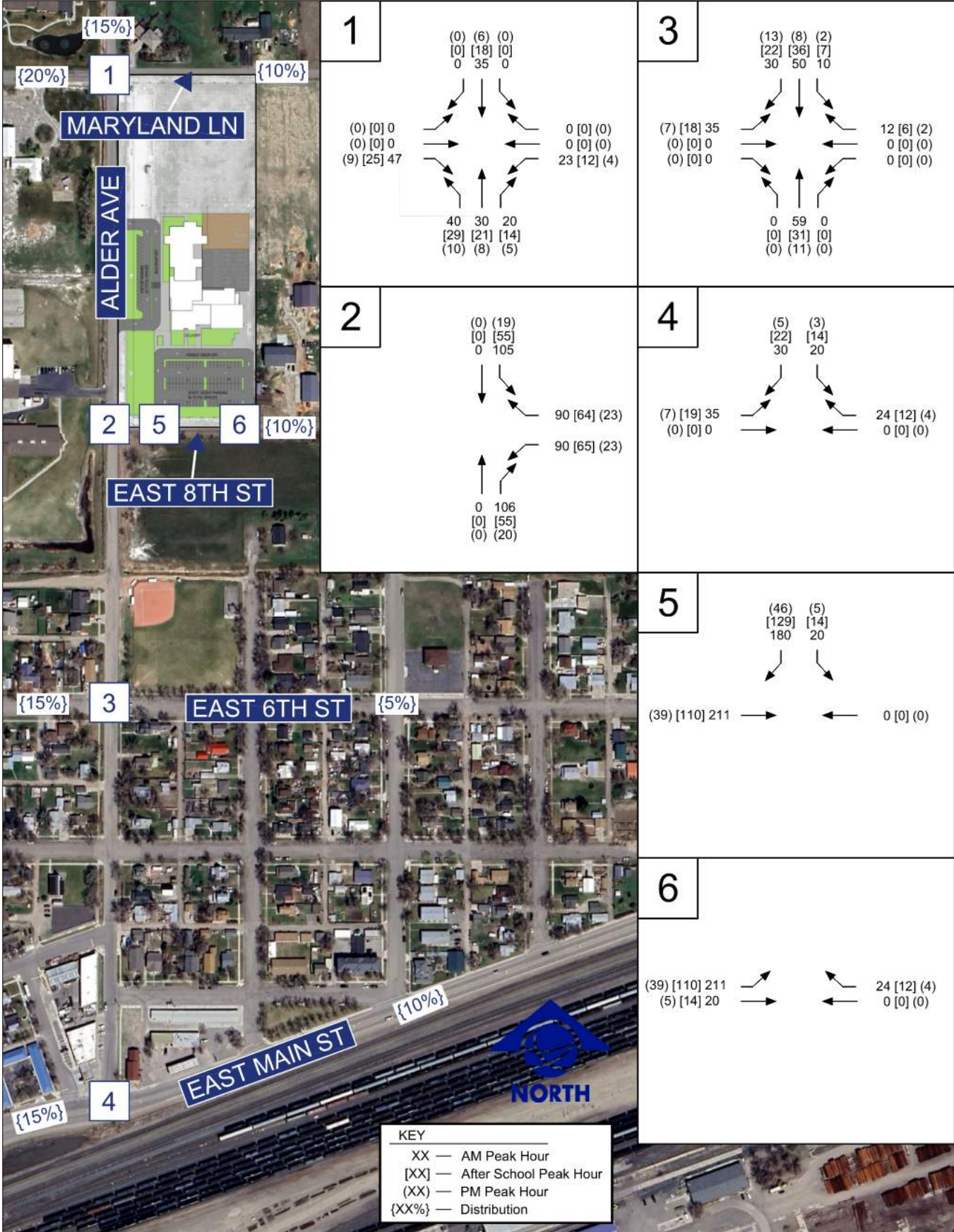


Figure 5: Trip Distribution & Traffic Assignment Summary

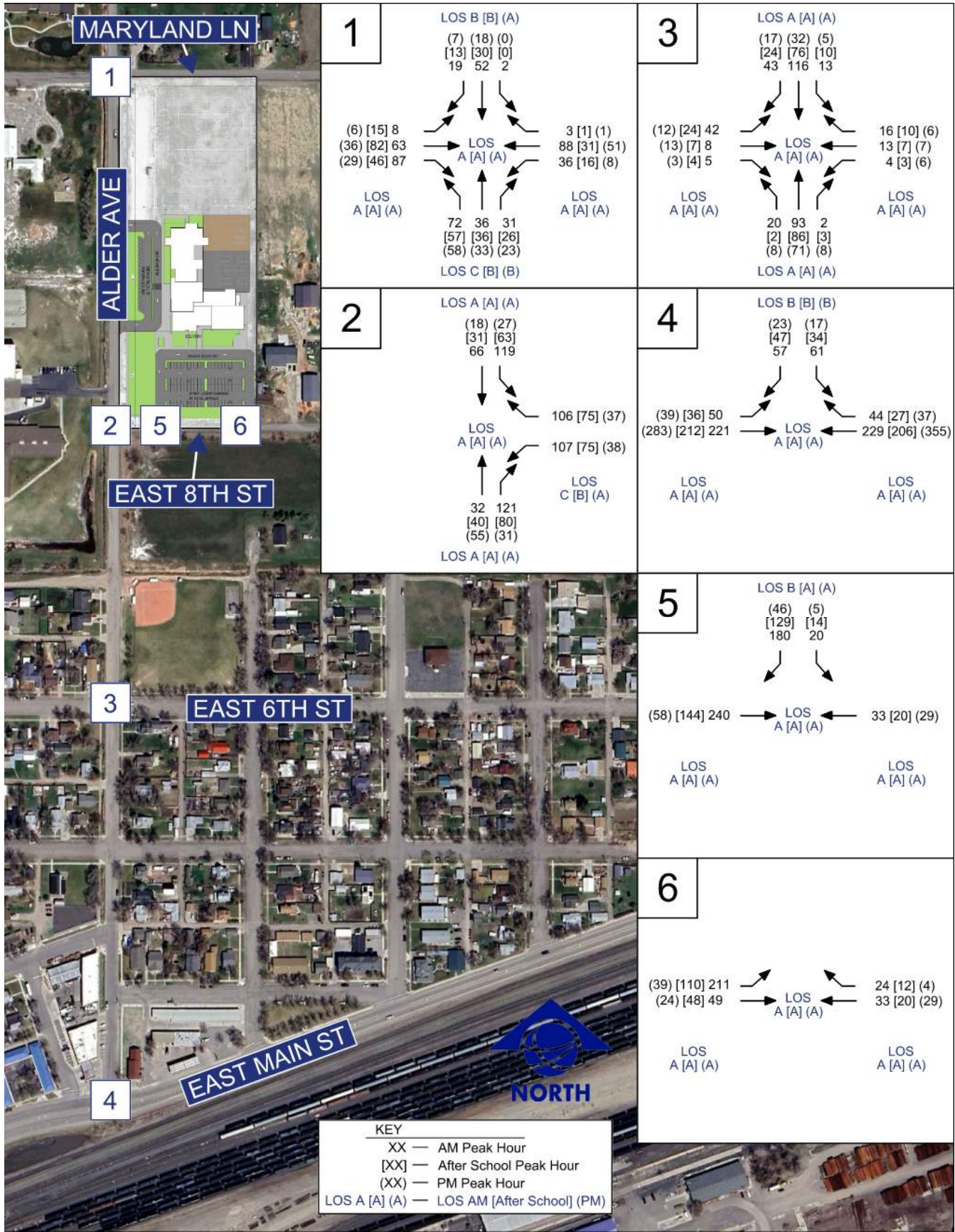


Figure 6: Future (2025) Traffic Projections

Future (2025) capacity results show that all but two intersections are projected to operate at LOS C or better during the AM, After School, and PM peak hours with minimal expected 95th percentile queueing. The northbound approach at the East Maryland Lane/Alder Avenue intersection is projected to operate at LOS D during the AM peak hour, although the delay value is only 0.2 seconds per vehicle over the LOS C threshold. The westbound approach at the East 8th Street/Alder Avenue intersection is projected to operate at LOS F during the AM peak hour with a very lengthy projected 95th percentile queue of 13 vehicles. However, this delay is likely only experienced by vehicles arriving during the peak 15-minute window, with arrivals during the remaining 45 minutes operating at an acceptable LOS of B or better. Additionally, as a majority of the vehicles are anticipated to be parents looping through the site to drop off students at school, these vehicles cannot conflict with themselves so real-world results are likely to be further improved from the projections. Site access intersections are projected to operate at LOS B or better on all approaches. A detailed intersection capacity summary table and capacity calculation worksheets for the Future (2025) traffic projection scenario are included in Appendix C.

Mitigation Alternatives

Potential mitigation options were evaluated based on Existing (2023) and projected Future (2025) volumes to determine if either scenario may warrant improvements to study area streets and intersections.

Auxiliary Turn Lanes

Auxiliary right- and left-turn lane warrants were evaluated based on the methodology outlined in the MDT Traffic Engineering Manual (November 2007) for the Existing Conditions (2023) and Future (2025) analysis scenarios. It was found that a northbound right-turn lane is projected to become warranted at the East 8th Street/Alder Avenue intersection in the Future (2025) scenario due to the volume of projected new trips to the Mogan Elementary School. However, it should be noted that turn lane warrants are generally meant for application on higher speed highway facilities and this lane is not necessary to improve safety nor would it improve the projected capacity deficiencies at the intersection to acceptable levels. Auxiliary turn lane warrant worksheets for the Existing Conditions (2023) and Future (2025) scenarios can be found in Appendix D.

Traffic Signals

Traffic signal warrants were evaluated at the East Main Street/Alder Avenue intersection using criteria outlined in the Manual on Uniform Traffic Control Devices (MUTCD) for the Existing Conditions (2023) and Future (2025) traffic volume scenarios. The MUTCD presents several warrants that can be considered based on traffic volumes, school crossings, crash history, and others. For the purposes of this analysis Warrants 4, 5, and 9 (Pedestrian Volume, School Crossing, and Intersection Near a Grade Crossing) were not evaluated as there is not a crosswalk across East Main Street nor any railroad crossings near the intersection. Additionally, satisfaction of the Peak Hour warrant alone should not be considered as warranting a signal, as it is primarily meant for application at office complexes, manufacturing plants, or other high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

No signal warrants are currently met or projected to be met in the Future (2025) scenario at the East Main Street/Alder Avenue intersection. Traffic signal warrant worksheets for the Existing Conditions (2023) and Future (2025) scenarios can be found in Appendix D.

Improved Intersection Capacity

East 8th Street/Alder Avenue intersection: Conversion of this intersection to all-way stop-control operation is projected to improve delay to LOS C or better during all peak hours. With the addition of Mogan Elementary School on East 8th Street, volumes on all three approaches at this intersection are projected to be relatively balanced, providing appropriate conditions for installation of all-way stop-control. Introducing stop-control on Alder Avenue at this intersection would be consistent within the existing network, as the East 6th Street/Alder Avenue intersection already operates with all-way stop-control and Alder Avenue is currently stop-controlled at its intersection with East Maryland Avenue.

CONCLUSIONS AND RECOMMENDATIONS

Conclusions

The preceding analysis has shown that the proposed Mogan Elementary School in Laurel, Montana will generate a moderate amount of increased traffic demand on area streets and intersections. It is estimated that approximately 1,335 gross trips could be generated by the school daily.

An evaluation of Existing Conditions (2023) intersection capacity showed that all study area intersections operate at LOS B or better during all three peak hours with minimal 95th percentile queuing.

A crash history analysis found that all historical crash rates for study intersections are equal to or less than the predicted crash rates. There were no crash type trends that were noted.

Intersection capacity analysis results for the Future (2025) scenario are projected to operate at LOS C or better at all but two intersections. The northbound approach at the East Maryland Lane/Alder Avenue intersection is projected to operate just above the LOS C cutoff during the AM peak hour, and the westbound approach at the East 8th Street/Alder Avenue intersection is projected to operate at LOS F during the AM peak hour. However, due to peaking characteristics at schools, this delay value is likely to last for only a short 15-minute period, with the remainder of the hour operating with acceptable LOS. The new site access intersections on the south side of the site are projected to operate at LOS B or better on all approaches with all trips assigned to the southern accesses only and not the bus/visitor loop.

It was found that a northbound right-turn lane is projected to be warranted in the Future (2025) scenario, although the MDT turn lane warrants are primarily meant for application on higher speed facilities and this lane is not needed as a safety improvement or projected to improve capacity deficiencies. No traffic signal warrants are projected to be met for either the Existing Conditions (2023) or Future (2025) scenarios.

It was found that implementation of all-way stop-control at the East 8th Street/Alder Avenue intersection is projected to improve operations to LOS C or better during all scenarios. This change in intersection control would be consistent with other configurations along Alder Avenue and may help improve safety for any children crossing Alder Avenue by introducing another required stopping point adjacent to the school.

Recommendations

The following list of recommendations is based on the analysis results from this study and the professional judgment of the author:

- Stop (R1-1) signs should be installed on the westbound approach at the East 8th Street/Alder Avenue intersection and at all new site access driveways that allow egress movements.
- Implementation of all-way stop-control should be considered at the East 8th Street/Alder Avenue intersection to improve capacity. Operations should be monitored at the intersection to determine if and when this change should be installed.
- All transportation-related improvements shall be designed in accordance with City of Laurel, Yellowstone County, and/or MDT standards (where applicable) and the Manual on Uniform Traffic Control Devices (MUTCD).

TRAFFIC VOLUME DATA

APPENDIX A

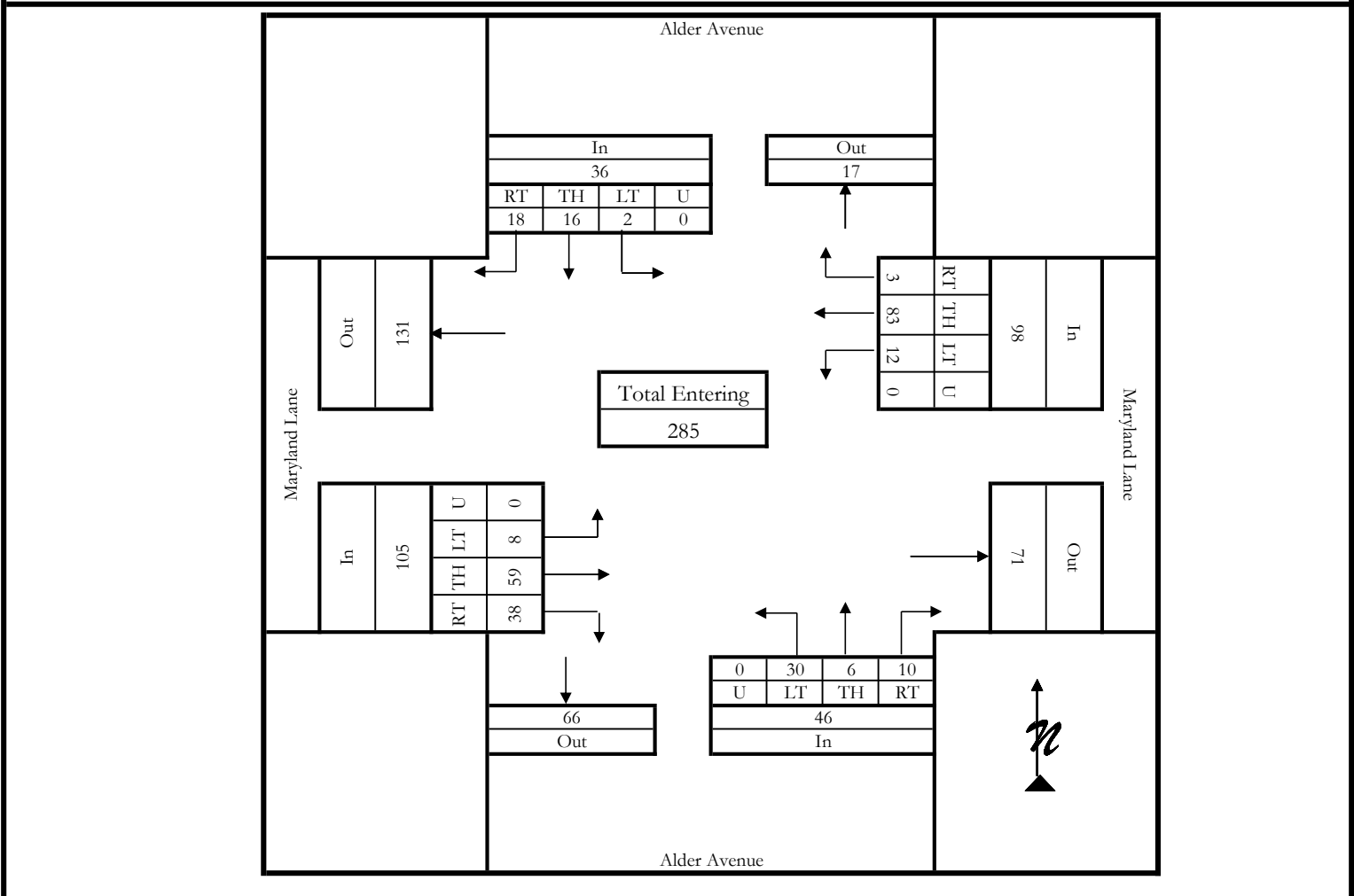
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

General Information

| | |
|--|---|
| Counted By: Connor Scoles | Intersection: Alder Avenue & Maryland Lane |
| Agency/Company: Sanderson Stewart | Jurisdiction: Laurel, MT |
| Date Performed: Wednesday, September 20, 2023 | Project Description: Laurel - New 3rd-5th Elementary School |
| Count Time Period: AM Peak Hour (7:30 - 8:30 AM) | Project Number: 23103 |
| Project Number: 23103 | Project Description: Laurel - New 3rd-5th Elementary School |
| North/South Street: Alder Avenue | East/West Street: Maryland Lane |

Vehicle Volumes and Adjustments

| Start Time | Alder Avenue Southbound | | | | | Alder Avenue Northbound | | | | | Maryland Lane Eastbound | | | | | Maryland Lane Westbound | | | | | Int. Total |
|----------------------|-------------------------|------------|------------|------------|-------------|-------------------------|------------|-------------|------------|-------------|-------------------------|-------------|------------|------------|-------------|-------------------------|-------------|------------|------------|-------------|--------------|
| | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | |
| Factor | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 0.84 | 0.84 | 0.84 | 0.84 | | 0.84 | 0.84 | 0.84 | 0.84 | | |
| 7:30 AM | 2 | 4 | 1 | 0 | 7 | 1 | 1 | 6 | 0 | 8 | 5 | 14 | 3 | 0 | 22 | 0 | 25 | 1 | 0 | 26 | 63 |
| 7:45 AM | 7 | 7 | 0 | 0 | 14 | 3 | 3 | 15 | 0 | 21 | 23 | 23 | 1 | 0 | 47 | 1 | 32 | 7 | 0 | 40 | 122 |
| 8:00 AM | 6 | 2 | 0 | 0 | 8 | 5 | 0 | 5 | 0 | 10 | 9 | 13 | 3 | 0 | 25 | 2 | 20 | 3 | 0 | 25 | 68 |
| 8:15 AM | 3 | 3 | 1 | 0 | 7 | 1 | 2 | 4 | 0 | 7 | 1 | 9 | 1 | 0 | 11 | 0 | 6 | 1 | 0 | 7 | 32 |
| Grand Total | 18 | 16 | 2 | 0 | 36 | 10 | 6 | 30 | 0 | 46 | 38 | 59 | 8 | 0 | 105 | 3 | 83 | 12 | 0 | 98 | 285 |
| Medium Truck % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Heavy Truck % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Truck % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 1.7 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total % | 6.3 | 5.6 | 0.7 | 0.0 | 12.6 | 3.5 | 2.1 | 10.5 | 0.0 | 16.1 | 13.3 | 20.7 | 2.8 | 0.0 | 36.8 | 1.1 | 29.1 | 4.2 | 0.0 | 34.4 | 100.0 |
| PHF | 0.64 | 0.64 | 0.64 | | | 0.55 | 0.55 | 0.55 | | | 0.56 | 0.56 | 0.56 | | | 0.61 | 0.61 | 0.61 | | | 0.58 |



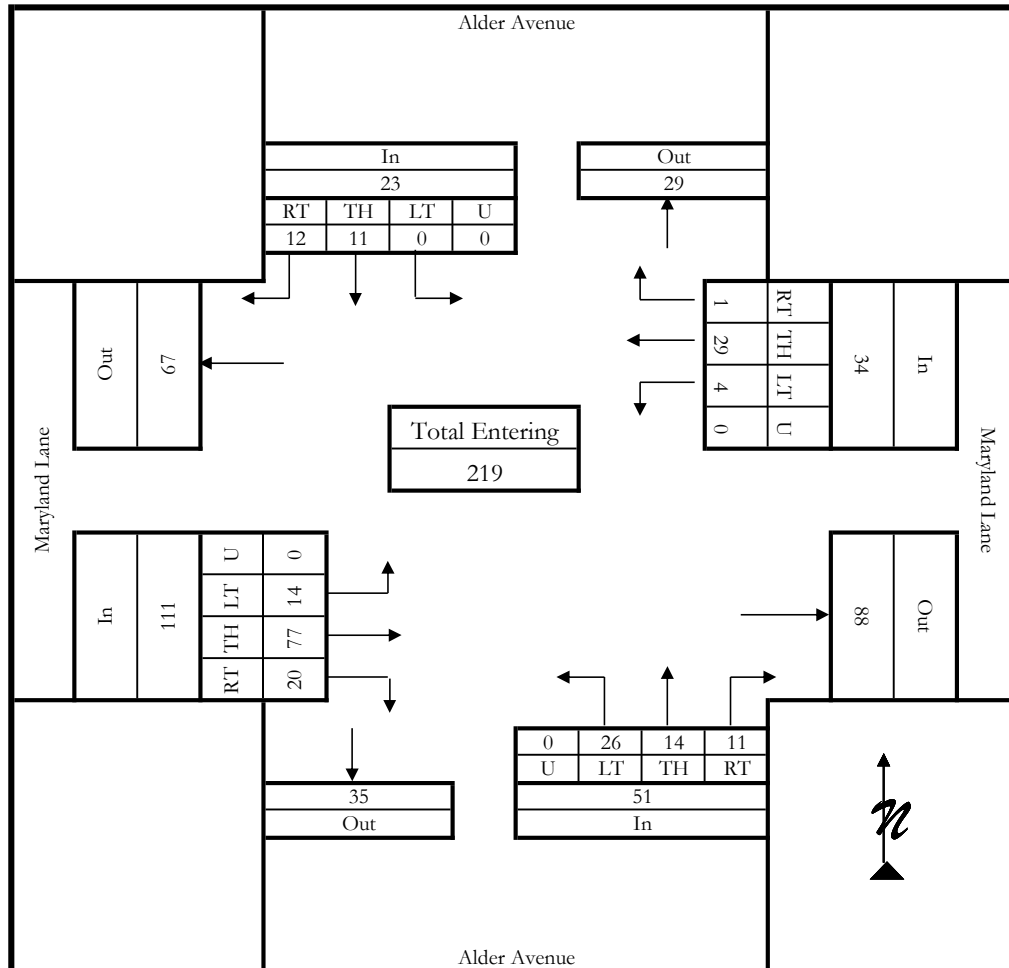
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

General Information

| | |
|--|---|
| Counted By: Connor Scoles | Intersection: Alder Avenue & Maryland Lane |
| Agency/Company: Sanderson Stewart | Jurisdiction: Laurel, MT |
| Date Performed: Wednesday, September 20, 2023 | Project Description: Laurel - New 3rd-5th Elementary School |
| Count Time Period: After School Peak Hour (2:30 - 3:30 PM) | Project Number: 23103 |
| Project Number: 23103 | Project Description: Laurel - New 3rd-5th Elementary School |
| North/South Street: Alder Avenue | East/West Street: Maryland Lane |

Vehicle Volumes and Adjustments

| Start Time | Alder Avenue Southbound | | | | | Alder Avenue Northbound | | | | | Maryland Lane Eastbound | | | | | Maryland Lane Westbound | | | | | Int. Total |
|----------------------|-------------------------|------------|------------|------------|-------------|-------------------------|-------------|-------------|------------|-------------|-------------------------|-------------|------------|------------|-------------|-------------------------|-------------|------------|------------|-------------|--------------|
| | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | |
| Factor | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 0.84 | 0.84 | 0.84 | 0.84 | | 0.84 | 0.84 | 0.84 | 0.84 | | |
| 2:30 PM | 4 | 5 | 0 | 0 | 9 | 6 | 6 | 13 | 0 | 25 | 15 | 55 | 7 | 0 | 77 | 0 | 11 | 0 | 0 | 11 | 122 |
| 2:45 PM | 1 | 2 | 0 | 0 | 3 | 2 | 3 | 4 | 0 | 9 | 1 | 12 | 2 | 0 | 15 | 0 | 9 | 1 | 0 | 10 | 37 |
| 3:00 PM | 1 | 4 | 0 | 0 | 5 | 2 | 2 | 2 | 0 | 6 | 2 | 7 | 2 | 0 | 11 | 1 | 4 | 2 | 0 | 7 | 29 |
| 3:15 PM | 6 | 0 | 0 | 0 | 6 | 1 | 3 | 7 | 0 | 11 | 2 | 3 | 3 | 0 | 8 | 0 | 5 | 1 | 0 | 6 | 31 |
| Grand Total | 12 | 11 | 0 | 0 | 23 | 11 | 14 | 26 | 0 | 51 | 20 | 77 | 14 | 0 | 111 | 1 | 29 | 4 | 0 | 34 | 219 |
| Medium Truck % | 8.3 | 0.0 | 0.0 | 0.0 | 4.3 | 0.0 | 14.3 | 0.0 | 0.0 | 3.9 | 0.0 | 2.6 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Heavy Truck % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Truck % | 8.3 | 0.0 | 0.0 | 0.0 | 4.3 | 0.0 | 14.3 | 0.0 | 0.0 | 3.9 | 0.0 | 2.6 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total % | 5.5 | 5.0 | 0.0 | 0.0 | 10.5 | 5.0 | 6.4 | 11.9 | 0.0 | 23.3 | 9.1 | 35.2 | 6.4 | 0.0 | 50.7 | 0.5 | 13.2 | 1.8 | 0.0 | 15.5 | 100.0 |
| PHF | 0.64 | 0.64 | 0.64 | | | 0.51 | 0.51 | 0.51 | | | 0.35 | 0.35 | 0.35 | | | 0.77 | 0.77 | 0.77 | | | 0.44 |



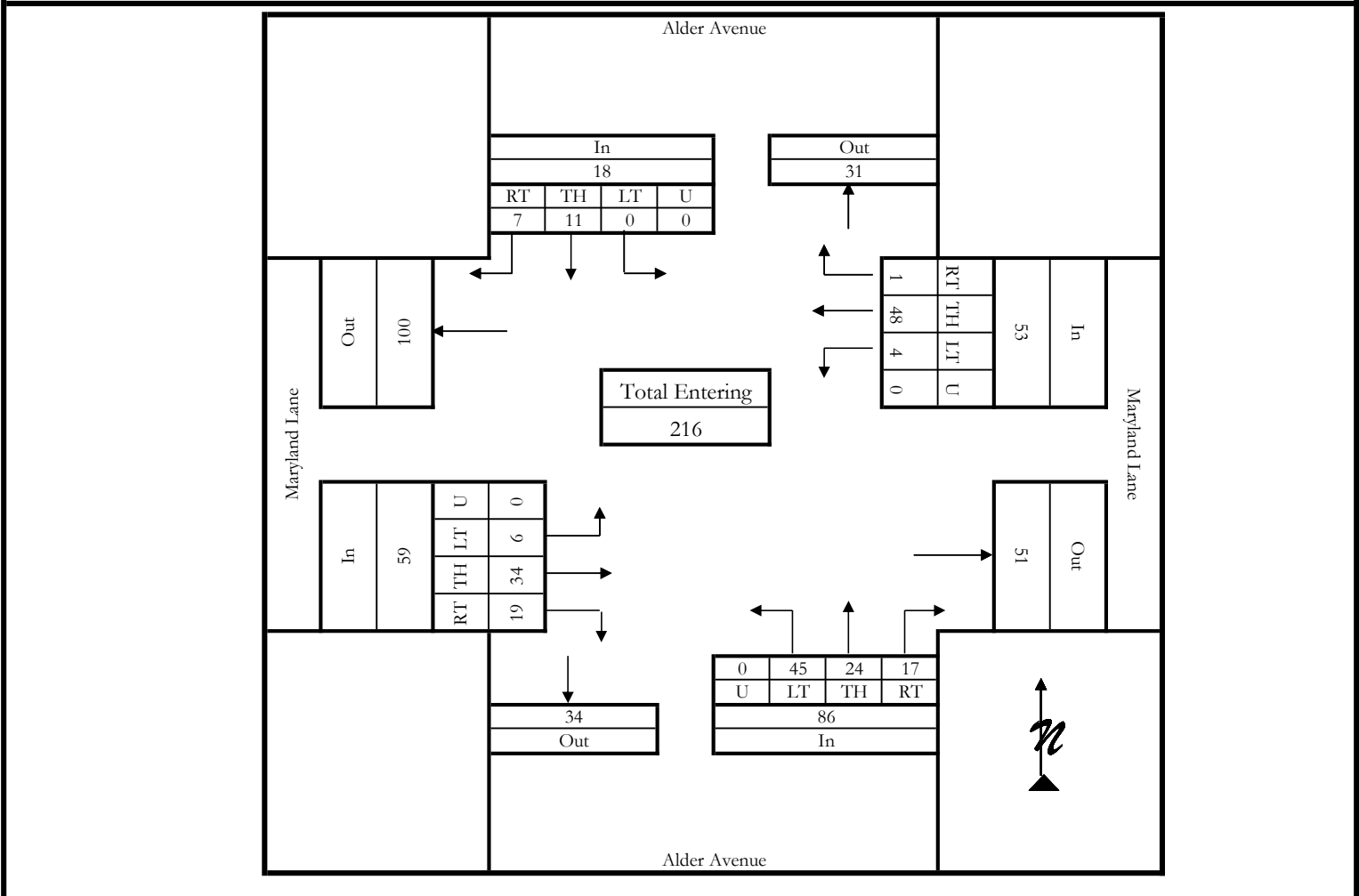
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

General Information

| | |
|--|---|
| Counted By: Connor Scoles | Intersection: Alder Avenue & Maryland Lane |
| Agency/Company: Sanderson Stewart | Jurisdiction: Laurel, MT |
| Date Performed: Wednesday, September 20, 2023 | Project Description: Laurel - New 3rd-5th Elementary School |
| Count Time Period: PM Peak Hour (5:00 - 6:00 PM) | Project Number: 23103 |
| Project Number: 23103 | Project Description: Laurel - New 3rd-5th Elementary School |
| North/South Street: Alder Avenue | East/West Street: Maryland Lane |

Vehicle Volumes and Adjustments

| Start Time | Alder Avenue Southbound | | | | | Alder Avenue Northbound | | | | | Maryland Lane Eastbound | | | | | Maryland Lane Westbound | | | | | Int. Total |
|--------------------|-------------------------|-----------|----------|----------|-----------|-------------------------|-----------|-----------|----------|-----------|-------------------------|-----------|----------|----------|-----------|-------------------------|-----------|----------|----------|-----------|------------|
| | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | |
| Factor | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 0.84 | 0.84 | 0.84 | 0.84 | | 0.84 | 0.84 | 0.84 | 0.84 | | |
| 5:00 PM | 1 | 3 | 0 | 0 | 4 | 2 | 4 | 5 | 0 | 11 | 2 | 10 | 3 | 0 | 15 | 0 | 10 | 1 | 0 | 11 | 41 |
| 5:15 PM | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 15 | 0 | 20 | 8 | 11 | 1 | 0 | 20 | 0 | 9 | 2 | 0 | 11 | 54 |
| 5:30 PM | 2 | 2 | 0 | 0 | 4 | 4 | 7 | 6 | 0 | 17 | 7 | 5 | 1 | 0 | 13 | 1 | 8 | 0 | 0 | 9 | 43 |
| 5:45 PM | 4 | 3 | 0 | 0 | 7 | 11 | 8 | 19 | 0 | 38 | 2 | 8 | 1 | 0 | 11 | 0 | 21 | 1 | 0 | 22 | 78 |
| Grand Total | 7 | 11 | 0 | 0 | 18 | 17 | 24 | 45 | 0 | 86 | 19 | 34 | 6 | 0 | 59 | 1 | 48 | 4 | 0 | 53 | 216 |
| Medium Truck % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Heavy Truck % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Truck % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total % | 3.2 | 5.1 | 0.0 | 0.0 | 8.3 | 7.9 | 11.1 | 20.8 | 0.0 | 39.8 | 8.8 | 15.7 | 2.8 | 0.0 | 27.3 | 0.5 | 22.2 | 1.9 | 0.0 | 24.5 | 100.0 |
| PHF | 0.64 | 0.64 | 0.64 | | | 0.57 | 0.57 | 0.57 | | | 1.00 | 1.00 | 1.00 | | | 0.60 | 0.60 | 0.60 | | | 0.70 |



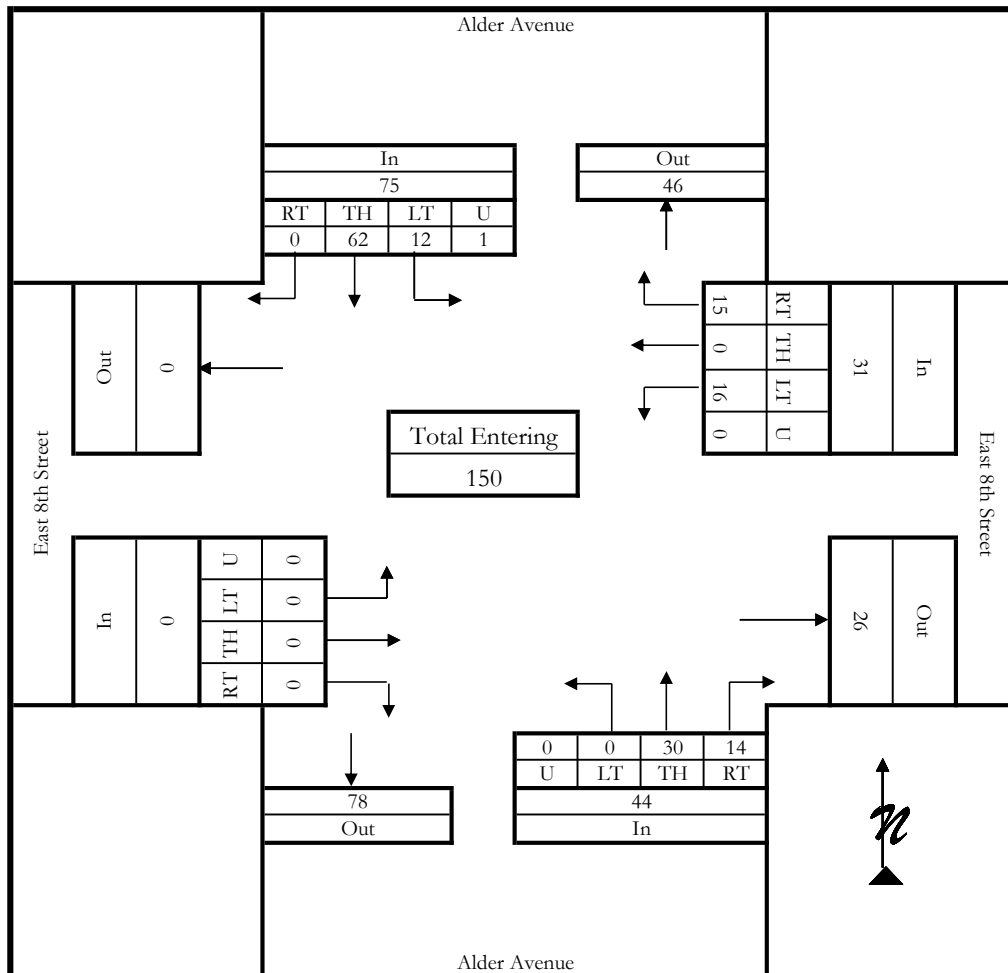
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

General Information

| | |
|--|---|
| Counted By: Connor Scoles | Intersection: Alder Avenue & East 8th Street |
| Agency/Company: Sanderson Stewart | Jurisdiction: Laurel, MT |
| Date Performed: Wednesday, September 20, 2023 | Project Description: Laurel - New 3rd-5th Elementary School |
| Count Time Period: AM Peak Hour (7:30 - 8:30 AM) | Project Number: 23103 |
| Project Number: 23103 | Project Description: Laurel - New 3rd-5th Elementary School |
| North/South Street: Alder Avenue | East/West Street: East 8th Street |

Vehicle Volumes and Adjustments

| Start Time | Alder Avenue Southbound | | | | | Alder Avenue Northbound | | | | | East 8th Street Eastbound | | | | | East 8th Street Westbound | | | | | Int. Total |
|----------------------|-------------------------|------------|------------|------------|------------|-------------------------|------------|------------|------------|------------|---------------------------|------------|------------|------------|------------|---------------------------|------------|------------|------------|------------|------------|
| | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | |
| Factor | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | |
| 7:30 AM | 0 | 9 | 2 | 0 | 11 | 4 | 5 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 7 | 27 |
| 7:45 AM | 0 | 36 | 7 | 1 | 44 | 6 | 14 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 6 | 0 | 14 | 78 |
| 8:00 AM | 0 | 13 | 3 | 0 | 16 | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 6 | 29 |
| 8:15 AM | 0 | 4 | 0 | 0 | 4 | 3 | 5 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 16 |
| Grand Total | 0 | 62 | 12 | 1 | 75 | 14 | 30 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 16 | 0 | 31 | 150 |
| Medium Truck % | 0.0 | 1.6 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Heavy Truck % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Truck % | 0.0 | 1.6 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total % | 0.0 | 41.3 | 8.0 | 0.7 | 50.0 | 9.3 | 20.0 | 0.0 | 0.0 | 29.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 10.7 | 0.0 | 20.7 | 100.0 |
| PHF | 0.43 | 0.43 | 0.43 | | | 0.55 | 0.55 | 0.55 | | | 1.00 | 1.00 | 1.00 | | | 0.55 | 0.55 | 0.55 | | | 0.48 |



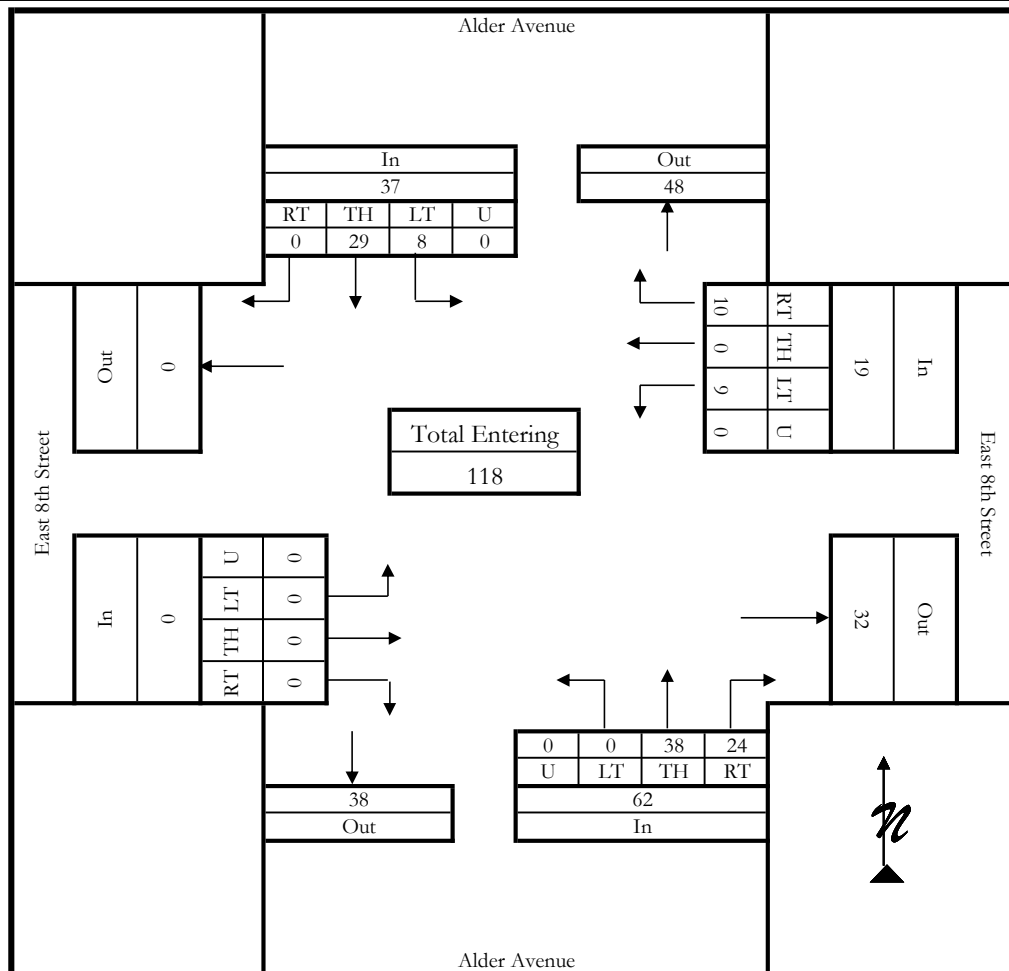
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

General Information

| | |
|--|---|
| Counted By: Connor Scoles | Intersection: Alder Avenue & East 8th Street |
| Agency/Company: Sanderson Stewart | Jurisdiction: Laurel, MT |
| Date Performed: Wednesday, September 20, 2023 | Project Description: Laurel - New 3rd-5th Elementary School |
| Count Time Period: After School Peak Hour (2:30 - 3:30 PM) | Project Number: 23103 |
| Project Number: 23103 | Project Description: Laurel - New 3rd-5th Elementary School |
| North/South Street: Alder Avenue | East/West Street: East 8th Street |

Vehicle Volumes and Adjustments

| Start Time | Alder Avenue Southbound | | | | | Alder Avenue Northbound | | | | | East 8th Street Eastbound | | | | | East 8th Street Westbound | | | | | Int. Total |
|----------------------|-------------------------|-------------|------------|------------|-------------|-------------------------|-------------|------------|------------|-------------|---------------------------|------------|------------|------------|------------|---------------------------|------------|------------|------------|-------------|------------|
| | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | |
| Factor | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | |
| 2:30 PM | 0 | 21 | 4 | 0 | 25 | 7 | 18 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 7 | |
| 2:45 PM | 0 | 4 | 0 | 0 | 4 | 7 | 6 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 4 | |
| 3:00 PM | 0 | 4 | 2 | 0 | 6 | 7 | 5 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 5 | |
| 3:15 PM | 0 | 0 | 2 | 0 | 2 | 3 | 9 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | |
| Grand Total | 0 | 29 | 8 | 0 | 37 | 24 | 38 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 9 | 0 | 19 | |
| Medium Truck % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Heavy Truck % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Truck % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total % | 0.0 | 24.6 | 6.8 | 0.0 | 31.4 | 20.3 | 32.2 | 0.0 | 0.0 | 52.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.5 | 0.0 | 7.6 | 0.0 | 16.1 | |
| PHF | 0.37 | 0.37 | 0.37 | | | 0.62 | 0.62 | 0.62 | | | 1.00 | 1.00 | 1.00 | | | 0.68 | 0.68 | 0.68 | | 0.52 | |



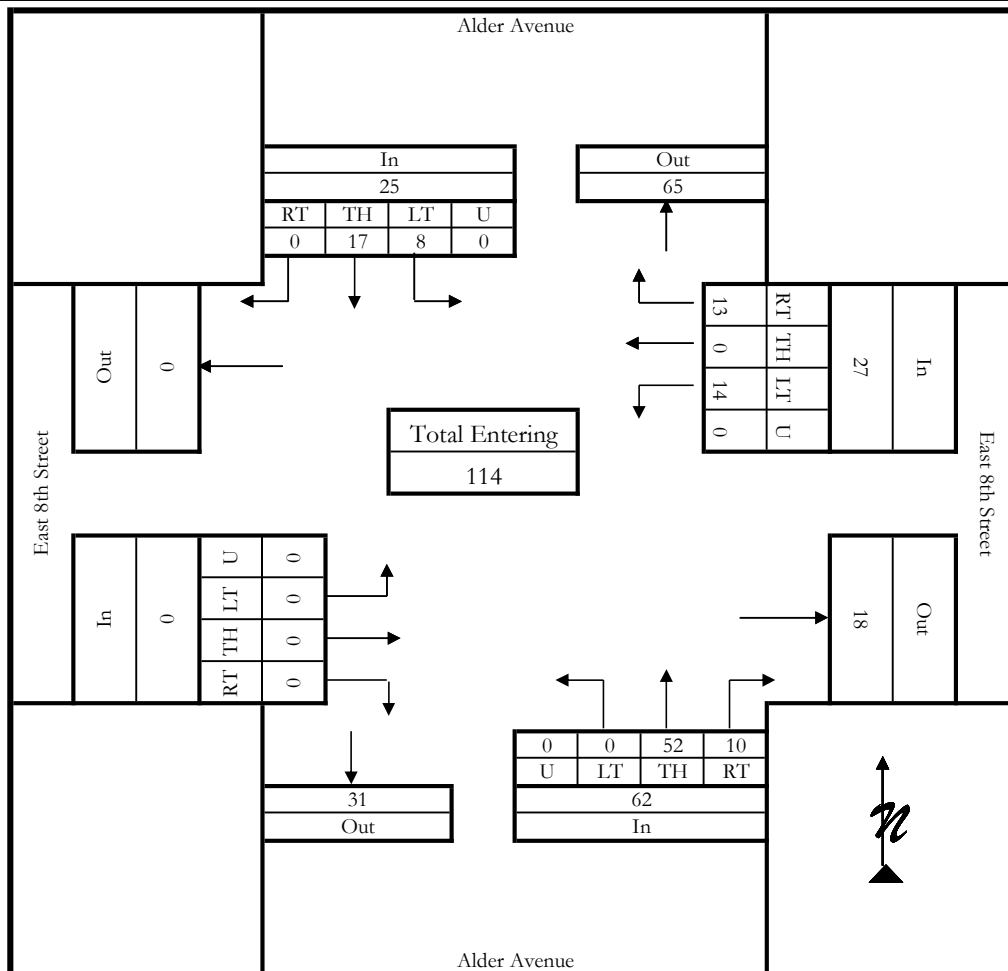
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

General Information

| | |
|--|---|
| Counted By: Connor Scoles | Intersection: Alder Avenue & East 8th Street |
| Agency/Company: Sanderson Stewart | Jurisdiction: Laurel, MT |
| Date Performed: Wednesday, September 20, 2023 | Project Description: Laurel - New 3rd-5th Elementary School |
| Count Time Period: PM Peak Hour (5:00 - 6:00 PM) | Project Number: 23103 |
| North/South Street: Alder Avenue | East/West Street: East 8th Street |

Vehicle Volumes and Adjustments

| Start Time | Alder Avenue Southbound | | | | | Alder Avenue Northbound | | | | | East 8th Street Eastbound | | | | | East 8th Street Westbound | | | | | Int. Total |
|----------------------|-------------------------|-------------|------------|------------|-------------|-------------------------|-------------|------------|------------|-------------|---------------------------|------------|------------|------------|------------|---------------------------|------------|-------------|------------|-------------|------------|
| | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | |
| Factor | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | |
| 5:00 PM | 0 | 3 | 1 | 0 | 4 | 2 | 8 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | |
| 5:15 PM | 0 | 3 | 4 | 0 | 7 | 2 | 16 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 7 | |
| 5:30 PM | 0 | 5 | 2 | 0 | 7 | 3 | 11 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 10 | |
| 5:45 PM | 0 | 6 | 1 | 0 | 7 | 3 | 17 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 7 | |
| Grand Total | 0 | 17 | 8 | 0 | 25 | 10 | 52 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 14 | 0 | 27 | |
| Medium Truck % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Heavy Truck % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Truck % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total % | 0.0 | 14.9 | 7.0 | 0.0 | 21.9 | 8.8 | 45.6 | 0.0 | 0.0 | 54.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.4 | 0.0 | 12.3 | 0.0 | 23.7 | |
| PHF | 0.89 | 0.89 | 0.89 | | | 0.78 | 0.78 | 0.78 | | | 1.00 | 1.00 | 1.00 | | | 0.96 | 0.96 | 0.96 | | 0.84 | |



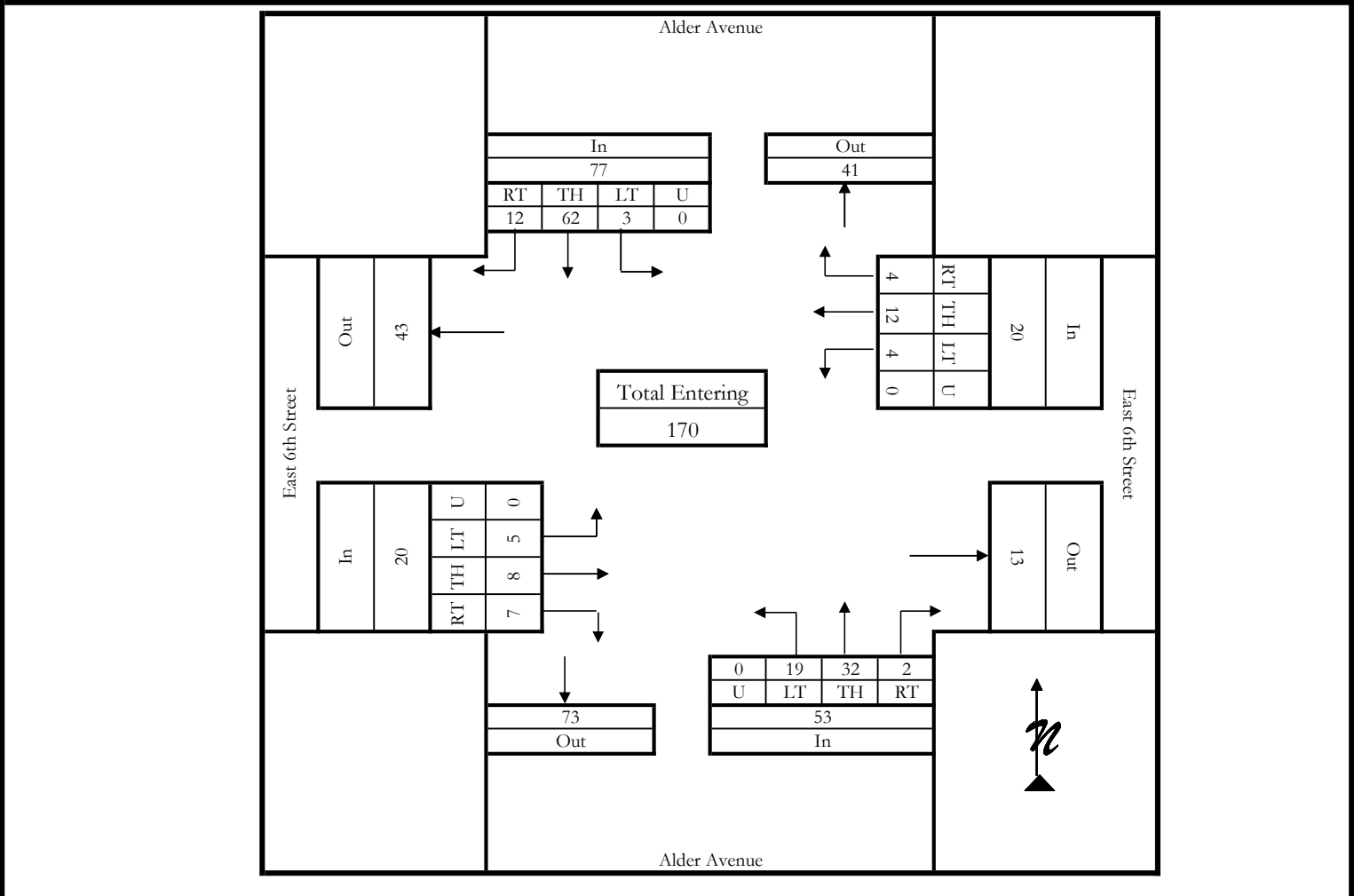
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

General Information

| | |
|--|---|
| Counted By: Connor Scoles | Intersection: Alder Avenue & East 6th Street |
| Agency/Company: Sanderson Stewart | Jurisdiction: Laurel, MT |
| Date Performed: Wednesday, September 20, 2023 | Project Description: Laurel - New 3rd-5th Elementary School |
| Count Time Period: AM Peak Hour (7:30 - 8:30 AM) | North/South Street: Alder Avenue |
| Project Number: 23103 | East/West Street: East 6th Street |

Vehicle Volumes and Adjustments

| Start Time | Alder Avenue Southbound | | | | | Alder Avenue Northbound | | | | | East 6th Street Eastbound | | | | | East 6th Street Westbound | | | | | Int. Total |
|----------------------|-------------------------|-------------|------------|------------|-------------|-------------------------|-------------|-------------|------------|-------------|---------------------------|------------|------------|------------|-------------|---------------------------|-------------|-------------|------------|-------------|--------------|
| | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | |
| Factor | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 0.84 | 0.84 | 0.84 | 0.84 | | 0.84 | 0.84 | 0.84 | 0.84 | | |
| 7:30 AM | 3 | 8 | 0 | 0 | 11 | 0 | 8 | 6 | 0 | 14 | 2 | 1 | 0 | 0 | 3 | 1 | 3 | 2 | 0 | 6 | 34 |
| 7:45 AM | 6 | 34 | 1 | 0 | 41 | 0 | 15 | 11 | 0 | 26 | 2 | 3 | 3 | 0 | 8 | 1 | 5 | 2 | 0 | 8 | 83 |
| 8:00 AM | 2 | 14 | 2 | 0 | 18 | 1 | 3 | 1 | 0 | 5 | 2 | 1 | 2 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 31 |
| 8:15 AM | 1 | 6 | 0 | 0 | 7 | 1 | 6 | 1 | 0 | 8 | 1 | 3 | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 3 | 22 |
| Grand Total | 12 | 62 | 3 | 0 | 77 | 2 | 32 | 19 | 0 | 53 | 7 | 8 | 5 | 0 | 20 | 4 | 12 | 4 | 0 | 20 | 170 |
| Medium Truck % | 0.0 | 1.6 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.7 | 25.0 | 0.0 | 15.0 | |
| Heavy Truck % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.5 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Truck % | 0.0 | 1.6 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 10.5 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.7 | 25.0 | 0.0 | 15.0 | |
| Total % | 7.1 | 36.5 | 1.8 | 0.0 | 45.3 | 1.2 | 18.8 | 11.2 | 0.0 | 31.2 | 4.1 | 4.7 | 2.9 | 0.0 | 11.8 | 2.4 | 7.1 | 2.4 | 0.0 | 11.8 | 100.0 |
| PHF | 0.47 | 0.47 | 0.47 | | | 0.51 | 0.51 | 0.51 | | | 0.58 | 0.58 | 0.58 | | | 0.61 | 0.61 | 0.61 | | | 0.51 |



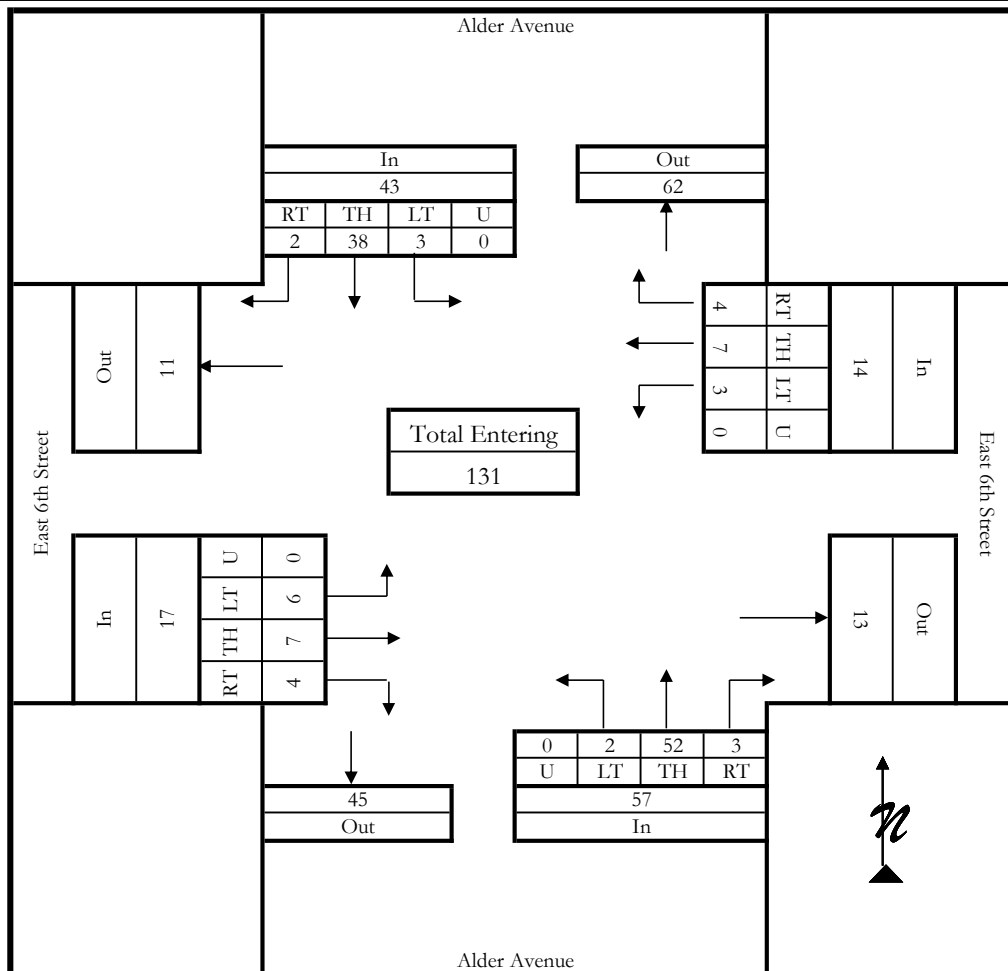
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

General Information

| | |
|--|---|
| Counted By: Connor Scoles | Intersection: Alder Avenue & East 6th Street |
| Agency/Company: Sanderson Stewart | Jurisdiction: Laurel, MT |
| Date Performed: Wednesday, September 20, 2023 | Project Description: Laurel - New 3rd-5th Elementary School |
| Count Time Period: After School Peak Hour (2:30 - 3:30 PM) | Project Number: 23103 |
| North/South Street: Alder Avenue | East/West Street: East 6th Street |

Vehicle Volumes and Adjustments

| Start Time | Alder Avenue Southbound | | | | | Alder Avenue Northbound | | | | | East 6th Street Eastbound | | | | | East 6th Street Westbound | | | | | Int. Total |
|----------------------|-------------------------|-------------|------------|------------|-------------|-------------------------|-------------|------------|------------|-------------|---------------------------|------------|------------|------------|-------------|---------------------------|-------------|------------|------------|-------------|--------------|
| | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | |
| Factor | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 0.84 | 0.84 | 0.84 | 0.84 | | 0.84 | 0.84 | 0.84 | 0.84 | | |
| 2:30 PM | 0 | 26 | 3 | 0 | 29 | 1 | 17 | 1 | 0 | 19 | 2 | 5 | 5 | 0 | 12 | 2 | 1 | 1 | 0 | 4 | 64 |
| 2:45 PM | 2 | 3 | 0 | 0 | 5 | 2 | 10 | 0 | 0 | 12 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 2 | 0 | 4 | 23 |
| 3:00 PM | 0 | 7 | 0 | 0 | 7 | 0 | 11 | 0 | 0 | 11 | 2 | 1 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 2 | 23 |
| 3:15 PM | 0 | 2 | 0 | 0 | 2 | 0 | 14 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 21 |
| Grand Total | 2 | 38 | 3 | 0 | 43 | 3 | 52 | 2 | 0 | 57 | 4 | 7 | 6 | 0 | 17 | 4 | 7 | 3 | 0 | 14 | 131 |
| Medium Truck % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 7.1 | |
| Heavy Truck % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Truck % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 7.1 | |
| Total % | 1.5 | 29.0 | 2.3 | 0.0 | 32.8 | 2.3 | 39.7 | 1.5 | 0.0 | 43.5 | 3.1 | 5.3 | 4.6 | 0.0 | 13.0 | 3.1 | 5.3 | 2.3 | 0.0 | 10.7 | 100.0 |
| PHF | 0.37 | 0.37 | 0.37 | | | 0.75 | 0.75 | 0.75 | | | 0.34 | 0.34 | 0.34 | | | 0.88 | 0.88 | 0.88 | | | 0.50 |



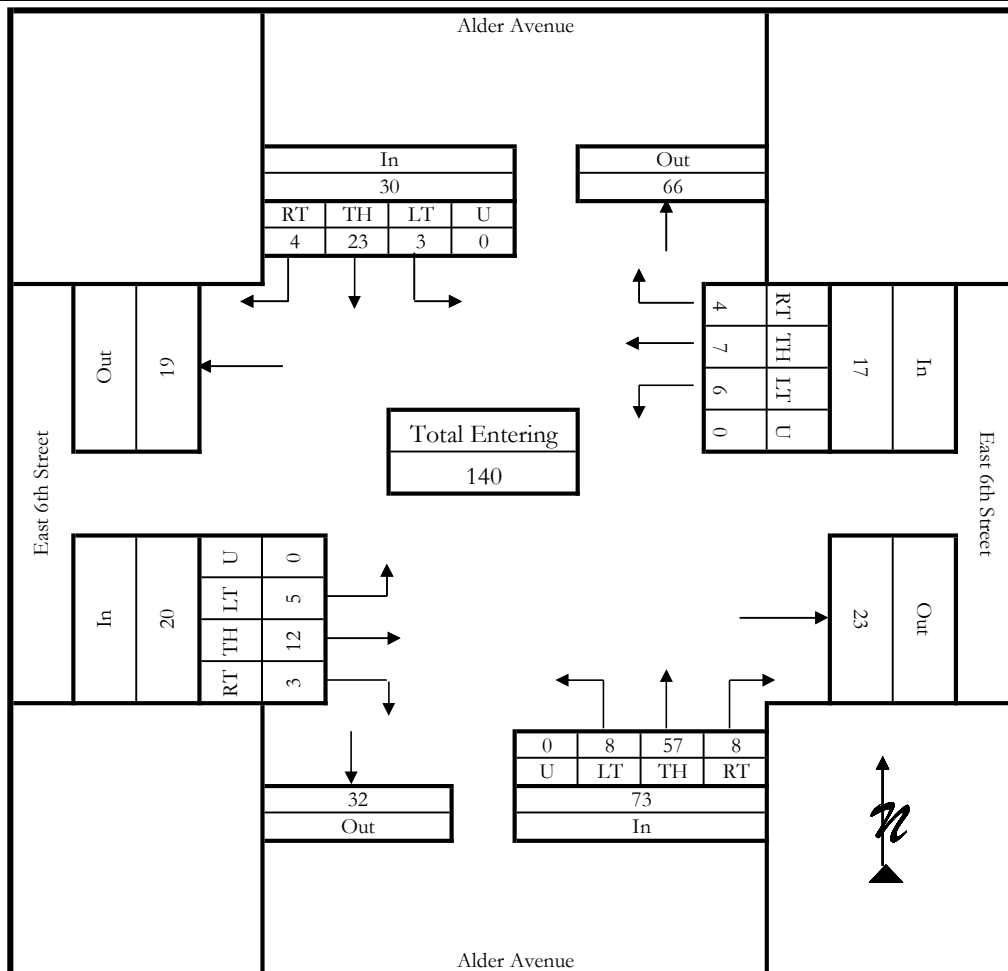
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

General Information

| | |
|--|---|
| Counted By: Connor Scoles | Intersection: Alder Avenue & East 6th Street |
| Agency/Company: Sanderson Stewart | Jurisdiction: Laurel, MT |
| Date Performed: Wednesday, September 20, 2023 | Project Description: Laurel - New 3rd-5th Elementary School |
| Count Time Period: PM Peak Hour (5:00 - 6:00 PM) | Project Number: 23103 |
| North/South Street: Alder Avenue | East/West Street: East 6th Street |

Vehicle Volumes and Adjustments

| Start Time | Alder Avenue Southbound | | | | | Alder Avenue Northbound | | | | | East 6th Street Eastbound | | | | | East 6th Street Westbound | | | | | Int. Total |
|----------------------|-------------------------|-------------|------------|------------|-------------|-------------------------|-------------|------------|------------|-------------|---------------------------|------------|------------|------------|-------------|---------------------------|------------|------------|------------|-------------|--------------|
| | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | |
| Factor | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 0.84 | 0.84 | 0.84 | 0.84 | | 0.84 | 0.84 | 0.84 | 0.84 | | |
| 5:00 PM | 1 | 2 | 1 | 0 | 4 | 5 | 8 | 2 | 0 | 15 | 1 | 4 | 1 | 0 | 6 | 1 | 1 | 2 | 0 | 4 | 29 |
| 5:15 PM | 0 | 5 | 0 | 0 | 5 | 1 | 17 | 1 | 0 | 19 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 4 | 30 |
| 5:30 PM | 1 | 9 | 0 | 0 | 10 | 2 | 14 | 3 | 0 | 19 | 2 | 3 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 35 |
| 5:45 PM | 2 | 7 | 2 | 0 | 11 | 0 | 18 | 2 | 0 | 20 | 0 | 3 | 4 | 0 | 7 | 3 | 4 | 1 | 0 | 8 | 46 |
| Grand Total | 4 | 23 | 3 | 0 | 30 | 8 | 57 | 8 | 0 | 73 | 3 | 12 | 5 | 0 | 20 | 4 | 7 | 6 | 0 | 17 | 140 |
| Medium Truck % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Heavy Truck % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 5.9 | |
| Total Truck % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 5.9 | |
| Total % | 2.9 | 16.4 | 2.1 | 0.0 | 21.4 | 5.7 | 40.7 | 5.7 | 0.0 | 52.1 | 2.1 | 8.6 | 3.6 | 0.0 | 14.3 | 2.9 | 5.0 | 4.3 | 0.0 | 12.1 | 100.0 |
| PHF | 0.68 | 0.68 | 0.68 | | | 0.91 | 0.91 | 0.91 | | | 0.69 | 0.69 | 0.69 | | | 0.50 | 0.50 | 0.50 | | | 0.74 |



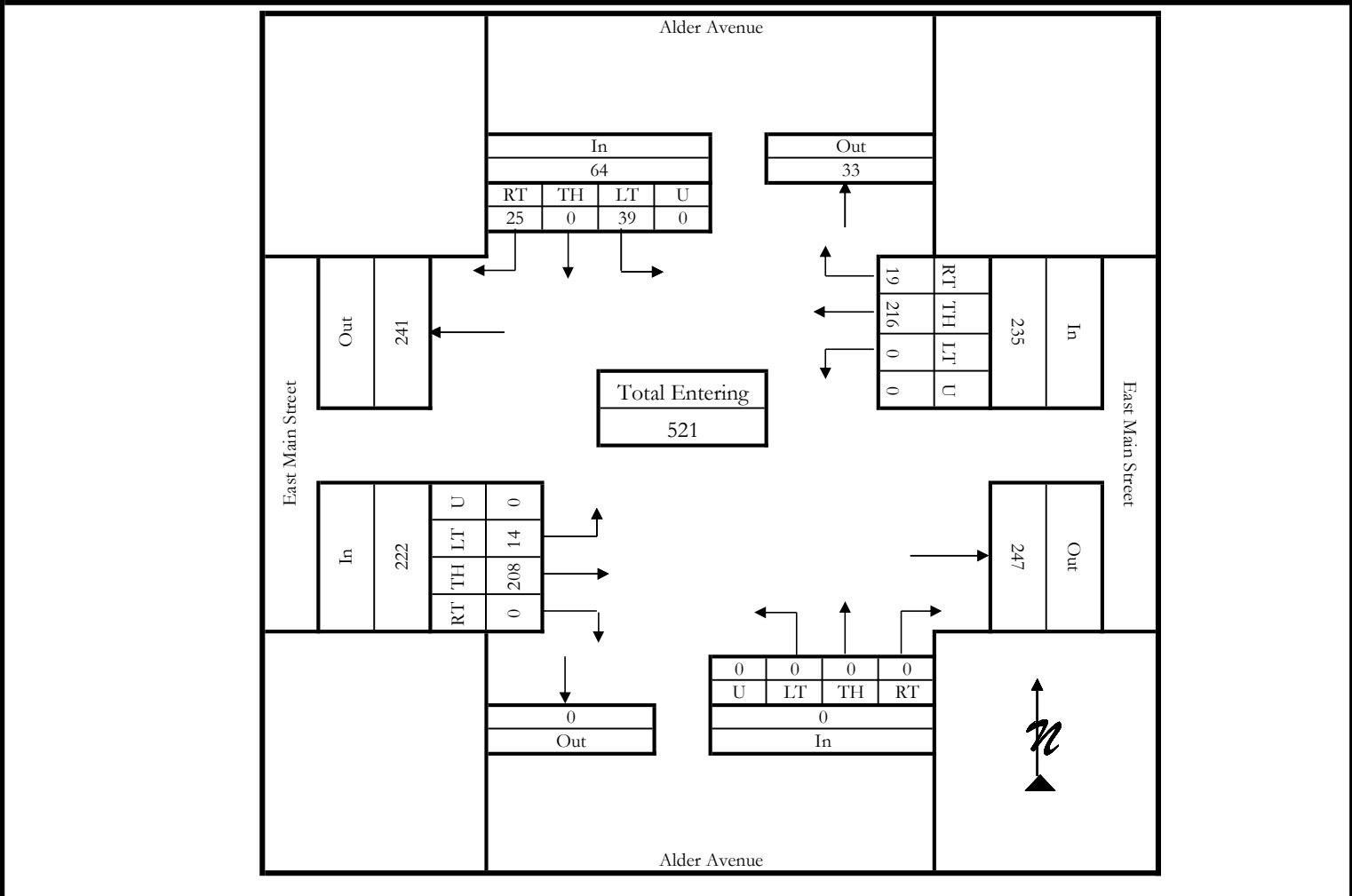
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

General Information

| | |
|--|---|
| Counted By: Connor Scoles | Intersection: Alder Avenue & East Main Street |
| Agency/Company: Sanderson Stewart | Jurisdiction: Laurel, MT |
| Date Performed: Wednesday, September 20, 2023 | Project Description: Laurel - New 3rd-5th Elementary School |
| Count Time Period: AM Peak Hour (7:30 - 8:30 AM) | Project Number: 23103 |
| Project Number: 23103 | Project Description: Laurel - New 3rd-5th Elementary School |
| North/South Street: Alder Avenue | East/West Street: East Main Street |

Vehicle Volumes and Adjustments

| Start Time | Alder Avenue Southbound | | | | | Alder Avenue Northbound | | | | | East Main Street Eastbound | | | | | East Main Street Westbound | | | | | Int. Total |
|----------------------|-------------------------|------------|------------|------------|-------------|-------------------------|------------|------------|------------|------------|----------------------------|-------------|------------|------------|-------------|----------------------------|-------------|------------|------------|-------------|--------------|
| | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | |
| Factor | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 0.88 | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | 0.88 | | |
| 7:30 AM | 2 | 0 | 6 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 3 | 0 | 56 | 7 | 50 | 0 | 0 | 57 | 121 |
| 7:45 AM | 15 | 0 | 16 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 6 | 0 | 55 | 8 | 79 | 0 | 0 | 87 | 173 |
| 8:00 AM | 7 | 0 | 11 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 1 | 0 | 54 | 2 | 48 | 0 | 0 | 50 | 122 |
| 8:15 AM | 1 | 0 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 4 | 0 | 57 | 2 | 39 | 0 | 0 | 41 | 105 |
| Grand Total | 25 | 0 | 39 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 14 | 0 | 222 | 19 | 216 | 0 | 0 | 235 | 521 |
| Medium Truck % | 4.0 | 0.0 | 0.0 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.4 | |
| Heavy Truck % | 0.0 | 0.0 | 2.6 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 2.7 | 5.3 | 5.1 | 0.0 | 0.0 | 5.1 | |
| Total Truck % | 4.0 | 0.0 | 2.6 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 2.7 | 5.3 | 5.6 | 0.0 | 0.0 | 5.5 | |
| Total % | 4.8 | 0.0 | 7.5 | 0.0 | 12.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39.9 | 2.7 | 0.0 | 42.6 | 3.6 | 41.5 | 0.0 | 0.0 | 45.1 | 100.0 |
| PHF | 0.52 | 0.52 | 0.52 | | | 1.00 | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | | | 0.67 | 0.67 | 0.67 | | | 0.75 |



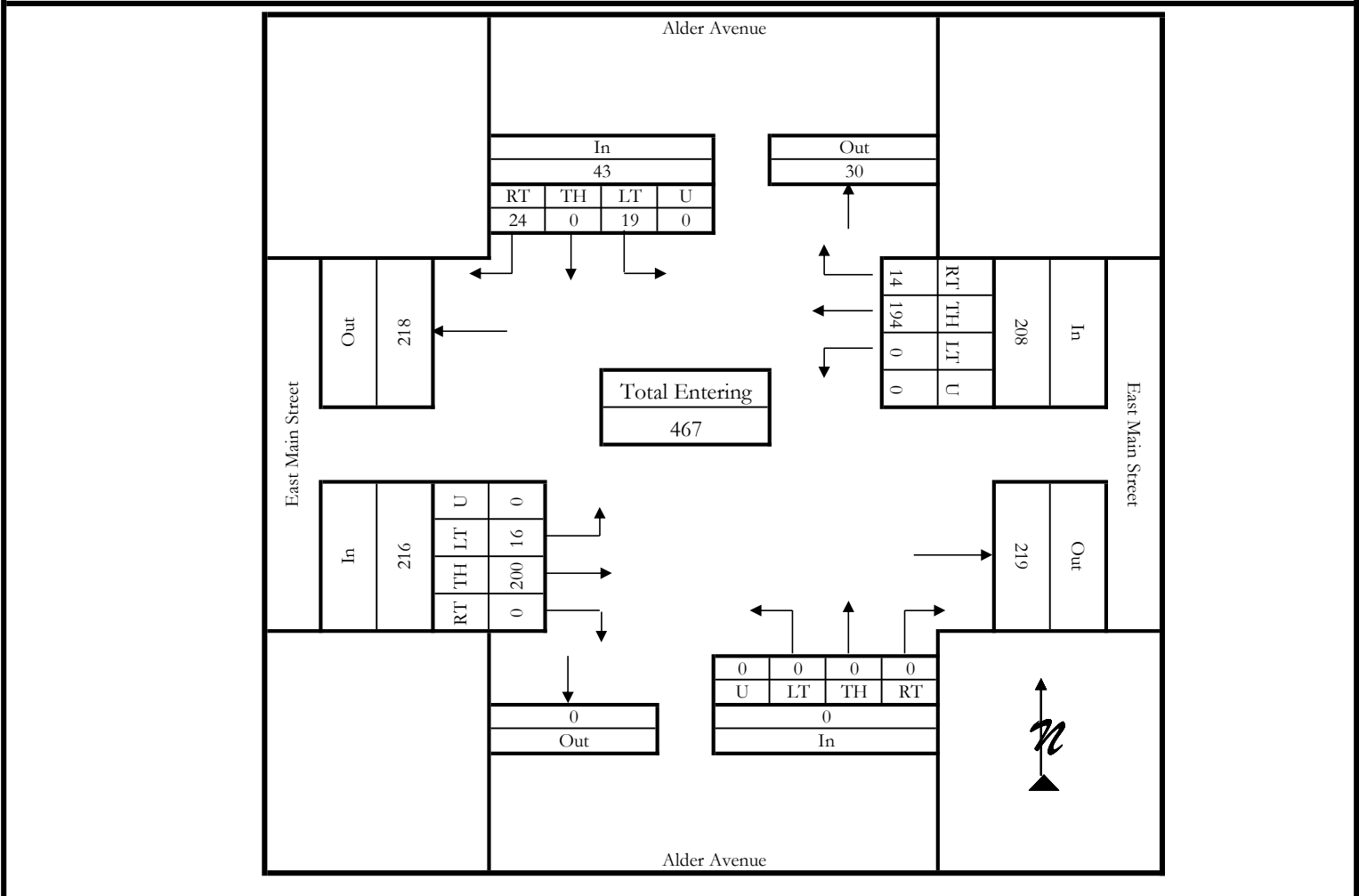
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

General Information

| | |
|--|---|
| Counted By: Connor Scoles | Intersection: Alder Avenue & East Main Street |
| Agency/Company: Sanderson Stewart | Jurisdiction: Laurel, MT |
| Date Performed: Wednesday, September 20, 2023 | Project Description: Laurel - New 3rd-5th Elementary School |
| Count Time Period: After School Peak Hour (2:30 - 3:30 PM) | Project Number: 23103 |
| Project Number: 23103 | Project Description: Laurel - New 3rd-5th Elementary School |
| North/South Street: Alder Avenue | East/West Street: East Main Street |

Vehicle Volumes and Adjustments

| Start Time | Alder Avenue Southbound | | | | | Alder Avenue Northbound | | | | | East Main Street Eastbound | | | | | East Main Street Westbound | | | | | Int. Total |
|----------------------|-------------------------|------------|------------|------------|------------|-------------------------|------------|------------|------------|------------|----------------------------|-------------|------------|------------|-------------|----------------------------|-------------|------------|------------|-------------|--------------|
| | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | |
| Factor | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 0.88 | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | 0.88 | | |
| 2:30 PM | 13 | 0 | 11 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 4 | 0 | 65 | 6 | 46 | 0 | 0 | 52 | 141 |
| 2:45 PM | 3 | 0 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 3 | 0 | 58 | 3 | 47 | 0 | 0 | 50 | 115 |
| 3:00 PM | 4 | 0 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 4 | 0 | 51 | 0 | 52 | 0 | 0 | 52 | 111 |
| 3:15 PM | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 5 | 0 | 42 | 5 | 49 | 0 | 0 | 54 | 100 |
| Grand Total | 24 | 0 | 19 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 16 | 0 | 216 | 14 | 194 | 0 | 0 | 208 | 467 |
| Medium Truck % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.9 | 0.0 | 1.5 | 0.0 | 0.0 | 1.4 | |
| Heavy Truck % | 4.2 | 0.0 | 5.3 | 0.0 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 3.2 | 0.0 | 5.2 | 0.0 | 0.0 | 4.8 | |
| Total Truck % | 4.2 | 0.0 | 5.3 | 0.0 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 4.2 | 0.0 | 6.7 | 0.0 | 0.0 | 6.3 | |
| Total % | 5.1 | 0.0 | 4.1 | 0.0 | 9.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42.8 | 3.4 | 0.0 | 46.3 | 3.0 | 41.5 | 0.0 | 0.0 | 44.5 | 100.0 |
| PHF | 0.45 | 0.45 | 0.45 | | | 1.00 | 1.00 | 1.00 | | | 0.83 | 0.83 | 0.83 | | | 1.00 | 1.00 | 1.00 | | | 0.84 |



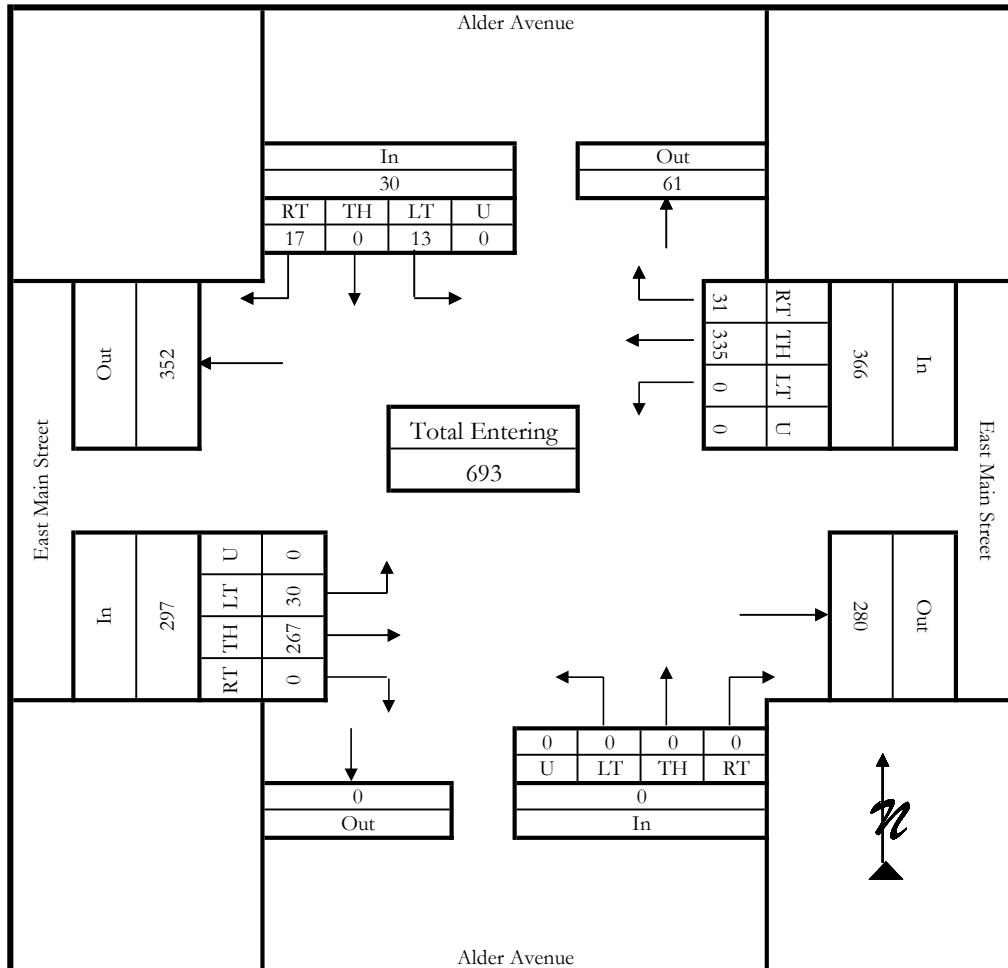
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

General Information

| | |
|--|---|
| Counted By: Connor Scoles | Intersection: Alder Avenue & East Main Street |
| Agency/Company: Sanderson Stewart | Jurisdiction: Laurel, MT |
| Date Performed: Wednesday, September 20, 2023 | Project Description: Laurel - New 3rd-5th Elementary School |
| Count Time Period: PM Peak Hour (5:00 - 6:00 PM) | Project Number: 23103 |
| Project Number: 23103 | Project Description: Laurel - New 3rd-5th Elementary School |
| North/South Street: Alder Avenue | East/West Street: East Main Street |

Vehicle Volumes and Adjustments

| Start Time | Alder Avenue Southbound | | | | | Alder Avenue Northbound | | | | | East Main Street Eastbound | | | | | East Main Street Westbound | | | | | Int. Total | |
|----------------------|-------------------------|------------|------------|------------|------------|-------------------------|------------|------------|------------|------------|----------------------------|-------------|------------|------------|-------------|----------------------------|-------------|------------|------------|-------------|--------------|--|
| | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | Right | Thru | Left | U-turn | Total | | |
| Factor | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 0.88 | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | 0.88 | | | |
| 5:00 PM | 3 | 0 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 2 | 0 | 92 | 7 | 90 | 0 | 0 | 97 | 196 | |
| 5:15 PM | 3 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 8 | 0 | 65 | 9 | 87 | 0 | 0 | 96 | 166 | |
| 5:30 PM | 6 | 0 | 5 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 9 | 0 | 84 | 10 | 83 | 0 | 0 | 93 | 188 | |
| 5:45 PM | 5 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 11 | 0 | 56 | 5 | 75 | 0 | 0 | 80 | 143 | |
| Grand Total | 17 | 0 | 13 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 267 | 30 | 0 | 297 | 31 | 335 | 0 | 0 | 366 | 693 | |
| Medium Truck % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.3 | | |
| Heavy Truck % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.7 | 0.0 | 0.3 | 0.0 | 0.0 | 0.3 | | |
| Total Truck % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.7 | 0.0 | 0.6 | 0.0 | 0.0 | 0.5 | | |
| Total % | 2.5 | 0.0 | 1.9 | 0.0 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38.5 | 4.3 | 0.0 | 42.9 | 4.5 | 48.3 | 0.0 | 0.0 | 52.8 | 100.0 | |
| PHF | 1.00 | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | | | 0.81 | 0.81 | 0.81 | | | 0.94 | 0.94 | 0.94 | | | 0.88 | |



**CAPACITY CALCULATIONS –
EXISTING CONDITIONS (2023)**

APPENDIX B

| Intersection | Approach | Existing (2023) | | | | | | | | |
|--------------------------------|--------------|-------------------------------------|-----|--------------------|-------------------|-----|--------------------|-------------------|-----|--------------------|
| | | AM Peak | | | After School Peak | | | PM Peak | | |
| | | Avg Delay (s/veh) | LOS | 95th % Queue (veh) | Avg Delay (s/veh) | LOS | 95th % Queue (veh) | Avg Delay (s/veh) | LOS | 95th % Queue (veh) |
| <i>Intersection Control</i> | | <i>Two-Way Stop-Control (NB/SB)</i> | | | | | | | | |
| E Maryland Lane & Alder Avenue | NB | 12.1 | B | 1 | 12.8 | B | 1 | 10.5 | B | 1 |
| | SB | 10.8 | B | 1 | 10.4 | B | 1 | 9.6 | A | 1 |
| | EB | 0.6 | A | 1 | 0.9 | A | 1 | 0.8 | A | 1 |
| | WB | 0.9 | A | 1 | 0.9 | A | 1 | 0.6 | A | 1 |
| <i>Intersection Control</i> | | 3.9 | A | -- | 4.0 | A | -- | 6.0 | A | -- |
| <i>Intersection Control</i> | | <i>One-Way Stop-Control (WB)</i> | | | | | | | | |
| E 8th Street & Alder Avenue | SB | 0.0 | A | 0 | 0.0 | A | 0 | 0.0 | A | 0 |
| | EB | 2.4 | A | 1 | 1.6 | A | 1 | 2.4 | A | 1 |
| | WB | 9.0 | A | 1 | 9.2 | A | 1 | 9.0 | A | 1 |
| | Intersection | 3.4 | A | -- | 1.9 | A | -- | 2.4 | A | -- |
| <i>Intersection Control</i> | | <i>All-Way Stop-Control</i> | | | | | | | | |
| E 6th Street & Alder Avenue | NB | 7.4 | A | 1 | 7.5 | A | 1 | 7.4 | A | 1 |
| | SB | 7.4 | A | 1 | 7.8 | A | 1 | 7.3 | A | 1 |
| | EB | 7.3 | A | 1 | 7.5 | A | 1 | 7.3 | A | 1 |
| | WB | 7.3 | A | 1 | 7.4 | A | 1 | 7.4 | A | 1 |
| <i>Intersection Control</i> | | 7.4 | A | -- | 7.6 | A | -- | 7.4 | A | -- |
| <i>Intersection Control</i> | | <i>One-Way Stop-Control (SB)</i> | | | | | | | | |
| E Main Street & Alder Avenue | NB | 10.8 | B | 1 | 10.8 | B | 1 | 11.7 | B | 1 |
| | EB | 0.5 | A | 1 | 0.6 | A | 1 | 0.8 | A | 1 |
| | WB | 0.0 | A | 0 | 0.0 | A | 0 | 0.0 | A | 0 |
| | Intersection | 1.5 | A | -- | 2.1 | A | -- | 0.8 | A | -- |

Intersection Level Of Service Report
Intersection 1: Alder Avenue & Maryland Lane

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.8 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.104 |

Intersection Setup

| Name | Alder Avenue | | | Alder Avenue | | | E Maryland Lane | | | E Maryland Lane | | |
|------------------------------|--------------|--------|--------|--------------|--------|--------|-----------------|--------|--------|-----------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 15.00 | | | 15.00 | | | 25.00 | | | 25.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Alder Avenue | | | Alder Avenue | | | E Maryland Lane | | | E Maryland Lane | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------------|--------|--------|-----------------|--------|--------|
| Base Volume Input [veh/h] | 30 | 6 | 10 | 2 | 16 | 18 | 8 | 59 | 38 | 12 | 83 | 3 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.70 | 2.60 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 30 | 6 | 10 | 2 | 16 | 18 | 8 | 59 | 38 | 12 | 83 | 3 |
| Peak Hour Factor | 0.5500 | 0.5500 | 0.5500 | 0.6400 | 0.6400 | 0.6400 | 0.5600 | 0.5600 | 0.5600 | 0.6100 | 0.6100 | 0.6100 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 14 | 3 | 5 | 1 | 6 | 7 | 4 | 26 | 17 | 5 | 34 | 1 |
| Total Analysis Volume [veh/h] | 55 | 11 | 18 | 3 | 25 | 28 | 14 | 105 | 68 | 20 | 136 | 5 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.10 | 0.02 | 0.02 | 0.01 | 0.05 | 0.03 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.80 | 12.40 | 9.95 | 11.88 | 12.12 | 9.41 | 7.49 | 0.00 | 0.00 | 7.57 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.50 | 0.50 | 0.50 | 0.27 | 0.27 | 0.27 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 |
| 95th-Percentile Queue Length [ft/ln] | 12.40 | 12.40 | 12.40 | 6.69 | 6.69 | 6.69 | 0.63 | 0.63 | 0.63 | 0.85 | 0.85 | 0.85 |
| d_A, Approach Delay [s/veh] | 12.14 | | | 10.75 | | | 0.56 | | | 0.94 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 3.85 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Alder Avenue & E 8th Street

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 9.6 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.020 |

Intersection Setup

| Name | Alder Avenue | | Alder Avenue | | E 8th Street | |
|------------------------------|--------------|--------|--------------|--------|--------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↩ | | ↪ | | ↔ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 15.00 | | 15.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Alder Avenue | | Alder Avenue | | E 8th Street | |
|---|--------------|--------|--------------|--------|--------------|--------|
| Base Volume Input [veh/h] | 30 | 14 | 13 | 62 | 16 | 15 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 0.00 | 2.00 | 2.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 30 | 14 | 13 | 62 | 16 | 15 |
| Peak Hour Factor | 1.0000 | 1.0000 | 0.4300 | 1.0000 | 1.0000 | 0.5500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 8 | 4 | 8 | 16 | 4 | 7 |
| Total Analysis Volume [veh/h] | 30 | 14 | 30 | 62 | 16 | 27 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.02 | 0.00 | 0.02 | 0.03 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.32 | 0.00 | 9.60 | 8.64 |
| Movement LOS | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.05 | 0.05 | 0.14 | 0.14 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 1.27 | 1.27 | 3.57 | 3.57 |
| d_A, Approach Delay [s/veh] | 0.00 | | 2.39 | | 9.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 3.39 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 3: Alder Avenue & E 6th Street

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | All-way stop | Delay (sec / veh): | 7.3 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.085 |

Intersection Setup

| Name | Alder Avenue | | | Alder Avenue | | | E 6th Street | | | E 6th Street | | |
|------------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 15.00 | | | 25.00 | | | 25.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Alder Avenue | | | Alder Avenue | | | E 6th Street | | | E 6th Street | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 19 | 32 | 2 | 3 | 62 | 12 | 7 | 8 | 5 | 4 | 12 | 4 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 19 | 32 | 2 | 3 | 62 | 12 | 7 | 8 | 5 | 4 | 12 | 4 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 5 | 8 | 1 | 1 | 16 | 3 | 2 | 2 | 1 | 1 | 3 | 1 |
| Total Analysis Volume [veh/h] | 19 | 32 | 2 | 3 | 62 | 12 | 7 | 8 | 5 | 4 | 12 | 4 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

Lanes

| | | | | |
|---------------------------------|------|------|------|------|
| Capacity per Entry Lane [veh/h] | 869 | 903 | 867 | 867 |
| Degree of Utilization, x | 0.06 | 0.09 | 0.02 | 0.02 |

Movement, Approach, & Intersection Results

| | | | | |
|------------------------------------|------|------|------|------|
| 95th-Percentile Queue Length [veh] | 0.19 | 0.28 | 0.07 | 0.07 |
| 95th-Percentile Queue Length [ft] | 4.86 | 6.97 | 1.77 | 1.77 |
| Approach Delay [s/veh] | 7.41 | 7.36 | 7.25 | 7.25 |
| Approach LOS | A | A | A | A |
| Intersection Delay [s/veh] | 7.35 | | | |
| Intersection LOS | A | | | |

Intersection Level Of Service Report
Intersection 4: Alder Avenue & E Main Street

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 11.4 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.063 |

Intersection Setup

| Name | Alder Avenue | | E Main Street | | E Main Street | |
|------------------------------|---|--------|--|--------|---|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | Alder Avenue | | E Main Street | | E Main Street | |
|---|--------------|--------|---------------|--------|---------------|--------|
| Base Volume Input [veh/h] | 39 | 25 | 14 | 208 | 216 | 19 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 39 | 25 | 14 | 208 | 216 | 19 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 10 | 6 | 4 | 52 | 54 | 5 |
| Total Analysis Volume [veh/h] | 39 | 25 | 14 | 208 | 216 | 19 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | | |
| Number of Storage Spaces in Median | 1 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|-------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.06 | 0.03 | 0.01 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 11.36 | 9.97 | 7.73 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.31 | 0.31 | 0.03 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 7.73 | 7.73 | 0.80 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 10.82 | | 0.49 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 1.54 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 1: Alder Avenue & Maryland Lane

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.3 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.052 |

Intersection Setup

| Name | Alder Avenue | | | Alder Avenue | | | E Maryland Lane | | | E Maryland Lane | | |
|------------------------------|--------------|--------|--------|--------------|--------|--------|-----------------|--------|--------|-----------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 15.00 | | | 15.00 | | | 25.00 | | | 25.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Alder Avenue | | | Alder Avenue | | | E Maryland Lane | | | E Maryland Lane | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------------|--------|--------|-----------------|--------|--------|
| Base Volume Input [veh/h] | 26 | 14 | 11 | 0 | 11 | 12 | 14 | 77 | 20 | 4 | 29 | 1 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 14.30 | 0.00 | 0.00 | 0.00 | 8.30 | 0.00 | 2.60 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 26 | 14 | 11 | 0 | 11 | 12 | 14 | 77 | 20 | 4 | 29 | 1 |
| Peak Hour Factor | 0.5100 | 0.5100 | 0.5100 | 0.6400 | 0.6400 | 0.6400 | 0.3500 | 0.3500 | 0.3500 | 0.7700 | 0.7700 | 0.7700 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 13 | 7 | 5 | 0 | 4 | 5 | 10 | 55 | 14 | 1 | 9 | 0 |
| Total Analysis Volume [veh/h] | 51 | 27 | 22 | 0 | 17 | 19 | 40 | 220 | 57 | 5 | 38 | 1 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.10 | 0.05 | 0.03 | 0.00 | 0.03 | 0.02 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 13.28 | 13.34 | 10.90 | 12.45 | 12.21 | 8.82 | 7.32 | 0.00 | 0.00 | 7.78 | 0.00 | 0.00 |
| Movement LOS | B | B | B | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.64 | 0.64 | 0.64 | 0.16 | 0.16 | 0.16 | 0.07 | 0.07 | 0.07 | 0.01 | 0.01 | 0.01 |
| 95th-Percentile Queue Length [ft/ln] | 16.02 | 16.02 | 16.02 | 4.06 | 4.06 | 4.06 | 1.78 | 1.78 | 1.78 | 0.21 | 0.21 | 0.21 |
| d_A, Approach Delay [s/veh] | 12.77 | | | 10.42 | | | 0.92 | | | 0.88 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 3.99 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Alder Avenue & E 8th Street

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 9.8 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.017 |

Intersection Setup

| Name | Alder Avenue | | Alder Avenue | | E 8th Street | |
|------------------------------|--------------|--------|--------------|--------|--------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↩ | | ↪ | | ↔ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 15.00 | | 15.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Alder Avenue | | Alder Avenue | | E 8th Street | |
|---|--------------|--------|--------------|--------|--------------|--------|
| Base Volume Input [veh/h] | 38 | 24 | 8 | 29 | 9 | 10 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 38 | 24 | 8 | 29 | 9 | 10 |
| Peak Hour Factor | 0.6200 | 0.6200 | 0.3700 | 0.3700 | 0.6800 | 0.6800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 15 | 10 | 5 | 20 | 3 | 4 |
| Total Analysis Volume [veh/h] | 61 | 39 | 22 | 78 | 13 | 15 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | 0.02 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.42 | 0.00 | 9.76 | 8.79 |
| Movement LOS | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.04 | 0.04 | 0.10 | 0.10 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.93 | 0.93 | 2.47 | 2.47 |
| d_A, Approach Delay [s/veh] | 0.00 | | 1.63 | | 9.24 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 1.85 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 3: Alder Avenue & E 6th Street

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | All-way stop | Delay (sec / veh): | 7.6 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.133 |

Intersection Setup

| Name | Alder Avenue | | | Alder Avenue | | | E 6th Street | | | E 6th Street | | |
|------------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 15.00 | | | 25.00 | | | 25.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Alder Avenue | | | Alder Avenue | | | E 6th Street | | | E 6th Street | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 2 | 52 | 3 | 3 | 38 | 2 | 6 | 7 | 4 | 3 | 7 | 4 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 14.30 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 2 | 52 | 3 | 3 | 38 | 2 | 6 | 7 | 4 | 3 | 7 | 4 |
| Peak Hour Factor | 0.7500 | 0.7500 | 0.7500 | 0.3700 | 0.3700 | 0.3700 | 0.3400 | 0.3400 | 0.3400 | 0.8800 | 0.8800 | 0.8800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 17 | 1 | 2 | 26 | 1 | 4 | 5 | 3 | 1 | 2 | 1 |
| Total Analysis Volume [veh/h] | 3 | 69 | 4 | 8 | 103 | 5 | 18 | 21 | 12 | 3 | 8 | 5 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

Lanes

| | | | | |
|---------------------------------|------|------|------|------|
| Capacity per Entry Lane [veh/h] | 869 | 875 | 844 | 829 |
| Degree of Utilization, x | 0.09 | 0.13 | 0.06 | 0.02 |

Movement, Approach, & Intersection Results

| | | | | |
|------------------------------------|------|-------|------|------|
| 95th-Percentile Queue Length [veh] | 0.29 | 0.46 | 0.19 | 0.06 |
| 95th-Percentile Queue Length [ft] | 7.17 | 11.41 | 4.81 | 1.48 |
| Approach Delay [s/veh] | 7.54 | 7.75 | 7.54 | 7.43 |
| Approach LOS | A | A | A | A |
| Intersection Delay [s/veh] | 7.63 | | | |
| Intersection LOS | A | | | |

Intersection Level Of Service Report
Intersection 4: Alder Avenue & E Main Street

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 11.8 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.070 |

Intersection Setup

| Name | Alder Avenue | | E Main Street | | E Main Street | |
|------------------------------|--------------|--------|---------------|--------|---------------|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | Alder Avenue | | E Main Street | | E Main Street | |
|---|--------------|--------|---------------|--------|---------------|--------|
| Base Volume Input [veh/h] | 19 | 24 | 16 | 200 | 194 | 14 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 5.30 | 4.20 | 0.00 | 4.50 | 6.70 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 19 | 24 | 16 | 200 | 194 | 14 |
| Peak Hour Factor | 0.4500 | 0.4500 | 0.8300 | 0.8300 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 11 | 13 | 5 | 60 | 49 | 4 |
| Total Analysis Volume [veh/h] | 42 | 53 | 19 | 241 | 194 | 14 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | | |
| Number of Storage Spaces in Median | 1 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.07 | 0.06 | 0.01 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 11.79 | 10.09 | 7.65 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | B | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.46 | 0.46 | 0.04 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 11.50 | 11.50 | 1.05 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 10.84 | | 0.56 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 2.09 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 1: Alder Avenue & Maryland Lane

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 10.9 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.057 |

Intersection Setup

| Name | Alder Avenue | | | Alder Avenue | | | E Maryland Lane | | | E Maryland Lane | | |
|------------------------------|--------------|--------|--------|--------------|--------|--------|-----------------|--------|--------|-----------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 15.00 | | | 15.00 | | | 25.00 | | | 25.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Alder Avenue | | | Alder Avenue | | | E Maryland Lane | | | E Maryland Lane | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------------|--------|--------|-----------------|--------|--------|
| Base Volume Input [veh/h] | 45 | 24 | 17 | 0 | 11 | 7 | 6 | 34 | 19 | 4 | 48 | 1 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 45 | 24 | 17 | 0 | 11 | 7 | 6 | 34 | 19 | 4 | 48 | 1 |
| Peak Hour Factor | 0.5700 | 0.5700 | 0.5700 | 0.6400 | 0.6400 | 0.6400 | 1.0000 | 1.0000 | 1.0000 | 0.6000 | 0.6000 | 0.6000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 20 | 11 | 7 | 0 | 4 | 3 | 2 | 9 | 5 | 2 | 20 | 0 |
| Total Analysis Volume [veh/h] | 79 | 42 | 30 | 0 | 17 | 11 | 6 | 34 | 19 | 7 | 80 | 2 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.10 | 0.06 | 0.03 | 0.00 | 0.02 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 10.71 | 10.92 | 9.53 | 10.25 | 10.09 | 8.81 | 7.36 | 0.00 | 0.00 | 7.31 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.69 | 0.69 | 0.69 | 0.11 | 0.11 | 0.11 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 |
| 95th-Percentile Queue Length [ft/ln] | 17.28 | 17.28 | 17.28 | 2.68 | 2.68 | 2.68 | 0.27 | 0.27 | 0.27 | 0.29 | 0.29 | 0.29 |
| d_A, Approach Delay [s/veh] | 10.54 | | | 9.59 | | | 0.75 | | | 0.57 | | |
| Approach LOS | B | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 5.98 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Alder Avenue & E 8th Street

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 9.2 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.017 |

Intersection Setup

| Name | Alder Avenue | | Alder Avenue | | E 8th Street | |
|------------------------------|--------------|--------|--------------|--------|--------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↷ | | ↶ | | ↵ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 15.00 | | 15.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Alder Avenue | | Alder Avenue | | E 8th Street | |
|---|--------------|--------|--------------|--------|--------------|--------|
| Base Volume Input [veh/h] | 52 | 10 | 8 | 17 | 14 | 13 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 52 | 10 | 8 | 17 | 14 | 13 |
| Peak Hour Factor | 0.7800 | 0.7800 | 0.8900 | 0.8900 | 0.9600 | 0.9600 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 17 | 3 | 2 | 5 | 4 | 3 |
| Total Analysis Volume [veh/h] | 67 | 13 | 9 | 19 | 15 | 14 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.36 | 0.00 | 9.19 | 8.75 |
| Movement LOS | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.02 | 0.02 | 0.10 | 0.10 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.38 | 0.38 | 2.40 | 2.40 |
| d_A, Approach Delay [s/veh] | 0.00 | | 2.37 | | 8.97 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 2.38 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 3: Alder Avenue & E 6th Street

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | All-way stop | Delay (sec / veh): | 7.4 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.091 |

Intersection Setup

| Name | Alder Avenue | | | Alder Avenue | | | E 6th Street | | | E 6th Street | | |
|------------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 15.00 | | | 25.00 | | | 25.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Alder Avenue | | | Alder Avenue | | | E 6th Street | | | E 6th Street | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 8 | 57 | 8 | 3 | 23 | 4 | 5 | 12 | 3 | 6 | 7 | 4 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 25.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 8 | 57 | 8 | 3 | 23 | 4 | 5 | 12 | 3 | 6 | 7 | 4 |
| Peak Hour Factor | 0.9100 | 0.9100 | 0.9100 | 0.6800 | 0.6800 | 0.6800 | 0.6900 | 0.6900 | 0.6900 | 0.5000 | 0.5000 | 0.5000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 16 | 2 | 1 | 8 | 1 | 2 | 4 | 1 | 3 | 4 | 2 |
| Total Analysis Volume [veh/h] | 9 | 63 | 9 | 4 | 34 | 6 | 7 | 17 | 4 | 12 | 14 | 8 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

Lanes

| | | | | |
|---------------------------------|------|------|------|------|
| Capacity per Entry Lane [veh/h] | 892 | 889 | 864 | 853 |
| Degree of Utilization, x | 0.09 | 0.05 | 0.03 | 0.04 |

Movement, Approach, & Intersection Results

| | | | | |
|------------------------------------|------|------|------|------|
| 95th-Percentile Queue Length [veh] | 0.30 | 0.16 | 0.10 | 0.12 |
| 95th-Percentile Queue Length [ft] | 7.47 | 3.90 | 2.51 | 3.11 |
| Approach Delay [s/veh] | 7.44 | 7.26 | 7.30 | 7.40 |
| Approach LOS | A | A | A | A |
| Intersection Delay [s/veh] | 7.37 | | | |
| Intersection LOS | A | | | |

Intersection Level Of Service Report
Intersection 4: Alder Avenue & E Main Street

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.0 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.028 |

Intersection Setup

| Name | Alder Avenue | | E Main Street | | E Main Street | |
|------------------------------|--------------|--------|---------------|--------|---------------|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | Alder Avenue | | E Main Street | | E Main Street | |
|---|--------------|--------|---------------|--------|---------------|--------|
| Base Volume Input [veh/h] | 13 | 17 | 30 | 267 | 335 | 31 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.70 | 0.60 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 13 | 17 | 30 | 267 | 335 | 31 |
| Peak Hour Factor | 1.0000 | 1.0000 | 0.8100 | 0.8100 | 0.9400 | 0.9400 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 3 | 4 | 9 | 82 | 89 | 8 |
| Total Analysis Volume [veh/h] | 13 | 17 | 37 | 330 | 356 | 33 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | | |
| Number of Storage Spaces in Median | 1 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.03 | 0.03 | 0.03 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.97 | 10.66 | 8.15 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | B | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.17 | 0.17 | 0.10 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 4.15 | 4.15 | 2.43 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.66 | | 0.82 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.83 | | | | | |
| Intersection LOS | B | | | | | |

**CAPACITY CALCULATIONS –
FUTURE (2025)**

APPENDIX C

| Intersection | Approach | Future (2025) | | | | | | | | |
|--------------------------------|--------------|-------------------------------------|-----|--------------------|-------------------|-----|--------------------|-------------------|-----|--------------------|
| | | AM Peak | | | After School Peak | | | PM Peak | | |
| | | Avg Delay (s/veh) | LOS | 95th % Queue (veh) | Avg Delay (s/veh) | LOS | 95th % Queue (veh) | Avg Delay (s/veh) | LOS | 95th % Queue (veh) |
| <i>Intersection Control</i> | | <i>Two-Way Stop-Control (NB/SB)</i> | | | | | | | | |
| E Maryland Lane & Alder Avenue | NB | 25.2 | D | 4 | 20.4 | C | 3 | 11.4 | B | 2 |
| | SB | 14.8 | B | 1 | 12.9 | B | 1 | 10.0 | A | 1 |
| | EB | 0.4 | A | 1 | 0.8 | A | 1 | 0.6 | A | 1 |
| | WB | 2.2 | A | 1 | 2.7 | A | 1 | 1.0 | A | 1 |
| | Intersection | 10.1 | B | -- | 7.9 | A | -- | 6.8 | A | -- |
| <i>Intersection Control</i> | | <i>One-Way Stop-Control (WB)</i> | | | | | | | | |
| E 8th Street & Alder Avenue | NB | 0.0 | A | 0 | 0.0 | A | 0 | 0.0 | A | 0 |
| | SB | 5.3 | A | 1 | 5.2 | A | 1 | 4.5 | A | 1 |
| | WB | 84.4 | F | 13 | 17.8 | B | 2 | 9.5 | A | 1 |
| | Intersection | 32.0 | D | -- | 6.9 | A | -- | 4.1 | A | -- |
| <i>Intersection Control</i> | | <i>All-Way Stop-Control</i> | | | | | | | | |
| E 6th Street & Alder Avenue | NB | 9.8 | A | 2 | 8.4 | A | 1 | 7.6 | A | 1 |
| | SB | 11.2 | B | 3 | 9.5 | A | 2 | 7.4 | A | 1 |
| | EB | 9.4 | A | 1 | 8.8 | A | 1 | 7.6 | A | 1 |
| | WB | 8.7 | A | 1 | 8.0 | A | 1 | 7.5 | A | 1 |
| | Intersection | 10.4 | B | -- | 9.1 | A | -- | 7.5 | A | -- |
| <i>Intersection Control</i> | | <i>One-Way Stop-Control (SB)</i> | | | | | | | | |
| E Main Street & Alder Avenue | SB | 15.5 | C | 2 | 12.2 | B | 2 | 12.1 | B | 1 |
| | EB | 1.5 | A | 1 | 1.1 | A | 1 | 1.0 | A | 1 |
| | WB | 0.0 | A | 0 | 0.0 | A | 0 | 0.0 | A | 0 |
| | Intersection | 4.3 | A | -- | 3.6 | A | -- | 1.0 | A | -- |
| <i>Intersection Control</i> | | <i>One-Way Stop-Control (SB)</i> | | | | | | | | |
| E 8th Street & School Exit | SB | 11.4 | B | 2 | 9.9 | A | 2 | 8.8 | A | 1 |
| | EB | 0.0 | A | 0 | 0.0 | A | 0 | 0.0 | A | 0 |
| | WB | 0.0 | A | 0 | 0.0 | A | 0 | 0.0 | A | 0 |
| | Intersection | 4.8 | A | -- | 4.6 | A | -- | 3.3 | A | -- |
| <i>Intersection Control</i> | | <i>One-Way Stop-Control (SB)</i> | | | | | | | | |
| E 8th Street & School Entrance | EB | 6.5 | A | 1 | 5.3 | A | 1 | 4.6 | A | 1 |
| | WB | 0.0 | A | 0 | 0.0 | A | 0 | 0.0 | A | 0 |
| | Intersection | 5.3 | A | -- | 4.4 | A | -- | 3.0 | A | -- |

Intersection Level Of Service Report
Intersection 1: Alder Avenue & Maryland Lane

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 27.4 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.387 |

Intersection Setup

| Name | Alder Avenue | | | Alder Avenue | | | E Maryland Lane | | | E Maryland Lane | | |
|------------------------------|--------------|--------|--------|--------------|--------|--------|-----------------|--------|--------|-----------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 15.00 | | | 15.00 | | | 25.00 | | | 25.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Alder Avenue | | | Alder Avenue | | | E Maryland Lane | | | E Maryland Lane | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------------|--------|--------|-----------------|--------|--------|
| Base Volume Input [veh/h] | 72 | 36 | 31 | 2 | 52 | 19 | 8 | 63 | 87 | 36 | 88 | 3 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.70 | 2.60 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 72 | 36 | 31 | 2 | 52 | 19 | 8 | 63 | 87 | 36 | 88 | 3 |
| Peak Hour Factor | 0.5500 | 0.5500 | 0.5500 | 0.6400 | 0.6400 | 0.6400 | 0.5600 | 0.5600 | 0.5600 | 0.6100 | 0.6100 | 0.6100 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 33 | 16 | 14 | 1 | 20 | 7 | 4 | 28 | 39 | 15 | 36 | 1 |
| Total Analysis Volume [veh/h] | 131 | 65 | 56 | 3 | 81 | 30 | 14 | 112 | 155 | 59 | 144 | 5 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.39 | 0.14 | 0.07 | 0.01 | 0.20 | 0.03 | 0.01 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 27.38 | 24.63 | 20.94 | 17.76 | 16.03 | 11.30 | 7.51 | 0.00 | 0.00 | 7.82 | 0.00 | 0.00 |
| Movement LOS | D | C | C | C | C | B | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 3.75 | 3.75 | 3.75 | 0.92 | 0.92 | 0.92 | 0.03 | 0.03 | 0.03 | 0.10 | 0.10 | 0.10 |
| 95th-Percentile Queue Length [ft/ln] | 93.80 | 93.80 | 93.80 | 22.92 | 22.92 | 22.92 | 0.66 | 0.66 | 0.66 | 2.56 | 2.56 | 2.56 |
| d_A, Approach Delay [s/veh] | 25.24 | | | 14.83 | | | 0.37 | | | 2.22 | | |
| Approach LOS | D | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 10.08 | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Alder Avenue & E 8th Street

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 89.7 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.798 |

Intersection Setup

| Name | Alder Avenue | | Alder Avenue | | E 8th Street | |
|------------------------------|--------------|--------|--------------|--------|--------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 15.00 | | 15.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Alder Avenue | | Alder Avenue | | E 8th Street | |
|---|--------------|--------|--------------|--------|--------------|--------|
| Base Volume Input [veh/h] | 32 | 121 | 119 | 66 | 107 | 106 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 32 | 121 | 119 | 66 | 107 | 106 |
| Peak Hour Factor | 0.5500 | 0.5500 | 0.4300 | 0.4300 | 0.5500 | 0.5500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 15 | 55 | 69 | 38 | 49 | 48 |
| Total Analysis Volume [veh/h] | 58 | 220 | 277 | 153 | 195 | 193 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|-------|------|-------|-------|--------|--------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.22 | 0.00 | 0.80 | 0.22 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 8.17 | 0.00 | 89.70 | 79.08 |
| Movement LOS | A | A | A | A | F | F |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.54 | 0.54 | 12.50 | 12.50 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 13.60 | 13.60 | 312.51 | 312.51 |
| d_A, Approach Delay [s/veh] | 0.00 | | 5.26 | | 84.42 | |
| Approach LOS | A | | A | | F | |
| d_I, Intersection Delay [s/veh] | 31.95 | | | | | |
| Intersection LOS | F | | | | | |

Intersection Level Of Service Report
Intersection 3: Alder Avenue & E 6th Street

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | All-way stop | Delay (sec / veh): | 10.4 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.457 |

Intersection Setup

| Name | Alder Avenue | | | Alder Avenue | | | E 6th Street | | | E 6th Street | | |
|------------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 15.00 | | | 25.00 | | | 25.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Alder Avenue | | | Alder Avenue | | | E 6th Street | | | E 6th Street | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 20 | 93 | 2 | 13 | 116 | 43 | 42 | 8 | 5 | 4 | 13 | 16 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 20 | 93 | 2 | 13 | 116 | 43 | 42 | 8 | 5 | 4 | 13 | 16 |
| Peak Hour Factor | 0.5100 | 0.5100 | 0.5100 | 0.4700 | 0.4700 | 0.4700 | 0.5800 | 0.5800 | 0.5800 | 0.6100 | 0.6100 | 0.6100 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 10 | 46 | 1 | 7 | 62 | 23 | 18 | 3 | 2 | 2 | 5 | 7 |
| Total Analysis Volume [veh/h] | 39 | 182 | 4 | 28 | 247 | 91 | 72 | 14 | 9 | 7 | 21 | 26 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

Lanes

| | | | | |
|---------------------------------|------|------|------|------|
| Capacity per Entry Lane [veh/h] | 750 | 801 | 655 | 690 |
| Degree of Utilization, x | 0.30 | 0.46 | 0.14 | 0.08 |

Movement, Approach, & Intersection Results

| | | | | |
|------------------------------------|-------|-------|-------|------|
| 95th-Percentile Queue Length [veh] | 1.26 | 2.42 | 0.50 | 0.25 |
| 95th-Percentile Queue Length [ft] | 31.54 | 60.45 | 12.62 | 6.35 |
| Approach Delay [s/veh] | 9.84 | 11.22 | 9.42 | 8.66 |
| Approach LOS | A | B | A | A |
| Intersection Delay [s/veh] | 10.39 | | | |
| Intersection LOS | B | | | |

Intersection Level Of Service Report
Intersection 4: Alder Avenue & E Main Street

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 16.4 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.235 |

Intersection Setup

| Name | Alder Avenue | | E Main Street | | E Main Street | |
|------------------------------|--------------|--------|---------------|--------|---------------|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | Alder Avenue | | E Main Street | | E Main Street | |
|---|--------------|--------|---------------|--------|---------------|--------|
| Base Volume Input [veh/h] | 61 | 57 | 50 | 221 | 229 | 44 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 61 | 57 | 50 | 221 | 229 | 44 |
| Peak Hour Factor | 0.5200 | 0.5200 | 1.0000 | 1.0000 | 0.6700 | 0.6700 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 29 | 27 | 13 | 55 | 85 | 16 |
| Total Analysis Volume [veh/h] | 117 | 110 | 50 | 221 | 342 | 66 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | | |
| Number of Storage Spaces in Median | 1 | 0 | 0 |




Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.24 | 0.16 | 0.04 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 16.39 | 14.51 | 8.27 | 0.00 | 0.00 | 0.00 |
| Movement LOS | C | B | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 1.91 | 1.91 | 0.14 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 47.71 | 47.71 | 3.40 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 15.48 | | 1.53 | | 0.00 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 4.33 | | | | | |
| Intersection LOS | C | | | | | |

Intersection Level Of Service Report
Intersection 7: E 8th Street & School Exit

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 14.2 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.068 |

Intersection Setup

| Name | School Exit | | E 8th Street | | E 8th Street | |
|------------------------------|---|--------|---|--------|---|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 15.00 | | 15.00 | | 15.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | Yes | | Yes | |

Volumes

| Name | School Exit | | E 8th Street | | E 8th Street | |
|---|-------------|--------|--------------|--------|--------------|--------|
| Base Volume Input [veh/h] | 20 | 180 | 0 | 240 | 33 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 20 | 180 | 0 | 240 | 33 | 0 |
| Peak Hour Factor | 0.5500 | 0.5500 | 0.7500 | 0.5500 | 0.5500 | 0.7500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 9 | 82 | 0 | 109 | 15 | 0 |
| Total Analysis Volume [veh/h] | 36 | 327 | 0 | 436 | 60 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.07 | 0.33 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 14.25 | 11.08 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | B | | A | A | |
| 95th-Percentile Queue Length [veh/ln] | 1.89 | 1.89 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 47.24 | 47.24 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.39 | | 0.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 4.81 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 8: E 8th Street & School Entrance

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 8.0 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.258 |

Intersection Setup

| Name | School Entrance | | E 8th Street | | E 8th Street | |
|------------------------------|-----------------|--------|--------------|--------|--------------|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | ↰ | | ↱ | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 15.00 | | 15.00 | | 15.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | Yes | | Yes | |

Volumes

| Name | School Entrance | | E 8th Street | | E 8th Street | |
|---|-----------------|--------|--------------|--------|--------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 211 | 49 | 33 | 24 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 211 | 49 | 33 | 24 |
| Peak Hour Factor | 0.7500 | 0.7500 | 0.5500 | 0.5500 | 0.5500 | 0.5500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 96 | 22 | 15 | 11 |
| Total Analysis Volume [veh/h] | 0 | 0 | 384 | 89 | 60 | 44 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| Priority Scheme | Stop | Free | Free |
|------------------------------------|------|------|------|
| Flared Lane | | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|------|------|-------|-------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 8.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.84 | 0.84 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 21.11 | 21.11 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 6.50 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 5.33 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 1: Alder Avenue & Maryland Lane

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 21.6 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.278 |

Intersection Setup

| Name | Alder Avenue | | | Alder Avenue | | | E Maryland Lane | | | E Maryland Lane | | |
|------------------------------|--------------|--------|--------|--------------|--------|--------|-----------------|--------|--------|-----------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 15.00 | | | 15.00 | | | 25.00 | | | 25.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Alder Avenue | | | Alder Avenue | | | E Maryland Lane | | | E Maryland Lane | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------------|--------|--------|-----------------|--------|--------|
| Base Volume Input [veh/h] | 57 | 36 | 26 | 0 | 30 | 13 | 15 | 82 | 46 | 16 | 31 | 1 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 14.30 | 0.00 | 0.00 | 0.00 | 8.30 | 0.00 | 2.60 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 57 | 36 | 26 | 0 | 30 | 13 | 15 | 82 | 46 | 16 | 31 | 1 |
| Peak Hour Factor | 0.5100 | 0.5100 | 0.5100 | 0.6400 | 0.6400 | 0.6400 | 0.3500 | 0.3500 | 0.3500 | 0.7700 | 0.7700 | 0.7700 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 28 | 18 | 13 | 0 | 12 | 5 | 11 | 59 | 33 | 5 | 10 | 0 |
| Total Analysis Volume [veh/h] | 112 | 71 | 51 | 0 | 47 | 20 | 43 | 234 | 131 | 21 | 40 | 1 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.28 | 0.16 | 0.07 | 0.00 | 0.11 | 0.02 | 0.03 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 21.58 | 20.64 | 17.47 | 16.37 | 14.36 | 9.57 | 7.33 | 0.00 | 0.00 | 8.01 | 0.00 | 0.00 |
| Movement LOS | C | C | C | C | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 2.78 | 2.78 | 2.78 | 0.44 | 0.44 | 0.44 | 0.08 | 0.08 | 0.08 | 0.04 | 0.04 | 0.04 |
| 95th-Percentile Queue Length [ft/ln] | 69.60 | 69.60 | 69.60 | 10.99 | 10.99 | 10.99 | 1.97 | 1.97 | 1.97 | 0.89 | 0.89 | 0.89 |
| d_A, Approach Delay [s/veh] | 20.40 | | | 12.93 | | | 0.77 | | | 2.71 | | |
| Approach LOS | C | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 7.94 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Alder Avenue & E 8th Street

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 17.0 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.256 |

Intersection Setup

| Name | Alder Avenue | | Alder Avenue | | E 8th Street | |
|------------------------------|--------------|--------|--------------|--------|--------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 15.00 | | 15.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Alder Avenue | | Alder Avenue | | E 8th Street | |
|---|--------------|--------|--------------|--------|--------------|--------|
| Base Volume Input [veh/h] | 40 | 80 | 63 | 31 | 75 | 75 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 2.00 | 2.00 | 0.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 40 | 80 | 63 | 31 | 75 | 75 |
| Peak Hour Factor | 0.6200 | 0.6200 | 0.3700 | 0.3700 | 0.6800 | 0.6800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 16 | 32 | 43 | 21 | 28 | 28 |
| Total Analysis Volume [veh/h] | 65 | 129 | 170 | 84 | 110 | 110 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.12 | 0.00 | 0.26 | 0.12 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.82 | 0.00 | 17.02 | 12.56 |
| Movement LOS | A | A | A | A | C | B |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.31 | 0.31 | 1.74 | 1.74 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 7.81 | 7.81 | 43.43 | 43.43 |
| d_A, Approach Delay [s/veh] | 0.00 | | 5.23 | | 14.79 | |
| Approach LOS | A | | A | | B | |
| d_I, Intersection Delay [s/veh] | 6.86 | | | | | |
| Intersection LOS | C | | | | | |

Intersection Level Of Service Report
Intersection 3: Alder Avenue & E 6th Street

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | All-way stop | Delay (sec / veh): | 9.1 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.351 |

Intersection Setup

| Name | Alder Avenue | | | Alder Avenue | | | E 6th Street | | | E 6th Street | | |
|------------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 15.00 | | | 25.00 | | | 25.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Alder Avenue | | | Alder Avenue | | | E 6th Street | | | E 6th Street | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 2 | 86 | 3 | 10 | 76 | 24 | 24 | 7 | 4 | 3 | 7 | 10 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 14.30 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 2 | 86 | 3 | 10 | 76 | 24 | 24 | 7 | 4 | 3 | 7 | 10 |
| Peak Hour Factor | 0.7500 | 0.7500 | 0.7500 | 0.3700 | 0.3700 | 0.3700 | 0.3400 | 0.3400 | 0.3400 | 0.8800 | 0.8800 | 0.8800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 29 | 1 | 7 | 51 | 16 | 18 | 5 | 3 | 1 | 2 | 3 |
| Total Analysis Volume [veh/h] | 3 | 115 | 4 | 27 | 205 | 65 | 71 | 21 | 12 | 3 | 8 | 11 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

Lanes

| | | | | |
|---------------------------------|------|------|------|------|
| Capacity per Entry Lane [veh/h] | 795 | 847 | 729 | 749 |
| Degree of Utilization, x | 0.15 | 0.35 | 0.14 | 0.03 |

Movement, Approach, & Intersection Results

| | | | | |
|------------------------------------|-------|-------|-------|------|
| 95th-Percentile Queue Length [veh] | 0.54 | 1.58 | 0.50 | 0.09 |
| 95th-Percentile Queue Length [ft] | 13.51 | 39.62 | 12.40 | 2.27 |
| Approach Delay [s/veh] | 8.35 | 9.53 | 8.76 | 7.95 |
| Approach LOS | A | A | A | A |
| Intersection Delay [s/veh] | 9.06 | | | |
| Intersection LOS | A | | | |

Intersection Level Of Service Report
Intersection 4: Alder Avenue & E Main Street

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.5 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.138 |

Intersection Setup

| Name | Alder Avenue | | E Main Street | | E Main Street | |
|------------------------------|--------------|--------|---------------|--------|---------------|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | Alder Avenue | | E Main Street | | E Main Street | |
|---|--------------|--------|---------------|--------|---------------|--------|
| Base Volume Input [veh/h] | 34 | 47 | 36 | 212 | 206 | 27 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 5.30 | 4.20 | 0.00 | 4.50 | 6.70 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 34 | 47 | 36 | 212 | 206 | 27 |
| Peak Hour Factor | 0.4500 | 0.4500 | 0.8300 | 0.8300 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 19 | 26 | 11 | 64 | 52 | 7 |
| Total Analysis Volume [veh/h] | 76 | 104 | 43 | 255 | 206 | 27 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | | |
| Number of Storage Spaces in Median | 1 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.14 | 0.13 | 0.03 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 13.46 | 11.33 | 7.76 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | B | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 1.07 | 1.07 | 0.10 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 26.70 | 26.70 | 2.47 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 12.23 | | 1.12 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 3.57 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 7: E 8th Street & School Exit

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 11.4 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.036 |

Intersection Setup

| Name | School Exit | | E 8th Street | | E 8th Street | |
|------------------------------|-------------|--------|--------------|--------|--------------|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | ← T → | | ↑ | | ↑ | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 15.00 | | 15.00 | | 15.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | Yes | | Yes | |

Volumes

| Name | School Exit | | E 8th Street | | E 8th Street | |
|---|-------------|--------|--------------|--------|--------------|--------|
| Base Volume Input [veh/h] | 14 | 129 | 0 | 144 | 20 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 14 | 129 | 0 | 144 | 20 | 0 |
| Peak Hour Factor | 0.5700 | 0.5700 | 0.7500 | 0.5700 | 0.5700 | 0.7500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 6 | 57 | 0 | 63 | 9 | 0 |
| Total Analysis Volume [veh/h] | 25 | 226 | 0 | 253 | 35 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.04 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 11.35 | 9.70 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | A | | A | A | |
| 95th-Percentile Queue Length [veh/ln] | 1.01 | 1.01 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 25.17 | 25.17 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 9.86 | | 0.00 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 4.59 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 8: E 8th Street & School Entrance

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 7.6 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.125 |

Intersection Setup

| Name | School Entrance | | E 8th Street | | E 8th Street | |
|------------------------------|-----------------|--------|--------------|--------|--------------|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | ↑ | | ↑ | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 15.00 | | 15.00 | | 15.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | Yes | | Yes | |

Volumes

| Name | School Entrance | | E 8th Street | | E 8th Street | |
|---|-----------------|--------|--------------|--------|--------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 110 | 48 | 20 | 12 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 110 | 48 | 20 | 12 |
| Peak Hour Factor | 0.7500 | 0.7500 | 0.5700 | 0.5700 | 0.5700 | 0.5700 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 48 | 21 | 9 | 5 |
| Total Analysis Volume [veh/h] | 0 | 0 | 193 | 84 | 35 | 21 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| Priority Scheme | Stop | Free | Free |
|------------------------------------|------|------|------|
| Flared Lane | | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.56 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.36 | 0.36 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 8.99 | 8.99 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 5.27 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 4.38 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 1: Alder Avenue & Maryland Lane

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 11.7 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.081 |

Intersection Setup

| Name | Alder Avenue | | | Alder Avenue | | | E Maryland Lane | | | E Maryland Lane | | |
|------------------------------|--------------|--------|--------|--------------|--------|--------|-----------------|--------|--------|-----------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 15.00 | | | 15.00 | | | 25.00 | | | 25.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Alder Avenue | | | Alder Avenue | | | E Maryland Lane | | | E Maryland Lane | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------------|--------|--------|-----------------|--------|--------|
| Base Volume Input [veh/h] | 58 | 33 | 23 | 0 | 18 | 7 | 6 | 36 | 29 | 8 | 51 | 1 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 58 | 33 | 23 | 0 | 18 | 7 | 6 | 36 | 29 | 8 | 51 | 1 |
| Peak Hour Factor | 0.5700 | 0.5700 | 0.5700 | 0.6400 | 0.6400 | 0.6400 | 1.0000 | 1.0000 | 1.0000 | 0.6000 | 0.6000 | 0.6000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 25 | 14 | 10 | 0 | 7 | 3 | 2 | 9 | 7 | 3 | 21 | 0 |
| Total Analysis Volume [veh/h] | 102 | 58 | 40 | 0 | 28 | 11 | 6 | 36 | 29 | 13 | 85 | 2 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.14 | 0.08 | 0.04 | 0.00 | 0.04 | 0.01 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 11.65 | 11.72 | 10.18 | 10.86 | 10.40 | 8.94 | 7.37 | 0.00 | 0.00 | 7.34 | 0.00 | 0.00 |
| Movement LOS | B | B | B | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 1.05 | 1.05 | 1.05 | 0.16 | 0.16 | 0.16 | 0.01 | 0.01 | 0.01 | 0.02 | 0.02 | 0.02 |
| 95th-Percentile Queue Length [ft/ln] | 26.22 | 26.22 | 26.22 | 4.04 | 4.04 | 4.04 | 0.27 | 0.27 | 0.27 | 0.55 | 0.55 | 0.55 |
| d_A, Approach Delay [s/veh] | 11.38 | | | 9.98 | | | 0.62 | | | 0.95 | | |
| Approach LOS | B | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 6.84 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Alder Avenue & E 8th Street

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 9.9 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.050 |

Intersection Setup

| Name | Alder Avenue | | Alder Avenue | | E 8th Street | |
|------------------------------|--------------|--------|--------------|--------|--------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↬ | | ↵ | | ↵ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 15.00 | | 15.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Alder Avenue | | Alder Avenue | | E 8th Street | |
|---|--------------|--------|--------------|--------|--------------|--------|
| Base Volume Input [veh/h] | 55 | 31 | 27 | 18 | 38 | 37 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 2.00 | 2.00 | 0.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 55 | 31 | 27 | 18 | 38 | 37 |
| Peak Hour Factor | 0.7800 | 0.7800 | 0.8900 | 0.8900 | 0.9600 | 0.9600 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 18 | 10 | 8 | 5 | 10 | 10 |
| Total Analysis Volume [veh/h] | 71 | 40 | 30 | 20 | 40 | 39 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.02 | 0.00 | 0.05 | 0.04 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.47 | 0.00 | 9.89 | 9.13 |
| Movement LOS | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.05 | 0.05 | 0.30 | 0.30 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 1.27 | 1.27 | 7.41 | 7.41 |
| d_A, Approach Delay [s/veh] | 0.00 | | 4.48 | | 9.52 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 4.07 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 3: Alder Avenue & E 6th Street

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | All-way stop | Delay (sec / veh): | 7.5 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.110 |

Intersection Setup

| Name | Alder Avenue | | | Alder Avenue | | | E 6th Street | | | E 6th Street | | |
|------------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 15.00 | | | 25.00 | | | 25.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Alder Avenue | | | Alder Avenue | | | E 6th Street | | | E 6th Street | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 8 | 71 | 8 | 5 | 32 | 17 | 12 | 13 | 3 | 6 | 7 | 6 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 25.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 8 | 71 | 8 | 5 | 32 | 17 | 12 | 13 | 3 | 6 | 7 | 6 |
| Peak Hour Factor | 0.9100 | 0.9100 | 0.9100 | 0.6800 | 0.6800 | 0.6800 | 0.6900 | 0.6900 | 0.6900 | 0.5000 | 0.5000 | 0.5000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 20 | 2 | 2 | 12 | 6 | 4 | 5 | 1 | 3 | 4 | 3 |
| Total Analysis Volume [veh/h] | 9 | 78 | 9 | 7 | 47 | 25 | 17 | 19 | 4 | 12 | 14 | 12 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

Lanes

| | | | | |
|---------------------------------|------|------|------|------|
| Capacity per Entry Lane [veh/h] | 875 | 901 | 830 | 833 |
| Degree of Utilization, x | 0.11 | 0.09 | 0.05 | 0.05 |

Movement, Approach, & Intersection Results

| | | | | |
|------------------------------------|------|------|------|------|
| 95th-Percentile Queue Length [veh] | 0.37 | 0.29 | 0.15 | 0.14 |
| 95th-Percentile Queue Length [ft] | 9.21 | 7.19 | 3.79 | 3.58 |
| Approach Delay [s/veh] | 7.62 | 7.38 | 7.56 | 7.53 |
| Approach LOS | A | A | A | A |
| Intersection Delay [s/veh] | 7.52 | | | |
| Intersection LOS | A | | | |

Intersection Level Of Service Report
Intersection 4: Alder Avenue & E Main Street

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.6 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.038 |

Intersection Setup

| Name | Alder Avenue | | E Main Street | | E Main Street | |
|------------------------------|--------------|--------|---------------|--------|---------------|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | Alder Avenue | | E Main Street | | E Main Street | |
|---|--------------|--------|---------------|--------|---------------|--------|
| Base Volume Input [veh/h] | 17 | 23 | 39 | 283 | 355 | 37 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.70 | 0.60 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 17 | 23 | 39 | 283 | 355 | 37 |
| Peak Hour Factor | 1.0000 | 1.0000 | 0.8100 | 0.8100 | 0.9400 | 0.9400 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 4 | 6 | 12 | 87 | 94 | 10 |
| Total Analysis Volume [veh/h] | 17 | 23 | 48 | 349 | 378 | 39 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | | |
| Number of Storage Spaces in Median | 1 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.04 | 0.04 | 0.04 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 13.63 | 11.01 | 8.26 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | B | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.24 | 0.24 | 0.13 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 5.91 | 5.91 | 3.26 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 12.12 | | 1.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 1.03 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 7: E 8th Street & School Exit

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 9.4 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.008 |

Intersection Setup

| Name | School Exit | | E 8th Street | | E 8th Street | |
|------------------------------|-------------|--------|--------------|--------|--------------|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 15.00 | | 15.00 | | 15.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | Yes | | Yes | |

Volumes

| Name | School Exit | | E 8th Street | | E 8th Street | |
|---|-------------|--------|--------------|--------|--------------|--------|
| Base Volume Input [veh/h] | 5 | 46 | 0 | 58 | 29 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 5 | 46 | 0 | 58 | 29 | 0 |
| Peak Hour Factor | 0.7200 | 0.7200 | 0.9200 | 0.7200 | 0.7200 | 0.9200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 16 | 0 | 20 | 10 | 0 |
| Total Analysis Volume [veh/h] | 7 | 64 | 0 | 81 | 40 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 |



Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 9.38 | 8.76 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | A | A | | A | A | |
| 95th-Percentile Queue Length [veh/ln] | 0.23 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 5.64 | 5.64 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 8.82 | | 0.00 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 3.26 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 8: E 8th Street & School Entrance

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 7.4 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.035 |

Intersection Setup

| Name | School Entrance | | E 8th Street | | E 8th Street | |
|------------------------------|-----------------|--------|---|--------|---|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | |  | |  | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 15.00 | | 15.00 | | 15.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | Yes | | Yes | |

Volumes

| Name | School Entrance | | E 8th Street | | E 8th Street | |
|---|-----------------|--------|--------------|--------|--------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 39 | 24 | 29 | 4 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 39 | 24 | 29 | 4 |
| Peak Hour Factor | 0.9200 | 0.9200 | 0.7200 | 0.7200 | 0.7200 | 0.7200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 14 | 8 | 10 | 1 |
| Total Analysis Volume [veh/h] | 0 | 0 | 54 | 33 | 40 | 6 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| Priority Scheme | Stop | Free | Free |
|------------------------------------|------|------|------|
| Flared Lane | | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|---------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.37 | 0.00 | 0.00 | 0.00 |
| Movement LOS | | | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.09 | 0.09 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 2.32 | 2.32 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 4.57 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 2.99 | | | | | |
| Intersection LOS | A | | | | | |

**AUXILIARY TURN LANE &
TRAFFIC SIGNAL WARRANT WORKSHEETS**

APPENDIX D

| TURN LANE WARRANTS | | East Maryland Lane & Alder Avenue | | | East 8th Street & Alder Avenue | | | East Main Street & Alder Avenue | | | East 8th Street & Site Entrance | | |
|--------------------|--------------------|-----------------------------------|--------|----|--------------------------------|--------|----|---------------------------------|--------|----|---------------------------------|--------|----|
| | | AM | School | PM | AM | School | PM | AM | School | PM | AM | School | PM |
| 2023 | NB Right-Turn Lane | | | | NO | NO | NO | | | | | | |
| | NB Left-Turn Lane | | | | | | | | | | | | |
| | SB Right-Turn Lane | | | | | | | | | | | | |
| | SB Left-Turn Lane | | | | NO | NO | NO | | | | | | |
| | EB Right-Turn Lane | NO | NO | NO | | | | | | | | | |
| | EB Left-Turn Lane | NO | NO | NO | | | | | | | | | |
| | WB Right-Turn Lane | NO | NO | NO | | | | NO | NO | NO | | | |
| WB Left-Turn Lane | NO | NO | NO | | | | | | | | | | |
| 2025 | NB Right-Turn Lane | | | | YES | NO | NO | | | | | | |
| | NB Left-Turn Lane | | | | | | | | | | | | |
| | SB Right-Turn Lane | | | | | | | | | | | | |
| | SB Left-Turn Lane | | | | NO | NO | NO | | | | | | |
| | EB Right-Turn Lane | NO | NO | NO | | | | | | | | | |
| | EB Left-Turn Lane | NO | NO | NO | | | | | | | NO | NO | NO |
| | WB Right-Turn Lane | NO | NO | NO | | | | NO | NO | NO | NO | NO | NO |
| WB Left-Turn Lane | NO | NO | NO | | | | | | | | | | |

Existing Traffic Volumes (2023) - Right-Turn Lanes at Unsignalized Intersections on 2-Lane Highways

| Approach | Time | Total DHV (veh/hr) | Right-Turn Volume During DHV (veh/hr, one direction) | Required Right-Turn Volume for Warranted Lane | Warranted Right- Turn Lane? (Y/N) |
|---------------------|----------------|-----------------------|--|---|---|
| Alder & Maryland EB | AM weekday | 105 | 38 | 106 | N |
| | School weekday | 111 | 20 | 105 | N |
| | PM weekday | 59 | 19 | 112 | N |
| Alder & Maryland WB | AM weekday | 98 | 3 | 107 | N |
| | School weekday | 34 | 1 | 115 | N |
| | PM weekday | 53 | 1 | 113 | N |
| 8th & Alder NB | AM weekday | 44 | 14 | 114 | N |
| | School weekday | 62 | 24 | 112 | N |
| | PM weekday | 62 | 10 | 112 | N |
| Main & Alder WB | AM weekday | 235 | 19 | 89 | N |
| | School weekday | 208 | 14 | 92 | N |
| | PM weekday | 366 | 31 | 71 | N |

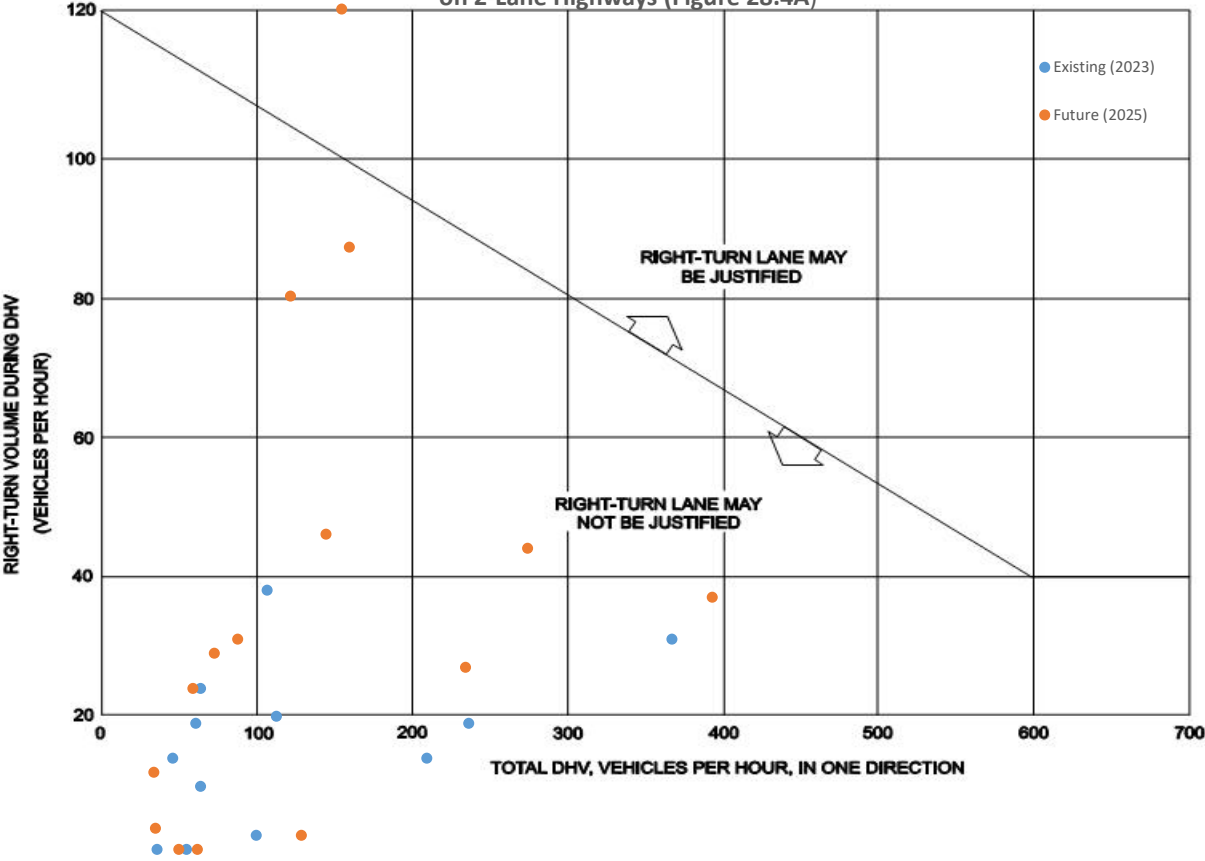
| Speed Limit at | |
|----------------|------------|
| Approach | Adjustment |
| 25 | 0 |
| 25 | 0 |
| 25 | 0 |
| 25 | 0 |
| 25 | 0 |
| 25 | 0 |
| 25 | 0 |
| 25 | 0 |
| 25 | 0 |
| 35 | 0 |
| 35 | 0 |
| 35 | 0 |

Future Traffic Volumes (2025) - Right-Turn Lanes at Unsignalized Intersections on 2-Lane Highways:

| Approach | Time | Total DHV (veh/hr) | Right-Turn Volume During DHV (veh/hr, one direction) | Required Right-Turn Volume for Warranted Lane | Warranted Right- Turn Lane? (Y/N) |
|---------------------|----------------|-----------------------|--|---|---|
| Alder & Maryland EB | AM weekday | 158 | 87 | 119 | N |
| | School weekday | 143 | 46 | 121 | N |
| | PM weekday | 71 | 29 | 111 | N |
| Alder & Maryland WB | AM weekday | 127 | 3 | 103 | N |
| | School weekday | 48 | 1 | 114 | N |
| | PM weekday | 60 | 1 | 112 | N |
| 8th & Alder NB | AM weekday | 153 | 121 | 120 | Y |
| | School weekday | 120 | 80 | 124 | N |
| | PM weekday | 86 | 31 | 109 | N |
| Main & Alder WB | AM weekday | 273 | 44 | 104 | N |
| | School weekday | 233 | 27 | 89 | N |
| | PM weekday | 392 | 37 | 68 | N |
| 8th & Site WB | AM weekday | 57 | 24 | 112 | N |
| | School weekday | 32 | 12 | 116 | N |
| | PM weekday | 33 | 4 | 116 | N |

| Speed Limit at Approach | Adjustment |
|----------------------------|------------|
| 25 | 20 |
| 25 | 20 |
| 25 | 0 |
| 25 | 0 |
| 25 | 0 |
| 25 | 0 |
| 25 | 20 |
| 25 | 20 |
| 25 | 0 |
| 35 | 20 |
| 35 | 0 |
| 35 | 0 |
| 25 | 0 |
| 25 | 0 |
| 25 | 0 |

Guidelines for Right-Turn Lanes at Unsignalized Intersections on 2-Lane Highways (Figure 28.4A)



Existing Traffic Volumes (2023) - Left-Turn Lanes at Unsignalized Intersections on 2-Lane Highways

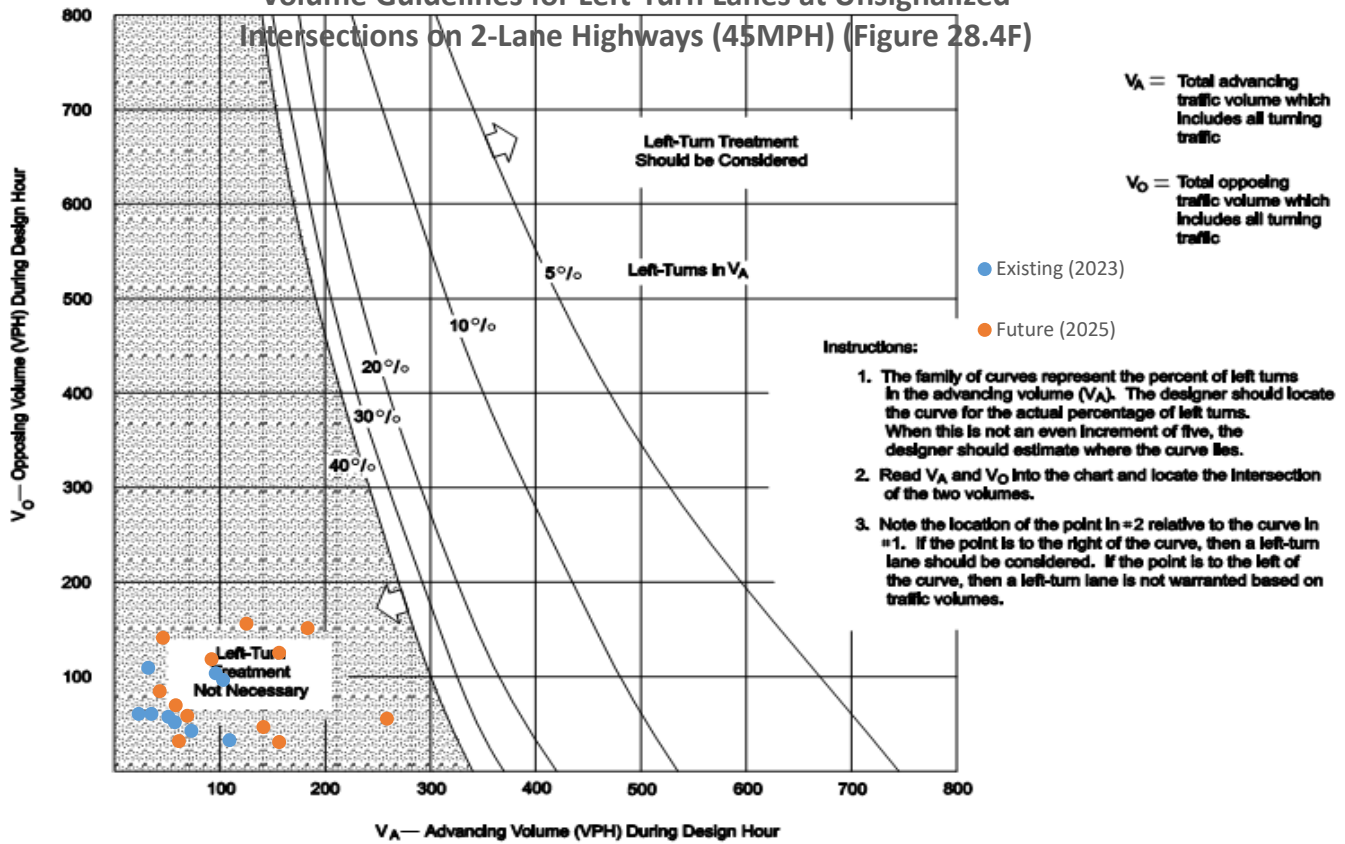
| Approach | Time | Va = Total advancing traffic volume | Val = Total left-turn volume in advancing traffic | Percent left-turns in Va | Vo = Total opposing traffic volume | Warranted Left-Turn Lane? (Y/N) | Speed Limit at Approach |
|---------------------|----------------|-------------------------------------|---|--------------------------|------------------------------------|---------------------------------|-------------------------|
| Alder & Maryland EB | AM weekday | 105 | 8 | 7.6% | 98 | N | 25 |
| | School weekday | 111 | 14 | 12.6% | 34 | N | 25 |
| | PM weekday | 59 | 6 | 10.2% | 53 | N | 25 |
| Alder & Maryland WB | AM weekday | 98 | 12 | 12.2% | 105 | N | 25 |
| | School weekday | 34 | 4 | 11.8% | 111 | N | 25 |
| | PM weekday | 53 | 4 | 7.5% | 59 | N | 25 |
| 8th & Alder SB | AM weekday | 75 | 13 | 17.3% | 44 | N | 25 |
| | School weekday | 37 | 8 | 21.6% | 62 | N | 25 |
| | PM weekday | 25 | 8 | 32.0% | 62 | N | 25 |

Future Traffic Volumes (2025) - Left-Turn Lanes at Unsignalized Intersections on 2-Lane Highways

| Approach | Time | Va = Total advancing traffic volume | Val = Total left-turn volume in advancing traffic | Percent left-turns in Va | Vo = Total opposing traffic volume | Warranted Left-Turn Lane? (Y/N) |
|---------------------|----------------|-------------------------------------|---|--------------------------|------------------------------------|---------------------------------|
| Alder & Maryland EB | AM weekday | 158 | 8 | 5.1% | 127 | N |
| | School weekday | 143 | 15 | 10.5% | 48 | N |
| | PM weekday | 71 | 6 | 8.5% | 60 | N |
| Alder & Maryland WB | AM weekday | 127 | 36 | 28.3% | 158 | N |
| | School weekday | 48 | 16 | 33.3% | 143 | N |
| | PM weekday | 60 | 8 | 13.3% | 71 | N |
| 8th & Alder SB | AM weekday | 185 | 119 | 64.3% | 153 | N |
| | School weekday | 94 | 63 | 67.0% | 120 | N |
| | PM weekday | 45 | 27 | 60.0% | 86 | N |
| 8th & Site EB | AM weekday | 260 | 211 | 81.2% | 57 | N |
| | School weekday | 158 | 110 | 69.6% | 32 | N |
| | PM weekday | 63 | 39 | 61.9% | 33 | N |

Speed Limit at Approach
 25
 25
 25
 25
 25
 25
 25
 25
 25
 25
 25

Volume Guidelines for Left-Turn Lanes at Unsignalized Intersections on 2-Lane Highways (45MPH) (Figure 28.4F)



| TRAFFIC SIGNAL WARRANTS | East Main Street & Alder Avenue | |
|---------------------------------------|---------------------------------|------------------|
| | Existing Conditions (2023) | Future (2025) |
| 1. Eight-Hour Vehicular Volume | x | x |
| 2. Four-Hour Vehicular Volume | x | x |
| 3. Peak Hour | x | x |
| 4. Pedestrian Volume | -- | -- |
| 5. School Crossing | -- | -- |
| 6. Coordinated Signal System | x | x |
| 7. Crash History | x | x |
| 8. Roadway Network | x | x |
| 9. Intersection Near a Grade Crossing | -- | -- |
| Signals Warranted | Yes | |
| | No | x |

Warrant 1: Eight-Hour Vehicular Volume

General Information

Agency/Company: Sanderson Stewart
 Date: 9/20/2023
 Project Number: 23103
 Project Description: Laurel - New 3rd-5th Elementary School
 Jurisdiction: City of Laurel/MDT
 Major Street Speed Limit: 35 mph
 Major Street (Approach Lanes): East Main St (1 lane)
 Minor Street (Approach Lanes): Alder Ave (1 lane)
 Analysis Year/Case: Existing (2023)

| Hour Begin | Avg. Entering Volume | | | | Major Street Total (Both Approaches) | Higher Volume Minor Approach |
|--------------|----------------------|------------|-------------|-------------|--------------------------------------|------------------------------|
| | NB | SB | EB | WB | | |
| 0:00 | 0 | 2 | 7 | 12 | 19 | 2 |
| 1:00 | 0 | 0 | 8 | 10 | 18 | 0 |
| 2:00 | 0 | 0 | 7 | 6 | 13 | 0 |
| 3:00 | 0 | 3 | 4 | 16 | 20 | 3 |
| 4:00 | 0 | 7 | 19 | 24 | 43 | 7 |
| 5:00 | 0 | 19 | 28 | 66 | 94 | 19 |
| 6:00 | 0 | 25 | 97 | 103 | 200 | 25 |
| 7:00 | 0 | 55 | 187 | 210 | 397 | 55 |
| 8:00 | 0 | 42 | 192 | 188 | 380 | 42 |
| 9:00 | 0 | 22 | 151 | 167 | 318 | 22 |
| 10:00 | 0 | 33 | 159 | 143 | 302 | 33 |
| 11:00 | 0 | 31 | 172 | 174 | 346 | 31 |
| 12:00 | 0 | 22 | 180 | 196 | 376 | 22 |
| 13:00 | 0 | 27 | 167 | 206 | 373 | 27 |
| 14:00 | 0 | 46 | 199 | 238 | 437 | 46 |
| 15:00 | 0 | 32 | 194 | 241 | 435 | 32 |
| 16:00 | 0 | 28 | 242 | 297 | 539 | 28 |
| 17:00 | 0 | 30 | 296 | 367 | 663 | 30 |
| 18:00 | 0 | 33 | 162 | 243 | 405 | 33 |
| 19:00 | 0 | 21 | 161 | 155 | 316 | 21 |
| 20:00 | 0 | 7 | 114 | 106 | 220 | 7 |
| 21:00 | 0 | 6 | 68 | 76 | 144 | 6 |
| 22:00 | 0 | 4 | 36 | 39 | 75 | 4 |
| 23:00 | 0 | 2 | 18 | 20 | 38 | 2 |
| TOTAL | 0 | 497 | 2868 | 3303 | 6171 | 497 |

| | | |
|--|-----------|------------|
| Condition A - Minimum Vehicular Volume (70% Columns): | | Hrs |
| Major Street Total >350 and Higher Minor Street Total > 105 for 8 hours? | No | 0 |
| Condition B - Interruption of Continuous Traffic (70% Columns): | | |
| Major Street Total > 525 and Higher Minor Street Total > 53 for 8 hours? | No | 0 |
| Combination of Conditions A & B (56% Columns): | | |
| Major Street Total > 280 and Higher Minor Street Total > 84 for 8 hours? | No | 0 |
| Major Street Total > 420 and Higher Minor Street Total > 42 for 8 hours? | No | 1 |
| Warrant 1 Satisfied? | No | |

Warrant 1: Eight-Hour Vehicular Volume

General Information

Agency/Company: Sanderson Stewart
 Date: 9/20/2023
 Project Number: 23103
 Project Description: Laurel - New 3rd-5th Elementary School
 Jurisdiction: City of Laurel/MDT
 Major Street Speed Limit: 35 mph
 Major Street (Approach Lanes): East Main St (1 lane)
 Minor Street (Approach Lanes): Alder Ave (1 lane)
 Analysis Year/Case: Future (2025)

| Hour Begin | Avg. Entering Volume | | | | Major Street Total (Both Approaches) | Higher Volume Minor Approach |
|--------------|----------------------|------------|-------------|-------------|--------------------------------------|------------------------------|
| | NB | SB | EB | WB | | |
| 0:00 | 0 | 3 | 8 | 13 | 21 | 3 |
| 1:00 | 0 | 0 | 9 | 11 | 20 | 0 |
| 2:00 | 0 | 0 | 8 | 7 | 15 | 0 |
| 3:00 | 0 | 5 | 5 | 18 | 23 | 5 |
| 4:00 | 0 | 12 | 22 | 27 | 49 | 12 |
| 5:00 | 0 | 33 | 32 | 73 | 105 | 33 |
| 6:00 | 0 | 44 | 111 | 114 | 225 | 44 |
| 7:00 | 0 | 96 | 214 | 233 | 447 | 96 |
| 8:00 | 0 | 73 | 220 | 209 | 429 | 73 |
| 9:00 | 0 | 38 | 173 | 185 | 358 | 38 |
| 10:00 | 0 | 58 | 182 | 159 | 341 | 58 |
| 11:00 | 0 | 54 | 197 | 193 | 390 | 54 |
| 12:00 | 0 | 38 | 206 | 218 | 424 | 38 |
| 13:00 | 0 | 47 | 191 | 229 | 420 | 47 |
| 14:00 | 0 | 80 | 228 | 264 | 492 | 80 |
| 15:00 | 0 | 56 | 222 | 268 | 490 | 56 |
| 16:00 | 0 | 49 | 277 | 330 | 607 | 49 |
| 17:00 | 0 | 52 | 339 | 407 | 746 | 52 |
| 18:00 | 0 | 58 | 185 | 270 | 455 | 58 |
| 19:00 | 0 | 37 | 184 | 172 | 356 | 37 |
| 20:00 | 0 | 12 | 130 | 118 | 248 | 12 |
| 21:00 | 0 | 10 | 78 | 84 | 162 | 10 |
| 22:00 | 0 | 7 | 41 | 43 | 84 | 7 |
| 23:00 | 0 | 3 | 21 | 22 | 43 | 3 |
| TOTAL | 0 | 865 | 3283 | 3667 | 6950 | 865 |

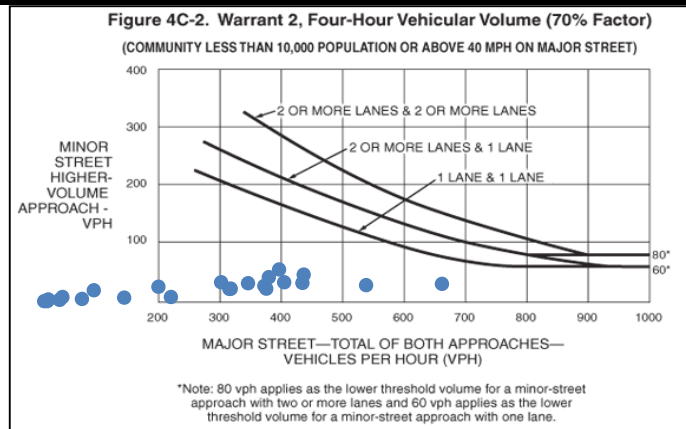
| | | |
|--|-----------|------------|
| Condition A - Minimum Vehicular Volume (70% Columns): | | Hrs |
| Major Street Total >350 and Higher Minor Street Total > 105 for 8 hours? | No | 0 |
| Condition B - Interruption of Continuous Traffic (70% Columns): | | |
| Major Street Total > 525 and Higher Minor Street Total > 53 for 8 hours? | No | 0 |
| Combination of Conditions A & B (56% Columns): | | |
| Major Street Total > 280 and Higher Minor Street Total > 84 for 8 hours? | No | 1 |
| Major Street Total > 420 and Higher Minor Street Total > 42 for 8 hours? | No | 7 |
| Warrant 1 Satisfied? | No | |

Warrant 2: Four-Hour Vehicular Volume

General Information

Agency/Company: Sanderson Stewart
 Date: 9/20/2023
 Project Number: 23103
 Project Description: Laurel - New 3rd-5th Elementary School
 Jurisdiction: City of Laurel/MDT
 Major Street Speed Limit: 35 mph
 Major Street (Approach Lanes): East Main St (1 lane)
 Minor Street (Approach Lanes): Alder Ave (1 lane)
 Analysis Year/Case: Existing (2023)

| Hour Begin | Avg. Entering Volume | | | | Major Street Total (Both Approaches) | Higher Volume Minor Approach |
|--------------|----------------------|------------|-------------|-------------|--------------------------------------|------------------------------|
| | NB | SB | EB | WB | | |
| 0:00 | 0 | 2 | 7 | 12 | 19 | 2 |
| 1:00 | 0 | 0 | 8 | 10 | 18 | 0 |
| 2:00 | 0 | 0 | 7 | 6 | 13 | 0 |
| 3:00 | 0 | 3 | 4 | 16 | 20 | 3 |
| 4:00 | 0 | 7 | 19 | 24 | 43 | 7 |
| 5:00 | 0 | 19 | 28 | 66 | 94 | 19 |
| 6:00 | 0 | 25 | 97 | 103 | 200 | 25 |
| 7:00 | 0 | 55 | 187 | 210 | 397 | 55 |
| 8:00 | 0 | 42 | 192 | 188 | 380 | 42 |
| 9:00 | 0 | 22 | 151 | 167 | 318 | 22 |
| 10:00 | 0 | 33 | 159 | 143 | 302 | 33 |
| 11:00 | 0 | 31 | 172 | 174 | 346 | 31 |
| 12:00 | 0 | 22 | 180 | 196 | 376 | 22 |
| 13:00 | 0 | 27 | 167 | 206 | 373 | 27 |
| 14:00 | 0 | 46 | 199 | 238 | 437 | 46 |
| 15:00 | 0 | 32 | 194 | 241 | 435 | 32 |
| 16:00 | 0 | 28 | 242 | 297 | 539 | 28 |
| 17:00 | 0 | 30 | 296 | 367 | 663 | 30 |
| 18:00 | 0 | 33 | 162 | 243 | 405 | 33 |
| 19:00 | 0 | 21 | 161 | 155 | 316 | 21 |
| 20:00 | 0 | 7 | 114 | 106 | 220 | 7 |
| 21:00 | 0 | 6 | 68 | 76 | 144 | 6 |
| 22:00 | 0 | 4 | 36 | 39 | 75 | 4 |
| 23:00 | 0 | 2 | 18 | 20 | 38 | 2 |
| TOTAL | 0 | 497 | 2868 | 3303 | 6171 | 497 |



Meets warrant criteria on graph for minimum of 4 hours (100% thresholds)?
Warrant 2 Satisfied?

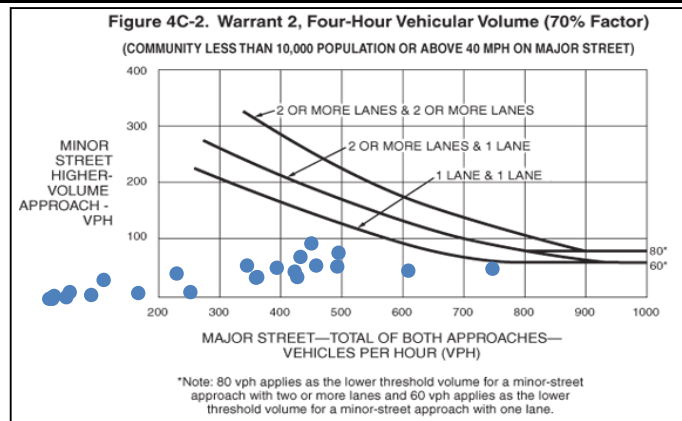
No (0 hrs)
No

Warrant 2: Four-Hour Vehicular Volume

General Information

Agency/Company: Sanderson Stewart
 Date: 9/20/2023
 Project Number: 23103
 Project Description: Laurel - New 3rd-5th Elementary School
 Jurisdiction: City of Laurel/MDT
 Major Street Speed Limit: 35 mph
 Major Street (Approach Lanes): East Main St (1 lane)
 Minor Street (Approach Lanes): Alder Ave (1 lane)
 Analysis Year/Case: Future (2025)

| Hour Begin | Avg. Entering Volume | | | | Major Street Total (Both Approaches) | Higher Volume Minor Approach |
|--------------|----------------------|------------|-------------|-------------|--------------------------------------|------------------------------|
| | NB | SB | EB | WB | | |
| 0:00 | 0 | 3 | 8 | 13 | 21 | 3 |
| 1:00 | 0 | 0 | 9 | 11 | 20 | 0 |
| 2:00 | 0 | 0 | 8 | 7 | 15 | 0 |
| 3:00 | 0 | 5 | 5 | 18 | 23 | 5 |
| 4:00 | 0 | 12 | 22 | 27 | 49 | 12 |
| 5:00 | 0 | 33 | 32 | 73 | 105 | 33 |
| 6:00 | 0 | 44 | 111 | 114 | 225 | 44 |
| 7:00 | 0 | 96 | 214 | 233 | 447 | 96 |
| 8:00 | 0 | 73 | 220 | 209 | 429 | 73 |
| 9:00 | 0 | 38 | 173 | 185 | 358 | 38 |
| 10:00 | 0 | 58 | 182 | 159 | 341 | 58 |
| 11:00 | 0 | 54 | 197 | 193 | 390 | 54 |
| 12:00 | 0 | 38 | 206 | 218 | 424 | 38 |
| 13:00 | 0 | 47 | 191 | 229 | 420 | 47 |
| 14:00 | 0 | 80 | 228 | 264 | 492 | 80 |
| 15:00 | 0 | 56 | 222 | 268 | 490 | 56 |
| 16:00 | 0 | 49 | 277 | 330 | 607 | 49 |
| 17:00 | 0 | 52 | 339 | 407 | 746 | 52 |
| 18:00 | 0 | 58 | 185 | 270 | 455 | 58 |
| 19:00 | 0 | 37 | 184 | 172 | 356 | 37 |
| 20:00 | 0 | 12 | 130 | 118 | 248 | 12 |
| 21:00 | 0 | 10 | 78 | 84 | 162 | 10 |
| 22:00 | 0 | 7 | 41 | 43 | 84 | 7 |
| 23:00 | 0 | 3 | 21 | 22 | 43 | 3 |
| TOTAL | 0 | 865 | 3283 | 3667 | 6950 | 865 |



Meets warrant criteria on graph for minimum of 4 hours (100% thresholds)?
Warrant 2 Satisfied?

No (0 hrs)
No

Warrant 3: Peak Hour

General Information

Agency/Company: Sanderson Stewart
 Date: 9/20/2023
 Project Number: 23103
 Project Description: Laurel - New 3rd-5th Elementary School
 Jurisdiction: City of Laurel/MDT
 Major Street Speed Limit: 35 mph
 Major Street (Approach Lanes): East Main St (1 lane)
 Minor Street (Approach Lanes): Alder Ave (1 lane)
 Analysis Year/Case: Existing (2023)

AM Peak Hour 7:30 - 8:30 AM

| | |
|---|------|
| High Minor Total Stopped Time Delay (hrs) | 0.19 |
| Total Volume of Major Approaches (vehs) | 457 |
| High Minor Approach Volume (vehs) | 64 |
| Total Entering Volume (vehs) | 521 |

PM Peak Hour 5:00 - 6:00 PM

| | |
|---|------|
| High Minor Total Stopped Time Delay (hrs) | 0.10 |
| Total Volume of Major Approaches (vehs) | 663 |
| High Minor Approach Volume (vehs) | 30 |
| Total Entering Volume (vehs) | 693 |

Category A: Peak Period: PM

Total stopped time delay for minor approach > 4 veh-hrs? No (0.10)

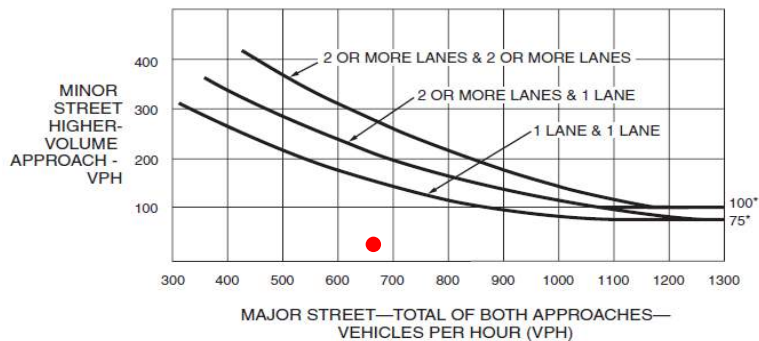
High minor approach volume > 100 for peak hour? No (30)

Total entering volume > 650 for peak hour? Yes (693)

Category A warrant satisfied? No

Category B:

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Meets warrant criteria on graph for minimum of one hour (70% thresholds)? No

Warrant 3 Satisfied? No

Warrant 3: Peak Hour

General Information

Agency/Company: Sanderson Stewart
 Date: 9/20/2023
 Project Number: 23103
 Project Description: Laurel - New 3rd-5th Elementary School
 Jurisdiction: City of Laurel/MDT
 Major Street Speed Limit: 35 mph
 Major Street (Approach Lanes): East Main St (1 lane)
 Minor Street (Approach Lanes): Alder Ave (1 lane)
 Analysis Year/Case: Future (2025)

AM Peak Hour 7:30 - 8:30 AM

| | |
|--|-------------|
| High Minor Total Stopped Time Delay (hrs) | 0.40 |
| Total Volume of Major Approaches (vehs) | 544 |
| High Minor Approach Volume (vehs) | 118 |
| Total Entering Volume (vehs) | 662 |

PM Peak Hour 5:00 - 6:00 PM

| | |
|--|-------------|
| High Minor Total Stopped Time Delay (hrs) | 0.13 |
| Total Volume of Major Approaches (vehs) | 714 |
| High Minor Approach Volume (vehs) | 40 |
| Total Entering Volume (vehs) | 754 |

Category A: Peak Period: AM

Total stopped time delay for minor approach > 4 veh-hrs? No (0.40)

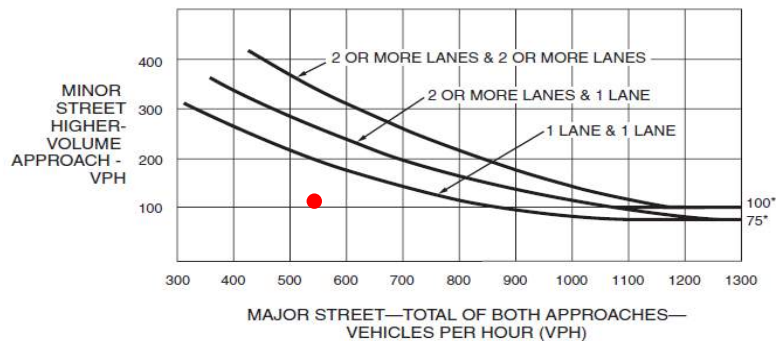
High minor approach volume > 100 for peak hour? Yes (118)

Total entering volume > 650 for peak hour? Yes (662)

Category A warrant satisfied? No

Category B:

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Meets warrant criteria on graph for minimum of one hour (70% thresholds)? No

Warrant 3 Satisfied? No

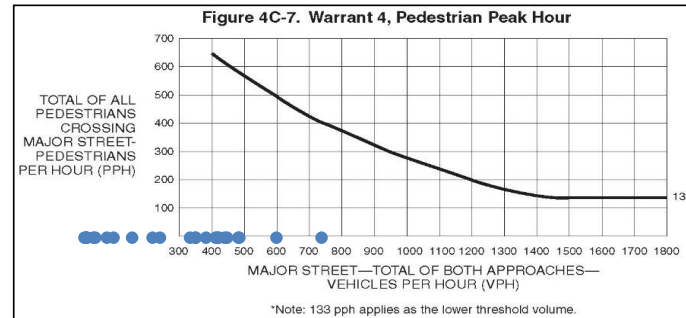
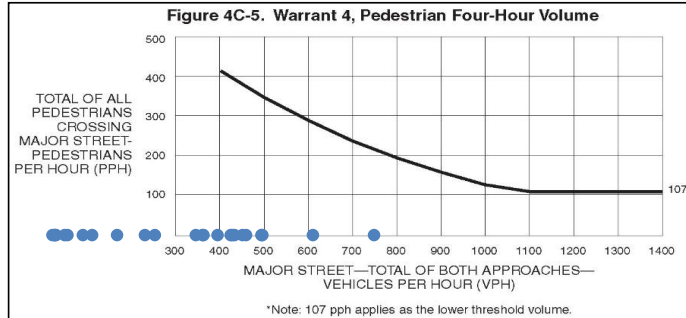
Warrant 4: Pedestrian Volume

General Information

Agency/Company: Sanderson Stewart
 Date: 9/20/2023
 Project Number: 23103
 Project Description: Laurel - New 3rd-5th Elementary School
 Jurisdiction: City of Laurel/MDT
 Major Street Speed Limit: 35 mph
 Major Street (Approach Lanes): East Main St (1 lane)
 Minor Street (Approach Lanes): Alder Ave (1 lane)
 Analysis Year/Case: Future (2025)

This warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

| Hour Begin | Major Street Total Traffic | Pedestrian Volume Crossing Major Street |
|--------------|----------------------------|---|
| 0:00 | 21 | 0 |
| 1:00 | 20 | 0 |
| 2:00 | 15 | 0 |
| 3:00 | 23 | 0 |
| 4:00 | 49 | 0 |
| 5:00 | 105 | 0 |
| 6:00 | 225 | 0 |
| 7:00 | 447 | 0 |
| 8:00 | 429 | 0 |
| 9:00 | 358 | 0 |
| 10:00 | 341 | 0 |
| 11:00 | 390 | 0 |
| 12:00 | 424 | 0 |
| 13:00 | 420 | 0 |
| 14:00 | 492 | 0 |
| 15:00 | 490 | 0 |
| 16:00 | 607 | 0 |
| 17:00 | 746 | 0 |
| 18:00 | 455 | 0 |
| 19:00 | 356 | 0 |
| 20:00 | 248 | 0 |
| 21:00 | 162 | 0 |
| 22:00 | 84 | 0 |
| 23:00 | 43 | 0 |
| TOTAL | 6,950 | 0 |



For each of any 4 hours of an average day, do the plotted points representing representing the vehicles per hour on the major street and the corresponding pedestrians per hour crossing the major street fall above the curve in Figure 4C-5? N/A

For 1 hour of an average day, does the plotted point representing vehicles per hour on the major street and the corresponding pedestrians per hour crossing the major street fall above the curve in Figure 4C-7? N/A

Warrant 4 Satisfied?

N/A

General Information

| | |
|--------------------------------|--|
| Agency/Company: | Sanderson Stewart |
| Date: | 9/20/2023 |
| Project Number: | 23103 |
| Project Description: | Laurel - New 3rd-5th Elementary School |
| Jurisdiction: | City of Laurel/MDT |
| Major Street Speed Limit: | 35 mph |
| Major Street (Approach Lanes): | East Main St (1 lane) |
| Minor Street (Approach Lanes): | Alder Ave (1 lane) |
| Analysis Year/Case: | Existing (2023) |

Warrant 5: School Crossing

This warrant is intended for application where the fact that school children (elementary through high school students) cross the major street is the principle reason to consider installing a traffic signal. This warrant shall not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 300 feet, unless it can be shown that the proposed traffic signal would not restrict the progressive movement of traffic.

Is the number of adequate gaps in the major crossing traffic stream during the primary crossing period less than the number of minutes in that crossing period? **N/A**

Do 20 or more students cross at this location during the highest crossing hour? **No**

Warrant 5 Satisfied? N/A

Warrant 6: Coordinated Signal System

This warrant is intended for application where installation of a traffic signal would help to provide proper platooning of vehicles and therefore provide progressive movement in a coordinated signal system.

Are any adjacent traffic signals located so far away that they do not provide a necessary degree of platooning and/or progressive operation? **No**

Warrant 6 Satisfied? No

Warrant 7: Crash Experience

This warrant is intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal

Have adequate trials of alternatives failed to reduce the crash frequency? **N/A**

Have 5 or more crashes, of types susceptible to correction by a signal, occurred within a 12-month period? **No**

Is Condition A criterion met for 56% columns of Warrant 1 met? **No**

Is Condition B criterion met for 56% columns of Warrant 1 met? **No**

Are observed pedestrian volumes equal to or greater than 80% of what is required for Warrant 4? **No**

Warrant 7 Satisfied? No

General Information

| | |
|--------------------------------|--|
| Agency/Company: | Sanderson Stewart |
| Date: | 9/20/2023 |
| Project Number: | 23103 |
| Project Description: | Laurel - New 3rd-5th Elementary School |
| Jurisdiction: | City of Laurel/MDT |
| Major Street Speed Limit: | 35 mph |
| Major Street (Approach Lanes): | East Main St (1 lane) |
| Minor Street (Approach Lanes): | Alder Ave (1 lane) |
| Analysis Year/Case: | Future (2025) |

Warrant 5: School Crossing

This warrant is intended for application where the fact that school children (elementary through high school students) cross the major street is the principle reason to consider installing a traffic signal. This warrant shall not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 300 feet, unless it can be shown that the proposed traffic signal would not restrict the progressive movement of traffic.

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Do 20 or more students cross at this location during the highest crossing hour? **No**

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Have adequate trials of alternatives failed to reduce the crash frequency? **N/A**

Have 5 or more crashes, of types susceptible to correction by a signal, occurred within a 12-month period? **No**

Is Condition A criterion met for 56% columns of Warrant 1 met? **No**

Is Condition B criterion met for 56% columns of Warrant 1 met? **No**

Are observed pedestrian volumes equal to or greater than 80% of what is required for Warrant 4? **No**

Warrant 7 Satisfied? No

General Information

Agency/Company: Sanderson Stewart
 Date: 9/20/2023
 Project Number: 23103
 Project Description: Laurel - New 3rd-5th Elementary School
 Jurisdiction: City of Laurel/MDT
 Major Street Speed Limit: 35 mph
 Major Street (Approach Lanes): East Main St (1 lane)
 Minor Street (Approach Lanes): Alder Ave (1 lane)
 Analysis Year/Case: Existing (2023)

Warrant 8: Roadway Network

This warrant is intended for application where installation of a traffic signal could be justified in order to encourage concentration and organization of traffic flow on a roadway network

Do two or more of the intersecting routes at this location have at least one of the following characteristics:

- A. It is part of the street or highway system that serves as the principal roadway network for through traffic flow; or
- B. It includes rural or suburban highways outside, entering, or traversing a City; or
- C. It appears as a major route on an official plan.

Yes

Does this intersection have an existing or immediately projected total entering volume of a least 1000 vehicles during a weekday typical peak hour and have a 5-year projected traffic volume that meets one or more of Warrants 1, 2, and 3 during an average weekday?

No

Does this intersection have an existing or immediately projected total entering volume of at least 1000 vph for each of any 5 hours of a Saturday or Sunday?

N/A

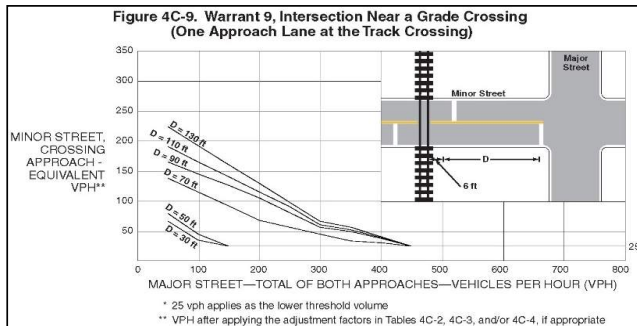
Warrant 8 Satisfied? **No**

Warrant 9: Intersection Near a Grade Crossing

This warrant is intended for application where none of the conditions described in the other eight traffic signal warrants are met, but the proximity to the intersection of a grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic signal.

Does a grade crossing exist on an approach controlled by a STOP or YIELD sign whereby the center of the track nearest to the intersection is within 140 feet of the stop or yield line?

No



During the highest traffic volume hour during which the rail traffic uses the crossing, does the plotted point representing vehicles per hour on the major street and the corresponding vehicles per hour on the minor-street approach that crosses the track fall above the applicable curve in Figure 4C-9 or 4C-10 (whichever is applicable) for the existing combination of approach lanes over the track and the distance D, which is the clear storage distance?

N/A

Warrant 9 Satisfied? **N/A**

General Information

Agency/Company: Sanderson Stewart
 Date: 9/20/2023
 Project Number: 23103
 Project Description: Laurel - New 3rd-5th Elementary School
 Jurisdiction: City of Laurel/MDT
 Major Street Speed Limit: 35 mph
 Major Street (Approach Lanes): East Main St (1 lane)
 Minor Street (Approach Lanes): Alder Ave (1 lane)
 Analysis Year/Case: Future (2025)

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Do two or more of the intersecting routes at this location have at least one of the following characteristics:

- A. It is part of the street or highway system that serves as the principal roadway network for through traffic flow; or
- B. It includes rural or suburban highways outside, entering, or traversing a City; or
- C. It appears as a major route on an official plan.

Yes

Does this intersection have an existing or immediately projected total entering volume of a least 1000 vehicles during a weekday typical peak hour and have a 5-year projected traffic volume that meets one or more of Warrants 1, 2, and 3 during an average weekday?

No

Does this intersection have an existing or immediately projected total entering volume of at least 1000 vph for each of any 5 hours of a Saturday or Sunday?

N/A

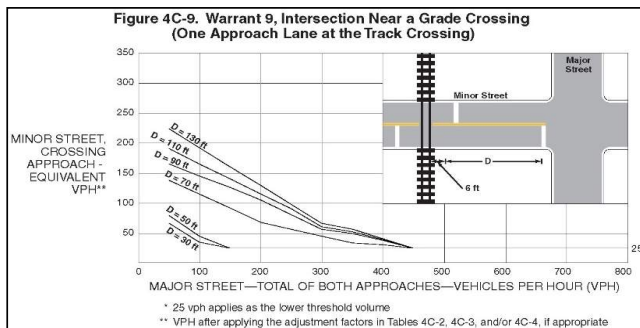
Warrant 8 Satisfied? **No**

Warrant 9: Intersection Near a Grade Crossing

This warrant is intended for application where none of the conditions described in the other eight traffic signal warrants are met, but the proximity to the intersection of a grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic signal.

Does a grade crossing exist on an approach controlled by a STOP or YIELD sign whereby the center of the track nearest to the intersection is within 140 feet of the stop or yield line?

No



During the highest traffic volume hour during which the rail traffic uses the crossing, does the plotted point representing vehicles per hour on the major street and the corresponding vehicles per hour on the minor-street approach that crosses the track fall above the applicable curve in Figure 4C-9 or 4C-10 (whichever is applicable) for the existing combination of approach lanes over the track and the distance D, which is the clear storage distance?

N/A

Warrant 9 Satisfied? **N/A**

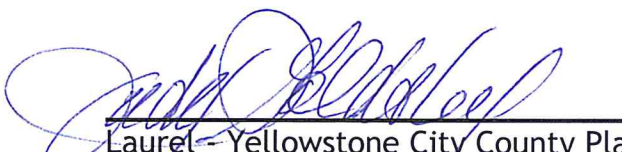
ENDURING
COMMUNITY
DESIGN

Recommendation for zoning assignment for the annexation application by the Laurel School District

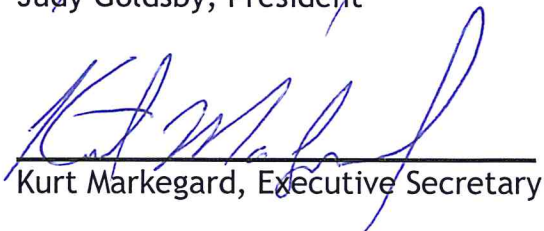
LAUREL - YELLOWSTONE CITY COUNTY PLANNING BOARD

The Laurel- Yellowstone City - County Planning Board acting as the zoning commission for the City of Laurel voted unanimously on March 20th, 2024, to recommend the assignment for a zoning designation of “Public” (P) if the City Council of Laurel annexes lands owned by the Laurel School District described as a portion of Lots 1 & 2 of Nutting Brothers Subdivision Second Filing which is anticipated to be amended. The amended tract of record will be the Amended Plat of Lots 1 & 2 of Nutting Brothers Subdivision Second Filing in Section 10 Township 2 South Range 24 East. The Planning Board held a public hearing and allowed for written and in person testimony for or against the action to recommend the zoning designation. The planning board considered the written or in person testimony at the public hearing and completed a review of zoning considerations when assigning zoning designations. The Planning Board believes that this assignment of zoning is consistent with the 2020 Laurel Growth Management Policy. The Laurel Yellowstone City- County Planning Board Public Hearing was publicly noticed for at least 15 days in a newspaper of general circulation within Yellowstone County. All property owners within 300 feet of the school district propose lands to be annexed were notified of the date of the public hearing. The planning board moved, seconded, and voted unanimously to recommend to the City Council to approve the zoning designation of “Public” (P) if the City of Laurel completes the annexation.

Dated this 11th day of April 2024.



Laurel - Yellowstone City County Planning Board
Judy Goldsby, President



Kurt Markegard, Executive Secretary

CITY HALL
115 W. 1ST ST.
PUB. WORKS: 628-4796
WATER OFC.: 628-7431
COURT: 628-1964
FAX 628-2241

City Of Laurel

P.O. Box 10
Laurel, Montana 59044



Office of the Planning Director

PLANNING BOARD AND ZONING COMMISSION RECOMMENDATION Laurel School District Annexation and Initial Zoning

Applicant:

Laurel School District
410 Colorado Avenue
Laurel MT 59044

The School District represents 100% of the land ownership. Annexation pursuant to §7-2-4601 et. seq. MCA. (Annexation by Petition).

Request:

The Laurel School District representing 100% of the ownership of lands involved, has Petitioned the City of Laurel for Annexation of approximately 4.886 acres of property adjacent to the City of Laurel with an initial Zoning Designation of Public for concurrent review.

The subject property is generally described as that portion of NW 1/4 Section 10, Township 2 South, Range 24 East, P.M.M., Yellowstone County, Montana, for a proposed amended Nutting Brothers Subdivision Second Filing Lot1A. An annexation Exhibit, which is incorporated into this report by reference, has been submitted in support of the Petition and Requested Initial Zoning.

Process:

The annexation petition and requested initial zoning has been scheduled for consideration and a public hearing by the Laurel – Yellowstone City County Planning Board and Zoning Commission for 6 p.m. on Wednesday, March 20, 2024. The City Council will consider the annexation and zoning designation at a future council meeting.

Analysis of the Request

- The Laurel School District represents 100% of the land ownership involved in the petition.
- The Laurel Growth Policy designates the property as a ‘growth area’ of the city.
- The current use of the property is a sports field that has been used by the school district for many years.
- The requested zone City Laurel “Public” provides for a small number of specific uses and is consistent with the requirements of R-08-22 that lands embraced by the city be assigned R-7500 or greater.
- The subject property was presumed to be zoned County Residential Tracts or is un-zoned Yellowstone County.
- Part 46 annexation requires that the land use designation be ‘consistent with the prevailing use of the property, consistent with the prevailing County Zoning Assignment, and/or consistent with the current growth policy’.
- In addition to the extension of urban scale services the City Zoning provides options for development that are not available to rural properties. These options include but are not limited to Planned Unit Developments
- The initial zoning must be considered under City Resolution R-08-22 (Annexation), the Laurel Municipal Code Title 17 (Zoning).
- The question of annexation and initial zoning must be heard by the Laurel – Yellowstone City County Planning Board and Zoning Commission.
- Is the requested annexation and initial zoning in the best interest of the City and Citizens of the City of Laurel.
- The property is situated such that street rights-of-way will need to be annexed with the subject property.

Findings:

- ✓ The subject property is adjacent to the City of Laurel.
- ✓ The City Council is not required to submit the question of annexation to the qualified electors of the area to be annexed as the petition is signed by 100% of the owners.
- ✓ The city may annex the property as 100% of the ownership of same has petitioned the city for annexation.
- ✓ The driver for the annexation request is the building of an elementary school on the property. The only way the development plan works is to extend the City water and sewer systems to the proposed school.
- ✓ The subject property was included as ‘institutional’ under existing land uses in the Growth Policy adopted by the City of Laurel. Additionally, the property has been identified as an annexation priority area of the Planning Jurisdiction Map in the 2020 Growth Policy. As such, the requested zoning is consistent with the Laurel Growth Policy.
- ✓ The proposed assignment of “Public” meets all the statutory requirements of Part 46 annexation and zoning assignment.
- ✓ The Laurel “Public” Zone is determined to be a “greater than” R-7500 classification density. Zoning assignments for government owned land is not subject to zoning regulations typically required to other applicants. The Laurel School District meets the definition of an “agency” in MCA 76-2-402 and therefore can use their property as they

see fit as long as any changes in use contrary to local zoning regulations that the City Council holds a public hearing.

- ✓ The extension of city services will be at the owner's expense (R-08-22) and in accordance with the Annexation Agreement as approved by the City Council and requirements of the Public Works Department.
- ✓ The city can provide services to the property both existing and proposed if extension of water, sewer, and storm water lines are extended.

12 Point Test for Zoning:

- I. Is the zoning in accordance with the growth policy;
 - The proposed zoning is consistent with having a public agency own the land and to plan for education for the community.
 - The Growth Policy identifies all of the property proposed for annexation as an annexation priority area.
 - Resolution R-08-22 requires zoning assignment at annexation at R-7500 or greater.
 - The Zone "Public" meets the definition as 'greater than' R-7500.

Finding:

The requested zoning is in accordance with the Growth Policy.

- II. Is the zoning designed to lessen congestion in the streets;
 - The proposed zoning is consistent with a school zone already in the area just east of this area.
 - The proposed zoning along with the annexation agreement will allow development of the property consistent with surrounding uses of property.
 - Proposed development that would potentially impact roads and streets would require a traffic impact analysis and associated improvements which has been completed.

Finding:

The requested zoning will have a material impact on congestion in the streets but should be mitigated by the suggestions in the traffic impact analysis.

- III. Is the zoning designed to secure safety from fire, panic, and other dangers;
 - The Growth Policy identifies this property as institutional in the existing use map.
 - Adequate public infrastructure exists or can be readily extended/expanded to serve the property for "public" designation.
 - Fire hydrants and water supply should be adequate if they meet the requirements from the Public Works Department.

Finding:

The requested zoning will not have an adverse impact on safety from fire, panic, or other dangers.

- IV. Is the zoning designed to promote health and the general welfare;
- The connection of the school building at the time of development to the Laurel municipal water and wastewater systems will have positive impacts to public health and general welfare.
 - Education meets the goals of promoting the growth management policy to serve the citizens of the Laurel area.

Finding:

The requested zoning will promote the public health and the general welfare.

- V. Is the zoning designed to provide adequate light and air;
- The existing zoning imposes building setbacks, height limits, limits on the number of buildings on a single parcel, and reasonable area limits on new development.
 - The proposed “Public” provides restrictions on structure height, setbacks, lot coverage. These standards exist to provide open spaces and adequate light and air.
 - The existing development has more than adequate separation from surrounding uses.
 - Open spaces are planned to be reserved north of this property that the school district owns.

Finding

The requested zoning will provide adequate light and air.

- VI. Is the zoning designed to prevent the overcrowding of land;
- The existing zoning imposes building setbacks, height limits, limits on the number of buildings on a single parcel, and reasonable area limits on new development.

Finding:

The proposed zoning will prevent the overcrowding of land.

- VII. Is the zoning designed to avoid undue concentration of population;
- The existing zoning imposes building setbacks, height limits, limits on the number of buildings on a single parcel, and reasonable area limits on new development.
 - The subject property is large enough to provide adequate separation from surrounding uses.
 - The property is not going to be used for residential development with the “public” designation.

Finding:

The proposed zoning will prevent the undue concentration of population.

- VIII. Is the zoning designed to facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements;
- The requested zoning will allow for a school building and will be required to provide for adequate water, sewerage or other public requirements.

Finding:

The requested zoning will facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements. Additionally, as the uses of the property change and the intensity of development changes, the city will be able to plan for and be prepared for the anticipated increased demands on their public systems.

- IX. Does the zoning give reasonable consideration to the character of the district and its peculiar suitability for particular uses;
- The requested zoning is consistent with the Growth Policy.
 - The property is compatible with surrounding development which is, for the most part, school use just west of the property and would be a consolidation of education facilities within the City of Laurel.
 - The water and sewer infrastructure with this annexation is for the intended use of the property and will need final approval from the City of Laurel City Council and the Public Works Department.

Finding:

The requested zoning is consistent with surrounding uses, the Growth Policy and provides for opportunities with suitable uses.

- X. Does the zoning give reasonable consideration to the peculiar suitability of the property for its particular uses;
- The requested zoning is consistent with the Growth Policy.
 - The property is compatible with surrounding development which is, for the most part, school to the west and low density to north and south of the property.
 - The water and sewer infrastructure proposed with the annexation will have to meet infrastructure requirements by the Public Works Department.

Finding:

The requested zoning is in keeping with the character of the development in the area.

- XI. Will the zoning conserve the value of buildings;
- The extension and availability of public water and sewer resultant from annexation and initial zoning will add value to buildings as the proposed use is substantially like or complementary to surrounding buildings and uses.
 - The requested zoning is consistent with the Growth Policy.
 - The proposed zoning is not anticipated that there would be any adverse effect on the value of surrounding buildings or lands.

Finding:

The value of existing buildings both on and adjacent to the requested zone will either be enhanced or not affected by the proposed zoning.

- XII. Will the zoning encourage the most appropriate use of land throughout the municipality?
- The requested zoning is consistent with the Growth Policy.
 - The requested zoning is consistent with the prevailing land uses and zoning surrounding the property.

Finding:

The requested zoning provides for the most appropriate use of land in the municipality as the school district has owned the property for some time and the annexation of the property into the City of Laurel will give the school district to plan for its future education needs.

Conclusion:

The petition for annexation into the City of Laurel with the initial zoning assignment of Laurel “Public “appears to be consistent with the requirements of Part 46 Annexation and City Council Resolution R-08-22. Additionally, the annexation, extension of services, and initial zoning assignment are in the best interest of both the City of Laurel and the Laurel School District.

RECOMMENDATION

The Laurel – Yellowstone City County Planning Board recommend that the Laurel City Council adopt the Findings of Fact outlined in this Recommendation and approve the Annexation and Initial Zoning requested by the Laurel School District.

- That an Amended Plat or Certificate of Survey suitable for filing with Yellowstone County that describes the tract of land to be Annexed is submitted by the School District.
- That an Annexation Agreement is submitted for acceptance by the City Council.
- That any extensions of water, sewer and storm facilities be approved by the Public Works Department.
- That any recommendations from the traffic study be implemented and approved by the City Council.

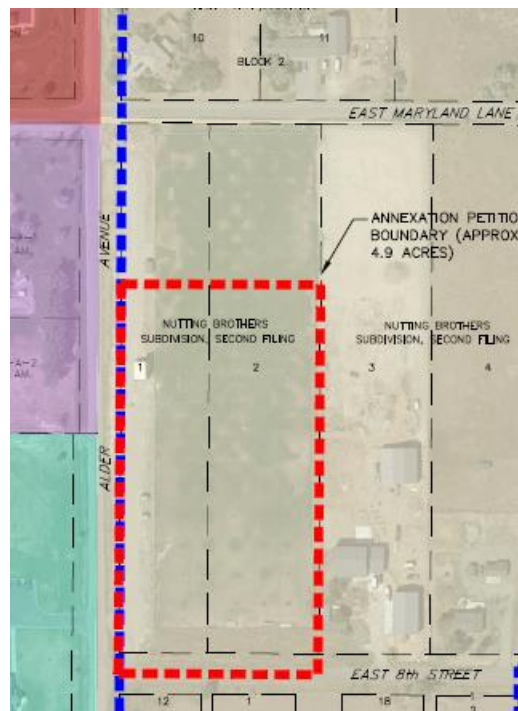
PUBLIC HEARING NOTICE

The Laurel-Yellowstone City-County Planning Board and Laurel's Zoning Commission will conduct a public hearing on March 20, 2024.

Public Hearing for the annexation into the City of Laurel and assignment of zoning "Public" for a portion of the property described as Nutting Bros 2nd Filing -Lots 1 and 2 by the Laurel School District and any adjacent public right of way. The property is located Northeast of the intersection of East 8th Street and Alder Ave and is owned by the Laurel School District.

The hearing is scheduled for **6 P.M., in the Laurel City Council Chambers at City Hall, 115 West 1st Street, Laurel, Montana, on Wednesday, March 20th, 2024.**

Public comment is encouraged and can be provided in person at the public hearing on March 20, 2024. Public comments 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. **Emails or letters of comments should be received by 2pm MST March 14, 2024, so they can be transmitted to the Planning Board members prior to the meeting.** Copies of the documentation are available for review upon request at the Planning Department office. Questions regarding these public hearings may be directed to the Planning Director at 406-628-4796 ext. 5305, or via email at cityplanner@laurel.mt.gov



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Map exhibit for the inclusion of East 8th Street for the Laurel School Annexation of a portion of lots 1 & 2 Nutting Brothers Second Filing.



East 8th street outlined in red to be annexed. Yellow is the proposed Lot 1A of Amended Plat

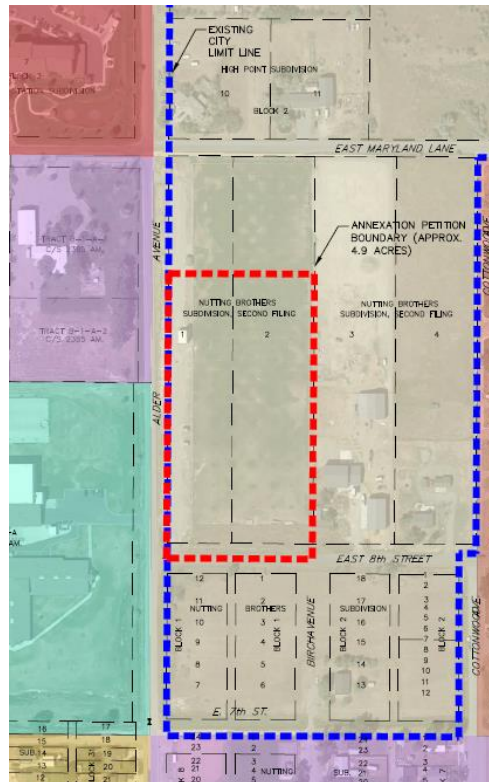
PUBLIC HEARING NOTICE

The Laurel City Council will conduct a public hearing on April 23, 2024.

Public Hearing for the annexation into the City of Laurel and assignment of zoning “Public” for a portion of the property described as Nutting Bros 2nd Filing -Lots 1 and 2 by the Laurel School District and any adjacent public right of way. The property is located Northeast of the intersection of East 8th Street and Alder Ave and is owned by the Laurel School District.

The hearing is scheduled for 6:30 P.M., in the Laurel City Council Chambers at City Hall, 115 West 1st Street, Laurel, Montana, on Tuesday, April 23rd, 2024.

Public comment is encouraged and can be provided in person at the public hearing on April 23, 2024. Public comments 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. Copies of the documentation are available for review upon request at the Planning Department office. Questions regarding these public hearings may be directed to the Planning Director at 406-628-4796 ext. 5305, or via email at cityplanner@laurel.mt.gov.



MCLELLAND, LEONARD C
PO BOX 164
LAUREL, MT 59044-0164

LAUREL PUBLIC SCHOOLS
410 COLORADO AVE
LAUREL, MT 59044-2714

LAUREL SCHOOL DISTRICT 7
410 COLORADO AVE
LAUREL, MT 59044-2714

GUTHRIDGE, PERRY
2110 RIDGEVIEW DR
BILLINGS, MT 59105-3635

MCLELLAND, LEONARD C
708 E MARYLAND LN
LAUREL, MT 59044-2165

DUPEA JR, PAUL & DEREKA
915 E 8TH ST
LAUREL, MT 59044-2219

CITY OF LAUREL
PO BOX 10
LAUREL, MT 59044-0010

SCHEELER, LYNN R & JANALYN K
1011 ALDER AVE
LAUREL, MT 59044-2252

ST JOHN'S LUTHERAN MINISTRIES INC
3940 RIMROCK RD
BILLINGS, MT 59102-0141

BRANDT, KENNETH R JR
901 E MARYLAND LN
LAUREL, MT 59044-2227

PENNY, ARTHUR W & CAROL P
1503 E RAILROAD ST
LAUREL, MT 59044-3341

YELLOWSTONE COUNTY (PARKS)
PO BOX 35000
BILLINGS, MT 59107-5000

PENNY, ARTHUR W & CAROL P
1503 E RAILROAD ST
LAUREL, MT 59044-3341

PENNY, ARTHUR W & CAROL P
1503 E RAILROAD ST
LAUREL, MT 59044-3341

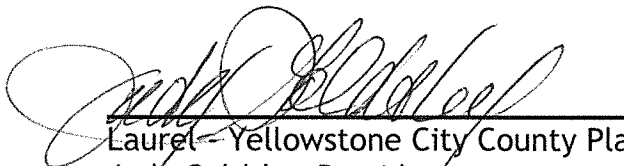
PENNY, ARTHUR W & CAROL P
1503 E RAILROAD ST
LAUREL, MT 59044-3341

Recommendation for zoning assignment for the annexation application by the Laurel School District

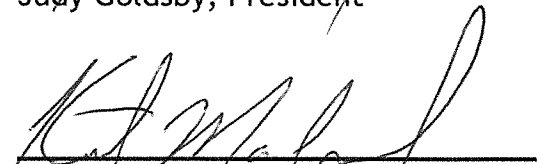
LAUREL - YELLOWSTONE CITY COUNTY PLANNING BOARD

The Laurel- Yellowstone City - County Planning Board acting as the zoning commission for the City of Laurel voted unanimously on March 20th, 2024, to recommend the assignment for a zoning designation of “Public” (P) if the City Council of Laurel annexes lands owned by the Laurel School District described as a portion of Lots 1 & 2 of Nutting Brothers Subdivision Second Filing which is anticipated to be amended. The amended tract of record will be the Amended Plat of Lots 1 & 2 of Nutting Brothers Subdivision Second Filing in Section 10 Township 2 South Range 24 East. The Planning Board held a public hearing and allowed for written and in person testimony for or against the action to recommend the zoning designation. The planning board considered the written or in person testimony at the public hearing and completed a review of zoning considerations when assigning zoning designations. The Planning Board believes that this assignment of zoning is consistent with the 2020 Laurel Growth Management Policy. The Laurel Yellowstone City- County Planning Board Public Hearing was publicly noticed for at least 15 days in a newspaper of general circulation within Yellowstone County. All property owners within 300 feet of the school district propose lands to be annexed were notified of the date of the public hearing. The planning board moved, seconded, and voted unanimously to recommend to the City Council to approve the zoning designation of “Public” (P) if the City of Laurel completes the annexation.

Dated this 11th day of April 2024.



Laurel - Yellowstone City County Planning Board
Judy Goldsby, President



Kurt Markegard, Executive Secretary

RESOLUTION NO. R08-22

**A RESOLUTION TO ADOPT THE
CITY OF LAUREL ANNEXATION POLICY**

WHEREAS, it is necessary for the City of Laurel to properly guide and monitor growth that is in the best interests of the City and its citizens; and

WHEREAS, it is appropriate for the City Council to adopt an Annexation Policy that governs proposed annexations to the City in accordance with Ordinance No. O08-02 § 16.12.020; and

WHEREAS, the City Council has reviewed and accepted the attached Annexation Policy for the City of Laurel.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Laurel, Montana,

The Council hereby adopts the City of Laurel Annexation Policy in its current form and content. All resolutions adopting any other annexation policies that conflict or are inconsistent with these policies are hereby repealed, voided and of no further effect.

BE IT FURTHER RESOLVED that this Resolution shall be enforceable on the effective date of Ordinance No. O08-02.

Introduced at a regular meeting of the City Council on March 4, 2008, by Council Member
Hart.


PASSED and APPROVED by the City Council of the City of Laurel this 4th day of March, 2008.

APPROVED by the Mayor this 4th day of March, 2008.

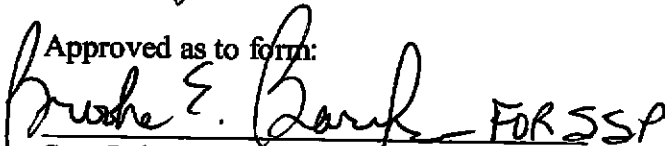
CITY OF LAUREL


Kenneth E. Olson, Jr., Mayor

ATTEST:


Mary K. Embleton, Clerk-Treasurer

Approved as to form:


Sam Painter, Legal Counsel
Elk River Law Office, P.L.L.P.

CITY OF LAUREL ANNEXATION POLICY

Service outside city limits—Conditions. No water or sewer services shall be extended outside of the incorporated city limits without meeting the following conditions:

- A. The property and improvements are in the same condition as is required for properties and improvements within the city's corporate limits;
- B. The city system is capable of serving the area;
- C. The extension is in the best interest of the city;
- D. The cost of the extension shall be at the expense of the requesting party;
- E. The city council has granted its approval. (Prior code § 18.76.010(A)); and
- F. The property is annexed.

Consent to Annexation and/or Waiver of Protest.

- A. Any property owner requesting or receiving city water or sewer service outside of the incorporated city limits shall, as a condition of initiating or continuing city services, consent to annexation of the property beneficially receiving services. The consent to annexation may be limited to the property that will benefit or is benefiting from the provision of city services.
- B. Whenever annexation is sought pursuant to a petition submitted to the city by a property owner requesting annexation, the property owner shall execute a written waiver of protest in a form approved by city staff for purposes of recording. The waiver of protest constitutes a covenant that will run with the land to be annexed and shall waive all right of protest and judicial review to the creation of any future special improvement district. (Prior code § 18.76.010(B))

Annexation Fee.

Property owner shall pay the city's applicable annexation fee prior to the city's consideration of the annexation request.

Annexation Criteria and Requirements.

- A. The City Council shall consider the following criteria when it receives a written petition for annexation:
 - The property must be located within an area identified by city staff as a location for future city annexation or annexation of the property will promote orderly growth of the city to protect the health, safety and welfare in areas intensely utilized for residential, commercial, institutional and governmental purposes;
 - The city must be able to provide adequate city services within a time period mutually agreed to by the property owner requesting annexation and the city;
 - Existing or proposed public improvements within the area to be annexed must meet all city standards. If the public improvements are not constructed at the time of annexation, the property owner shall provide the city a bond or letter of credit that equals 125% of the estimated engineering costs for the construction of improvements. If the property owner fails to construct the improvements or to obtain the agreed upon engineering, the city shall utilize the bond or letter of

credit to pay for the construction, including engineering; In accordance with GASB-34, the Developer or Landowner shall provide the city the total cost and/or value of the improvements including, but not limited to, parks, sidewalks, curb and gutter, lift stations, and sewer and water lines, that are conveyed to the city.

- All property owners within the area to be annexed must sign a Waiver of Right to Protest the creation of Special Improvement Districts for engineering and construction of improvements including, but not limited to, streets, sidewalks, curb and gutter and the creation of a Park Maintenance District, in a form acceptable and approved by the city;
- All residential property owners must execute a Waiver of Right-to-Protest the creation of Special Improvement Districts for engineering and construction of improvements including, but not limited to, streets, sidewalks, curb and gutter and the creation of a Park Maintenance District, in a form acceptable and approved by the city;
- Residential densities within the area to be annexed must be rezoned at a minimum density of R-7500 or greater; and
- The proposed land use within the area to be annexed must conform to the goals of the Laurel-Yellowstone City-County Planning Board Growth Policy.

B. The City Council may decide to either condition the approval of the annexation in order to meet the criteria listed in Section A herein or require an annexation agreement. The conditions of approval must be clearly stated in the resolution of annexation or if required, the annexation agreement. If the property to be annexed is not developed, the conditions of approval or annexation agreement shall include a requirement for:

1. A development agreement prior to the issuance of a building permit;
2. A subdivision improvements agreement at the time of final subdivision plat approval, if applicable and
3. An executed Waiver of Right-to-Protest creation of Special Improvement Districts for engineering and construction of improvements including, but not limited to, streets, sidewalks, curb and gutter and the creation of a Park Maintenance District, in a form acceptable and approved by the city.

If the property is developed and contains public improvements that are not constructed to city standards, the city shall require an annexation agreement. The annexation agreement shall specify that the public improvements must be upgraded and/or installed to city standards, as well as a time period and mechanism to finance the construction and installation of those improvements. All construction or installation of improvements must be completed within two years of annexation.

In any case, all public improvements, whether existing or proposed, shall meet city standards.

**CITY OF LAUREL, MONTANA
REQUEST FOR ANNEXATION
AND PLAN OF ANNEXATION**

Applicant is required to meet with the City Planner prior to filling out this application. All blanks of this application are to be filled in with explanation by the applicant. Incomplete applications will not be accepted.

1. Only parcels of land adjacent to the City of Laurel municipal limits will be considered for annexation. "Adjacent to" also includes being across a public right of way. If the parcel to be annexed is smaller than one city block in size (2.06 acres), the city council must approve consideration of the request; the applicant must make a separate written request to the city council stating their wish to annex a parcel of land less than one city block in. Once the council approves the request, the applicant can apply for annexation.

2. Applicant landowner's name: Laurel Public Schools
Address: 410 Colorado Ave., Laurel, MT 59044
Phone: 406.628.3360

3. Parcel to be annexed: (If it is not surveyed or of public record, it must be of public record PRIOR to applying for annexation.)
Legal description: Lot 1A of the Amended Plat of Lots 1 and 2 Nutting Brothers Subdivision, 2nd Filing
Lot size: 4.886 acres
Present use: Grass sports fields
Planned use: Public Elementary School
Present zoning: R200 - Residential Tracts
(Land which is being annexed automatically becomes zoned R-7500 when it is officially annexed [City ordinance 17.12.220])

4. City services: The extension of needed city services shall be at the cost of the applicant after annexation by the city has been approved. As part of the application process, each of the following city services must be addressed with an explanation:

Water Service:

Location of existing main: ex. main along frontage of E. 8th St. & the south 50' of Alde
Cost of extension of approved service: \$250,000.00
How cost determined: Engineer's Opinion of Cost
Timeframe for installation: Summer 2024

Sewer Service:

Location of existing main: Alder Ave.
Cost of extension of approved service: \$0.00
How cost determined: Main currently exists

Timeframe for installation: Installed
How financed: n/a

Streets:

Is there any adjoining County ROW to the proposed annexation: Yes, Alder Ave. and E. 8th St.
Location of existing paved access: Alder Ave. and E. 8th St.
Cost of paving: n/a
How cost determined: n/a
Timeframe for construction: n/a

Other required improvements: Provide above information on attached pages.

5. A map suitable for review of this application of the proposed area to be annexed must be submitted with this application.
6. A written Waive of Protest must accompany this application, suitable for recording and containing a covenant to run with the land to be annexed, waiving all right of protest to the creation by the city of any needed improvement district for construction or maintenance of municipal services. This Waiver of Protest must be signed by the applicant **prior** to annexation by the city.
7. Requests for annexations are referred to the City-County Planning Board for recommendation to the City Council. Within 30 days after receiving the properly filled out application with all required accompaniments and after conducting a duly advertised public hearing, the City-County Planning Board shall make recommendation to the City Council as to this Request for Annexation. If more information is needed from the applicant during the review of the application, such application shall be deemed incomplete and the timeframe for reporting to the City Council extended accordingly, in needed.
8. A **non-refundable** application fee of \$300 + \$25.00 per acre (80 acres or less); \$300 + \$35.00 per acres (81 acres or more) must accompany the submission of this application.

The City Council of the City of Laurel, Montana, after review and consideration of this Application for Annexation, found such to be in the best interest of the City, that it complied with state code, and approved this request at its City Council meeting of _____.

ORDINANCE NO. 008-02

ORDINANCE ADOPTING ANNEXATION REGULATIONS FOR
THE CITY OF LAUREL FOR INCORPORATION IN CHAPTER 16
OF THE LAUREL MUNICIPAL CODE.

WHEREAS, Ordinance No. O07-01 adopted April 3, 2007 repealed Chapter 16 of the Laurel Municipal Code in its entirety in order to comply with changes adopted by the State of Montana Legislature; and

WHEREAS, the repealed Chapter 16 of the Laurel Municipal Code provided for annexation regulations while the newly adopted Chapter 16 of the Laurel Municipal Code did not contain specific annexation procedures; and

WHEREAS, annexation regulations are necessary for the City of Laurel to properly guide and monitor growth that is in the best interest of the City and its citizens;

IT IS HEREBY ORDAINED by the City Council of the City of Laurel, Montana, that the following chapter is hereby adopted into the LAUREL MUNICIPAL CODE as set forth below.

Chapter 16.12

ANNEXATIONS

Sections:

16.12.010 Annexation.

16.12.020 Annexation Policy.

16.12.030 Annexation Fee Schedule.

16.12.010 Annexation.

The City may annex property in accordance with the methods and procedures prescribed in MCA Title 7, Chapter 2 Parts 42, 43, 44, 45, 46 or 47, as amended.

16.12.020 Annexation Policy.

The City Council shall adopt rules and regulations that govern proposed annexations to the City by Council Resolution.

16.12.030 Annexation Fee Schedule

The City Council shall adopt an annexation fee schedule by annual Resolution after a public hearing in accordance with Section 2.72.060. (Ord. 06-04 (part), 2006: prior code § 18.76.010(D))

This Ordinance becomes effective thirty (30) days after final passage by the City Council and approval by the Mayor.

PROJECT NARRATIVE

Overview

The Laurel Public School District is requesting annexation of approximately 4.9 acres into the City of Laurel, Montana as shown on the attached Exhibit A. The school district property looking to be annexed is located just outside the northeast boundary of the Laurel city limits, along the east side of Alder Avenue in Yellowstone County, Montana. Additional annexed properties are located further east of the island in which the proposed annexation tract is located. A boundary line relocation plat is proposed to run concurrently with the annexation petition to create the annexation parcel. The property is legally described as: **approximately the south 628 feet of Lots 1 and 2, Nutting Brothers Subdivision, Second Filing** and the proposed legal description of: **Lot 1A, Amended Plat of Lots 1 & 2 of Nutting Brothers Subdivision, Second Filing.**

The property lies adjacent to Alder Avenue that defines the eastern-most boundary of Laurel's city limits, and within the boundary of the City of Laurel's Annexation Priority Area that is defined in Laurel's 2020 Growth Policy. The property is currently zoned as R200 - Residential Tracts within Laurel's zoning jurisdiction and is proposed to change to Public when annexation occurs.

Utility Extensions

Upon annexation of the property, City of Laurel public water and sanitary sewer services will be extended to the proposed elementary school building. The intent is that a new public water main will be extended from the existing 12-inch dead end water main in Alder Avenue north approximately 850 feet and tie into the existing 8-inch water main at the East Maryland Lane which will complete the water main loop. From the new main, new service lines will be extended on the property to the building for domestic water and fire suppression. Extension of a new 12-inch storm drain main will be constructed in East 8th Street from Cottonwood Avenue to the property. The new public water and storm drain mains will become part of the City of Laurel system and will be located within public rights-of-way.

EXHIBIT A

ANNEXATION EXHIBIT

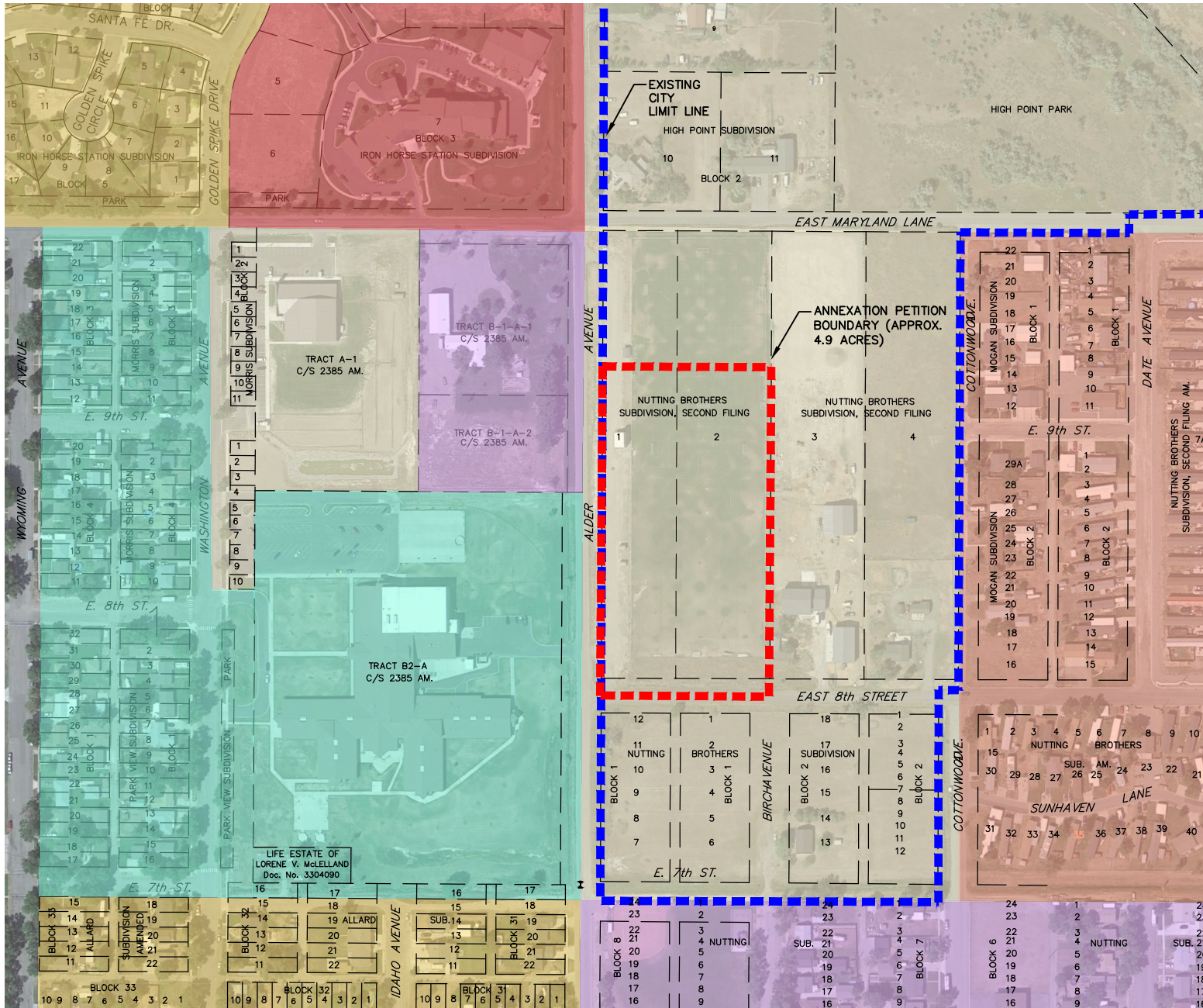
WITHIN NUTTING BROTHERS SUBDIVISION

PREPARED FOR : LAUREL PUBLIC SCHOOLS

FEBRUARY, 2024

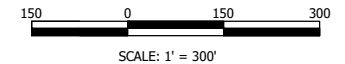
PREPARED BY : **SANDERSON STEWART**

BILLINGS, MONTANA



LEGEND

- RESIDENTIAL TRACTS
- RESIDENTIAL LIMITED MULTI-FAMILY
- COMMUNITY COMMERCIAL
- RMH-RESIDENTIAL MOBILE HOME
- RESIDENTIAL 6000
- RESIDENTIAL 7500



23103.00 295

AMENDED PLAT OF LOTS 1 & 2 OF NUTTING BROTHERS SUBDIVISION, SECOND FILING

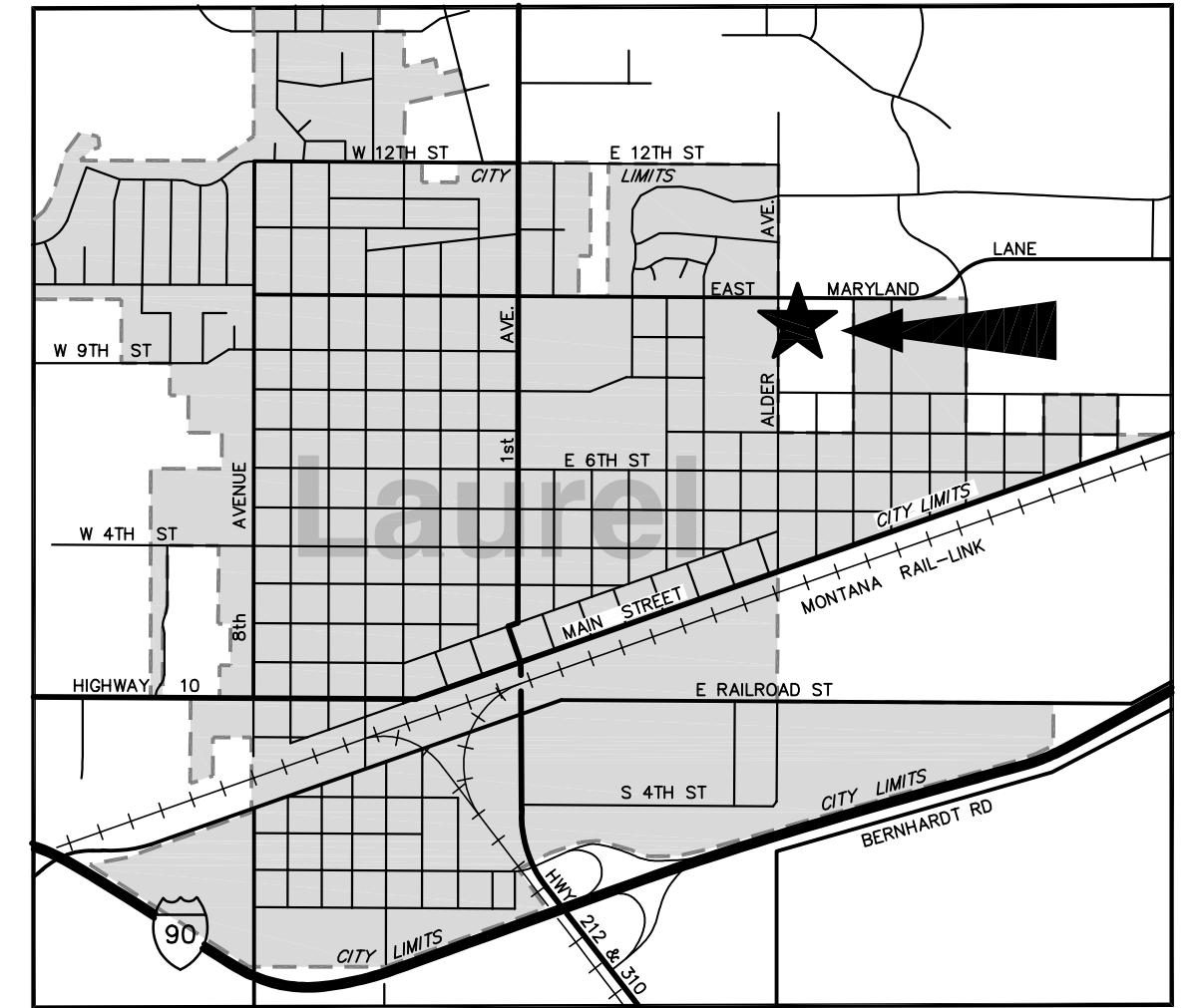
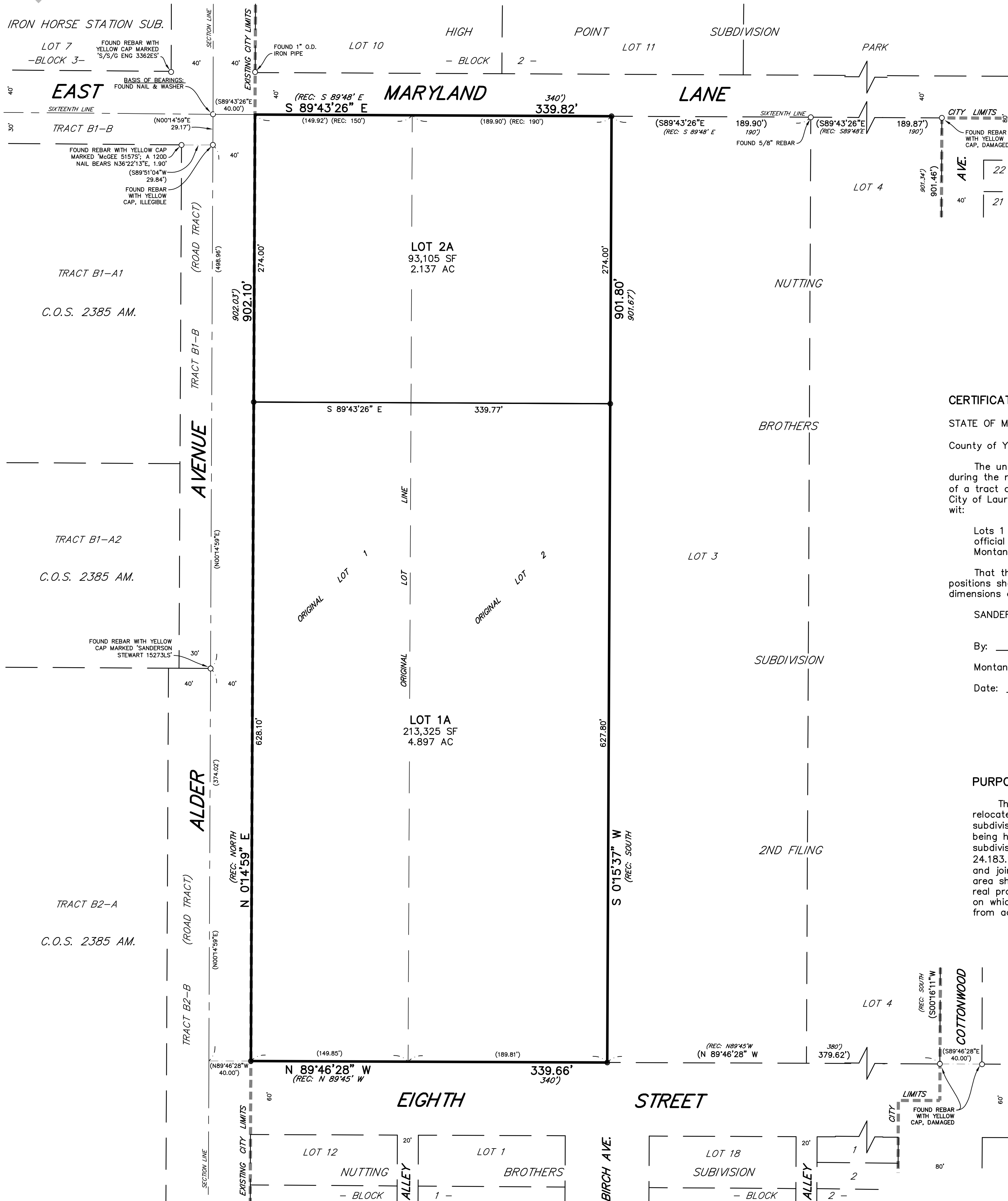
SITUATED IN THE NW1/4 OF SECTION 10, T. 2 S., R. 24 E., P.M.M.,
YELLOWSTONE COUNTY, MONTANA

PREPARED FOR : LAUREL PUBLIC SCHOOLS

FEBRUARY, 2024

PREPARED BY : SANDERSON STEWART

BILLINGS, MONTANA



VICINITY MAP
NOT TO SCALE

CERTIFICATE OF SURVEYOR

STATE OF MONTANA)
) ss
County of Yellowstone)

The undersigned, a Land Surveyor licensed in the State of Montana, states that during the month of September, 2023, a survey was performed under his supervision of a tract of land situated in the NW1/4 of Section 10, T. 2 S., R. 24 E., in the City of Laurel, Yellowstone County, being more particularly described as follows, to wit:

Lots 1 and 2 of Nutting Brothers Subdivision, Second Filing, according to the official plat on file in the office of the clerk and recorder of Yellowstone County, Montana, under Document No. 121373, having an area of 7.023 acres.

That the monuments found and set are of the character and occupy the positions shown hereon, that said survey and the plat hereof shows true and correct dimensions and that the plat conforms with the work on the ground.

SANDERSON STEWART

By: _____
Montana License No. _____
Date: _____

PURPOSE OF SURVEY: BOUNDARY LINE RELOCATION

The undersigned hereby certify that the purpose of this survey is to relocate the common boundary lines between adjacent properties within a platted subdivision, five (5) or fewer lots are being affected and no additional lots are being hereby created. Therefore this survey is exempt from review as a subdivision pursuant to Section 76-3-207(1)(d), M.C.A.. Pursuant to ARM 24.183.1104(1)(f)(iii)(C), the area that is being removed from one tract of record and joined with another tract of record is not itself a tract of record. Said area shall not be available as a reference legal description in any subsequent real property transfer after the initial transfer associated with the amended plat on which said area is described, unless said area is included with or excluded from adjoining tracts of record.

Lot 1A is not subject to review by the Department of Environmental Quality pursuant to 76-4-125(1) M.C.A., a subdivision excluded from the provisions of chapter 3 must be submitted for review according to the provisions of this part, except that the following divisions or parcels, unless the exclusions are used to evade the provisions of this part, are not subject to review:

- (d) as certified pursuant to 76-4-127;
- (d)(iii) divisions or parcels of land that are exemption from the Montana Subdivision and Platting Act under 76-3-207(1)(a), (1)(b), (1)(d), (1)(e), or (1)(f).

Lot 2A is exempt from review per arm 17.36.605(2)(a). No facilities requiring water supply, waste water disposal, or solid waste disposal may be constructed on this parcel.

LAUREL ELEMENTARY SCHOOL DISTRICT 7-70,
Yellowstone County, Montana (2/3 INTEREST)

By: _____
Title: _____

STATE OF MONTANA)
) ss
County of Yellowstone)

On this _____ day of _____, 20____, before me, the undersigned Notary Public for the State of Montana, personally appeared _____, known to me to be the person who signed the foregoing instrument as _____ of LAUREL ELEMENTARY SCHOOL DISTRICT 7-70, and who acknowledged to me that they executed the same. Witness my hand and seal the day and year herein above written.

Notary Public for the State of Montana

LAUREL HIGH SCHOOL DISTRICT 7,
Yellowstone County, Montana (1/3 INTEREST)

By: _____
Title: _____

STATE OF MONTANA)
) ss
County of Yellowstone)

On this _____ day of _____, 20____, before me, the undersigned Notary Public for the State of Montana, personally appeared _____, known to me to be the person who signed the foregoing instrument as _____ of LAUREL HIGH SCHOOL DISTRICT 7, and who acknowledged to me that they executed the same. Witness my hand and seal the day and year herein above written.

Notary Public for the State of Montana

CERTIFICATE OF COUNTY ATTORNEY

This document has been reviewed by the County Attorney's office and is acceptable as to form.

Date: _____
Reviewed by: _____

CERTIFICATE OF COUNTY TREASURER

I hereby certify that all real property taxes and special assessments have been paid per 76-3-611(1)(b)/76-3-207(3), M.C.A.

Date: _____
Yellowstone County Treasurer
By: _____
Deputy

BASIS OF BEARING: THE BASIS OF BEARINGS FOR THIS SURVEY HAS BEEN DERIVED FROM GPS OBSERVATIONS AND IS BASED ON A NAD 83, LAMBERT CONFORMAL CONIC, SINGLE PARALLEL, LOW DISTORTION PROJECTION FOR THE CITY OF BILLINGS; HAVING A POINT OF ORIGIN AT 45°47'00"N LATITUDE AND 108°25'00"W LONGITUDE WITH A SCALE FACTOR OF 1.0001515. THE GRID TO GROUND COMBINED SCALE FACTOR AT THE INTERSECTION OF EAST MARYLAND LANE AND ALDER AVENUE, BEING A FOUND 600 NAIL & WASHER, IS 0.9999974526. THE CONVERGENCE ANGLE IS -01'4.49". DISTANCES ARE INTERNATIONAL FEET. FOR THIS SURVEY, GRID DISTANCE IS ESSENTIALLY EQUAL TO GROUND DISTANCE.

- FOUND SURVEY MONUMENT, AS NOTED
- SET 5/8" X 18" REBAR WITH CAP MARKED WITH THE LICENSE NUMBER OF THE UNDERSIGNED LAND SURVEYOR AND "SANDERSON STEWART"

CERTIFICATE OF RIVERSTONE HEALTH

This Certificate of Survey has been reviewed and approved by Riverstone Health.

Health Officer or Authorized Representative
Yellowstone City/County Health Department
dba Riverstone Health

RESERVED FOR CLERK AND RECORDER

Date: February 22, 2024
Project No.: 23103

**Engineer's Opinion of Probable Cost
for
Mogan Elementary School
Alder Ave. Water Main Improvements**

Schedule I: Utilities

| Item No. | Quantity | Unit | Description | Unit Price | Subtotal |
|---|----------|--------|-------------------------------|---------------|---------------------|
| 101 | | 1 L.S. | Mobilization and Insurance | \$18,143.42 = | \$18,143.42 |
| 102 | | 1 L.S. | Payment and Performance Bonds | \$6,403.56 = | \$6,403.56 |
| 103 | | 1 L.S. | Traffic Control | \$6,000.00 = | \$6,000.00 |
| 104 | | 1 L.S. | Dewatering | \$45,000.00 = | \$45,000.00 |
| Alder Ave. | | | | | |
| 105 | 379 C.Y. | | Type II Bedding | \$40.00 = | \$15,160.00 |
| 106 | 2 E.A. | | Bentonite Trench Plug | \$1,500.00 = | \$3,000.00 |
| 107 | 1 E.A. | | 12-inch Gate Valve | \$6,000.00 = | \$6,000.00 |
| 108 | 851 L.F. | | 12-inch Water Main | \$95.00 = | \$80,845.00 |
| 109 | 2 E.A. | | 12-inch Bend | \$1,200.00 = | \$2,400.00 |
| 110 | 2 E.A. | | 12X12X6 Hydrant Tee | \$1,250.00 = | \$2,500.00 |
| 111 | 2 E.A. | | Fire Hydrant and Assembly | \$7,500.00 = | \$15,000.00 |
| 112 | 2 E.A. | | 4-inch Water Service | \$5,500.00 = | \$11,000.00 |
| 113 | 1 E.A. | | 1-inch Water Service | \$2,000.00 = | \$2,000.00 |
| Schedule I Subtotal = | | | | | \$213,451.98 |
| Construction Subtotal = | | | | | \$213,451.98 |
| Construction Subtotal Plus Contingency = | | | | | \$245,469.77 |
| Administrative Fees | | | | | |
| Geotechnical Services and Materials Testing | | | | 1.25% = | \$3,068.37 |
| Subtotal of Administrative Fees = | | | | | \$3,068.37 |
| Construction Total and Administrative Fees = | | | | | \$248,538.15 |

Notes:

Costs based on Sanderson Stewart off site sketch

Mobilization and Insurance based on percentage of total schedule cost 8.5 %

Construction contingency 15 %

All items are complete and in place.

Sanderson Stewart cannot warrant that any opinions of probable cost provided by Sanderson Stewart will not vary from actual costs incurred by the client. Sanderson Stewart has no control over the cost or availability of labor, equipment, materials, or over market conditions or the Contractor's method of pricing. Sanderson Stewart makes no warranty, express or implied, that the bids or the negotiated cost of the work will not vary from Sanderson Stewart's opinion of probable cost.

MEMORANDUM

To: Matt Wheeler, City of Laurel Public Works
Ryan Welsh, PE, KLJ Engineering

From: Bryan Alexander, PE

Date: 5/9/2024

Reference: Laurel Intermediate School – Preliminary Stormwater Management Memo

Overview

The memo herein is intended to present the stormwater strategy for the proposed elementary school at the Mogan Field site in Laurel and preliminary calculations. A full comprehensive drainage plan (CDP) will be prepared for the school upon completion of the design revisions and approval of the annexation petition by City Council.

The stormwater design for the new school is to be completed in accordance with Part 8 of the Standards for Public Works Improvements for the City of Laurel, 2024 through the use onsite detention, water quality treatment, and a restricted outfall to the open channel in the East 7th Street right-of-way.

Historic Runoff and Outfall

As shown in the existing topography of the site, the property historically drained toward the south toward East 8th Street. Once the drainage reaches East 8th Street, it is intercepted by the roadside ditch that drains east to Cottonwood Avenue. A culvert is present at this intersection where the surface runoff flows south to the existing open channel in the East 7th Street right-of-way. The calculated historic peak runoff rate for the 10-year storm is 1.1 cubic feet per second (cfs).

Stormwater Detention

In accordance with Part 8, Section 2.3.3., stormwater runoff from the site will be managed within the site with discharge rates not exceeding 50 percent of the 10 and 100-year storm events. All stormwater within the site, with exception of a small area east of the gymnasium will be collected and directed to new stormwater detention ponds.

The developed site is just under 5 acres; however, a portion of the existing Mogan Field to the north drains through the property into the proposed detention system. When including the

offsite runoff, the drainage basin is 5.85 acres. Because the overall drainage basin is greater than 5 acres, the NRCS (SCS) Method has been used to calculate the required detention volume for the project. The entire 100-year, 24-hour storm event generates a volume of 53,143 cubic feet of runoff. The proposed discharge from the site proposed is a minimum of 0.154 cfs to drain the ponds within 72 hours after the storm subsides, based on the strategy further discussed below. Assuming the minimum outfall rate for the duration of the storm and the ensuing 72-hour period, 40,946 cubic feet is the peak of the stormwater storage necessary for the 100-year, 24-hour storm event. Infiltration has not been factored into the design of the detention storage volume or drain down time.

| | |
|---|-------------------|
| 100-year, 24-hour stormwater runoff | 53,143 cubic feet |
| 100-year, 24-hour detention requirement | 40,946 cubic feet |
| Provided detention volume | 41,859 cubic feet |

The proposed detention pond will provide the listed volume at an elevation of 3294.20, which has a max ponded depth in the parking lot of less than 0.9 feet at curb flowline of the pond curb cut, which is less than the allowable depth of 12 inches (Section 2.3.6.) during the major event.

Stormwater Outfall

As discussed in the meeting with the City and KLJ on April 30, 2024, a new pumped discharge from the school with a forcemain will be constructed within the Alder Avenue right-of-way that discharges into the existing open channel within the East 7th Street right-of-way. The pumped discharge rate will be established such that it discharges no greater than 50 percent of the historic runoff from the 10-year storm event from the site in accordance with Part 8, Section 2.3.3. Understanding that the City's storm drain system is over capacity downstream, the discharge is to be minimized by extending the detention pond drain down time to take approximately 96 hours after the storm begins for the 100-year, 24-hour storm event (fully drained 72 hours after the 24-hour storm). The minimum rate was calculated by taking the 100-year, 24-hour runoff divided by 96 hours, which resulted in a minimum rate of 0.154 cfs (69 gallons per minute). A duplex pump station with alternating pumps is proposed, which will be operated with floats in the pump chamber. The pump chamber will also help manage water seepage that currently affects the south portion of the site, until which time the seepage issue is resolved. The proposed pump is a Zoeller model 292/4292 0.5-hp with a discharge rate of 0.159 cfs (72 gallons per minute) at the calculated operating point. It should be noted that additional survey information is in progress to confirm the elevation head estimated in the design calculations. The pump model and flow rate may differ in the final design. The discharge proposed is approximately 15 percent of the historic 10-year runoff from the site, which is less than the maximum allowable 50 percent discharge rate.

Water Quality

To address Section 4.4, a hydrodynamic separator will be utilized to treat stormwater discharge from the site, which is to be located between the detention pond(s) and the discharge pump basin. The water quality flow rate, calculated from the methodology from Chapter 3 of the Montana Post-Construction BMP Design and Guidance Manual is 0.82 cfs for the site. Because the stormwater discharge from the site will be limited to the rate of the discharge pump, the water quality unit specified for the project must have a minimum treatment flow rate exceeding that of the pumping rate such that all stormwater leaving the site is treated.

Conclusion

As described above, the Laurel Intermediate School stormwater design is to manage the 100-year, 24-hour storm event with a discharge from the site limited to approximately 15 percent of the historic 10-year peak discharge rate, meeting or exceeding the requirements of Part 8 of the Standards for Public Works Improvements for the City of Laurel, 2024. The stormwater discharge will be treated for water quality with a new hydrodynamic separator, then discharged via a duplex pump chamber. The pump chamber is to discharge stormwater flows to an existing open channel in the East 7th Street right-of-way via a new forcemain within the Alder Avenue right-of-way.

File Attachments for Item:

18. Resolution No. R24-34: A Resolution Calling For An Election On Supplemental Funding For Public Library Services And Capital Needs For The City Of Laurel, Montana.

RESOLUTION NO. R24-34

A RESOLUTION CALLING FOR AN ELECTION ON SUPPLEMENTAL FUNDING FOR PUBLIC LIBRARY SERVICES AND CAPITAL NEEDS FOR THE CITY OF LAUREL, MONTANA.

WHEREAS, the City of Laurel (hereinafter “the City”) has reviewed the funding costs for the Public Library for the City;

WHEREAS, the City has determined that current funding levels for staffing for Public Library services (hereinafter “Public Library Services”) in the City are insufficient;

WHEREAS, the City has also determined that current funding levels for the capital needs of the City’s Public Library Services, such as equipment and inventory (hereinafter “the Capital Needs”), of the City are insufficient;

WHEREAS, the City is a public body and is authorized pursuant to Mont. Code Ann. § 15-10-425, as amended, to impose a new mill levy or exceed the mill levy limit provided for in Mont. Code Ann. § 15-10-420 by conducting an election authorizing such new mill levy for purposes determined by the City and the electors of the City approving any new levy;

WHEREAS, the City’s Public Library Services are currently supported by the general mill levy funds paid by the property owners in the City;

WHEREAS, the City Council has determined additional Public Library Services and Capital Needs are needed for the residents of the City;

WHEREAS, the City intends to establish an annual supplemental Public Library levy, permanently, in order to pay the ongoing and permanent costs associated with delivering additional Public Library services and helping to fund a portion of the costs of future Capital Needs of the City’s Public Library Department;

WHEREAS, the City Council has determined that there is a need for a permanent levy increase in the amount of Four Hundred Sixty-Six Thousand Three Hundred Ten Dollars and No Cents (\$466,310.00) or 45 mills (hereinafter “the Public Library Supplemental Levy”) to increase funding for Public Library Services and Capital Needs, to be adjusted annually subject to the limits established in Mont. Code Ann. § 15-10-420(1)(a), for inflationary and new growth allowed in subsequent years; and

WHEREAS, Mont. Code Ann. §§ 15-10-420 and -425 authorize the City to request of the voters in the City limits, as amended, an increase in mill levies over and above current limitations.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Laurel, Montana, as follows:

1. Calling of the Election. The City Council hereby calls and directs a mill levy election for the Public Library Supplemental Levy to be held on November 7, 2024 for the purpose of voting on the following question: “Shall the City of Laurel, Montana, be authorized to permanently raise the amount of Four Hundred Sixty-Six Thousand Three Hundred Ten Dollars and No Cents (\$466,310.00) or 45 mills annually for the purpose of funding additional Public Library services to provide Public Library services, as well as fund capital and related equipment needs for the City’s Public Library? The amount of Four Hundred Sixty-Six Thousand Three Hundred Ten Dollars and No Cents (\$466,310.00) or 45 mills will be adjusted annually, subject to the provisions of Mont. Code Ann. § 15-10-420(1)(a), after the first year, allowing for inflationary growth and newly taxable growth. The impact of the Public Library Supplemental Levy on a residential home valued at \$100,000 is \$60.75 the first year, on a residential home valued at \$200,000 is \$121.50 for the first year, on a residential home valued at \$300,000 is \$182.25 for the first year, and on a residential home valued at \$600,000 is \$364.50 for the first year.

Introduced at a regular meeting of the City Council on the 14th day of May 2024, by Council Member Mackay.

PASSED and APPROVED by the City Council of the City of Laurel the 14th day of May 2024.

APPROVED by the Mayor the 14th day of May 2024.

CITY OF LAUREL

Dave Waggoner, Mayor

ATTEST:

Kelly Strecker, Clerk-Treasurer

APPROVED AS TO FORM:

Michele L. Braukmann, Civil City Attorney

L
CITY HALL
115 W. 1ST ST.
PUB. WORKS: 628-4796
WATER OFC.: 628-7431
COURT: 628-1964
FAX 628-2241

City Of Laurel

P.O. Box 10
Laurel, Montana 59044



Library Director

To: City Council
From: Nancy Schmidt, Library Director
Date: May 3, 2024
Subject: Library Mill Levy

The Library Board is requesting the City Council approve a Mill Levy to fund the Library. The Board is requesting 45 Mills. Currently, the Library is funded by the General Fund. By approving a separate and distinct Mill Levy, the City would be able to use existing Mills for other purposes within the General Fund. Currently the Library receives 45 Mills from the General Fund. This equates to a \$466,310 annual budget.

The additional Mills from the Mill Levy would allow for the following:

- Move one part time employee to full time. The additional approximate cost would be \$33,706.27, including approximate benefits, at 2024 wages. The Library anticipates that 2025 wages would create an additional cost of approximately \$20,000. By increasing the total FTE's for the Library, it would allow for coverage for sick and vacation leave without having senior staff working split shifts or overage on shifts.
- Open the Library on Fridays. The additional cost would be \$19,523.56 at FY 2025 wages. The increase of cost comes from the two employees who would be scheduled to cover the 8 hour shift, in addition to the Library Director, and a slight increase in utility usage. Patrons have repeatedly asked why the Library is not open on Fridays. Staff have seen patrons stop by to visit the Library to use computers, return & check out items, or make copies -- but they are unable to because the Library is closed.
- Purchase books/media materials. The current budget for books/media is \$10,000. The Library has been using the \$6,000 received from the Foundation to also purchase books/media. The Foundation funds should instead be used for programming and other needs.
- The Library has 24 computer work stations. The current computer/printer budget is \$400 annually. The Library presently only has refurbished computers that are at least five years old. The Library would like to begin to replace these computers and establish a replacement schedule for its computer equipment. The computers are used daily and see a lot of traffic. If the Library is unable to replace the current computers, it would like to begin rebuilding

existing current computers to increase the capacity/memory, so as to better meet the needs of the community.

- The Library is asking in its Mill Levy request that the Mills create an amount of Four Hundred Sixty-Six Thousand Three Hundred Ten Dollars and No Cents (\$466,310.00) or 45 Mills. The additional Mills would allow for a buffer to cover increased costs.
- The Library Board would agree to entering into an MOU with the City stating that if this Mill Levy is passed, the Library would no longer receive additional funding from the General Fund, except to the extent required by Montana law.
- Any unused funds will be moved into a Library Depreciation Reserve Fund Authorized. This fund will be used to cover any unexpected costs the Library may incur.

File Attachments for Item:

19. Resolution No. R24-35: A Resolution Approving An Amended And Restated Development Agreement By And Between GL Development, LLC, Laurel Depot LLLP, And The City Of Laurel.

RESOLUTION NO. R24-35

A RESOLUTION APPROVING AN AMENDED AND RESTATED DEVELOPMENT AGREEMENT BY AND BETWEEN GL DEVELOPMENT, LLC, LAUREL DEPOT LLLP, AND THE CITY OF LAUREL.

WHEREAS, GL Development, LLC, a Montana limited liability company, 1625 E. 6th Ave. Helena, MT 59601, hereinafter referred to as "Developer," Laurel Depot LLLP, a Montana limited liability limited partnership, 1625 E. 6th Ave. Helena, MT 59601, hereinafter referred to as "Owner", and the City of Laurel, Montana, a municipal corporation, c/o City Hall, 115 West 1st Street, Laurel, Montana, 59044, hereinafter referred to as the "City", wish to amend and restate a Development Agreement by and between the Developer, Owner, and the City;

WHEREAS, Developer is the owner of certain real property in the form of a single tract situated in Yellowstone County, Montana, more particularly described as follows:

LEGAL DESCRIPTION: according to the official plat on file and of record in the office of the Clerk and Recorder of said County, hereinafter referred to as "Developer Tract" as well as all adjacent public right-of-way.

Tract 1A of Amended Certificate of Survey No. 3785. Located in the SE ¼ of the SE ¼ of Section 8, Township 02 South, Range 23 East, P.M.M.

WHEREAS, the City approved a Petition for Annexation by Resolution No. R17-14 for the Developer Tract, and approval of an amended Certificate of Survey and the issuance of building permits was contingent upon the execution of a Development Agreement executed by and between City, Owner, and Developer, to identify required off-site infrastructure improvements and guarantees of those improvements, which Development Agreement was, in fact, executed between the parties;

WHEREAS, the City, Owner, and Developer wish to amend and restate the Development Agreement pertaining to the Laurel Depot, between the City, Owner, and Developer, dated January 25, 2022, and recorded with the Clerk and Recorder of Yellowstone County, Montana, on March 3, 2022, as Document No. 4009776 (the "Prior Agreement");

WHEREAS, the Amended and Restated Development Agreement will modify the terms and conditions of Variances consented to by the City; and

WHEREAS, the Amended and Restated Development Agreement will be a modification, amendment, and complete restatement of the Prior Agreement, and will supersede and replace the Prior Agreement in its entirety.

NOW THEREFORE BE IT RESOLVED, by the City Council of the City of Laurel, Montana:

Section 1: Approval. The Amended and Restated Development Agreement, a copy attached hereto and incorporated herein, is hereby approved.

Section 2: Execution. The Mayor is hereby given authority to execute the Amended and Restated Development Agreement on behalf of the City.

Introduced at a regular meeting of the City Council on the 14th day of May 2024 by Council Member _____.

PASSED and APPROVED by the City Council of the City of Laurel, Montana on the 14th day of May 2024.

APPROVED by the Mayor on the 14th day of May 2024.

CITY OF LAUREL

Dave Waggoner, Mayor

ATTEST:

Kelly Strecker, Clerk-Treasurer

APPROVED AS TO FORM:

Michele L. Braukmann, Civil City Attorney

CITY HALL
115 W. 1ST ST.
MAYOR OFC.: 628-8456
PUB. WORKS: 628-4796
WATER OFC.: 628-7431
COURT: 628-1964
FAX 628-2241

City Of Laurel

P.O. Box 10
Laurel, Montana 59044



Office of the Planning Director

May 2, 2024

Memorandum for Laurel Depot Development

The building department was notified a few weeks ago that two of the four buildings that were constructed were not situated in accordance with the development agreement. It is my understanding that the error could have happened due to the land dedication for street right of ways resulting in new property boundaries. The new boundaries were not considered when the developer's surveyors staked out the location for the buildings. I have investigated the locations of the buildings and do not believe they should be removed due to this error.

It is my intent to develop procedures for the verification of property boundaries prior to placement of any foundations going forward. It has been past practice that the first inspection of any buildings is when they are ready to pour concrete for the foundations. I am proposing a new inspection service that would require property owners to verify their property boundaries and the necessary building setbacks prior to any work proceeding as per their site plans that they are required to submit. This new process will require the hiring of a surveyor if property pins cannot be located. I will be purchasing metal detectors for the building department that can be helpful in locating surveyed property pins. If no pins can be found, we will require the property owners to have the property pins determined by a registered land surveyor.

A handwritten signature in blue ink that reads "Kurt Markegard". The signature is fluid and cursive.

Kurt Markegard
Planning Director, Building Official

Return to:

Laurel Depot LLLP
c/ GL Development, LLC
1625 E. 6th Ave
Helena, MT 59601

AMENDED AND RESTATED DEVELOPMENT AGREEMENT

THIS AMENDED AND RESTATED DEVELOPMENT AGREEMENT is made this ____ day of _____, 20____, by and between GL Development, LLC, a Montana limited liability company, 1625 E. 6th Ave. Helena, MT 59601, hereinafter referred to as “DEVELOPER,” Laurel Depot LLLP, a Montana limited liability limited partnership, 1625 E. 6th Ave. Helena, MT 59601, “OWNER”, and the CITY OF LAUREL, MONTANA, a municipal corporation, c/o City Hall, 115 West 1st Street, Laurel, Montana, 59044, hereinafter referred to as the “CITY.”

WHEREAS, DEVELOPER is the owner of certain real property in the form of single tract situated in Yellowstone County, Montana, more particularly described as follows:

LEGAL DESCRIPTION: according to the official plat on file and of record in the office of the Clerk and Recorder of said County, hereinafter referred to as “Developer Tract” as well as all adjacent public right-of-way.

Tract 1A of Amended Certificate of Survey No. 3785. Located in the SE ¼ of the SE ¼ of Section 8, Township 02 South, Range 23 East, P.M.M.

WHEREAS, CITY has approved the Petition for Annexation by Resolution No. _ R17-14 _____ for the Developer Tract. Approval of an amended Certificate of Survey and the issuance of building permits is contingent upon the execution of this Development Agreement executed by and between CITY, OWNER and DEVELOPER to identify required off-site infrastructure improvements and guarantees of those improvements.

WHEREAS, the CITY, OWNER, and DEVELOPER wish to amend and restate Development Agreement pertaining to the Laurel Depot Apartment complex, between the CITY, OWNER, and DEVELOPER dated January 25, 2022, and recorded with the Clerk and Recorder of Yellowstone County, Montana, on March 3, 2022, as Document No. 4009776 (the “Prior Agreement”). This Amended and Restated Development Agreement is a modification, amendment, and complete restatement of the Prior Agreement, and supersedes and replaces the Prior Agreement in its entirety.

DA-1

NOW THEREFORE, in consideration of the mutual promises and covenants contained herein, the parties do hereby agree as follows:

1. Development Summary. The Development consists of the new construction of 24 apartments for low-income residents consisting of four 1-story buildings with associated site improvements, including parking, driveways, sidewalks and landscaping.
2. Variiances. The following proposed code variances are hereby consented to and approved by the City: 1) [17.16.020] At future extension of W. 2nd Street along the south property line, reduction of Side-Adjacent-to-Street setback for residential district RMF from 20-feet to 11-feet; and at W. 3rd Street, along the north property line, reduction of Side-Adjacent-to-Street for residential district RMF from 20-feet to 14-feet. 2) [17.16.020] Reduction of minimum required district size from 2.07 acres to 1.946 acres due to the granting of 0.413 acres of the parcel to City of Laurel as Right-of-Way at 3rd Street, 8th Avenue and W. 2nd Street edges of the parcel. 3) [17.08.800] Reduction in width of standard parking space from 10-feet in width to 9-feet in width. 4) [17.40.090-A-2] Reduction in off-street required parking from 1.5 spaces per unit to 1.42 spaces per unit since it is anticipated that four residents will be non-driving or will only own one vehicle and to provide for additional accessible parking spaces beyond the minimum required number accessible spaces.
3. Roads and Access. The Developer Tract shall be accessible by access from 8th Avenue from two new approaches constructed to City of Laurel standard design. The Developer shall install curb, gutter, sidewalk and roadway along the northern boundary of the property along W. 3rd Street.
4. Sanitary Sewer. The Developer Tract shall be served by the City wastewater system. Each building will have an independent connection to sanitary sewer mains located in W. 3rd Street and 8th Avenue. The Sanitary Sewer system design must be reviewed and approved by the City of Laurel and the Department of Environmental Quality, if applicable.
5. Water. The Developer Tract shall be served by the City water system. The project is served by central meter room feed from the water main located in 8th Avenue. Separate piping for domestic water and fire service is being provided. The project is served by a single water meter as water will be included in tenant's rent. The Water system design must be reviewed and approved by the City of Laurel and the Department of Environmental Quality, if applicable.

6. Storm Drain. The surface storm water and roof drains will surface-drain to two shallow surface detention ponds; and surface storm water and roof drains will connect directly to buried storm piping sloping to a buried storm water detention structure consisting of a lined buried boulder absorption pit with a controlled overflow outlet to the City storm main located in 8th Avenue. The Stormwater system design must be reviewed and approved by the City of Laurel and the Department of Environmental Quality, if applicable.
7. Rights-of-Way. The Development includes the dedication of R.O.W to the City of Laurel including 0.176 acres at 3rd Street at the north property line, 0.031 acres at 8th Avenue at the east property line, and 0.206 acres at the south property line for a future west extension of W. 2nd Street.
8. Zoning. The Property is zoned Residential Multi-Family (RMF).
9. Compliance. Except as set forth in Section 2 above, nothing herein shall be deemed to exempt the Developer Tract from compliance with any current or future City laws, rules, regulations, or policies that are applicable to the development, redevelopment, or use of the subject property.
10. Runs with Land. The covenants, agreements, and all statements in this Agreement and in the incorporated and attached Waiver shall run with the land and shall be binding on the heirs, personal representatives, successors, and assigns of the respective parties.
11. Attorney's Fees. In the event it becomes necessary for either party to this Agreement to retain an attorney to enforce any of the terms or conditions of this Agreement or to give any notice required herein, then the prevailing party or the party giving notice shall be entitled to reasonable attorney fees and costs, including those fees and costs of in-house counsel.
12. Amendments and Modifications. Any amendments or modifications of this Agreement shall be made in writing and executed in the same manner as this original document and shall after execution become a part of this Agreement.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and year first above written.

“DEVELOPER”

GL DEVELOPMENT, LLC

By: _____

Eugene Leuwer

Title: Manager

STATE OF MONTANA)

:ss

County of Lewis and Clark)

On this ____ day of _____, 20____, before me, a Notary Public in and for the State of Montana, personally appeared Eugene Leuwer known to me to be the person who signed the foregoing instrument as the Manager of DEVELOPER, and who acknowledged to me that said DEVELOPER executed the same.

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

Notary Public in and for the State of Montana

Printed name: _____

Residing at: _____

My commission expires: _____

“OWNER”

LAUREL DEPOT LLLP
a Montana limited liability limited partnership

By: Echo Development 2019 LLC,
a Montana limited liability company,
its General Partner

By: _____
Eugene Leuwer, its Manager

STATE OF MONTANA)
 :SS
County of Lewis and Clark)

On this ____ day of _____, 20____, before me, a Notary Public in and for the State of Montana, personally appeared Eugene Leuwer, known to me to be the person who signed the foregoing instrument as the Manager of Echo Development 2019 LLC, the General Partner of OWNER, and who acknowledged to me that said OWNER executed the same.

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

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

This Agreement is hereby approved and accepted by City of Laurel, this ____ day of _____, 20____.

“CITY”

CITY OF LAUREL, MONTANA

By: _____
Mayor

Attest: _____
City Clerk

STATE OF MONTANA)
 :ss
County of Yellowstone)

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

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

Approved as to Form:

City Attorney

File Attachments for Item:

20. Resolution No. R24-36: A Resolution Of The City Council Authorizing The Mayor To Sign Agreements With Joint Power Trust And Mutual Of Omaha For The Provision Of The Employee Health Insurance Benefit And Related Programs For City Of Laurel Employees And Dependents.

RESOLUTION NO. R24-36

A RESOLUTION OF THE CITY COUNCIL AUTHORIZING THE MAYOR TO SIGN AGREEMENTS WITH JOINT POWER TRUST AND MUTUAL OF OMAHA FOR THE PROVISION OF THE EMPLOYEE HEALTH INSURANCE BENEFIT AND RELATED PROGRAMS FOR CITY OF LAUREL EMPLOYEES AND DEPENDENTS.

WHEREAS, the City Council (hereinafter “City Council”) of the City of Laurel (hereinafter “the City”) previously authorized the City’s Health Insurance Committee to seek competitive information and quotes to provide health and related insurance for the City’s employees and dependents;

WHEREAS, the City sought competitive information and quotes to ensure that the selected parties will provide satisfactory health and related insurance coverage for the City’s employees and dependents, as well as to ensure that the proposals would be in the City’s best interests;

WHEREAS, the City’s competitive process of achieving quotes included quotes for employee health insurance, dental insurance, VSP (eye) insurance, short- and long-term disability coverage, and life insurance;

WHEREAS, City Staff and the Health Insurance Committee reviewed various proposals and determined that the proposals submitted by Joint Power Trust and Mutual of Omaha are the most responsive to the City’s needs and requests for appropriate and comprehensive health and related insurance coverage for City employees and dependents, and City Staff and the Health Insurance Committee hereby recommend approval of the same proposals;

WHEREAS, in addition, the City has sought feedback from City employees regarding their interests related to health and related insurance coverage, and the City has evaluated the feedback received from responsive City employees; and

WHEREAS, City Staff and the Health Insurance Committee recommend that the proposals submitted by Joint Power Trust and Mutual of Omaha are the most responsive to the City’s needs and requests for appropriate and comprehensive health and related insurance coverage for City employees and dependents, and City Staff and the Health Insurance Committee hereby recommend approval of the same.

NOW THEREFORE BE IT RESOLVED, by the City Council of the City of Laurel, Montana:

Section 1: Approval. The City approves the changes in health and related insurance coverage to the following entities: Joint Power Trust and Mutual of Omaha.

Section 2: Execution. The Mayor is hereby given authority to execute all related documents needed to ensure the appropriate change in health and related insurance coverage.

Introduced at a regular meeting of the City Council on the 14th day of May 2024 by Council Member _____.

PASSED and APPROVED by the City Council of the City of Laurel, Montana on the 14th day of May 2024.

APPROVED by the Mayor on the 14th day of May 2024.

CITY OF LAUREL

Dave Waggoner, Mayor

ATTEST:

Kelly Strecker, Clerk-Treasurer

APPROVED AS TO FORM:

Michele L. Braukmann, Civil City Attorney



Dante Olson | Abigail Cool
406-532-8764 | 406-373-8624

City of Laurel
Medical Renewal/Proposal

| Renewal Pacific Source - No rate guarantee next year | | | | |
|--|---|---|---|----------------|
| | Platinum | Gold | Gold | Silver |
| In-Network | 500 | 1000 | 1500 | 3500 |
| Deductible | \$500 | \$1,000 | \$1,500 | \$3,500 |
| Coinsurance | 80% | 80% | 70% | 100% |
| OOP Maximum (Inc. Ded.) | \$2,500 | \$2,500 | \$3,500 | \$3,500 |
| Co-Pays | | | | |
| Office Visits (OV; SV; UC) | \$25/\$25/\$25 | \$25/\$25/\$25 | \$35/\$35/\$35 | 100% after Ded |
| Rx | \$10/tier 2-4 \$100 deductible copy of \$40/200/\$200 | \$10/tier 2-4 \$100 deductible copy of \$40/200/\$200 | \$10/tier 2-4 \$100 deductible copy of \$40/200/\$200 | 100% after Ded |
| Assumed Enrollment | | | | |
| Employee | 44 | 9 | 2 | 6 |
| Employee & Spouse | 0 | 3 | 0 | 0 |
| Employee & Children | 2 | 0 | 2 | 0 |
| Family | 0 | 2 | 0 | 0 |
| Total | 46 | 14 | 4 | 6 |
| Premiums | | | | |
| Employee | \$865.10 | \$828.64 | \$778.73 | \$647.46 |
| Employee & Spouse | \$1,919.21 | \$1,838.32 | \$1,728.06 | \$1,436.71 |
| Employee & Child | \$1,376.39 | \$1,318.39 | \$1,237.16 | \$1,029.47 |
| Family | \$2,205.13 | \$2,112.19 | \$1,984.54 | \$1,650.39 |
| Monthly Premium | \$40,817 | \$17,197 | \$4,032 | \$3,885 |
| Annual Premium | \$489,806 | \$206,365 | \$48,381 | \$46,617 |

Total Annual Estimated Cost **\$791,170**

| Joint Powers Trust - Rate guarantee next year max 8.5% | | | | | |
|--|---|---|---|-----------------------|------------------------------------|
| | Platinum | Gold | Gold | Silver | Silver Option to Replace Gold 1500 |
| In-Network | 500 | 1000 | 1500 | 3500 | 5000 |
| Deductible | \$500 | \$1,000 | \$1,500 | \$3,500 | \$5,000 |
| Coinsurance | 80% | 80% | 70% | 100% | 100% |
| OOP Maximum (Inc. Ded.) | \$2,500 | \$2,500 | \$3,500 | \$3,500 | \$5,000 |
| Co-Pays | | | | | |
| Office Visits (OV; SV; UC) | \$25/\$25/\$25 | \$25/\$25/\$25 | \$35/\$35/\$35 | 100% after Deductible | 100% after Deductible |
| Rx | 10/tier 2-4 \$100 deductible copy of \$40/200/\$200 | \$10/tier 2-4 \$100 deductible copy of \$40/200/\$200 | \$10/tier 2-4 \$100 deductible copy of \$40/200/\$200 | 100% after Deductible | 100% after Deductible |
| Assumed Enrollment | | | | | |
| Employee | 44 | 9 | 2 | 6 | |
| Employee & Spouse | 0 | 3 | 0 | 0 | |
| Employee & Children | 2 | 0 | 2 | 0 | |
| Family | 0 | 2 | 0 | 0 | |
| Total | 46 | 14 | 4 | 6 | |
| Premiums | | | | | |
| Employee | \$841.72 | \$807.67 | \$761.00 | \$638.45 | \$561.83 |
| Employee & Spouse | \$1,826.29 | \$1,750.74 | \$1,647.75 | \$1,375.62 | \$1,210.55 |
| Employee & Child | \$1,319.29 | \$1,265.11 | \$1,189.23 | \$995.25 | \$875.82 |
| Family | \$2,093.35 | \$2,006.54 | \$1,887.31 | \$1,575.20 | \$1,386.13 |
| Monthly Premium | \$39,674 | \$16,534 | \$3,900 | \$3,831 | |
| Annual Premium | \$476,091 | \$198,412 | \$46,806 | \$45,968 | |

Total Annual Estimated Cost **\$767,277**

JPT Savings - \$23,893.00
-0/030199382



Dante Olson | Abigail Cool
406-532-8764 | 406-373-8624

City of Laurel

Group Paid Life, STD & LTD Comparison

Group Paid Life Insurance

Plan
Employee Base Life Amount
Accidental Death & Dismemberment
Guarantee Issue Amount

Employee Rate per \$1,000
Employee AD&D Rate per \$1,000
Estimated Group Monthly Premium
Estimated Group Yearly Total
Rate Guarantee

| Dearborn/UNUM | Mutual of Omaha | Mutual of Omaha |
|---------------------|-----------------|-----------------|
| Group Paid Life | Group Paid Life | Retiree Life |
| \$15,000 & \$10,000 | \$25,000 | \$10,000 |
| \$15,000 & \$10,000 | \$25,000 | N/A |
| \$15,000 & \$10,000 | \$25,000 | \$10,000 |
| | | |
| \$0.40 & \$0.42 | \$0.21 | \$2.750 |
| | \$0.04 | NA |
| \$525.12 & \$281.40 | \$421.88 | \$195.25 |
| \$9,678.24 | \$5,062.56 | \$2,343.00 |

Voluntary/Employee Paid Product
Benefit reduction on retiree:
Age 70 - 65%
Age 75 - 50%

3 year Rate Guarantee 3 year Rate Guarantee
Savings - \$4,615.68

Group Paid Short Term Disability

Plan
Weekly Benefit
Minimum Weekly Benefit
Maximum Weekly Benefit
Maximum Benefit Period

Employee Rate per \$10
Estimated Group Monthly Premium
Estimated Group Yearly Total

| Unum | Mutual of Omaha |
|-------------|-----------------|
| Group STD | Group STD |
| 60% | 60% |
| \$25 | \$25 |
| \$1,000 | \$1,000 |
| 11 weeks | 11 weeks |
| | |
| | \$0.26 |
| \$1,301.36 | \$1,134.23 |
| \$15,616.32 | \$13,610.76 |

Savings - \$2,005.56

3 year Rate Guarantee

Group Paid Long Term Disability

Plan
Benefit Amount
Maximum Monthly Benefit
Minimum Monthly Benefit
Elimination Period
Max Benefit Period
Own Occupation Period

Employee Rate per \$100
Estimated Group Monthly Premium
Estimated Group Yearly Total

| Unum | Mutual of Omaha |
|--------------|-----------------|
| Group LTD | Group LTD |
| 60% | 60% |
| \$6,000 | \$6,000 |
| \$100 | \$100 or 10% |
| 90 days | 90 days |
| RBD to SSNRA | RBD to SSNRA |
| NA | 24 Months |
| | |
| | \$0.37 |
| \$1,758.90 | \$1,166.53 |
| \$21,010.88 | \$13,998.36 |

Savings - \$7,012.52

3 year Rate Guarantee

Total Savings: \$13,633.76



Dante Olson | Abigail Cool
 406-532-8764 | 406-373-8624
 City of Laurel
 Dental Comparison

| Carrier Plan | Current: Delta Dental | Mutual of Omaha |
|-----------------|-----------------------|----------------------|
| Network | 3000 Delta Dental | No network |
| Copay | N/A | N/A |
| Deductible | \$50 \$150 | \$50 \$150 |
| Maximum | \$3,000 | \$3,000 |
| Waiting periods | 12 Month Major | None |
| Orthodontia | \$1,500 | \$1,500 No age limit |
| Preventive | 100% | 100% |
| Basic | 80% | 100% |
| Major | 50% | 60% |
| Ortho | | 50% |

| Rates | | |
|---------------|------------|------------|
| Monthly Rate | \$4,606.10 | \$5,124.61 |
| Monthly Total | \$4,606.10 | \$5,124.61 |

| Employee Rates | Enrollment | | |
|------------------------|------------|-------------|-------------|
| EE | 59 | \$2,537.00 | \$2,822.56 |
| EE & SPS | 13 | \$1,029.21 | \$1,145.04 |
| EE & CHILD | 3 | \$249.51 | \$277.59 |
| FAMILY | 6 | \$790.38 | \$879.42 |
| Monthly Total | | \$4,606.10 | \$5,124.61 |
| Yearly Estimated Total | | \$55,273.20 | \$61,495.32 |

| | 2 year rate Guarantee | 1 year rate Guarantee |
|------------|-----------------------|-----------------------|
| EE | \$43.00 | \$47.84 |
| EE & SPS | \$79.17 | \$88.08 |
| EE & CHILD | \$83.17 | \$92.53 |
| FAMILY | \$131.73 | \$146.57 |

(\$536.51)
 (\$6,222.32)



Dante Olson | Abigail Cool
 406-532-8764 | 406-373-8624

City of Laurel
 Vision Comparison

| Carrier | PeakOne | Mutual of Omaha |
|------------------------------|------------------|-----------------|
| Plan | Choice B 150 | EyeMed |
| Office Visit Copay | \$10 | \$10 |
| Materials Copay | \$25 | \$25 |
| Frequency Exam/Lenses/Frames | 12/12/24 | 12/12/24 |
| Exam | 100% After Copay | \$0 Copay |
| Lenses | 100% After Copay | \$25 Copay |
| Frames | Up to \$150 | Up to \$150 |
| Contact Lenses | Up to \$150 | Up to \$150 |
| Notes | | |

| Rates | | PeakOne | Mutual of Omaha |
|------------------------|------------|------------|-----------------|
| Monthly Rate | | \$640.56 | \$584.82 |
| Monthly Total | | \$640.56 | \$584.82 |
| Employee Rates | Enrollment | | |
| EE | 50 | \$357.00 | \$305.50 |
| EE & SPS | 7 | \$100.03 | \$98.28 |
| EE & CHLD(REN) | 4 | \$61.28 | \$62.24 |
| FAMILY | 5 | \$122.25 | \$118.80 |
| Monthly Total | | \$640.56 | \$584.82 |
| Yearly Estimated Total | | \$7,696.72 | \$7,017.84 |

Savings - \$55.74

Total Savings - \$668.88

2 year Rate Guarantee

| | | |
|----------------|---------|---------|
| EE | \$7.14 | \$6.11 |
| EE & SPS | \$14.29 | \$14.04 |
| EE & CHLD(REN) | \$15.32 | \$15.56 |
| FAMILY | \$24.45 | \$23.76 |

File Attachments for Item:

21. Resolution No. R24-37: A Resolution Of The City Council Authorizing The Mayor To Execute The Agreement For Provision Of Fire Services By And Between The City Of Laurel And Fire District 8.

RESOLUTION NO. R24-37

A RESOLUTION OF THE CITY COUNCIL AUTHORIZING THE MAYOR TO EXECUTE THE AGREEMENT FOR PROVISION OF FIRE SERVICES BY AND BETWEEN THE CITY OF LAUREL AND FIRE DISTRICT 8.

BE IT RESOLVED by the City Council of the City of Laurel, Montana,

Section 1: Approval. The Agreement for Provision of Fire Services for the Laurel Airport Authority, by and between the City of Laurel and the Fire District 8 (hereinafter “the Agreement for Provision of Fire Services”), a copy attached hereto and incorporated herein, is hereby approved.

Section 2: Execution. The Mayor is hereby given authority to execute the Agreement for Provision of Fire Services for the Fire District 8 on behalf of the City.

Introduced at a regular meeting of the City Council on the 14th day of May 2024, by Council Member _____.

PASSED and APPROVED by the City Council of the City of Laurel the 14th day of May 2024.

APPROVED by the Mayor the 14th day of May 2024.

CITY OF LAUREL

Dave Waggoner, Mayor

ATTEST:

Kelly Strecker, Clerk-Treasurer

APPROVED AS TO FORM:

Michele L. Braukmann, Civil City Attorney



LAUREL FIRE

215 WEST 1ST STREET • LAUREL MT • 59044
OFFICE 406.628.4911 • FAX 406.628.2185

March 25, 2024

Fire District: 8

Dear Fire District 8 Chairperson,

The Laurel Volunteer Fire Department and the City of Laurel have discussed the upcoming Fire District contracts and other services for the Rural Fire Districts and Fire Service Areas.

We would like to continue to offer you a contract with a 10% increase from last year. This increase is a result of the rising costs of expenses associated with the Fire Service. These include fire apparatus - both new equipment and the maintenance and repair of existing apparatus, personal protective equipment, fuel costs and equipment purchase to maintain and provide highly effective fire services for our districts.

The proposed increase would be as follows:

| Contract Year | Last Contract | | % +/- | Increase/ Decrease | | Last Contract | | Annual Payment |
|---------------|---------------|---|-------|--------------------|---|---------------|---|----------------|
| 2024-2025 | \$8,104.76 | x | 0.10 | \$810.48 | + | \$8,104.76 | = | \$8,915.24 |

Enclosed, you will find the contract for the next year of service. If your Board of Directors accepts this contract amount, please sign and return to the following by April 30, 2024:

Brittney Harakal
Council Administrative Assistant,
P O Box 10
Laurel, MT 59044

The City of Laurel and the Laurel Fire Department are requesting that the new contracts be finalized and ready, to be presented to the City of Laurel Council before the end of the fiscal year. If you feel that the new rate is unjust and would like to meet with myself or the City of Laurel Mayor, please contact me and arrange a date and time at your convenience to meet.

Thank you for your support. If there is anything we can do to help support the Fire District 8, please don't hesitate to call us. Feel free to contact me with any questions or concerns.

J W Hopper
Fire Chief, Laurel Fire Department
jwhopper@laurel.mt.gov
406-628-4911

**AGREEMENT FOR PROVISION OF FIRE SERVICES
FOR
THE RURAL FIRE DISTRICT 8**

THIS AGREEMENT is made and entered into this 1st day of July, 2024, by and between the City of Laurel, Montana, a municipal corporation (hereinafter “the City”) and the Rural Fire District 8 (hereinafter “the Fire District”).

WITNESSETH

WHEREAS, the City maintains the Laurel Volunteer Fire District and is willing to provide fire protection, prevention, and investment in Fire District at the same level as such services are provided to upon the terms and conditions hereinafter provided;

WHEREAS, attached hereto and by this reference made a description and map;

WHEREAS, the Fire District desires to obtain the said fire a contract with the City for such services.

NOW, THEREFORE, it is agreed by and between the par

1. SERVICES

The City will furnish the following services to properties and residents within the Fire District at the same level as such services are provided to properties and residents within the limits of the Fire Districts served by the City:

- a. fire protection and suppression;
- b. fire prevention; and
- c. fire investigations.

The City further agrees to provide grassland services to properties located within the Fire provided to properties and residents within City.

It is mutually covenanted, agreed, and under of equipment, the number of personnel dis explosion, etc., shall be in the sole discretion

It is further mutually covenanted, agreed, and or emergency calls shall occur simultaneous municipal boundaries, the City shall have priority in using its equipment and manpower to protect the City property first, and that protection of City inhabitants and property shall have preference and priority over any call or demand of the Fire District.

PLEASE SIGN
AND RETURN
BOTH COPIES

City

It is further mutually covenanted, agreed, and understood that the Chief of the LVFD shall conduct the investigation of all fires and/or explosions within the organized fire district and be independently responsible for determining the cause, origin, and circumstances of the same.

The Fire District agrees to cooperate with the City and the LVFD in the inspection of the property to be protected and to cooperate in reducing fire risks as may be suggested from time to time by LVFD personnel and/or the City and/or State Fire Inspector.

2. SERVICE AREA

Fire services will be provided to all properties located within the boundaries of the Fire District as specified in the Agreement, and as amended from time to time by agreement of the parties. Any enlargement of the Fire District will not receive fire service unless approved in writing by the City. The hydrants and water system used for fire suppression by the City will be the sole responsibility for maintenance, care, and upkeep of the Fire District.

3. EFFECTIVE

This Agreement shall be effective on July 1, 2024, and shall terminate on June 30, 2025, subject to the provisions of Section 4.

4. RENEWAL AND EXTENSION

This Agreement may be renewed, with the terms and conditions of the renewal Agreement to be as mutually agreed upon by the parties or, prior to expiration, this agreement may be extended for one or more thirty-day period(s) to provide the parties the opportunity to negotiate a new agreement. The parties may extend the agreement in writing, accepted, and signed by both the City's Mayor and an authorized official/agent of the Fire District.

5. CHARGES AND PAYMENTS

The fees for providing services for this Agreement shall be:

July 1, 2024 - June 30, 2025: \$8,915.24.

One-half of the said fees shall be paid on or before December 31, 2024. The remaining one-half shall be paid on or before June 30, 2025.

6. ANNUAL REPORT

The City will furnish an annual written report to the Fire District, which will include the number and type of incidents responded to within the Fire District by City personnel.

7. MODIFICATION

This Agreement cannot be modified or amended except in writing executed by the parties.

8. TERMINATION

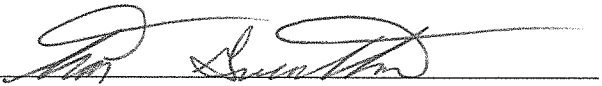
Termination of this Agreement occurs either 1) upon mutual agreement of the parties or 2) upon the termination date contemplated herein. If either party wishes to terminate this Agreement before the termination date, such party shall give written notice to the other party to respond, with the other party's consent or objection, no less than thirty (30) days before the proposed termination.

IN WITNESS WHEREOF, the parties have executed this Agreement the day and year first above written.

CITY OF LAUREL

FIRE DISTRICT

Dave Waggoner, Mayor

By  _____

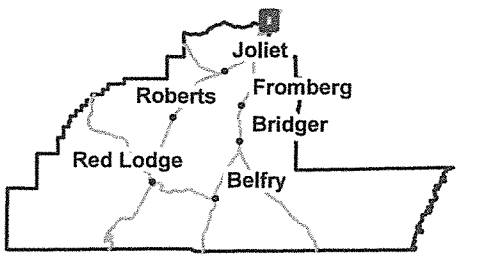
ATTEST:

Kelly Strecker, Clerk-Treasurer

CARBON COUNTY

MT

GIS & Addressing Department



CARBON CO.
YELLOWSTONE CO.

WHITE HORSE RD N

VISTA LN

City of
Laurel

310

BEAR TOOTH VIEW DR
ROGERS PL
HENKYS PL
VICTORIA CT
BEAR TOOTH WAY
BEAR TOOTH CT
HARDT LN

WHITE HORSE SOUTH RD

DALE LN
DALE

ROCKY POINT RD

RIADA DR
RIADA

KRUG LN

QUINN WAY






BUS LN

CHEYENNE LN
CHEYENNE LN

FRANK LN

EVERGREEN DR
DUNRUH

TAWNY TRL

-  Rural Fire District
-  US Highway
-  Other Highway
-  County Road
-  Private Road

1000 Ft

331

4/5/2024

File Attachments for Item:

22. Resolution No. R24-38: A Resolution Of The City Council Authorizing The Mayor To Execute The Agreement For Provision Of Fire Services By And Between The City Of Laurel And Fire District 7.

RESOLUTION NO. R24-38

A RESOLUTION OF THE CITY COUNCIL AUTHORIZING THE MAYOR TO EXECUTE THE AGREEMENT FOR PROVISION OF FIRE SERVICES BY AND BETWEEN THE CITY OF LAUREL AND FIRE DISTRICT 7.

BE IT RESOLVED by the City Council of the City of Laurel, Montana,

Section 1: Approval. The Agreement for Provision of Fire Services for the Laurel Airport Authority, by and between the City of Laurel and the Fire District 7 (hereinafter “the Agreement for Provision of Fire Services”), a copy attached hereto and incorporated herein, is hereby approved.

Section 2: Execution. The Mayor is hereby given authority to execute the Agreement for Provision of Fire Services for the Fire District 7 on behalf of the City.

Introduced at a regular meeting of the City Council on the 14th day of May 2024, by Council Member _____.

PASSED and APPROVED by the City Council of the City of Laurel the 14th day of May 2024.

APPROVED by the Mayor the 14th day of May 2024.

CITY OF LAUREL

Dave Waggoner, Mayor

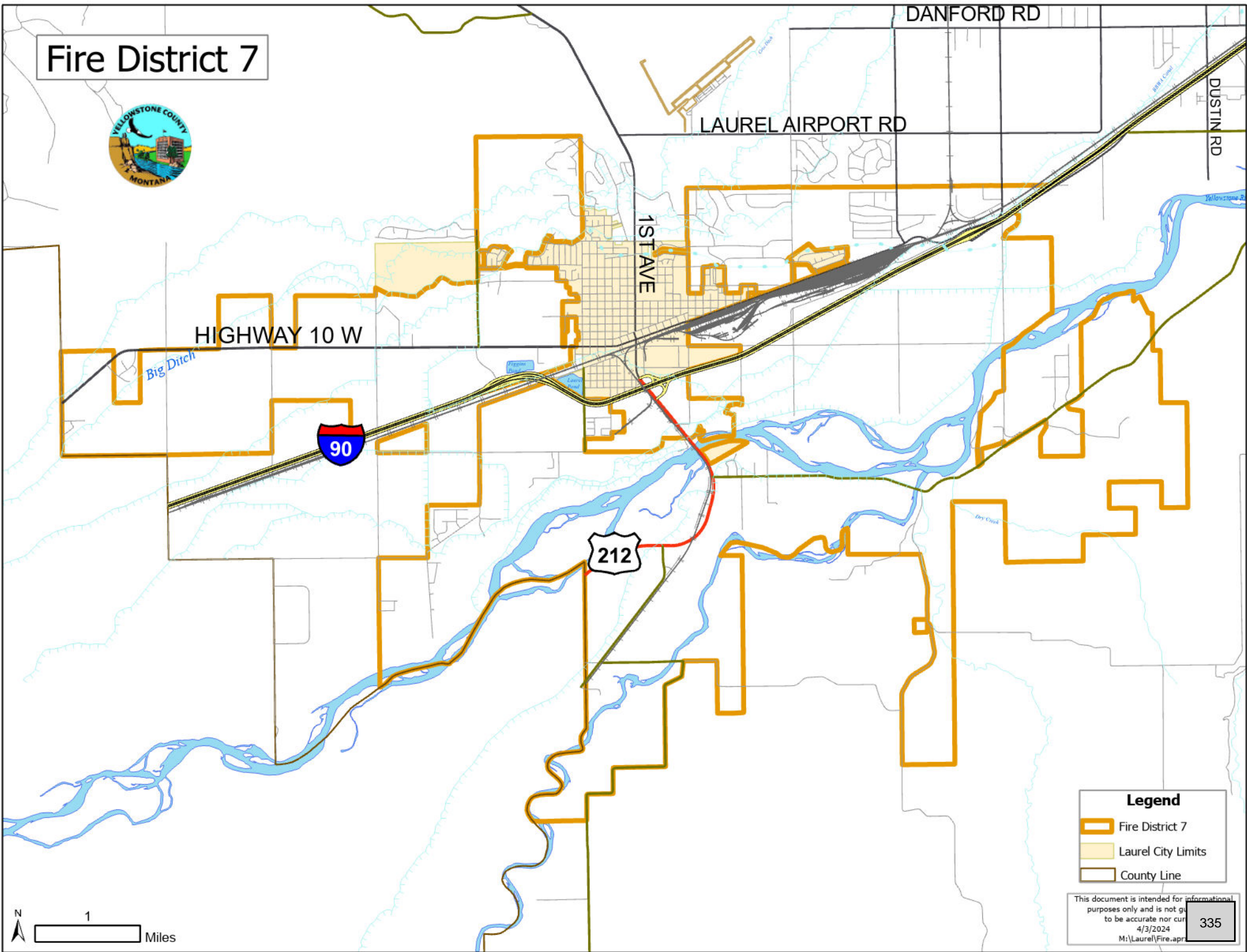
ATTEST:

Kelly Strecker, Clerk-Treasurer

APPROVED AS TO FORM:

Michele L. Braukmann, Civil City Attorney

Fire District 7



Legend

- Fire District 7
- Laurel City Limits
- County Line

This document is intended for informational purposes only and is not guaranteed to be accurate nor current as of 4/3/2024.
M:\Laurel\Fire.apr

**AGREEMENT FOR PROVISION OF FIRE SERVICES
FOR
THE RURAL FIRE DISTRICT 7**

THIS AGREEMENT is made and entered into this 1st day of July, 2024, by and between the City of Laurel, Montana, a municipal corporation (hereinafter “the City”) and the Rural Fire District 7 (hereinafter “the Fire District”).

WITNESSETH

WHEREAS, the City maintains the Laurel Volunteer Fire Department (hereinafter “the LVFD”) and is willing to provide fire protection, prevention, and investigation services to properties within the Fire District at the same level as such services are provided to properties within the limits of the City, upon the terms and conditions hereinafter provided;

WHEREAS, attached hereto and by this reference made a part hereof, is the Fire District boundary description and map;

WHEREAS, the Fire District desires to obtain the said fire services from the City by entering into a contract with the City for such services.

NOW, THEREFORE, it is agreed by and between the parties hereto as follows:

1. SERVICES

The City will furnish the following services to properties and residents within the Fire District at the same level as such services are provided to properties and residents within the limits of the Fire Districts served by the City:

- a. fire protection and suppression;
- b. fire prevention; and
- c. fire investigations.

The City further agrees to provide grassland, rangeland, and timberland fire protection services to properties located within the Fire District, at the same level as such services are provided to properties and residents within the limits of the Fire Districts served by the City.

It is mutually covenanted, agreed, and understood that the amount of equipment, the type of equipment, the number of personnel dispatched, the manner of fighting the fire or explosion, etc., shall be in the sole discretion of the City and its personnel.

It is further mutually covenanted, agreed, and understood that, in the event fire, explosion, or emergency calls shall occur simultaneously in the Fire District and within the City’s municipal boundaries, the City shall have priority in using its equipment and manpower to protect the City property first, and that protection of City inhabitants and property shall have preference and priority over any call or demand of the Fire District.

It is further mutually covenanted, agreed, and understood that the Chief of the LVFD shall conduct the investigation of all fires and/or explosions within the organized fire district and be independently responsible for determining the cause, origin, and circumstances of the same.

The Fire District agrees to cooperate with the City and the LVFD in the inspection of the property to be protected and to cooperate in reducing fire risks as may be suggested from time to time by LVFD personnel and/or the City and/or State Fire Inspector.

2. SERVICE AREA

Fire services will be provided to all properties located within the boundaries of the Fire District as specified in the Agreement, and as amended from time to time by agreement of the parties. Any enlargement of the Fire District will not receive fire service unless approved in writing by the City. The hydrants and water system used for fire suppression by the City will be the sole responsibility for maintenance, care, and upkeep of the Fire District.

3. EFFECTIVE

This Agreement shall be effective on July 1, 2024, and shall terminate on June 30, 2025, subject to the provisions of Section 4.

4. RENEWAL AND EXTENSION

This Agreement may be renewed, with the terms and conditions of the renewal Agreement to be as mutually agreed upon by the parties or, prior to expiration, this agreement may be extended for one or more thirty-day period(s) to provide the parties the opportunity to negotiate a new agreement. The parties may extend the agreement in writing, accepted, and signed by both the City's Mayor and an authorized official/agent of the Fire District.

5. CHARGES AND PAYMENTS

The fees for providing services for this Agreement shall be:

July 1, 2024 - June 30, 2025: \$216,438.65.

One-half of the said fees shall be paid on or before December 31, 2024. The remaining one-half shall be paid on or before June 30, 2025.

6. ANNUAL REPORT

The City will furnish an annual written report to the Fire District, which will include the number and type of incidents responded to within the Fire District by City personnel.

7. MODIFICATION

This Agreement cannot be modified or amended except in writing executed by the parties.

8. TERMINATION

Termination of this Agreement occurs either 1) upon mutual agreement of the parties or 2) upon the termination date contemplated herein. If either party wishes to terminate this Agreement before the termination date, such party shall give written notice to the other party to respond, with the other party's consent or objection, no less than thirty (30) days before the proposed termination.

IN WITNESS WHEREOF, the parties have executed this Agreement the day and year first above written.

CITY OF LAUREL

FIRE DISTRICT

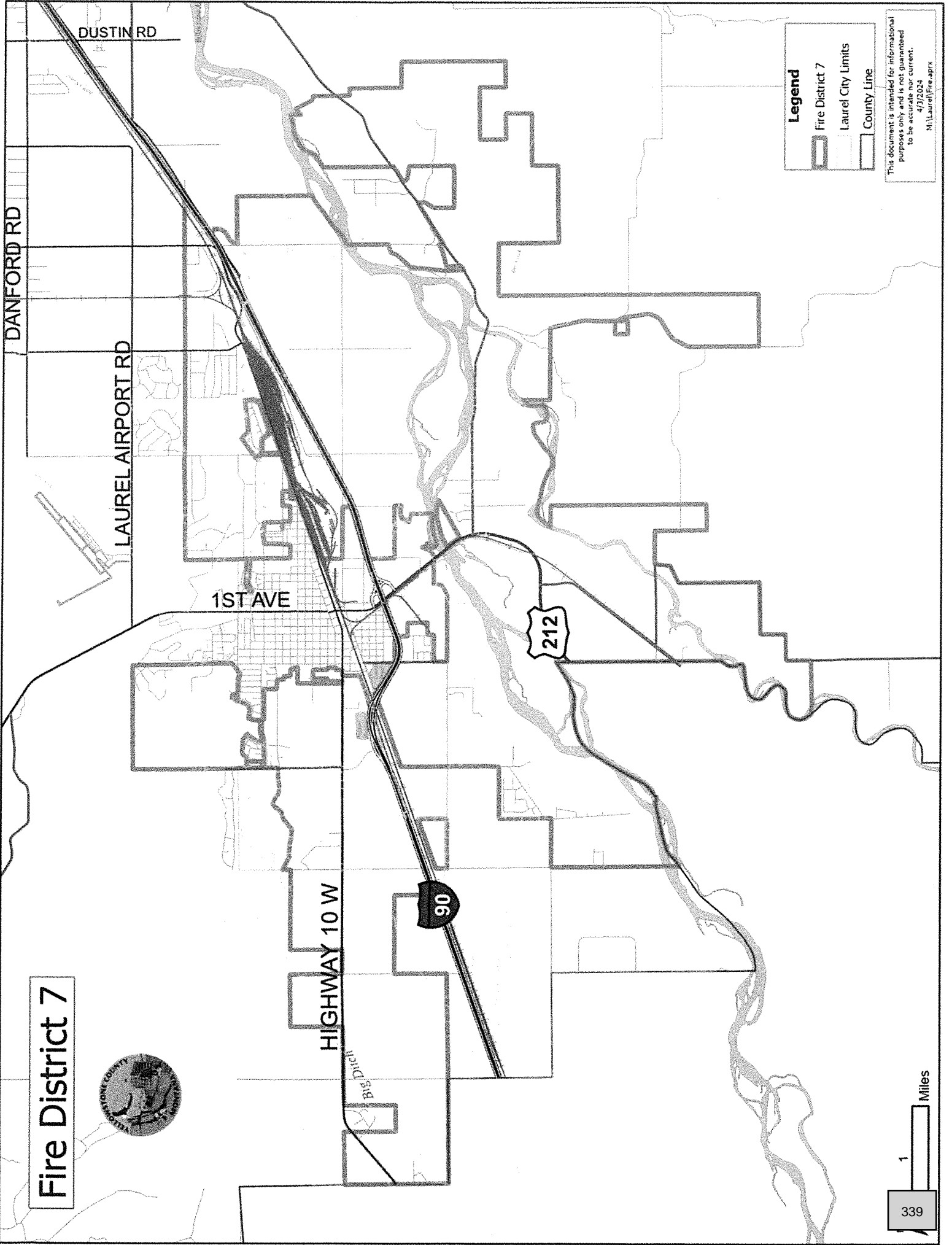
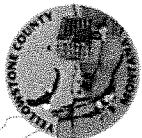
Dave Waggoner, Mayor

By  _____

ATTEST:

Kelly Strecker, Clerk-Treasurer

Fire District 7



Legend

- Fire District 7
- Laurel City Limits
- County Line

This document is intended for informational purposes only and is not guaranteed to be accurate nor current.
4/2/2024
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1 Miles

339

File Attachments for Item:

23. Resolution No. R24-39: A Resolution Of The City Council Authorizing The Mayor To Execute The Agreement For Provision Of Fire Services By And Between The City Of Laurel And Laurel Airport Authority.

RESOLUTION NO. R24-39

A RESOLUTION OF THE CITY COUNCIL AUTHORIZING THE MAYOR TO EXECUTE THE AGREEMENT FOR PROVISION OF FIRE SERVICES BY AND BETWEEN THE CITY OF LAUREL AND LAUREL AIRPORT AUTHORITY.

BE IT RESOLVED by the City Council of the City of Laurel, Montana,

Section 1: Approval. The Agreement for Provision of Fire Services for the Laurel Airport Authority, by and between the City of Laurel and the Laurel Airport Authority (hereinafter “the Agreement for Provision of Fire Services”), a copy attached hereto and incorporated herein, is hereby approved.

Section 2: Execution. The Mayor is hereby given authority to execute the Agreement for Provision of Fire Services for the Laurel Airport Authority on behalf of the City.

Introduced at a regular meeting of the City Council on the 14th day of May 2024, by Council Member _____.

PASSED and APPROVED by the City Council of the City of Laurel the 14th day of May 2024.

APPROVED by the Mayor the 14th day of May 2024.

CITY OF LAUREL

Dave Waggoner, Mayor

ATTEST:

Kelly Strecker, Clerk-Treasurer

APPROVED AS TO FORM:

Michele L. Braukmann, Civil City Attorney



LAUREL FIRE

215 WEST 1ST STREET • LAUREL MT • 59044
OFFICE 406.628.4911 • FAX 406.628.2185

March 25, 2024

Fire District: Laurel Airport Authority

Dear Laurel Airport Authority Chairperson,

The Laurel Volunteer Fire Department and the City of Laurel have discussed the upcoming Fire District contracts and other services for the Rural Fire Districts and Fire Service Areas.

We would like to continue to offer you a contract for 2024-25. There was a 25% increase in the contract amount last year (2023-24). This year, however, we are pleased to maintain and provide our highly effective fire services to you at 0% increase, thereby maintaining the annual payment at the current level.

The proposed payment would be as follows:

| Contract Year | Last Contract | | % +/- | Increase/ Decrease | | Last Contract | | Annual Payment |
|---------------|---------------|---|-------|--------------------|---|---------------|---|----------------|
| 2024-2025 | \$6,620.68 | x | 0 | \$0.00 | + | \$6,620.68 | = | \$6,620.68 |

Enclosed, you will find the contract for the next year of service. If your Board of Directors accepts this contract amount, please sign and return to the following by April 30, 2024:

Brittney Harakal
Council Administrative Assistant,
P O Box 10
Laurel, MT 59044

The City of Laurel and the Laurel Fire Department are requesting that the new contracts be finalized and ready, to be presented to the City of Laurel Council before the end of the fiscal year. If you feel that the new rate is unjust and would like to meet with myself or the City of Laurel Mayor, please contact me and arrange a date and time at your convenience to meet.

Thank you for your support. If there is anything we can do to help support the Fire District of Laurel Airport Authority, please don't hesitate to call us. Feel free to contact me with any questions or concerns.

J W Hopper
Fire Chief, Laurel Fire Department
jwhopper@laurel.mt.gov
406-628-4911

**AGREEMENT FOR PROVISION OF FIRE SERVICES
FOR
THE LAUREL AIRPORT AUTHORITY**

THIS AGREEMENT is made and entered into this 1st day of July, 2024, by and between the City of Laurel, Montana, a municipal corporation (hereinafter “the City”) and the Laurel Airport Authority (hereinafter “the Laurel Airport Authority”).

WITNESSETH

WHEREAS, the City maintains the Laurel Volunteer Fire Department (hereinafter “the LVFD”) and is willing to provide fire protection, prevention, and investigation services to properties within the Laurel Airport Authority at the same level as such services are provided to properties within the limits of the City, upon the terms and conditions hereinafter provided;

WHEREAS, attached hereto and by this reference made a part hereof, is the Laurel Airport Authority boundary description and map;

WHEREAS, the Laurel Airport Authority desires to obtain the said fire services from the City by entering into a contract with the City for such services.

NOW, THEREFORE, it is agreed by and between the parties hereto as follows:

1. SERVICES

The City will furnish the following services to properties and residents within the Laurel Airport Authority at the same level as such services are provided to properties and residents within the limits of the Fire Districts served by the City:

- a. fire protection and suppression;
- b. fire prevention; and
- c. fire investigations.

The City further agrees to provide grassland, rangeland, and timberland fire protection services to properties located within the Laurel Airport Authority, at the same level as such services are provided to properties and residents within the limits of the Fire Districts served by the City.

It is mutually covenanted, agreed, and understood that the amount of equipment, the type of equipment, the number of personnel dispatched, the manner of fighting the fire or explosion, etc., shall be in the sole discretion of the City and its personnel.

It is further mutually covenanted, agreed, and understood that, in the event fire, explosion, or emergency calls shall occur simultaneously in the Laurel Airport Authority and within the City’s municipal boundaries, the City shall have priority in using its equipment and manpower to protect the City property first, and that protection of City inhabitants and property shall have preference and priority over any call or demand of the Laurel Airport Authority.

It is further mutually covenanted, agreed, and understood that the Chief of the LVFD shall conduct the investigation of all fires and/or explosions within the organized fire district and be independently responsible for determining the cause, origin, and circumstances of the same.

The Laurel Airport Authority agrees to cooperate with the City and the LVFD in the inspection of the property to be protected and to cooperate in reducing fire risks as may be suggested from time to time by LVFD personnel and/or the City and/or State Fire Inspector.

2. SERVICE AREA

Fire services will be provided to all properties located within the boundaries of the Laurel Airport Authority as specified in the Agreement, and as amended from time to time by agreement of the parties. Any enlargement of the Laurel Airport Authority will not receive fire service unless approved in writing by the City. The hydrants and water system used for fire suppression by the City will be the sole responsibility for maintenance, care, and upkeep of the Laurel Airport Authority.

3. EFFECTIVE

This Agreement shall be effective on July 1, 2024, and shall terminate on June 30, 2025, subject to the provisions of Section 4.

4. RENEWAL AND EXTENSION

This Agreement may be renewed, with the terms and conditions of the renewal Agreement to be as mutually agreed upon by the parties or, prior to expiration, this agreement may be extended for one or more thirty-day period(s) to provide the parties the opportunity to negotiate a new agreement. The parties may extend the agreement in writing, accepted, and signed by both the City's Mayor and an authorized official/agent of the Laurel Airport Authority.

5. CHARGES AND PAYMENTS

The fees for providing services for this Agreement shall be:

July 1, 2024 - June 30, 2025: \$6,620.68

One-half of the said fees shall be paid on or before December 31, 2024. The remaining one-half shall be paid on or before June 30, 2025.

6. ANNUAL REPORT

The City will furnish an annual written report to the Laurel Airport Authority, which will include the number and type of incidents responded to within the Laurel Airport Authority by City personnel.

7. MODIFICATION

This Agreement cannot be modified or amended except in writing executed by the parties.

8. TERMINATION

Termination of this Agreement occurs either 1) upon mutual agreement of the parties or 2) upon the termination date contemplated herein. If either party wishes to terminate this Agreement before the termination date, such party shall give written notice to the other party to respond, with the other party's consent or objection, no less than thirty (30) days before the proposed termination.

IN WITNESS WHEREOF, the parties have executed this Agreement the day and year first above written.

CITY OF LAUREL

LAUREL AIRPORT AUTHORITY

Dave Waggoner, Mayor

By _____

ATTEST:

Kelly Strecker, Clerk-Treasurer

Laurel Municipal Airport Authority

Tax ID:
D00244A

Tax ID:
D12583

Tax ID:
D00256

Tax ID:
D00256A

Tax ID:
D00257D

Tax ID:
I01045

Core Ditch

FLORAL LN

WYNTON ST
CORY ST
NEUFIELD ST
RATHBUN ST
DEFRANCE ST
STABLEY ST
INNOTT ST
ESTORNT ST
GREENING ST
POWERS ST

WILBIS ST
NICHOLAS ST
FOX RD
HERMAN CIR

LAUREL AIRPORT RD



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4/4/2024
\\Laurel\Ownership.aprx

0.25 Miles

Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatasyreisen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

File Attachments for Item:

24. Ordinance No. O24-01: An Ordinance Amending Title 12 Of The Laurel Municipal Code Related To The Standards For Public Works.

ORDINANCE NO. 024-01

**AN ORDINANCE AMENDING TITLE 12 OF THE LAUREL MUNICIPAL CODE
RELATED TO THE STANDARDS FOR PUBLIC WORKS.**

WHEREAS, the City Council desires to keep the Laurel Municipal Code current by modifying and updating Chapters, Sections, and Subsections to address situations and problems within the City and to remain in accordance with Montana law;

WHEREAS, City Staff prepared, reviewed, and approved the following amendments to the existing LMC Title 12 – Streets, Sidewalks, and Public Places, as noted herein and hereby recommends the same to the City Council for its full approval; and

WHEREAS, the proposed changes to the existing LMC Title 12 – Streets, Sidewalks, and Public Places are noted herein and hereby fully incorporated herein, as follows:

Chapter 12.48 – Standards for Public Works

12.48.010 – Adoption of Standards for Public Works

The City of Laurel hereby adopts by reference the Standards for Public Works as the Standards for Public Works which shall govern public works matters within the City of Laurel. The Standards for Public Works is on file in the Office of the Clerk-Treasurer and is hereby referred to, adopted, and made a part hereof, as if fully set out, with the additions, insertions, deletion and changes, if any, set by Ordinance.

This Ordinance shall become effective thirty (30) days after final passage by the City Council and approved by the Mayor.

Introduced and passed on first reading at a regular meeting of the City Council on the 23rd day of April 2024, upon Motion by Council Member _____.

PASSED and ADOPTED by the Laurel City Council on second reading on the 14th day of May 2024, upon Motion by Council Member _____.

APPROVED BY THE MAYOR on the 14th day of May 2024.

CITY OF LAUREL

Dave Waggoner, Mayor

ATTEST:

Kelly Strecker, Clerk-Treasurer

APPROVED AS TO FORM:

Michele L. Braukmann, Civil City Attorney

Part 1 - General Provisions

1.1 ESTABLISHMENT OF MINIMUM STANDARDS

~~This Public Work Standards Manual, based upon sound, practical, and well-established principals of civil engineering, is~~ These Standards for Public Works Improvements are prepared for the purpose of adopting minimum standards for the design of improvements, kind and use of materials, methods of construction, and the preparation of plans for construction, repair, or ~~alternation~~ alteration of streets, roadways, alleys, drainage, sewer, or water facilities which lie within ~~municipal right~~ the City of ~~way or easements~~ Laurel.

1.2 UNIFORMITY OF ENGINEERING AND CONSTRUCTION PRACTICES

~~This Public Work~~ These Standards ~~Manual is~~ for Public Works Improvements are established to promote the maximum uniformity of engineering and construction practices within the community and thereby reduce design, supply, construction, and maintenance costs.

~~1~~— ADHERENCE TO STANDARDS

1.3 General Specifications

Use Latest Edition of Montana Public Works Standard Specifications Including Addendums Thereto and as Supplemented Herein.

1.4 General Design Standards

Use Latest Edition of State of Montana Department of Environmental Quality Water Quality Division Circulars and as Supplemented Herein.

1.5 Adherence to Standards

It will be the policy of the Department of Public Works to require adherence to the Standards set forth herein; however, where unique circumstances of design consideration make it impractical to follow the Standards and where such adherence would actually create problems detrimental to the public interest, the Department of Public Works will consider alternate solutions and may approve departures from Standards when substantiated by design analysis.

2— LICENSES

2. ~~Contract construction~~ Definitions

2.1 For the purposes of these specifications, the words and phrases set out in the following articles shall have the meanings as follows:

- “Alley” means a narrow public thoroughfare, providing access to the rear of the

abutting properties. It also serves primarily as a service access to individual lots.

- "Appurtenances" refers to machinery, appliances, or auxiliary structures attached to the sewer or water system to enable it to function, but not considered an integral part of it.
- "Bicycle Path" and/or "Walkway" is an access way for non-motored use, primarily for recreation use.
- "Boulevard" within the City is that area within any street, avenue, or highway right-of-way not occupied by street paving, curb and gutter, and sidewalks. An "inside boulevard" is the boulevard area on the property line side of the sidewalk. An "outside boulevard" is the boulevard areas on the street side of the sidewalk.
- "Building Sewer" means the privately-owned extension of the building drain to the public sanitary sewer or other place of disposal.
- "City" or "City of Laurel" means the City of Laurel in the County of Yellowstone and State of Montana.
- "Collector Street" is a street used for major traffic flow. Access to residential lots should be discouraged, and access to business lots should require turning lanes.
- "Combined Sewer" shall mean a sewer receiving both surface runoff and sewage.
- "Cross-slope" is the gradient determined by dividing the difference in elevation from crown to pavement edge by the horizontal distance from crown to pavement edge, expressed as a percentage.
- "Crown" is the highest part of the street shape between paving edges.
- "Curb Cut" means the total street curbing that is removed to place a driveway and slopes.
- "Curb Return" means the curved portion of a street curb at drive approaches.
- "Customer" means any person receiving municipal utility service either directly or indirectly from the municipal water supply system/municipal wastewater system.
- "Discharge" is the direct or indirect introduction of treated or untreated wastewater into the waters of the State of Montana, either through the municipal wastewater system and municipal wastewater treatment plant or through a point source into State waters.

- "Domestic Wastes" means liquid wastes
 - from the non-commercial preparation, cooking, and handling of food,
 - or*
 - containing human excrement and similar matter from the sanitary conveniences of dwellings, commercial buildings, industrial facilities, and institutions.
- "Driveway" means that area on private property where vehicles are operated, parked, or allowed to stand.
- "Driveway Apron" means the area, construction or improvement between the curb cut or proposed curb line and the back edge of walk or proposed walk line, to provide ingress and egress for vehicles from the alley, street or roadway to a definite area of the private property.
- "Driveway Width" means that portion of the street curbing that is removed excluding curb returns or transitions to provide ingress to and egress from abutting property.
- "Environmental Protection Agency" or "EPA", means the U.S. Environmental Protection Agency, or, where appropriate, the terms may also be used as a designation for the administrator or other duly authorized official of EPA.
- "Excavation" shall mean and include any ditch, trench, cut, hole or change of grade, including changes made by road grading by means of a blade or other device that removes, alters or adds dirt, gravel, or alters the crown of a street or alley or affects drainage.
- "Extension" means the act or process of extending, adding to, or enlarging the municipal water supply system/municipal wastewater system on the City's side of the point of delivery/point of connection to provide municipal utility services to a prospective customer or group of prospective customers.
- "Fire Hydrant Meter" means the meter which is owned by the municipal utility and which is used to measure the amount of water delivered to a customer through a fire hydrant.
- "Fireline" means all service pipes, curb stops and/or valves, curb boxes and/or valve boxes, backflow prevention devices, check valves, inside piping, fittings, fixtures, and any other apparatus on customer's side of the point of delivery that is used for, and limited to, the providing of water to customers for fire suppression activities.

- "Grade" is the slope of the longitudinal road profile generally measured along the centerline, expressed as a percentage.
- "Holding Tank Waste" means any waste from holding tanks such as vessels, chemical toilets, campers, trailers, recreational vehicles, or septage haulers.
- "Individual Extension" means an extension of the utility system to provide utility service to an individual customer.
- "Industrial" means of or pertaining to industry, manufacturing, agriculture, commerce, trade, or business.
- "Industrial User" means (a) any person or source that introduces or discharges wastewater from industrial processes into the municipal wastewater system or (b) any non-domestic user or source regulated under Sections 307(b), (c), or (d) of the Clean Water Act.
- "Industrial Wastes" or "Industrial Wastewater" means all liquid or water-carried wastes other than domestic wastes. The terms includes, by way of example and not by limitation, the trade wastes produced by food processing and bottling plants, food manufacturing plants, slaughtering plants, tallow **works**, plating works, disposal services, industrial cleaning plants, fertilizer plants, car and truck washing operations, vehicle repair facilities, commercial laundries and cleaning establishments, cooling plants, industrial plants, factories, feedlots, and chemical treatment installations.
- "Interceptor Sewer" means a public sanitary sewer having a size greater than 24 inches that was installed by the City for the principal purpose of collecting and conveying wastewater from several district trunk sewers to the municipal wastewater treatment plant for treatment and disposal.
- "Intersection" means that area embraced within the prolongation or connection of the lateral curb lines, or if none, then the lateral boundary lines of the roadways which join each other at, or approximately at, right angles, or the area within which vehicles traveling upon different roadways joining at any other angle may come in conflict.
- "Local Street" is a street which provides access to individual lots or areas. Cul-de-sacs are within this category. Traffic flow of 400 vehicles per day or less.
- "Main" means a pipe or conduit carrying water for domestic, industrial, fire suppression, and other similar uses.
- "Meter" means the instrument, including any auxiliary equipment, which is used to measure the amount of water delivered to a customer from the

municipal water supply system or the amount of wastewater contributed to the municipal wastewater system by a user.

- "Municipal Wastewater Treatment Plant" means the wastewater treatment plant owned and controlled by the City of Laurel.
- "Municipal Water Meter" means the meter, including the meter horn and remote read equipment, which is owned by the utility and which is used to measure the amount of water delivered to a customer through the customer's water service line.
- "Municipal Utility" or "Utility" means the Public Works Department of the City of Laurel.
- "Natural Outlet" means any outlet into a water course, pond, ditch, lake, or other body of surface or ground water.
- "Person" means any firm, company, partnership, public or private corporation, association, group or society, governmental agency, or other entity as well as a natural person.
- "pH" refers to the negative logarithm of the hydrogen ion concentration in moles per liter of solution. pH is an indicator of the acid or base content of the solution.
- "Point of Connection" means the point at which the municipal wastewater system connects physically to a user's building sewer. The point of connection shall be located at and include the user's service tee or wye fitting, which, in turn, is normally attached to the public sanitary sewer located in the public right-of-way that abuts and fronts the property to be served.
- "Point of Delivery" means the point at which the municipal water supply system connects physically to a customer's corporation stop, which, in turn, is normally attached to the public water main located in the public right-of way that abuts and fronts the property to be served.
- "Pollutant" means any dredged soil, solid waste, incinerator residue, sewage, garbage, septic waste, sewage sludge, munitions, chemical wastes, biological materials, radioactive materials, heat, wrecked or discharged equipment, rock, sand, cellar dirt, and industrial, municipal, and agricultural waste discharges into water.
- "Pollution" means the alteration of the chemical, physical, biological, or radiological integrity of water by human activity.

- "Polluted Waters" means water that contains objectionable wastes or suspended solids as a result of human activity.
- "Pretreatment" or "Treatment" means the reduction of the amount of pollutants, the elimination of pollutants, the alteration of the rate of their introduction into the municipal wastewater system, or the alteration of the nature of pollutant properties in wastewater to a less harmful state, prior to or in lieu of discharging or otherwise introducing such pollutants into a municipal wastewater system. The reduction or alternation can be achieved by physical, chemical, or biological processes, process changes, or by other means, except as prohibited by 40 CFR Section 403.6(d).
- "Pretreatment Requirement" means any substantive or procedural requirement related to pretreatment, including National Categorical Pretreatment Standards, imposed on an industrial user.
- "Private Water Service" means the water line owned by the property owner to include curb stop, curb box, service line, meter loop and all internal building piping excluding the water meter.
- "Public Building" means any building held, used, or controlled exclusively for public purposes by any department or branch of government, federal, state, county, or municipal, without reference to the ownership of the building or of the realty upon which it is situated.
- "Public Sanitary Sewer" means the sewer directly controlled by the City and laid in the street or other right-of-way for the collection of wastewaters from users' building sewers.
- "Public Service Commission" refers to the elected body of Public Service Commissioners and their staff of the State of Montana.
- "Public Water Main" means the main directly controlled by the City and laid in the street or other right-of-way for the distribution of water to customers' water service lines.
- "Rate Schedule" means a resolution approved by the City Council which sets forth the charges and conditions for a particular class or type of utility service.
- "Readily Accessible" means safely and easily reached and not being under "lock and key", "fenced in", "covered up", or otherwise obstructed.
- "Residential street" is a street which provides main ingress and egress to a subdivision or neighborhood. Traffic flows of 400 vehicles per day to 4500 vehicles per day.

- "Right-of-Way" means public property dedicated for streets, alleys, or other public uses.
- "Roadway" means that portion of the street improved, designed, and customarily used for vehicular travel, exclusive of the berm or shoulder.
- "Sanitary Sewer" means a sewer that carries wastewater or sewage.
- "Sanitary Sewer Service Line" or "Wastewater Service Line" means that portion of the privately-owned building sewer extending from the property served to the public sanitary sewer.
- "Secondary Wastewater Meter" or "Secondary Meter" means a meter which is furnished, installed, and maintained by a user, and which is used to determine the amount of wastewater contributed by such user to the municipal wastewater system.
- "Septage" means the mixed liquid and solid contents pumped from septic tanks used for receiving primarily segregated domestic wastes or wastes from sanitary conveniences.
- "Septage Disposal Permit" means a written receiving ticket issued by the City of Laurel permitting the discharge of septage into the City of Laurel's approved location in accordance with the provisions of these rules and regulations.
- "Septage Hauler" means a person having a valid City of Laurel business license, when appropriate, and, in addition, licensed by state and local government agencies to operate a business for the purpose of cleaning septic tanks and transporting septage to an approved septage disposal facility.
- "Sewer" means a pipe or conduit for carrying wastewater or drainage.
- "Shall" is mandatory; "May" is permissive.
- "Sidewalk" means that portion of a street between curb lines or the outer lateral lines of a roadway, and the adjacent property lines, intended for use of pedestrians.
- "Source" means any building, structure, facility, or installation from which there may be a discharge of pollutants.
- "Sprinkling Meter" means a municipal water meter that is installed on a water service line for the purpose of measuring the water delivered by the utility to a customer exclusively for lawn and garden irrigation.

- "State" means the State of Montana.
- "Storm Sewer" or "Storm Drain" means a sewer which carries storm and surface waters and drainage but excludes wastewater and polluted industrial wastes.
- "Street" means the entire width between the boundary lines of the right-of-way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.
- "Subdivision Extension" means an extension of the wastewater system or provide water or wastewater service to serve a subdivision, Certificate of Survey, commercial or industrial development, or any other similar type annexed parcel of land wherein the extended water or wastewater system facilities within the development are to be owned by the City, not including any privately-owned facilities.
- "Sub Meter" means a meter or meters which are furnished, installed, and maintained by a customer, and which are installed downstream of the municipal water meter by the customer for the purpose of proportioning municipal utility charges between various tenants.
- "Suspended Solids" means solids that either float on the surface or are in suspension in water, wastewater, or other liquids, and which are removable by laboratory filtering.
- "System Development Fees" means one-time charge paid by new development as a proportionate share of the "general benefit" to finance the construction of public facilities needed to serve the development.
- "Tampering" means damaging, altering, adjusting, or in any manner interfering with or obstructing the operation or function of any metering device that is used for measuring or registering municipal utility service.
- "User" or "Customer" means any person receiving municipal water wastewater service either directly or indirectly from the municipal water supply system or municipal wastewater system.
- "Waste Disposal Site" means the City of Laurel's designated waste disposal station for the purposes of disposing of septage.
- "Wastewater" or "Sewage" means the liquid and water carrying industrial or domestic wastes from dwellings, commercial buildings, industrial facilities, and institutions, together with any ground water, surface water, and storm water that may be present, whether treated or untreated, which is discharged into

or permitted to enter the municipal wastewater system.

- 'Wastewater Meter" means a meter which is furnished, installed, and maintained by a user, and which is used to measure the amount of wastewater contributed by such user to the municipal wastewater system.
- 'Wastewater Service" or "Municipal Wastewater Service" means the act of either directly or indirectly discharging wastewater into the municipal wastewater system from users' building sewers for the purpose of collecting, transporting, treating, and disposing of users' wastewater.
- 'Wastewater Service Area" means that particular territory which has been officially adopted by the City Council as the area it intends to provide with municipal wastewater service.
- 'Wastewater System" or "Municipal Wastewater System" means any wastewater facilities, including interceptor sewers, outfall sewers, wastewater collection systems, and wastewater treatment facilities, controlled by the City of Laurel.
- 'Water Service" or "Municipal Water Service" means the supply of water directly or indirectly from the municipal water supply system, or the availability of water supplied either directly or indirectly from the municipal water supply system, at the point of delivery and also the water so delivered or used.
- 'Water Service Area" means that particular territory which has been officially adopted by the City Council as the area it intends to serve with municipal water service.
- 'Water Service Line" means all privately owned facilities, including service saddle, service pipe, corporation stop, curb stop, curb box, municipal water meter box or vault, backflow prevention device, expansion tanks, pressure reducing valve, inside piping, appliances, and other apparatus on the customer's side of the point of delivery, except the municipal water meter and any other equipment owned by the City of Laurel.
- 'Water Supply System" or "Municipal Water Supply System" means any devices, facilities, structures, equipment, land or works controlled by the City for the purpose of the processing, treatment, transmission, storage, distribution, pumping, and measurement of water supplied to customers.

~~3—MEETING REGIONAL NEEDS~~

~~3.1—All public improvements shall be designed as a logical part of the development of the surrounding area. Storm sewer and sanitary sewer shall be sized to accommodate the~~

entire drainage basin which they will ultimately serve. Water mains shall be designed to provide distribution and looping to adjoining systems. Arterial streets will be developed to the extra width for "Streets". Utilities and street improvements will be extended to the boundaries of the development for future extensions to adjoining areas. The Public Utilities Director (PUD) may require oversizing of utility lines to accommodate future growth of the City.

3.2 — Where existing City utility lines do not adjoin the proposed development, the developer will be required to extend the lines to the development as necessary. Where the existing roadway improvements do not extend to the proposed developments, the developer may be required to improve the roadway to the development. Except as provided below, these extension will be at no cost to the City.

4—RECOVERING COSTS

When the improvements serve adjoining properties (e.g., extensions of existing utilities or improvements along the boundary of the development), a portion of the cost can be recovered from owners of the adjoining property by one of the following methods:

4.1 — A private agreement between the various property owners.

4.2 — A Sewer/Water Extension Agreement, requiring the owner of adjoining property to pay an equitable share of the costs in the future at the time they connect to the improvements (requires City Council approval for formation of reimbursement), as negotiated by the Department of Public Utilities.

4.3 — A Special Improvement District, which authorizes the City to make the improvements and to distribute the costs to the benefitted property owners, usually allowing ten years for repayment (requires City Council approval and usually agreement of more than 50% of the property owners). Property owners will be required to pay, in advance, a portion of any new development infrastructure costs.

5—CITY PARTICIPATION IN COST

The City may share the cost of oversizing of improvements for public use in excess of the following. Typically this is offered when oversizing is for the purpose of meeting regional requirements, and that it exceeds requirements of the specific project being built.

5.1 — Water lines, valves, and associated materials in excess of 12 inches in diameter.

5.2 — Sanitary sewers in excess of 10 inches in diameter.

5.3 — Storm sewers in excess of 24 inches in diameter.

5.4 — Street widths in excess of 40 feet (curb to curb back).

2.2 The following abbreviations shall have the designated meanings:

- “APWA” means the American Public Works Association.
- “ASTM” means the American Society for Testing and Materials.
- “AWWA” means the American Water Works Association.
- “DEQ” means Montana Department of Environmental Quality.
- “EPA” means the Environmental Protection Agency.
- “MCA” means Montana Code Annotated.

- “MPWSS” means Montana Public Works Standard Specifications
- “PUD” is the Laurel Public Utilities Department.
- “PWD” is the Laurel Public Works Director

The City's share of the cost of oversizing will be based on the extra material costs caused by oversizing. The City's share of materials cost will be determined by the PUD using recent bids received by the City and/or price quotations from reputable suppliers on similar impartial information. Any agreement by the City to share the costs of oversizing is subject to the availability of City funds, must be in writing, and must have the prior approval of the City Council by resolution. Any work completed prior to City Council approval of an agreement will not be eligible for City payment for oversizing.

~~6—DEFERRED CONSTRUCTION~~

~~When projects are located remote to existing roadway improvements, portions of street work may be deferred to a later date to allow more orderly construction of a complete project. The developer will be required to provide security for the estimated cost of deferred work in an amount and form approved by the City Council.~~

Part 2 - General Engineering Submittal Requirements

The following items, if they apply, will be required before the checking of plans can be completed. As many items as possible should be submitted with the initial submittal. Items not included in the initial submittal may add additional rechecks to the checking procedure. A complete list of requirements will be returned with the first check.

1. COMPLETE ~~SET OF PLANS~~ SUBMITTAL PACKAGE

1.1 Plans

A complete set of plans shall be drawn to include the following:

1.1.1 Title Sheets

The title sheet shall be sheet 1 of each set of plans and will include the following items:

- A. Suitable title that is descriptive of the project.
- B. Legal description or address of the area to be worked.
- C. Name and Contact information (address & phone #) of the persons responsible for the work.
- D. Name and Contact information (address & phone #) of the persons designing the work.
- E. Location and/or Vicinity Map w/north arrow at a scale that encompasses the entire project area and shows physical location.
- F. Involved Entities and their contact information
- G. Engineer's signature, seal, & date
- H. Index of Included Sheets with sheet number and title

1.1.2 Notes & Detail Sheets

- A. General notes and details that provide enough information for the complete construction of improvements
- B. Basis of bearing and Elevation Datum
- C. Legend
- D. Abbreviations (if used)

1.1.3 Utility Improvement Sheets

- A. Adjacent streets, property lines, utility easements, and references thereto.
- B. Location, material, and size of Water, Sanitary Sewer, Storm Sewer and associated appurtenances.
- C. Location of water courses, wells, streams and railroad crossings, water mains, gas mains, culverts and underground power, CATV or other utility wherever possible.
- D. Limits of hard surface improvements ~~will include~~ with dimension references.
- E. Location and size of property to be used for the ~~following items:~~ development with respect to known references such as roads, streams, sections lines, or streets.
- F. Topography of existing and proposed contours at intervals not greater than two (2) feet.
- G. Profile views to show highest and lowest elevations of existing and proposed grades and installed below ground utilities.
- H. Size, length, and materials of proposed construction.
- I. Suitable title plate with scale, north arrow, date, drawings number, and name, address and telephone of engineer.

1.1.4 Site Improvements Sheets

- A. Street Section Typical
- B. Show type of pavement, curb, and sidewalk for each street (by name) in the project. Partial street improvements (using asphalt concrete paving) that do not terminate with a curb shall have an extra 1 foot of asphalt concrete paving width at the edge of right-of-way.
- C. Dimensions Shown. Right-of-way, centerline to curb, curb to property line sidewalk, and sidewalk to property line.
- D. Stationing
- E. Scale. One (1) inch equals 50 feet (1"=50') horizontal and 1 inch equals 5 feet vertical (1"=5') is the recommended scale to be used for the plan and profile.
- F. Original Drawings. All sheets must be drawn in black India ink on ~~24~~11-inch by ~~36~~17-inch (~~24"x36"~~ size mylars-11"x17").
- G. Existing and New Improvements and Easements. Existing and new improvements and easements shall show width. Existing easements

should also show the document number and the receipt date.

1.1.5 Landscape and Irrigation Sheets (optional)

~~1—ADDITIONAL ITEMS TO BE INCLUDED ON ALL PUBLIC IMPROVEMENT DRAWINGS:~~

1.1.6 Additional Items

- A. Street Names
- B. Subdivision Boundary
- C. Lot Lines and Numbers
- D. Pavement Shaded
- E. Concrete Symbol on Sidewalk, etc.
- F. Size, Material and Length of Each Run of Pipe
- G. Centerline, Curb, Storm Drain, Sewer, and Water Data
- H. All roads and improvements that are not public are to be labeled "Private"

~~2—GENERAL ENCROACHMENT PERMITS. General encroachment permits are required for all private facilities within any public right-of-way or easement.
General encroachment permits are required for all private facilities within any public right-of-way or easement.~~

~~2.1—When an encroachment is approved, a note will be put on each sheet where it applies.~~

~~2.2—Some typical examples of encroachments are private drains tying into public drains, sidewalk underdrains, fences, and walls in easements or right-of-way.~~

~~3—PROFILE ITEMS SHOWN WHEN APPLICABLE~~

~~Show all of the street, driveways, structures, pipelines, etc., which affect the profile.~~

ALLEYS

~~3.1—Alleys are to be improved as specified in the conditions of improvement for each particular project.~~

~~3.2—Alley aprons, curbs, and pedestrian ramps are required at all street or alley intersections.~~

2. RIGHT-OF-WAY AND EASEMENT PLATS AND LEGAL DESCRIPTIONS, IF NEEDED

3. SOILS AND GEOTECHNICAL REPORT

See Part 8, Appendix C for Geotechnical Report requirements.

4. STORMWATER ANALYSIS AND DESIGN REPORT

See Part 8 for stormwater report guidelines and requirements.

Part 3 – Construction Changes Revisions *(Reserved)*

~~Any change made to a set of plans after they have been signed will require a construction change. Some minor changes may be approved by the Field Inspector, which will then be included in the "As-Built Drawings".~~

~~1—REVISIONS OF EXISTING SHEETS~~

~~Only items being covered by the proposed revision will be shown on the plans. Future changes not to be approved at this time will not be shown on the plans. _____!~~

Part 4 – As-Built Plans

(Reserved)

The original plans shall be certified by BOTH the Design Engineer and the City as being "As-Built", prior to the finalizing of any public works improvement projects. Plans needing "As-Built" are:

- a.—Grading / Drainage
- b.—Street Improvements
- c.—Storm Drain
- d.—Sanitary Sewer
- e.—Water System
- f.—Site Improvement

A developer shall give to the City on AutoCAD, or other Computer-Aided Drafting system, acceptable to the City, a diskette with all of the projects "As-Built" documents in addition to hard copies. All documentation shall be given to the City 30 days before acceptance is expected. All test documentation and certifications shall have an Engineer's certification.

Part 5 - Street Design Technical Standards

1. GENERAL CONDITIONS

- 1.1 All maintenance and repairs of public streets, alleys, sidewalks and other public ways shall be under the supervision of the PWD.
- 1.2 It is unlawful to construct or lay any pavement on any public street, sidewalk, alley or other public way, or to repair the same, without having first secured a permit therefor. Applications for such permits shall be made to the City Clerk-Treasurer, and approved by the PWD, and shall state the location of the intended pavement or repairs, the extent thereof, and the person or firm who is to complete the construction.
- 1.3 The arrangement, type, extent, width, grade, and location of all new streets must be considered in their relation to existing and planned streets, to topographical conditions and to public convenience and safety, and in their relation to the proposed uses of the land to be served by them.
- 1.4 All roads must meet the appropriate regulations within Title 12.04.030 "Streets" of the City of Laurel Municipal Code. ~~meet the design specifications in Table 1. Urban-suburban roads must meet the design specification in Figure 1.~~
- 1.5 Proposed roads which will intersect State and/or County roads shall be permitted by entities having jurisdiction of said roads. ~~shall be kept to a minimum. State and county permits and/or authorization must be obtained. Turn lanes may be required and must be built to the Approach Standards for Montana Highways.~~
- ~~1.6 Residential driveways must not have direct access to primary highways. Where no reasonable option is available, the Montana Department of Transportation may issue a road approach permit. Moved to Section 9~~
- ~~1.7 Local streets must be designed so as to discourage through traffic.~~
- ~~1.8 Whenever a subdivision abuts or contains an existing or proposed arterial highway or major thoroughfare, the governing body may require frontage roads, with a reservation prohibiting access along the rear property line, deep lots, or other treatment as may be necessary for adequate protection of residential properties and to separate arterial and local traffic.~~
- ~~1.9~~ 1.6 All roadway improvements including pavement, curbs, gutters, sidewalks, and drainage must be constructed in accordance with the specifications and standards prescribed in the latest edition of the Standards for Public Works Improvements for the City of Laurel.

1.10 1.7 Plans, specifications, and special provisions for street design construction projects must be completed sealed by a Registered Professional Engineer licensed in the State of Montana and submitted with the permit application.

1.8 All street improvements shall be inspected during the course of construction by an inspector appointed by the PWD.

~~1.11—Roadway subgrades must be free of topsoil, sod, vegetation, or organic matter, soft clay, or other substandard materials, properly rolled, shaped, and compacted, and subject to approval by the governing body.~~

~~1.12—Streets and roads must be designed to ensure proper drainage, including but not limited to surface crown, culverts, curbs and gutters, drainage swales, and storm drains.~~

~~1.13 Where access from a public road to the subdivision will cross properties not owned by the subdivider, the subdivider must obtain proper easements, at least 60 feet wide, from each property owner or the appropriate administration of public lands. Each easement must allow construction and perpetual maintenance of a road across the property and allow vehicular travel on the road.~~

Repeat of Table 16.16.C.1 of the Subdivision Code

| Table 1 Road Design Standards Subdivisions | | |
|--|------------------|------------------|
| Minimum Design Standards | Minor Collector | Local Street |
| | | 64 |
| 1. Minimum Right-of-Way Width | 26 ft | 24 ft |
| 2. Minimum Roadway Width | 25 ft | 15 ft |
| 3. Minimum Curb Radius or Edge of Pavement at Intersections | 8% | 9% |
| 4. Maximum Grades | | |
| 5. Approaches onto Public Roads | | |
| a. minimum sight distance | 200 ft | 150 ft |
| b. minimum width | 35 ft | 30 ft |
| c. maximum grade for 20 feet | 5% | 5% |
| d. minimum grade for 20 feet | 1% | 1% |
| 6. Curvature | | |
| a. design speed | 25 mph | 25 mph |
| b. maximum curve | 23 | 53.5 |
| c. minimum radius | 249 ft | 107 ft |
| 7. Cul-de-Sacs and Turnarounds | | |
| a. Long Cul-de-Sac | | |
| i. maximum road length | | 600 ft |
| ii. cul-de-sac: minimum outside right-of-way radius | | 52 ft |
| iii. cul-de-sac: minimum outside roadway radius | | 44 ft |

| | |
|---|-----------|
| b. ——— Short-Cul-de-Sac | 100 ft |
| i. ——— maximum road length | 40 ft |
| ii. ——— cul-de-sac: minimum outside right-of-way radius | 35 ft |
| iii. ——— cul-de-sac: minimum outside roadway radius | |
| c. ——— "T" or "Y" Turnaround | 30 ft ea. |
| i. ——— backup lengths (-2 required) | 26 ft |
| ii. ——— inside turning radius | 38 ft |
| iii. ——— outside turning radius | |

~~Adequate and appropriate easements must be granted by each property owner through a signed and notarized document that grants the easement.~~

~~The location of any road easement must be shown on the plat or on a supplemental map. The existence of easements must be noted on the face of the final plat and any deeds or other instruments conveying lots within the subdivision.~~

- Where parking will be permitted, add eight feet on each side. If guardrail installation is required or a shoulder is desired, add two feet to each side of roadway.
- ↳ Grades over 10% must not exceed 100 feet in length.
- ° Curvature is based on a superelevation of 0.08/ft.

2. DESIGN CRITERIA FOR STREETS

2.1 Minimum centerline radius of horizontal curvature shall be based on the latest edition of the AASHTO Geometric Design of Highways and Street for the following design speeds. The road classification will be as determined by the City Public Works Director.

Table 5.1 – *Roadway design speeds (mph)

| Arterial | Collector | Local | Alley |
|----------|-----------|-------|-------|
| 50 | 40 | 30 | 20 |

*or as approved by the PWD

~~2.1 — Minimum centerline radius of horizontal curvature based on design speeds shall be as follows (assuming a normal crown):~~

- ~~2.1.1 Major streets – 1,000 feet (25 mph)~~
- ~~2.1.2 Collector streets and industrial and commercial streets – 800 feet (25 mph)~~
- ~~2.1.3 Residential collector streets – 500 feet (25 mph)~~
- ~~2.1.4 Residential streets – 300 feet (25 mph)~~
- ~~2.1.5 Alleys – 50 feet (15 mph)~~

2.2 Intersections

2.1.1 Intersection design should follow the latest edition of “A Policy on Geometric Design of Highways and Streets” as modified by the following.

2.1.2 ~~2.2.5~~ Maximum grade of approach to an intersection must not exceed 5% for 50’ from the edge of traveled way.

~~2.2.1—Streets must intersect at 90 degree angles, except where topography precludes, and in no case may the angle of the intersection be less than 60 degrees to the centerline of the roadway being intersected.~~

~~2.2.2—Two streets meeting a third street from opposite sides must be offset at least 125 feet for local roads and 300 feet for arterials or collectors.~~

~~2.2.2—No more than two streets may intersect at one point.~~

~~2.2.3—Intersection design must provide acceptable visibility for traffic safety as dictated by the designed operating speeds on the individual roadways.~~

~~2.2.4—Hilltop intersections are prohibited, except where no alternatives exist. Intersections on local roads within 100 feet of a hilltop are prohibited. Intersections on arterial and collector roads within 200 feet of a hilltop are prohibited.~~

2.3 Where a sight-distance problem may be anticipated, additional easements or Right of Way may be required by the PWD.

~~2.3—Where the angle of intersection is acute, or where a sight-distance problem may be anticipated, an increased property line radius may be required by the PWD.~~

~~2.4—The angle between centerlines of intersecting streets shall be as nearly right angles as possible, but in no case less than 80 degrees or greater than 100 degrees, except as approved by the PWD.~~

~~2.5—All streets entering upon any given street shall have their center lines directly opposite each other or separated by preferably 300 feet, 200 feet minimum.~~

~~3.—GRADIENT~~

~~Streets and roads must be designed to ensure proper drainage, including but not limited to surface crown, culverts, curbs and gutters, drainage swales, and storm drains.~~

3 Grading

3.1 All grading or excavating in public right-of-way and encroachments shall be first authorized by a valid encroachment permit.

- 3.2 Additional grading beyond the right-of-way may be required to provide for safe sight-distance and to control drainage.
- 3.3 Easements shall be provided for all property where grading will be required outside of the right-of-way.

4. PAVEMENT, STRUCTURAL SECTIONS

All streets shall be surfaced in accordance with the following specifications:

- 4.1 All design shall conform to the latest edition and revisions of the MPWSS.
- 4.2 Road surfacing shall be Type B asphaltic concrete with a PG 64-28 binder.
- 4.3 Structural section shall be determined using a Geotechnical analysis and design report prepared by a Professional Engineer licensed in the State of Montana.
- 4.4 Existing street patches or restoration shall include asphalt and a crushed base course per table 5.2

Table 5.2 – Asphalt Thickness for Road Restoration

| Road Classification | Asphalt Thickness | Crushed Base Course |
|---------------------|--------------------------|---------------------------|
| Arterials | Min 4" or Match Existing | Min 14" or Match Existing |
| Collectors | Min 4" or Match Existing | Min 10" or Match Existing |
| Local Commercial | 4" | 10" |
| Local Residential | 3" | 10" |

- 4.5 Street cross slopes to be designed with a minimum of 2%, maximum of 5% and a preferred cross slope of 3%.
- 4.6 Alley surfacing shall be of 4 inches of ¾-inch minus crushed base course, and 4 inches of 3-inch minus crushed sub-base course.

5. UTILITY PLACEMENT WITHIN STREETS

Water and sewer utilities to be constructed in streets shall be installed according to Part 6 and Part 7.

6. SITE TRIANGLE

- 6.1 At Alley intersections a clear vision triangle shall measure ten (10) feet parallel to the alley and twenty (20) feet parallel to the street as measured from the property line corner.
- 6.2 At uncontrolled intersections, a clear vision triangle shall measure seventy-six (76) feet in both directions as measured from the intersection of the centerlines in the adjoining street intersection.

- 6.3 At controlled intersections (stop sign or traffic signal) a clear vision triangle shall measure twenty (20) feet in both directions as measured from the property line corner. Exceptions include the existing downtown business district. See zoning code for Central Business District (CBD).
- 6.4 Any fence, wall, signs, plant material or other material shall provide an unobstructed cross-visibility at a level between 3 feet and 8 feet above the street surface elevation. Trees having over eight (8) feet of clear trunk as measured from the surface elevation with limbs and foliage trimmed in such a manner as not to extend into the cross-visibility area and complying with section 7.2.3 of Division 2 of the Rules and Regulations Governing Utility Services and Streets of the City of Laurel, Montana, are permitted in the clear vision triangle.
- 6.5 Vehicles shall not be parked in the public right-of-way to obstruct the line of site created by the clear vision triangle. In the Central Business District where line of site is restricted by zero building setback, vehicles shall not be parked in the public right-of-way that obstruct site distance or as per Montana Department of Transportation standards where applicable.

7. ALLEYS

7.1 Alleys

Alleys shall be designed and improved by the developer.

7.1.1 Right of way shall be a minimum of 20 feet in width.

7.1.2 There shall be no intersecting alleys.

7.1.3 Road surface shall be 15 feet wide, except at intersections with streets where standard returns shall be constructed.

8. CURB AND GUTTER, SIDEWALKS

8.1 Sidewalks shall be constructed of 4" Portland Cement Concrete over 3" of ¾" crushed base course.

8.2 Sidewalks shall typically be constructed parallel to the curb line. Other sidewalks shall be constructed only if authorized by the PWD.

8.3 Curb, gutter and sidewalks shall be constructed at the total cost of developers or property owners.

8.4 Sidewalks shall be ADA compliant.

8.5 Warning Plates are to be Cast Iron Truncated Domes.

9. DRIVEWAYS

9.1 Residential Driveway

9.1.1 Driveways serving property used solely as a single family, two-family, or three-family residence shall be residential type driveways with approaches conforming to the latest edition of the MPWSS Standard Drawings.

9.1.2 Driveways widths shall be 12-foot minimum/~~24-foot maximum~~ 30-foot maximum, measured at the base of the driveway.

9.2 Commercial Driveway

9.2.1 All driveways other than residential driveways shall be commercial driveways with approaches conforming to the latest edition of the MPWSS Standard Drawings.

9.2.2 Commercial driveway widths shall be 12-foot minimum/~~25-foot maximum~~ 50-foot maximum, measured at the base of the driveway.

9.3 Driveway Separation/Distance from the Property Line

9.3.1 For residential driveways, except for approved joint-use driveways and driveways of lots having 25-feet of frontage or less, shall be located at least 5 feet from the side property line. Exceptions are allowed for cul-de-sacs. Multiple driveways for a single lot may be approved on a case-by-case basis.

9.3.2 All commercial driveways shall be approved by the PWD.

~~Driveways, other than approved joint-use driveways, shall be separated by a distance of at least 10 feet. Exceptions are allowed for cul-de-sacs. Multiple driveways for a single lot shall only be approved on a case-by-case basis.~~

9.4 Location

9.4.1 Driveways shall be so located to minimize interference with the free movement of normal traffic or the proper functioning of highway signs, signals, lighting, fire hydrants or other devices that affect traffic operation.

9.4.2 All commercial driveways shall be designed such that vehicles entering, or egressing shall not be required to back from or into a street right-of-way.

9.4.3 Any necessary adjustments to utility facilities, light standards, fire hydrants, catch basins, street signs, signals, underground conduits for street lighting or fire alarm systems, or other public improvements or installations shall be

accomplished without cost to the City.

9.5 Frontages

Frontages of ~~50~~ sixty (60) feet or less shall be limited to one (1) driveway. Not more than two (2) driveways shall be provided to any single property tract or business establishment, except where the property frontage exceeds six hundred (600) feet, there may be one (1) additional driveway for each additional three hundred (300) feet of frontage. In cases where lots have more than one street frontage, each frontage shall be treated separately when determining the allowed number of driveways.

9.6 Right-of-Way Distances

Gasoline pump islands or other installations with parking parallel to the right-of-way line shall be at least 10 feet outside of the right-of-way line. Buildings or other installations with an angle of ninety degrees parking between it and the right-of-way line shall be at least 30 feet outside the right-of-way line.

9.7 Culverts

Driveway culverts shall only be allowed by approval of the PWD. If permitted, culverts shall be maintained by the property owner.

Culverts used for the crossing of irrigation ditches shall be approved by the associated ditch company.

10. STREET NAME SIGNS

10.1 Street name signs shall be installed in accordance with the Manual of Uniform Traffic Control Devices and at all new intersections.

11. SURVEY MONUMENTS

Boundary, lot corner and street survey monuments shall be installed or preserved as with all street improvements as follows:

- During construction or development of any street other than in a new subdivision, Contractor shall reset or preserve all existing monuments affected by the street improvements.

12. REPAIRING UTILITY CUTS

12.1 When requested by the PWD, construction equipment and procedures to be used shall be described in the permit application.

12.2 Pipe installation shall be done according to the requirements of the appropriate

agency specifications in use. Any required granular backfill material shall meet the material requirements for Select Granular Fill in the MPWSS, latest edition.

- 12.3 Pavement shall be saw cut in a neat line at termination points of pavement replacement.
- 12.4 Pavement and shoulder removal shall be done in a manner that provides for proper restoration of the replacement section.
- 12.5 Straight vertical cuts of the pavement are required. Pavement surfaces that become undermined shall be cut back and removed.
- 12.6 Excavations shall be filled at the end of each workday unless approved otherwise by the PWD. Any excavations that are allowed to remain open must be properly signed and barricaded. The longest length of trench to remain open overnight shall not exceed 50 lineal feet.
- 12.7 Construction which adversely affects the subsurface drainage of the pavement structure shall be corrected by the addition of surface or subsurface drain.
- 12.8 Pavement replacement limits shall extend a minimum of 24-inches, in all directions, beyond the limits of disturbed soil and far enough such that all existing pavement to remain, is supported firmly by the existing underlying base material. The new pavement patch shall be restored to the proper grade, cross-slope, and smoothness. All joints shall be tacked.
- 12.9 The City PWD requires inspection and testing of utility repairs and surface restoration.
- 12.10 All street cuts shall be parallel and perpendicular to the street centerline. No diagonal cuts shall be accepted.
- 12.11 If remaining asphalt width between asphalt cut and asphalt edge is less than or equal two (2) feet, it shall be removed and replaced.
- 12.12 Asphalt removed shall be replaced at the thicknesses designated in Table 5.2 or match existing, whichever is the greater.
- 12.13 Non-shrink backfill may be required by the PWD.

13. STREET LIGHTING

Streetlights shall be installed and shall comply with Montana Department of Transportation standards.

PART 6 - SEWER DESIGN TECHNICAL STANDARDS

1. PURPOSE

The purpose of this design criteria is to provide engineers, designers, engineering technicians, and others, in ~~handy~~ reference form, the City's minimum standards for sanitary sewer design.

These criteria are intended to cover the design of main line sanitary sewers and apply to any sewer systems, public or private, 6 inches in diameter or greater. Private on-site sewer systems serving mobile home parks, condominiums or apartments may be designed in accordance with the uniform plumbing code and approved by the appropriate building inspector.

The design criteria set forth below are intended to result in sewers which will:

- 1.1 Be consistent with the Sewer Master Plan, [Preliminary Engineering Report or other latest governing body accepted planning document](#).
- 1.2 Be consistent with Montana Department of Environmental Quality (DEQ) [Circular DEQ 2, latest edition](#).
- 1.3 Be consistent with the latest edition of the [Montana Public Works Standard Specifications \(MPWSS\)](#).
- 1.4 Be of adequate size to carry the expected flow, within their design life, and at sufficient depth to serve adjacent properties.
- 1.5 Have sufficient grade to maintain a minimum velocity of 2 feet per second when flowing half full.
- 1.6 Be strong enough to resist all external loads which may be imposed.
- 1.7 Be of materials resistant to both corrosion and erosion.
- 1.8 Be economical and safe to build and to maintain.
- 1.9 Prevent infiltration or inflow of ground and surface waters.
- 1.10 Be designed for municipal wastewater only, not [storm water](#) roofs, streets, or ground waters.

Alternate materials and methods will be considered for approval on the basis of these objectives.

2. REFERENCES

2.1 ~~"Waterworks Standards,"~~ Circular ~~WQB-2 MT-DEQ-2,~~ Design Standards for Public Sewage Systems, Montana Department of Environmental Quality, ~~Design Standards for Wastewater Facilities,~~ latest edition.

2.2 Montana Public Works Standards Specifications, latest edition and revisions.

3. APPROVAL OF ALTERNATE MATERIALS OR METHODS

Approval of any major deviation from these standards will be in written form.

4. MONTANA ~~WATER~~ DEPARTMENT OF ENVIRONMENTAL QUALITY ~~BUREAU~~ STANDARDS

~~WQB-2, published by the State of Montana,~~ Department of Environmental Quality (DEQ), ~~is~~Circulars are hereby incorporated into this document. ~~WQB's criteria will be used as a guideline to determine~~ The document with the more stringent standards ~~needed for items not specifically covered in this document~~ shall govern.

5. SPECIAL PROBLEMS

The design of the following are considered special problems and are not covered in detail in these standards: ~~WQB-2 provides general guidelines for most of these items.~~ These items will be reviewed and approved on an individual basis. The following is a brief list of items but shall not be considered all encompassing.

5.1 Pump ~~or~~ Lift Stations

5.2 Force Main

5.3 Inverted Syphons

5.4 Relining of Existing Sewers

5.5 Internal Sealing of Existing Sewers

5.6 Treatment Plants

5.7 Outfall Sewers

5.8 Energy Dissipaters

5.9 Regulating Devices

5.10 Flow Measurement Devices

6. DESIGN PLANS AND PROFILES

Plans will be required for all new or extended sanitary sewers and shall include both a vicinity map and a general layout map of the area showing the location of existing facilities and of the proposed improvements. Plans should be accurate, legible and properly detailed. Dimensions should be either from right-of-way centerline or property lines.

The City of Laurel utilizes the NAD_1983_StatePlane_Montana_FIPS_2500 coordinate system and the Lambert Conformal Conic Projection for all mapping purposes.

6.1 Engineering Drawings (Plans)

Plans for sewer lines should contain at least the following information:

- 6.1.1 Adjacent streets, property lines, utility easements, and references thereto.
- 6.1.2 Location of sewer lines and appurtenances. Each manhole shall be numbered and stationed to facilitate checking the plans with the profiles.
- 6.1.3 Location of water courses, wells, stream and railroad crossings, water mains, gas mains, culverts and underground power, CATV, or other utilities wherever possible.
- 6.1.4 Limits of hard surface paving with dimension references.
- 6.1.5 Adequate details, specifications, and other information for Contractor to be able to install the proposed improvements.
- 6.1.6 Suitable title plate with ~~name and address of owner~~, scale, north point, date, drawing number, and name, address and telephone of engineer, and the Registered Professional Engineer's (RPE) signature.

6.1.7 Profiles

6.2 Profiles for the individual sewer lines should contain at least the following information:

- 6.2.1 Location of manholes and other appurtenances with each manhole numbered and stationed.
- 6.2.2 Profile of existing and proposed ground surface and sewer invert.
- 6.2.3 Size, material, pipe class, slope, and length of sewer, ~~and pipe bedding class~~ between consecutive manholes.
- 6.2.4 Depth of bury and surface restoration.
- 6.2.5 Elevation of original ground and finished grade shall be shown graphically, and sewer inverts specified at each manhole.

- 6.2.6 Depth and location of major utilities and pipelines that cross the plan view of the sewer line. Utility service lines shall be shown if requested by the PWD.
- 6.2.7 Suitable title plate with the ~~name and address of owner,~~ scale, date, drawing number, and the ~~name,~~ Registered Professional Engineer's (RPE ~~number and expiration date of the registration~~) signature.
- 6.2.8 Limits of street improvements will be shown including a typical section of the subject street.

~~5.1 Sewer Appurtenances~~

~~Appropriate City Standards shall be included in all plans for construction of sanitary sewer lines.~~

~~5.2 Separate Drawings~~

- 6.2.9 Separate plans shall be submitted for public sewers installed in combination with private sewers or site plumbing. "Site plumbing" drawings are not acceptable. Public sanitary sewer plans may be combined with other public improvement plans, provided that the plans must be legible and properly detailed.

- 6.2.10 Appropriate labeling of the services as "Public" or "Private" will be done on both the plan view and profile view.

7. SPECIFICATIONS

- 7.1 Engineering consultants are encouraged to develop specifications and special provisions for each project. Specifications and special provisions shall incorporate the latest edition of the MPWSS. Special specifications pertaining to materials and workmanship, if developed, shall be submitted to the City for review and approval, together with check prints of the project.
- 7.2 In general, the sewer specifications should cover pipe material, excavation, laying of sewer pipe, jointing, backfilling, testing, etc. Strict supervision will be required by the City during construction to assure compliance with the specifications. [Developer shall provide full time engineering inspection services during Construction activities. The City reserves the right to review or audit the inspection services being provided.](#)

8. ADDITIONAL ITEMS OF CONCERN

8.1 Testing

- 8.1.1 Sanitary sewers will be required to pass tests specified in MPWSS, Section ~~02722~~ 02730, Sanitary Sewer ~~Mains~~ Collection Systems.
- 8.1.2 [The internal \(T.V.\) inspection shall be performed prior to issuance of the final acceptance.](#) ~~The developer will perform a T.V. of completed projects A minimum of~~

~~five (5) working days notice is required to schedule the inspection.~~ T.V. inspection will not be performed until the ~~City's~~City's inspector has completed a ~~final~~ inspection and is satisfied that all construction is complete. ~~The T.V. inspection tapes~~ video shall be become the property of the City.

8.1.3 Results of all testing shall be reported to the City on a bi-weekly basis.

~~5.2.1—Manhole Exfiltration Test. The City may require a leakage test for manholes as provided in latest version the MPWSS.~~

~~5.2.2—Mandrell Test. May be required on PVC pipe as provided in the latest version of the MPWSS.~~

~~Light Test. The contractor perform a light test between manholes check alignment and grade~~

9. GENERAL DESIGN CONSIDERATIONS

9.1 Sanitary sewers should be designed to remove the domestic sewage from houses, business buildings and other public and private establishments, but not the street, roof, or subsurface drainage. Each main building on a parcel or residence shall be served by a separate sewer lateral.

9.2 Storm water, including street, roof, or footing drainage, shall be removed by a system of storm sewers or by some other method separate from the sanitary sewer system.

~~5.3—All materials and installation of sanitary sewers shall be in conformance with the latest edition of the MPWSS, except as noted herein and on the standard and special detail drawings.~~

~~5.4—All gravity flow sewers, up to 10 inches, shall be designed to allow for peak flows at $\frac{1}{2}$ the capacity; additionally, sewers 12 inches and larger shall be designed to allow for peak flows at $\frac{3}{4}$ of the capacity of the pipe.~~

9.3 In general, sewer systems should be designed to care for future flows which may reasonably be expected within a period of ~~15 to~~ 20 years, and for ultimate development of the specific drainage basin concerned.

10. CAPACITY

Public sanitary sewers and appurtenances 10 inches and smaller shall be designed to accommodate peak hourly flows when flowing one half full. Public sanitary sewers and appurtenances 12 inches and larger shall be designed to accommodate peak hourly flows, when flowing three quarters full.

11. Design flows shall be determined by consideration of the following factors:

11.1 Drainage Basin Area to Be Served

11.2 Population Within the Area to Be Served

- 11.3 Land Use Within the Area to Be Served
- 11.4 Per Capita Sewage Flow
- 11.5 Commercial, Industrial, or Institutional Users to Be Served
- 11.6 Infiltration Allowance
- 11.7 Peaking Factors

In the absence of flow data or other reliable information, the ~~design factors from Table 3 may be assumed. Appropriate~~ Designer shall use peaking ratios ~~should be applied to determine flows, where factors in conformance with factors outlined in DEQ Circular-2 or others specified by the City.~~

| Table 3 Design Factors | | |
|--|---------------------|-----------------------|
| | Average Flow | Peaking Factor |
| Residential | 100-gpcd | 1.7 to 4.0 |
| Commercial | 1,200-gpcd | 2.0 to 4.0 |
| Industrial | 1,200-gpcd | 2.0 to 4.0 |
| Infiltration and Storm Water Inflow | 30-50-gpcd | 1,000-gpcd |

~~It is recommended that design~~ Design calculations shall include estimates of average and maximum ~~and minimum~~ daily flows. The submission of design calculations will ~~not ordinarily~~ be required ~~but~~; engineers should be prepared to substantiate pipe sizes, layout, population estimates, land uses or other design assumptions ~~as may be requested.~~

12. SIZE

Main line sewers shall be a minimum of 8-inch inside diameter, except that the ~~lateral~~ sewer service within private property which will not be extended may be of 4-inch inside diameter for residential services and 6-inch for commercial properties.

13. PIPE MATERIALS

13.1 Gravity Sewers

The following pipe materials and fittings are approved:

| <u>MATERIAL</u> | <u>SPECIFICATIONS</u> |
|--|---|
| Concrete Pipe, Reinforced Ductile Iron Pipe; Class 52 | ASTM C 76, Class 111 III, IV, or V |

| | |
|-------------------------------------|-----------------------------------|
| Ductile Iron Pipe: Class 2 | ANSI A21.51 or AWWA C151 |
| Polyvinyl chloride (PVC); 4" to 15" | ASTM D3034, SDR 35; or ASTM F 789 |
| PVC Sewer Pipe; 18" and larger | ASTM F 679; ASTM F 794, Series 46 |

13.2 Force Mains

The following materials are approved for force mains:

| <u>MATERIAL</u> | <u>SPECIFICATIONS</u> |
|-----------------------------|--------------------------|
| Ductile Iron Pipe; Class 52 | ANSI A21.51 or AWWA C151 |
| Polyvinyl chloride (PVC) | AWWAC900 |

13.3 Other Uses

Pipe materials for special uses such as for liner pipe, temporary construction, stream crossing, bridge crossings, etc., will be considered special design cases and are not covered further in these standards.

14. EXCAVATION, PIPE BEDDING AND BACKFILL

14.1 Details - Standard ~~plans~~ details are the latest edition of the MPWSS.

14.2 Installation

Installation of pipe shall conform to the following:

14.2.1 MPWSS, latest edition.

~~13.1.1 Water settling of backfill material is~~

~~prohibited. 14-GRADE~~

~~Sewers shall be laid with uniform slope between manholes. All sanitary sewer shall be laid on a grade which will produce a mean velocity, when flowing full or half full, of at least 2 feet per second (fps), based upon Manning's "n", the coefficient of roughness, valued at not less than 0.013, depending upon the type of pipe used. The minimum grades for various sizes of pipe with an "n" value of 0.013 are listed below:~~

14.2.2 Contractor Quality Control and Owner Quality Assurance

Table 6.1 below outlines the minimum frequency of quality assurance testing. This testing may be reduced at the discretion of the City. This testing does not replace an appropriate Contractor quality control testing program as described earlier in this section. In the case of a conflict between QC and QA testing, the QA testing shall govern.

Table 6.1 - Laurel Materials Testing Requirements

| EARTHWORKS | | |
|---|--|--|
| Test Specification/Material | Test Method | Minimum Required Frequency |
| Trench Backfill | Moisture-Density (MPWSS 02221) | 1 Sub/soil type encountered 1 Submittal/borrow source |
| Trench Compaction | In-Place Density (MPWSS 02221/1.4) 97% Minimum | 1 test/lift/200 LF |
| Trench Compaction (laterals outside the road template, structures, valves, hydrants and manholes) | In-Place Density (MPWSS 02221/1.4) 97% Minimum | 1 test/for each 2 ft of vertical depth/2 ft from edge of structure, valve, hydrant, or manhole |
| Pipe Bedding | Type I Bedding gradation & Plasticity Index / Type II Bedding Gradation (MPWSS 02221) | 1 Submittal |
| Subgrade and Embankment | Moisture-Density (MPWSS 02230) | 1 Submittal per soil type encountered / 1 Submittal per borrow source |
| Compaction of subgrade under curbs, gutters, and sidewalks | In-Place Density (MPWSS 02230/1.3) 95% Minimum | 1 test/lift/200 LF (C &G) or 1 test/lift/1000 SF (flatwork) |
| Compaction of subgrade and embankment for roadways | In-Place Density (MPWSS 02230/1.3) 95% Minimum | 1 test/lift/4000 SF |
| Sub Base Course | Gradation - Moisture Density – Fractured Faces (Crushed) - LA Abrasion, LL, PL, and PI (MPWSS 02234) | 1 Submittal |
| Compaction of Sub Base Course for roadways | In-Place Density (MPWSS 02234/1.3) 95% Minimum | 1 test/lift/4000 SF |
| Crushed Base Course | Gradation - Moisture Density – Fractured Faces (Crushed) - LA Abrasion, LL, PL, and PI (MPWSS 02235) | 1 Submittal |
| Compaction of crushed base course under curbs, gutters, and sidewalks | In-Place Density (MPWSS 02235/1.3) 95% Minimum | 1 test/lift/200 LF (C &G) or 1 test/lift/1000 SF (flatwork) |
| Compaction of crushed base course for roadways | In-Place Density (MPWSS 02235/1.3) 95% Minimum | 1 test/lift/4000 SF |

~~In general, slopes greater than~~

14.3 Water settling of backfill material is prohibited.

15. GRADE

- 15.1 The Designer shall use minimum grades in conformance with those ~~shown above are desirable and are particularly recommended on~~ outlined in DEQ Circular-2 or others specified by the City ~~upper ends of lateral sewers.~~
- 15.2 Slopes slightly less than those ~~shown above~~ described may be considered if substantial justification can be demonstrated. There must be enough live sewer interceptions to ensure that the average depth of sewage flow will be 0.3 of the pipe inside diameter.
- 15.3 Maximum pipe slope shall be governed by terrain and available fall between manholes. Maximum velocity in the pipes shall not exceed 8 fps, unless specifically approved by the City.

16. MINIMUM DEPTH

- 16.1 All sewers shall be laid at a depth sufficient to drain and be protected against damage from traffic. Sewers laid in areas subject to wheel loads shall have a minimum cover of 6 feet measured from top of pipe to finished grade or be otherwise protected from damage by traffic; except that minimum cover may be reduced to 4 feet with specific approval. Encasement will be required for depths less than 4 feet.
- 16.2 Under normal conditions, main line sewers in residential areas should be laid at an average depth of 8 to 9 feet. Services to adjacent properties from such sewers should normally be laid so that the depth of the service lateral at property line is at least 5 feet. Insulation shall be provided for sewers that ~~cannot be placed at a depth sufficient to prevent freezing~~ are less than 5-ft deep.

17. LOCATION

17.1 Relation to Water Lines and Wells

No sanitary sewer mains should be less than 10 feet from any well, spring, or other source of domestic water supply. All sanitary sewers or parts thereof which are located within 50 feet from any such source of domestic water supply shall be constructed of cement lined, ductile or PVC with watertight joints. Sanitary sewers and domestic water lines shall not be laid in the same trench. Parallel water and sewer lines wherever possible should be located at least 10 feet apart horizontally.

When physical conditions render this spacing impossible or impractical, then ductile iron water pipe with watertight joints or concrete encasement is required for the sewer line. Wherever it is necessary for sewer and water lines to cross each other, the crossing should be at an angle of approximately 90 degrees and the sewer shall either be located 18 inches or more below the water line or be cement lined, constructed of ductile or PVC pipe with watertight joints for a distance of 10 feet on both sides of the water line.

17.2 Sewers in Streets or Easements

Under normal conditions, sewers should be located in street right-of-way 56 feet north or east of the street right-of-way centerline. Sewers shall be located in centerline of alleys and easements, if possible. When it is necessary to locate sewers in easements, such easement shall be at least 20 feet in width. Sewers 24 inches in diameter or larger, or over 12 feet in depth, may require wider easements.

18. ALIGNMENT

- 18.1 Sewer lines shall be laid on straight alignment and uniform grade between consecutive manholes.
- 18.2 Horizontal and vertical curves in sewers are not recommended. However, in cases where justification can be shown, limited use of such designs will be considered.

Where curved alignments are utilized, the City may require the following:

- 18.2.1 Slope greater than minimum slope for the size of pipe.
- 18.2.2 Manhole spacing of less than 250 feet.
- 18.2.3 City may require that the developer or contractor shall provide a licensed professional land surveyor or engineer to continuously monitor installation of the curved sewer during construction.
- 18.2.4 Television inspection of curved sewers is required prior to final acceptance.

19. CHANGE IN PIPE SIZE

- 19.1 When a smaller sewer joins a large one, the invert of the larger sewer should be lowered sufficiently to maintain the same energy gradient. An approximate method for securing these results is to place the 0.8 depth point of both sewers at the same elevation.

19.2. Sewer extensions should be designed for projected flows even when the diameter of the receiving sewer is less than the diameter of the proposed extension. Special consideration should be given to minimizing turbulence when designing a flow channel within a manhole where there is a change in pipe size. ~~The appropriate reviewing agency may require a schedule for construction of future downstream sewer relief.~~ The appropriate reviewing agency may require a schedule for construction of future downstream sewer relief.

20. MANHOLES AND CLEANOUTS

- 20.1 Details - Standard Drawings are found in the MPWSS, latest edition
- 20.2 Manhole Construction

- 20.2.1 Construction shall be watertight. If ground water or surface drainage can be expected to flood the top of the manhole, watertight frame and covers shall be used. A 100-year-recurrence-interval storm shall be used in determining flooding elevations.
- 20.2.2 Manholes located in easements outside of public right-of-way shall have locking frame and covers.
- 20.2.3 For rigid pipe, there shall be flexible connections provided at the inlets and outlets of each manhole. For all pipes, the flexible joint shall be within 1-1/2 pipe diameters, not to exceed 12 inches, of the exterior wall of the manhole. A flexible connection "boot"/or insert may be utilized in lieu of a flexible joint.
- 20.2.4 Generally, a ~~0.2~~ 0.1 foot minimum drop from inlet to outlet is required for bends between 120 and 240 degrees. A ~~0.4~~ 0.2 foot minimum drop for all bends outside those angles. Maximum drop in flow line elevation ~~is required through manholes~~ or all inverts shall be 0.4 feet. However, where grade considerations are considered critical, the design engineer may request a waiver from the City if sufficient justification exists.

20.3 Manhole Location

20.3.1 Manholes shall be located as follows:

- A. At the end of each public sanitary sewer.
- B. Every change in grade or alignment of sewer.
- C. Every point of change in size of sewer or pipe material.
- D. Each intersection or junction of sewer.
- E. Upper end of all lateral sewers.
- F. At the beginning and end of all 24-inch diameter and smaller sewers on curved alignment.
- G. At intervals of ~~350~~ 400 feet or less as approved by the City.
- H. At each and every street intersection unless approved by City.

Cleanouts shall not be substituted for manholes nor installed at the end of public sanitary sewers unless approved by the City.

20.4 Cleanout Locations

- A. A cleanout shall be installed 5-ft outside of the building at the connection point.
- B. A cleanout shall be installed on a service line whenever the total degree of bends is equal to or more than 45° on any single run of sewer pipe.
- C. Cleanouts will not be approved as substitutes for manholes.

20.5 Manhole Covers

- A. Standard Cast iron cover as outlined in MPWSS, used in public right-of-way.
- B. Locking, may be required.
~~Watertight frame and cover assemblies~~
- C. Inflow Protector Covers are required for all installations within the 100-year flood or where ~~periodic flooding may be possible~~ directed by the City Public Works Department.

20.6 Drop Manholes

Drop manholes shall be avoided whenever possible during the design and construction of wastewater extensions. They shall only be used when it is proven impractical to steepen the incoming sewer.

- A. Outside drop assemblies shall be provided for pipes 12 inches in diameter and smaller when entering a manhole at a distance of more than 24 inches above the invert of the manhole. Larger pipe should be introduced into the manhole at the manhole invert.⁺
- B. Inside drop assemblies will be considered only in special cases involving connections to existing manholes. Special approval for all drop assemblies is required from the City.

20.7 Cleanouts

Cleanouts will not ~~normally~~ be approved as substitutes for manholes, ~~except at the upper end of lateral sewers 100 feet or less in length. Temporary clean-out assemblies may be installed in mainlines less than 150 feet in length, provided that the line will be extended at a later date, subject to the approval of the City. Manhole ring and cover is required over cleanouts.~~

20.8 Diameter

The minimum diameter of manholes shall be 48 inches; larger diameters are preferable for large diameter sewers. A minimum access diameter of ~~22~~ 24 inches shall be provided.

20.9 Flow Channel

The flow channel straight through a manhole should be made to conform as closely as possible in shape and slope to that of the connecting sewers. For pipes greater than 8 inches in diameter, the channel walls should be formed or shaped to the full height of the crown of the outlet sewer in such a manner to not obstruct maintenance, inspection or flow in the sewers. For pipes 8 inches or less in diameter, the channel shall be formed at least to the spring line of the pipe. When curved flow channels are specified in manholes, including branch inlets, or when entrance or exit losses are significant, minimum slopes shall be increased to maintain acceptable velocities.²

20.10 Bench

A bench shall be provided on each side of any manhole channel when the pipe diameter(s) are less than the manhole diameter. The bench should be sloped no less than $\frac{1}{2}$ inch per foot (4%). No lateral sewer, service connection, or drop manhole pipe shall discharge onto the surface of the bench.

20.11 Water Tightness

- A. Manholes shall be of the pre-cast concrete or poured-in-place concrete type. Manholes shall be waterproofed on the exterior. Pre-cast concrete manhole sections manufactured in accordance with ASTM C 478M-93 are exempt from the exterior waterproofing requirement.
- B. Inlet and outlet pipes shall be joined to the manhole with a gasketed flexible watertight connection or any watertight connection arrangement ___ that allows differential settlement of the pipe and manhole wall to take place.

Watertight manhole

- C. Inflow protector covers are to be used wherever the manhole tops may be flooded by street runoff or high water. Locked manhole covers may be desirable in isolated easement locations or where vandalism may be a problem.

20.12 Manhole Adjusting Rings

Adjusting rings installed in manholes on public sanitary sewers shall have a total height of not less than 2 inches and not more than 6 inches.

20.13 Manhole Frames and Covers

Frames and covers used on manholes for public sewers shall be made of cast iron or ductile iron, shall have a clear opening no less than 24 inches, shall have a total weight of not less than 410 pounds, and shall have machined surfaces to ensure a tight fit between cover and frame.

20.14 Manhole Steps

All manholes used for public sanitary sewers shall be equipped with steps of the polypropylene-coated steel type meeting applicable OSHA requirements for fixed ladders. The steps shall withstand a single concentrated load of 400 pounds, have a minimum width of 12 inches, and shall have ribbed, skid-resistant treads with drop fronts to prevent side slip. All manhole steps shall be installed with the center of the rung a minimum of 7 inches from the manhole wall.

21. PIPE JOINTS

All pipe joints must be constructed watertight. Rubber rings or other approved joint sealing material shall be used. Joint deflections shall be controlled such that the watertight integrity of the joint is maintained.

22. SERVICE LATERAL (SIDE SEWER OR HOUSE BRANCH) CONNECTIONS

All service laterals with the exception of house branches from a main sewer to serve an individual building shall be of a minimum size of 6 inches in diameter within public right-of-way or within public easements. House branches to serve single family residences and multi-family residences up to a ~~four (4~~ Two (2) plex may be 4-inch diameter in size. Laterals shall be laid at a minimum slope of 2%. Construction of laterals shall conform to the same standards as for main sewer construction.

During the construction or extension of a public wastewater system, a wastewater service line shall be stubbed to the property line of each lot and/or parcel of property included in the extension application. All wastewater lines so installed shall be subject to and fully comply with the provisions set forth in this section.

All wastewater service laterals shall be marked with a permanent indicator of location in the nearest hard surfacing (i.e. "S" stamp in adjacent curb, sidewalk or driveway"

23. HOUSE OR BUILDING SEWERS

As a minimum criterion, construction of the house or building sewers (on site) shall be of the same quality and meet the same requirements as the public sewer with regard to materials, water tightness and location. In addition, these sewers shall conform to the ~~state and local plumbing codes and restrictions.~~ Uniform Plumbing Code, latest edition. No roof, surface, foundation, or other storm water drain lines shall be connected to the public sanitary sewers.

24. SEPARATE CONNECTION REQUIRED

- 24.1 Each main building or legal lot (except a private garage) shall be separately connected to a public sewer. Except that main buildings or dwellings located on a single parcel may be connected to a private sewer discharging into the public sewer, provided that an approved statement of maintenance responsibility is recorded with the title to the property and permitted through MT Dept. of Environmental Quality. Examples of such private systems are: mobile home parks, residential or office condominiums (unit/owner association by-laws to have statement of maintenance responsibility); or apartment complexes.
- 24.2 A manhole shall be required at the point of connection of a private sewer system to a public system with a clean out placed at the property line. A monitoring or sampling manhole is required for connections from industrial users.

25. STEEP SLOPE PROTECTION

Sewers on slopes of 20 percent or more may require special anchoring.

26. DRAINAGE DITCH OR STREAM CROSSINGS

- 26.1 Sewers entering or crossing drainage ditches or streams shall be constructed of watertight pipe. The pipe and joints shall be tested in place, shall not exhibit infiltration, and shall be designed, constructed, and protected against anticipated hydraulic and physical, longitudinal, vertical, and horizontal loads, erosion, and impact.
- 26.2 Sewer crossing of drainage ditches must be protected from freezing through either depth of bury or insulation.

27. AERIAL CROSSINGS

Support shall be provided for all joints in pipes utilized for aerial crossings. The supports shall be designed to prevent frost heave, overturning, and settlement.⁴

28. PROTECTION OF WATER SUPPLIES

When wastewater sewers are proposed in the vicinity of any water supply facilities, requirements of Circular ~~WQB-1~~-DEQ-1 should be used to confirm acceptable isolation distances in addition to the following requirements.

28.1 Cross Connections Prohibited

There shall be no physical connections between a public or private potable water supply system and a sewer, or appurtenance thereto which would permit the passage of any wastewater or polluted water into the potable supply. No water pipe shall pass through or come in contact with any part of a sewer manhole.

28.2 Relation to Water Works Structures

28.2.1 Sewers shall not be located within 50 feet of a public water supply well.

28.2.2 All existing waterworks units, such as basins, wells, or other treatment units, within 100 feet of the proposed sewer shall be shown on the engineering plans.

28.3 Relation to Water Mains

28.3.1 Horizontal Separation.

- A. Sewers shall be laid at least 10 feet horizontally from any existing or proposed water main. The distance shall be measured edge to edge.
- B. If the proper horizontal separation as described above cannot be obtained, the design engineer shall submit a request for a deviation to the DEQ along with a description of the problem and justifying circumstances. If the deviation is granted, the sewer shall be designed and constructed with the following minimum conditions:
 - C. [Copy of MT DEQ approved deviation request shall be provided to the City.](#)
- D. Sewer pipe shall be PVC with nominal 20-foot lengths.
- E. The sewer shall pass low pressure air testing in accordance with UniBell Recommended Practice UNI-B-6-90.
- F. Sewer services utilizing in-line fittings and extending to at least property lines shall be provided and tested in the area of the encroachment. Saddles are not acceptable.

28.4 Crossings

28.4.1 Sewers crossing water mains shall be laid to provide a minimum vertical distance of 18 inches between the outside of the water main and outside of the sewer. This shall be the case where the water main is either above or below the sewer. The crossing shall be arranged so that the sewer joints will be equidistant and as far as possible from the water main joints. Where a water main crosses under a sewer, adequate structural support shall be provided for the sewer to maintain line and grade and to prevent damage to the water main.

28.4.2 If the proper vertical separation as described above cannot be obtained, the design engineer shall submit a request for a deviation to the DEQ along with a description of the problem and justifying circumstances. If the deviation is

granted, the sewer shall be designed and constructed with the following minimum conditions:

- A. Minimum vertical separation at crossings between water and sewer mains shall be 6 inches.
- B. Sewer pipe shall be PVC with normal 20-foot lengths.
- C. At crossings, one standard length of new pipe shall be centered at approximately a 90 degree angle with respect to the existing pipe.
- D. The sewer shall pass low pressure air testing in accordance with UniBell Recommended Practice UNI-8-6-90.
- E. Sewer services utilizing in-line fittings and extending to at least property lines shall be provided and tested within 10 feet of the crossing. Saddles are not acceptable.
- F. If the minimum separation is not viable, the water line must be relocated. In these cases, minimum vertical separation at crossings between water and sewer mains shall be 18 inches.

29. SEWER SERVICES AND PLUMBING

29.1 Plumbing

Sewer services and plumbing should conform to relevant local and state plumbing codes.

30. DESIGN STANDARDS FOR ALTERNATIVE SEWER SYSTEMS

These standards shall be used for design of alternate sewer systems. Variances may be allowed where adequate justification is provided by the design engineer. These standards may be modified as the technology evolves.

30.1 Small Diameter Gravity Sewer Design

~~21.1.1 Hydraulic Considerations~~

30.1.1 Design flow shall be based upon water use records where available. If water use records are not available, ~~70~~ 100 gpcd per residential connection shall be used ~~with additional flow allowances for infiltration~~ and an appropriate peaking factor.

30.1.2 Hydraulic calculations shall use the Manning's formula with a roughness coefficient of $n = 0.013$.

30.1.3 Hydraulic design shall be based upon an approximately ½ ~~to 3/4 full~~ pipe at 20-year peak design flow.

30.1.4 Minimum design velocity of ~~1.0~~ 2.5 fps in controlling sections should be used considering existing peak flow conditions.

30.1.5 All mains shall be 4 ~~6~~-inch diameter pipe or larger.

30.1.6 To minimize potential sources of infiltration, 20-foot minimum pipe lengths and in-line service fittings should be used.

~~21.1.2 — Detection wires for locating buried pipe should be considered.~~

30.1.7 Turbulence should be minimized wherever possible.

30.1.8 Performance tests shall be utilized for determining water-tightness, deflection and alignment of installed pipes.

30.1.9 Service lines and main lines shall be designed and constructed to prevent freezing of the wastewater within the lines.

30.2 Manholes/Cleanouts

30.2.1 The limited use of manholes is encouraged to minimize infiltration, reduce odor potential, limit introduction of extraneous materials and reduce cost. Manholes are to be located at major junctions of three or more pipes and limited to strategic locations for cleaning purposes.

30.2.2 Water-tight manhole covers are recommended for odor control and to limit inflow.

30.2.3 Manholes located in groundwater shall be waterproofed and should be of the type which has the base riser section cast with integral floor.

30.2.4 Clean outs should be used in place of manholes at changes in grade, alignment, and at intersections of pipe. Spacing of clean outs shall be dependent upon cleaning capabilities. A maximum of 600 feet for mechanically cleaned and jet-cleaned systems and a maximum of 1000 feet for systems cleaned by pigging.

30.2.5. Clean outs located in traffic areas shall be designed to withstand normal traffic loads without damage.

30.3 Design Standards for Pump Stations for Alternative Collection Systems

The use of wastewater pumping stations to provide wastewater services for said areas, or portions thereof shall be avoided whenever it can be feasibly accomplished.

In addition to other requirements, the following standards shall apply to pump stations which pump septic tank effluent.

- 30.3.1 Pumps other than those capable of passing spheres of at least 3 inches in diameter are **not** acceptable. Screens should be considered where this type of pump is used.
- 30.3.2 The inlet pipe shall be extended below the low water elevation in the wet well in order to reduce turbulence and odors.
- 30.3.3 The lift station wet well cover shall be water-tight for odor control.
- 30.3.4 A vent shall be provided with odor control. The vent can be connected to a buried gravel bed or to a charcoal filter.
- 30.3.5 Materials in the wet well shall be protected from corrosion. Stainless steel, plastic, or bronze materials are recommended.
- 30.3.6 The force main sizing shall be based upon hydraulic requirements using a minimum design velocity of ± 2.0 ft/sec based on a Manning's roughness coefficient of $n = 0.013$. The minimum pipe diameter for force mains shall be **1.5 inches**.
- 30.3.7 The force main shall be designed and constructed to prevent freezing.

30.4 Septic Tank/Effluent Pumps

- 30.4.1 Typically, one septic tank and one effluent pump per household will be provided. Multiple units may be considered where serving multiple family dwellings or trailer courts. Duplex pumps, each capable of handling maximum flow, may be required in these situations.
- 30.4.2 Pumping units will be activated by appropriate level control switches. High- and low-level alarms will be required with audio-visual alarms recommended. Low level pump deactivation controls shall be provided. A control panel with appropriate circuit protection and electrical safety devices shall be used. The alarm circuit should be separately wired from the pump circuit. All applicable electrical codes must be satisfied. The power cables to the pump shall be designed to facilitate maintenance of the pumping unit. Wiring shall be exterior to the residence for maintenance purposes.
- 30.4.3 Screens limiting solids carryover into the pump shall be, provided. Pipe fittings used should be commonly available. Appropriate isolation, check, and air release valves must be used with ease of maintenance in mind. All components shall be protected from freezing.

30.4.4 All septic tanks shall be vented.

30.5 Septic Tanks

Septic tanks are not allowed within the City limits.

31. LIFT STATIONS

~~21.2—The City has City-owned and operated sanitary sewer lift stations.~~

31.1 Lift stations will be designed by a **RPE** Registered Professional Engineer.

31.2 All new sewage lift stations shall be equipped with a backup, redundant level control system.

31.3 The City requires emergency power on any new lift station. All new **pumping** Lift stations shall be equipped with an emergency power receptacle and an Automatic transfer switch.

31.4 All new **pumping Lift** stations shall be equipped with an alarm system detecting unauthorized entry, power interruption, high water, and high pump temperature conditions. The alarm signal shall be directed to optional remote locations by telephone dialer system.

31.5 All new pumping station shall be equipped with an electro-magnetic flow meter with 4-20 ma output signal, flow totalizer, and chart recorder and/or electronic recorder.

PART 7 - WATER DESIGN TECHNICAL STANDARDS

1. PURPOSE

The purpose of this design criteria is to provide engineers, designers, engineering technicians, and others, in handy reference form, the City's minimum standards for water system design.

These criteria are intended to cover the design of water mains and apply to any water systems, public or private, 6_4 inches in diameter or greater. Private on-site water systems serving mobile home parks, condominiums or apartments ~~may~~ shall be designed in accordance with the uniform plumbing code and approved by the appropriate building inspector.

The design criteria set forth below are intended to result in water systems which will:

- 1.1 Be consistent with the Water Master Plan.
- 1.2 Be consistent with Montana Department of Environmental Quality (DEQ).
- 1.3 Be consistent with the latest edition of the MPWSS.
- 1.4 Be of adequate size and pressure to meet expected demands, within their design life.
- 1.5 Have sufficient flows to meet fire flow requirements.
- 1.6 Be strong enough to resist all external loads which may be imposed.
- 1.7 Be of materials resistant to both corrosion and erosion.
- 1.8 Be economical and safe to build and to maintain.

Alternate materials and methods may be considered for approval on the basis of these objectives.

2. REFERENCES

- 2.1 Circular ~~WQB-DEQ~~ 1, Standards for Water Works, Montana Department of Environmental Quality, ~~Design Standards for Wastewater Facilities~~, latest edition.
- 2.2 Montana Public Works Standards Specifications, latest edition and revisions.
- 2.3 Uniform Plumbing Code, latest edition and revisions.

3. APPROVAL OF ALTERNATE MATERIALS OR METHODS

~~Approval of~~ Request for any major deviation from these standards will be submitted to the PWD in written form for approval.

~~2— MONTANA WATER QUALITY BUREAU STANDARDS~~

~~WQB-1, published by the DEQ, is hereby incorporated into this document. WQB's criteria will be used as a guideline to determine standards needed for items not specifically covered in this document.~~

4. SPECIAL PROBLEMS

The design of the following are considered special problems and are not covered in detail in these standards: ~~WQB-DEQ_1~~ provides general guidelines for most of these items.

- 4.1 Air relief valves
- 4.2 Water loading stations
- 4.3 Source development
- 4.4 Chemical application
- 4.5 Treatment plants
- 4.6 Pumping stations
- 4.7 Water storage

5. DESIGN PLANS AND PROFILES

Plans will be required for all new or ~~extended~~ extension of water mains and shall include both a vicinity map and a general layout map of the area showing the location of existing facilities and of the proposed improvements. Plans should be accurate, legible and properly detailed. Dimensions should be either from right-of-way centerline or property lines.

5.1 Engineering Drawings (Plans)

Plans for water mains should contain at least the following information:

- 5.1.1 Adjacent streets, property lines, utility easements, and references thereto.
- 5.1.2 Location of water lines and appurtenances.
- 5.1.3 Location of water courses, wells, stream and railroad crossings, water mains, sewer main, gas mains, culverts and underground power, CATV, or other utilities wherever possible.
- 5.1.4 Limits of hard surface paving with dimension references.
- 5.1.5 Adequate details, specifications, and other information for Contractor to be able to install the proposed improvements.

5.1.6 Suitable title plate with ~~name and address of owner,~~ scale, north ~~point~~ arrow, date, drawing number, and name, address and telephone of engineer, and the Registered Professional Engineer's (RPE) signature.

5.2 Profiles

Profiles for the individual water lines should contain at least the following information:

5.2.1 Location of valves, ~~hydrants~~ hydrant tee, and other appurtenances

5.2.2 Profile of existing and proposed ground surface.

5.2.3 Size, pipe ~~class~~ type, length of water line, ~~and pipe bedding class.~~

5.2.4 Suitable title plate with the name and address of owner, scale, date, drawing number, and the name, ~~RPE PE number and expiration date of the registration.~~

5.2.5 Limits of street improvements will be shown including a typical section of the subject street.

~~5.1 Water Appurtenances~~

~~Appropriate City Standards shall be included in all plans for construction of water lines.~~

5.2.6 Depth of bury

5.2.7 surface restoration

5.2.8 new and existing services

5.3 Separate Drawings

5.3.1 Separate plans shall be submitted for public water mains installed in combination with private water lines or site plumbing. "Site plumbing" drawings are not acceptable. Public water main plans may be combined with other public improvement plans, provided that the plans must be legible and properly detailed.

5.3.2 Appropriate labeling of the services as "~~Public or Private~~" will be done on both the plan view and profile view.

6. SPECIFICATIONS

6.1 Engineering consultants are encouraged to develop specifications and special provisions for each project. Specifications and special provisions shall incorporate the latest edition of the MPWSS. Special specifications pertaining to materials and

workmanship, if developed, a **hard copy** shall be submitted to the City for review and approval, together with **check-prints plans** of the project.

- 6.2 In general, the water specifications should cover pipe material, excavation, laying of water main, jointing, backfilling, testing, etc. Strict supervision will be required by the City during construction to assure compliance with the specifications.

7. ADDITIONAL ITEMS OF CONCERN

7.1 Hydrostatic Testing

Hydrostatic and leakage testing shall be performed in accordance with the American Water Works Association C600. MPWSS Section 02713, 'Water Mains' outlines procedure.

7.2 Cleaning Water Mains

Before chlorination, except when hypochlorite tablets are used, the mains shall be flushed thoroughly after the pressure and leakage test are completed. MPWSS Section 02713, 'Water Mains' outlines procedure.

7.3 Disinfecting Water Mains

7.3.1 General. All water mains shall be disinfected ~~subject to the PWD's approval~~ in accordance with AWWA C651, "Disinfecting Water Mains", and MPWSS Section 02713, 'Water Mains', before placing the main in service. The interior of all pipe, fittings, and appurtenances shall be kept free from dirt, heavy, and foreign particles.

7.3.2 Redisinfection. If the initial disinfection fails to produce approved bacteriological or turbidity samples, the main shall be reflushed and resampled. If check samples show bacterial contamination, the main must be re-chlorinated until approved results are obtained.

8. GENERAL DESIGN CONSIDERATIONS

Water mains should be designed to serve houses, **business commercial and industrial** buildings and ~~other public and private~~ **any** establishments that needs water service in the building. Each main building on a parcel or residence on each parcel shall be served by a separate water service.

8.1 Domestic Flows

8.1.1 Water mains shall be designed in accordance with "Circular **WQB-DEQ 1**, Standards for Water Works" published by the State of Montana Department of

Environmental Quality. Water mains shall be sized to provide a combined fire flow and peak day flow in accordance with the standards shown below.

8.2 Fire Flows

8.2.1 For design purposes, minimum fire flows shall be 1000 gpm in low and medium density residential areas, 2500 gpm in commercial and high density residential areas, and 3500 gpm in industrial areas. The design shall provide for the system to provide the minimum fire flow at each fire hydrant, assuming one hydrant flowing at any given time and a minimum pressure of 20 psi.

8.2.2 Where special conditions exist, greater or lesser design fire flows may be approved by the Fire Chief (as per Fire Code) for new and existing buildings.

8.3 Pressure

8.3.1 Water systems shall be designed to provide a minimum pressure of 35 psi with no fire flow. With fire flow, a minimum pressure of 20 psi is required in all areas. Water systems shall be designed by consulting the latest water system model of pressure zones. Pumping stations and pressure reducing valves may be required to lower high pressure concerns. Pipes shall be specified to withstand the maximum test pressures but in no case shall pipes be classed less than 150 psi. The designer should contact the PWD for information on the pressure zones and water supply available for the area.

8.3.2 In general, water systems should be designed to ~~care~~ accommodate for future flows which may reasonably be expected within a period of ~~15 to~~ 20 years, and for ultimate development of the specific service area ~~concerned~~.

8.3.3 Specific approval of booster pump stations, storage and additional sources, will be required from the City.

9. CAPACITY

9.1 Design flows shall be determined by consideration of the following factors:

9.1.1 Service area to be served

9.1.2 Population within the area to be served

9.1.3 Land use within the area to be served

9.1.4 Per capita water consumption

9.1.5 Commercial, industrial, or institutional users to be served

9.1.6 Fire flow requirements

9.1.7 Peaking factors

9.2 In the absence of flow data or other reliable information, the design factors from Table 7.1 may be assumed. Appropriate peaking ratios should be applied to determine flows, where specified by the City.

| Table 7.1 Design Factors | | |
|-------------------------------------|---------------------|-----------------------|
| Average Designation | Adverse Flow | Peaking Factor |
| Residential | 100 gpcd min, | * |
| Commercial | 1,200 gpd/acre | * |
| Industrial | 1,200 gpd/acre | * |

* Peaking factor means of calculations outline in latest edition of MT Circular DEQ-1

It is recommended that design calculations include estimates of average **daily**, maximum **daily**, and **minimum-daily peak instantaneous** flows. The submission of design calculations will not ordinarily be required but engineers should be prepared to substantiate pipe sizes, layout, population estimates, land uses or other design assumptions as may be requested.

10. SIZE

Water mains shall be a minimum of 8 inches inside diameter **for those systems incorporating fire protection**. Fire hydrant **lead lines shall be a minimum** of 6-inch inside diameter.

11. PIPE MATERIALS

The following pipe materials and fittings are approved:

| Specifications | |
|--|--------------------------|
| Ductile Iron Pipe; Class 52 | ANSI A21.51 or AWWA C151 |
| Ductile Iron Pipe; Class 52 | |
| Polyvinyl chloride (PVC) Concrete Cylinder Pipe Cast Iron Pipe | |
| ANSI A21.51 or AWWA C151 | |
| (polyethylene film wrapped or encased) AWWAC900 | |
| Not allowed Not allowed | |

Gate Valve

MJxMJ

Tapping Valve Tapping Saddle

Valve Boxes Corporation Stops

Service Saddles

Service Pipe

Curb Stop

Mueller Resilient Wedge Gate Valve

Gate valve type 12 inch and under; Mueller Butterfly or Double Disc valve for larger than 12 inches

Mueller Resilient Seat Tapping Valve

Powerseal Stainless Steel Model 3490AS Mueller also acceptable

Tyler 6868 Series "DD" -screw type #6 Base for water Mueller H-15026 ¾-inch & 1-inch

Mueller H-15008 ¾-inch & 1-inch

Mueller H-B25008 ¾-inch & 2-inch; CC x 110 Mueller H-15013 1½-inch & 2-inch

Mueller B-25000 ¾-inch & 1-inch

Mueller B-25005 ¾-inch & 1-inch; CC x Install Smith Blair Model 371; 4-inch to 12-inch PVC Smith Blair Model 372; 4-inch to 12-inch Romac Model 304; 2-inch to 12-inch PVC Romac Model 305; 10-inch to 32-inch

Mueller Brass H16000 Main to Building-

1. ——— Type K Copper
2. ——— PE Pipe (IPS) SOR 7-3/4-inch & 1-inch
3. ——— PE Tube (CTS) SOR 9-11/12-inch & 2-inch (200-PSI)

Mueller H-15209 3/4-inch to 2-inch cop x cop or CTS Mueller B-25209 3/4-inch to 2-inch cop x cop

Mueller H-15172 3/4-inch to cop x fip

ueller B-25172 3/4-inch to 2-inch cop x inst Mueller B-25204 3/4-inch to 1-inch inst x inst

Mueller B-20283 3/4-inch to 2-inch inst x inst or C11

| Table 7.2 Material | Specifications |
|-----------------------------|---|
| Ductile Iron Pipe; Class 52 | ANSI/AWWA C151/A21.51-17 (polyethylene film wrapped or encased) |
| Polyvinyl chloride (PVC) | AWWA C900 for pipe 4" to 12", Pressure Class 150 AWWA C905 for pipe 14" to 48", DR 18 Pipe |
| Concrete Cylinder Pipe | Not allowed |
| Cast Iron Pipe | Not allowed |

| | |
|-------------------------------------|---|
| Valves | 10" and under shall be resilient seated gate valves w/ iron body, bronze mounted non-rising stem, set for 200 psi working pressure. 12" and over shall be butterfly valves class 150B, tight closing, for underground service. |
| MJxMJ | All mechanical joint bolts, nuts, and washers shall be Type 304 stainless steel. |
| Tapping Valve Tapping Saddle | Stainless Steel Resilient Seat Tapping Valve with 150 psi working pressure or approved equal. |
| Valve Boxes | Cast iron, 5-1/4" diameter, screw type adjustable, and have the word "Water" stamped thereon. |
| Corporation Stops | ¾-inch to 2-inch – Ground Key Valve with AWWA taper threaded inlets and Compression Connection for outlet piping. Or approved equal. |
| Service Saddles | All Stainless Steel service saddle with 304 SS nuts and bolts a Buna-N nitrile gasket and a minimum working pressure of 150 psi. Or approved equal. |
| Service Pipe | Main to Building <ul style="list-style-type: none"> 1. Type K Copper 2. PE Pipe (CTS) SDR 7-¾-inch & 1-inch 3. PE Tube (CTS) SDR 7-1-1/2-inch & 2-inch (200 PSI) |
| Curb Stop | ¾-inch to 2-inch cop x cop or CTS, For PE pipe use compression fittings with stainless steel inserts. |
| Curb Boxes | 6' extension boxes with stationary one-piece stainless steel rod. |
| Joint Restraint | Megalug 2000 or thrust blocks |
| Fire-Hydrant | AWWA C502 w/ two 2-1/2" hose nozzles and one 4-1/2" pumper nozzle with National Standard Thread. |
| Manhole F/c | D&L Foundry or approved equal |
| Meters | All meters-Neptune, Remote Read |
| Backflow Preventers | All new construction ¾-inch and 1-inch use dual check valve Dual Check Valve ¾-inch McDonald 11-3NA-43 1-inch McDonald model 18-4-10-XD 1½-inch Febco 805Y-BV-S #45410; |

| | |
|--|--|
| | <p>Or approved equal.</p> <p>EPA 570/9-89-007 Larger check valves to be approved by Public Works Dept.</p> |
|--|--|

Alternate materials not listed must be approved by the Public Utilities Works Director.

~~6— EXCAVATION, PIPE BEDDING AND BACKFILL~~

~~6.1— Details~~

~~Standard plans are the MPWSS, latest edition.~~

~~6.2— Installation~~

~~Installation of pipe shall conform to the following:~~

~~6.2.1— MPWSS, latest edition.~~

~~6.2.2— Water settling of backfill material is prohibited.~~

12. MINIMUM DEPTH

All water lines shall be laid at a depth sufficient to prevent freezing and be protected against damage from traffic. Water mains shall have a minimum cover of 6 feet measured from top of pipe to finished grade or be otherwise protected from damage by traffic or freezing.

13. DEAD ENDS

13.1 In order to provide increased reliability of service and reduce head loss, dead ends shall be minimized by making appropriate tie-ins whenever practical.

13.2 Where dead end mains occur, they shall be provided with a fire hydrant for flushing purposes. Flushing devices should be sized to provide flows which will give a velocity of at least 2½ feet per ~~section~~ second in the water main being flushed. No flushing device shall be directly connected to any sewer.

14. VALVES

14.1 Valves

Valves should be located at not more than 500-foot intervals in commercial districts and at not more than 1 block or 800-foot intervals in other districts.

14.2 Line Valves in Distribution Pipe

Four valves shall be installed at a "cross" intersection. Three valves shall be installed at a "Tee" intersection.

~~16.1— Blowoff Valves~~

~~A fire hydrant must be located within 20 feet of the end of any dead-end water main including temporary dead-end mains in phased developments.~~

14.3 Air Relief Valves

~~An air~~ Air relief valve will be required at the high point of each in any water main. Pipe grade design shall minimize the use of air relief valves wherever possible. Air relief can be provided by means of a flushing hydrant, fire hydrant, or designated air release valve.

15. HYDRANTS

15.1 Spacing

Fire hydrant spacing shall not exceed 500 feet measured along the curb line in areas zoned R-1 or R-2 and shall not exceed 450 feet in other areas. The Fire Chief may require additional hydrants in accordance with Uniform Fire Code. All hydrants will have secondary valves.

~~16.2 Color Code~~

~~Hydrants shall be color coded to AWWA standards.~~

16. LOCATION

16.1 Relation to Sewer Lines and Wells

Sanitary sewers and domestic water lines shall not be laid in the same trench. Parallel water and sewer lines wherever possible should be located at least 10 feet apart horizontally from outside edge to outside edge of the pipe. When physical conditions render this spacing impossible or impractical, then ductile iron water pipe with watertight joints is required for the sewer line. Wherever it is necessary for sewer and water lines to cross each other, the crossing should be at an angle of approximately 90 degrees and the sewer shall either be located 18 inches or more below the water line or be cement lined flow filled, constructed of ductile or PVC pipe with watertight joints for a distance of 10 feet on both sides of the water line.

16.2 Water Mains in Streets or Easements

Under normal conditions, water mains should be located in street right-of-way 5 6 feet south or west of the street right-of-way centerline. Water mains shall be located in centerline of alleys and easements. When it is necessary to locate waterlines in easements, such easement shall be at least 20 feet in width.

~~17 ALIGNMENT~~

~~Water lines should be laid on straight alignment and uniform grade between blocks. However, in cases where justification can be shown, changes will be considered.~~

17. PIPE JOINTS

All pipe joints must be constructed watertight. Rubber rings or other approved joint sealing material shall be used. Joint deflections shall be controlled such that the watertight integrity of the joint is maintained.

18. SERVICE LINE CONNECTIONS

All service laterals from a water main to serve an individual building shall be of a minimum size of ¾-inch in diameter within public right-of-way or within public easements. Construction of service lines shall conform to the same standards as for water main construction.

All curb boxes shall be marked with a permanent indicator of location in the nearest hard surfacing (i.e. "W" stamp in adjacent curb, sidewalk, or driveway)

19. SEPARATE CONNECTION REQUIRED

19.1 Each main building or legal lot (except a private garage) shall be separately connected to a public water main. Except that main buildings or dwellings located on a single parcel may be connected to a private line, provided that an approved statement of maintenance and billing responsibility is recorded with the title to the property.

19.2 A valve shall be required at the point of connection of a private water system to a public system.

20. DRAINAGE DITCH OR STREAM CROSSINGS

Water lines entering or crossing drainage ditches or streams shall be constructed with care. The pipe and joints shall be tested in place, and shall be designed, constructed, and protected against anticipated hydraulic and physical, longitudinal, vertical, and horizontal loads, erosion, and impact.⁵

All ditch crossings shall require approval of the ditch company.

21. AERIAL CROSSINGS

Support shall be provided for all joints in pipes utilized for aerial crossings. The supports shall be designed to prevent frost heave, overturning, and settlement. The crossings shall also provide protection from freezing.

~~24—PROTECTION OF WATER SUPPLIES~~

~~When wastewater sewers are proposed in the vicinity of any water supply facilities, requirements of Circular WQB-1 (DEQ) should be used to confirm acceptable isolation distances in addition to the following requirements.~~

~~24.1—Cross Connections Prohibited~~

~~There shall be no physical connections between a public or private potable water supply system and a sewer, or appurtenance thereto which would permit the passage of any wastewater or polluted water~~

into the potable supply. No water pipe shall pass through or come in contact with any part of a sewer manhole.

24.2 — Relation to Water Works Structures

24.2.1 — Sewers shall not be located within 50 feet of a public water supply well.

24.2.2 — All existing waterworks units, such as basins, wells, or other treatment units, within 100 feet of the proposed sewer shall be shown on the engineering plans.

24.3 — Relation to Water Mains

24.3.1 — Horizontal Separation. Sewers shall be laid at least 10 feet horizontally from any existing or proposed water main. The distance shall be measured edge to edge.

24.3.2 — Crossings. Sewers crossing water mains shall be laid to provide a minimum vertical distance of 18 inches between the outside of the water main and outside of the sewer. This shall be the case where the water main is either above or below the sewer. The crossing shall be arranged so that the sewer joints will be equidistant and as far as possible from the water main joints.

24.3.3 — Where a water main crosses under a sewer, adequate structural support shall be provided for the sewer to maintain line and grade and to prevent damage to the water main.

PART 8 – STORM SEWER DESIGN

1. INTRODUCTION

1.1 Applicability

These design standards shall apply to all development, redevelopment, and construction activities on public and private property within the City of Laurel.

1.2 Policy Requirements

Drainage plans shall be prepared by a Professional Engineer licensed in the State of Montana and shall be submitted to the City PWD for review and approval.

2. PROJECT CLASSIFICATIONS

2.1 All Developments

2.1.1 Impact to water quality and quantity because of development shall be mitigated through design and construction of on-site or regional stormwater management facilities provided in accordance with these standards.

2.1.2 Stormwater discharge to private irrigation ditches, drains and laterals is acceptable provided approval has been granted by such facility owner/operator and discharge is controlled to ensure the ditch, drain or lateral facility is not adversely impacted beyond existing conditions. An agreement shall be signed between the facility owner/operator and developer with the City named as a third party. Agreement must state at a minimum the following:

- Development’s discharge requirements,
- Conditions of use,
- Maintenance responsibilities

2.1.3 Provisions stating that the City shall have the first right to accept the automatic transfer of all interests and easements of the ditch/drain facility should the ditch/drain facility operator abandon their facility adjacent to the development. +

2.2 Residential Lot Developments

These requirements apply to residential lot development, including single family homes, duplexes, townhomes, and condo developments constructing two or less living units on a single lot and for “minor” construction projects in which improvements create more than 1,000 SF of impervious surface.

- 2.2.1 Site grading requirements shall follow specific requirements established in/on the subdivision plat, SIA or any covenants within the subdivision.
- 2.2.2 Runoff generated from a residential site (or new improvements) shall not drain from that site to a neighboring property.
- 2.2.3 Stormwater features shall be preserved per the initial design and maintained by the property owner.
- 2.2.4 The elevation of residential dwellings must be established in recognition of the storm runoff flows allowed in the gutter flowline of adjacent streets during major storms.
- 2.2.5 Submit a Site Stormwater Plan (SSP) in accordance with section 3.1.1 detailing lot grading and drainage plans.

2.3 Commercial Property Developments

- 2.3.1 These requirements apply to all commercial, industrial, and residential projects constructing three or more living units on a single lot. They shall apply to commercial expansion projects in which the improvements create more than 2,500 SF of impervious surface.
- 2.3.2 Stormwater Management facilities shall be design and constructed in accordance with section 2.4.
- 2.3.3 Runoff from the 10 and 100-year storm events shall not exceed 50-percent of the runoff rate of natural (pre-developed) conditions, prior to subdividing or developing the land. Alternatively, in special cases, subject to City approval, development may discharge at a higher rate than specified above if engineer provides adequate justification that discharge will not create nuisance, flooding or property damage downstream of the development. Pre-developed rates used to justify maximum allowable discharge rate, shall be subject to approval by City reviewer and shall be based on minimal value anticipated from range of values within common accepted engineering practice for the existing hydrological conditions.
- 2.3.4 If a new connection to the City's storm drain system is installed the development's stormwater system which connects to the City storm drain system shall be brought into compliance with the requirements of this section.
- 2.3.5 Due to the potential for increased stormwater pollutant runoff, some sites may require additional regulatory and design requirements.

2.3.5.1 Facilities requiring additional pollutant removal are:

- A. Fueling station – require oil and metals treatment,
- B. Facility storing/transporting more than 1,500 gallons of petroleum products – require oil treatment,
- C. Hydraulic equipment storage – require oil and metals treatment,
- D. Property zoned heavy industrial – require oil and metals treatment,
- E. Vehicle maintenance/repair – require oil and metals treatment,
- F. Nurseries – require nutrient treatment,
- G. Lawn care/fertilizer facility – require nutrient treatment,
- H. agricultural or animal care facility, or other similar facilities – require nutrient treatment,
- I. Facility specific as determined necessary by the City

2.3.5.2 Pollutant removal applies to stormwater runoff of the above facilities and shall treat the below areas:

A. Oil Treatment

- required for all high use and high traffic areas that may contain oils and grease,
- Provide for no ongoing or recurring visible sheet and reduce Total Petroleum Hydrocarbons (TPH) to less than 10 mg/l

B. Metals Treatment

- Removal is achieved by basic removal of total suspended solids (TSS),
- Removal should be from 20 to 85% depending on design, metal state, and influent concentration,

C. Nutrient Treatment

- Nitrogen and phosphorus should achieve 50% reduction of total phosphorus and 35% reduction of total nitrogen

2.3.6 Above ground storage in parking lots may not pond to a depth greater than 12 inches during the major storm.

- 2.3.7 Where infiltration is used for storm water discharge a geotechnical and hydrogeologic evaluation shall be performed that analyzes the capacity of ground to accept discharge.
- 2.3.8 A comprehensive Drainage Plan (CDP) in accordance with Section 3.1.2 shall be submitted.
- 2.3.9 The Owner shall call for City inspection of drainage features prior to backfilling and a TV report shall be submitted for storm drain connections within the public right-of-way.
- 2.3.10 All facilities shall be owned, operated, and maintained by the property owner.

2.4 Subdivisions

Subdivisions shall comply with section 2.3 above as well as the following:

- 2.4.1 The requirements of this section apply to subdivisions within City Limits as well as tracts of land under review for annexation.
- 2.4.2 Stormwater management facilities shall be provided and designed to avoid impact to downstream drainage infrastructure and properties in accordance with this section. Points of discharge from the development shall be at locations where runoff flows from the site in the pre-developed drainage condition and shall mimic the type of flow that exists in the pre-developed condition to prevent erosion, flooding or other damage to downstream infrastructure or downstream properties. Where multiple points of discharge exist for one development, each point of discharge shall comply with these provisions individually. Exceptions may be made for downstream facilities that are designed to handle increase flow rates and volumes. In those cases, these standards will be assessed at the downstream end of those facilities.
- 2.4.3 Runoff entering the Subdivision from upstream properties shall be evaluated and either included in the composite rate and volume of runoff from the subdivision, or diverted through or around the subdivision, back into natural pre-developed drainage courses as the off-site run-off existed prior to development.
- 2.4.4 The elevation of residential dwellings, buildings, or other permanent facilities must be established in recognition of the depth of flow in the gutter flowline of adjacent streets during the Major Storm. Established minimum building elevations shall be documented in the SIA, plat or other applicable recorded document.

- 2.4.5 A copy of the HOA agreement, O&M Manuals, and BMP inspection checklist shall be submitted and include provisions for maintenance and operation of all privately owned stormwater management facilities.
- 2.4.6 Curb cuts for drive approaches installed during initial subdivision construction shall be constructed to accommodate gutter flow to the full curb depth throughout the subdivision.
- 2.4.7 If off-site discharge onto neighboring properties is required where it has not historically occurred, a drainage easement must be obtained through the downstream neighboring properties to the point at which the runoff is collected in a public drainage facility.
- 2.4.8 Stormwater facilities within a subdivision, excluding conveyance facilities within public Right of Ways (ROW), shall be owned, operated and maintained by the subdivision HOA. Stormwater facilities outside of the ROW shall be located within a lot owned by the HOA and shall include a platted easement and associated access to the ROW. Easement shall detail property owner/HOA use and maintenance of easement area. Landscape plans shall be submitted with the development plans.

2.5 Maintenance Activities

The activities listed below are considered to be “maintenance” and are therefore not governed by the requirements of this manual. Exclusion from these stormwater management requirements does not relieve the development of other required permits and submittals. Contact the City Public Works Office to determine what (if any) permits or submittals are required.

- 2.5.1 Replacement of existing infiltration facilities; i.e., boulder pits or French drains.
- 2.5.2 Resurfacing of an existing parking lot, including reconstruction of base gravel if grades of the parking lot have not altered drainage patterns.
- 2.5.3 City of Laurel maintenance or rehabilitation projects.
- 2.5.4 Private utility improvement projects disturbing less than one-acre of land surface.
- 2.5.5 If a new connection is made to the City’s storm drain system, the development shall meet the requirements of 2.4.

3. PLAN SUBMITTAL REQUIREMENTS

- 3.1 Site Stormwater Plan (SSP) Stormwater Drainage Plans are divided into two categories based upon the development type; Site Stormwater Plan (SSP) and Comprehensive

Drainage Plan (CDP). The applicability and requirements for each are described as follows:

3.1.1 Site Stormwater Plan (SSP)

- A. The SSP applies to all developments listed in Section 2.2 and shall be reviewed and accepted prior to issuance of a building permit. The following shall be addressed in an SSP submittal:
 - Inform the City as to the drainage plan, the nature of the construction, project schedule, downstream conveyances, and project contact information. Plan shall include all finished floor elevations, drainage flow paths, top back of curb elevations, downspout, window well locations and similar critical elevations.
 - Identify the drainage pattern of adjacent lots to ensure a common drainage approach within the development area is being met.
 - Show all easements within lot and show/identify all site-specific criteria and requirements listed within the subdivision SIA, if applicable.
- B. If after review of the SSP, the City determines that more detail or information is required, the City may require a Comprehensive Drainage Plan.

3.1.2 Comprehensive Drainage Plan (CDP)

- A. The CDP applies to all developments listed in Sections 2.3 and 2.4 and shall be reviewed and accepted prior to issuance of a building, right-of-way permit, preliminary plat approval or final plat approval, as applicable. Table 8.1 shall be used to identify required information to be submitted for various development activities. Additional information to guide these submittals is provided in the referenced appendices.

B. Preliminary Drainage Report

The Preliminary Drainage Report is to be provided at the time of preliminary plat application and is to identify and describe site drainage impacts and illustrate preliminary solutions to the drainage system and any problems which may occur on-site and off-site as a result of the development. The report shall be based on the outline in Appendix A.

C. Final Drainage Report

- The Final Drainage Report is to provide in depth details and calculations to address the drainage issues and present sizing and locations for all

proposed improvements. The report shall be based on the outline provided in Appendix B.

- In addition to details and calculations, the Final Drainage Report shall include a narrative describing in detail how the site and site features will function for the water quality storm and the Minor and Major storm events.
- If infiltration to underlying soils will be used to manage any portion of the site runoff, refer to procedures outlined in Appendix C and the geotechnical/hydrogeological requirements of this manual.

| Table 8.1 – Comprehensive Drainage Plan (CDP) Submittals | | | | | | | |
|--|-----------------------------|-----------------------|--|-----|-----|-----|-----------------------|
| Development Activity | Required Submittal | | | | | | |
| | Preliminary Drainage Report | Final Drainage Report | Geotechnical/ Hydrogeological Report (If infiltration is used) | O&M | HOA | SIA | Reference |
| Commercial | | X | X | X | | | Appendix B, C, & D |
| Preliminary Plat | X | | X | | | X | Appendix A & C |
| Subdivision Construction Permit | | X | X | X | X | | Appendix B, C, D, & E |

3.1.3 Geotechnical/ Hydrogeological Report

- The Geotechnical/Hydrogeological Report is to provide information such that reviewer has a clear understanding of underlying soils and groundwater characteristics and how those will interact with an be impacted by the proposed development. The report shall be based upon the outline provided in Appendix C.
- In addition to the report, a letter from the geotechnical or hydrogeological professional shall be submitted stating the impacts that the stormwater runoff will have to groundwater levels, structures, and facilities both within

and outside the limits of developments. If impacts are identified, the report shall provide mitigation solutions for the development.

3.1.4 Operation and Maintenance (O&M) Plan

The O&M plan is to identify the party responsible for operations and maintenance of the stormwater facility, detail maintenance schedules/activities and to ensure adherence with approved design operating conditions.

3.1.5 Homeowners’ Association (HOA) Agreement

For subdivision development, an HOA agreement shall be submitted and approved to ensure perpetual legal validity and financial stability of the party responsible for ownership and maintenance of the stormwater facility and the template form found in Appendix E.

4. RAINFALL

4.1 Application

4.1.1 This chapter provides design storm frequency and precipitation data to be used in the design of stormwater management facilities within the City of Laurel. The information provided for the Water Quality Storm is intended for use in the design of permanent water quality treatment facilities.

4.2 Design Storm Frequency

4.2.1 The design storm frequency varies depending on the development type as well as the street classification as shown in Tables 8.2 and 8.3.

| Table 8.2 – Design Storm Frequency by Street Classification | | |
|--|--|-------|
| Public Street Classification ² | Design Storm Frequency (Recurrence Interval, Year) | |
| | Minor | Major |
| Local Streets | 2 | 100 |
| Collector / Commercial Subdivision Street | 5 | 100 |
| Industrial / Central Business Streets | 10 | 100 |
| Arterial Streets | 10 | 100 |

Storm drain conveyance systems shall be designed and constructed where needed to assure that flow depths and spread in street do not exceed allowances for the various storm scenarios specified in Table 8.2.

4.3 Design storm depth and intensity

4.3.1 Rainfall depths and intensities are provided in Table 8.3 and 8.4 for the City of Laurel, including durations from 5 minutes up to 24 hours and recurrence intervals from 2 years up to 100 years. This information was derived using precipitation data available from the National Climatic Data Center (NCDC) for Billings Logan International Airport (NCDC Cooperative Station Number 240807 (NCDC, 2014) for the period of record from July 1948 through September 2013.

| Table 8.3 – Precipitation Depth – Duration (Depth In Inches) | | | | | | |
|---|--------|--------|---------|---------|---------|----------|
| Duration | 2-year | 5-year | 10-year | 25-year | 50-year | 100-year |
| 5-min | 0.27 | 0.42 | 0.51 | 0.65 | 0.75 | 0.85 |
| 10-min | 0.39 | 0.58 | 0.70 | 0.87 | 1.00 | 1.13 |
| 15-min | 0.47 | 0.68 | 0.83 | 1.03 | 1.18 | 1.33 |
| 20-min | 0.50 | 0.75 | 0.91 | 1.13 | 1.30 | 1.46 |
| 25-min | 0.54 | 0.80 | 0.98 | 1.21 | 1.39 | 1.56 |
| 30-min | 0.56 | 0.84 | 1.02 | 1.28 | 1.47 | 1.66 |
| 35-min | 0.59 | 0.89 | 1.08 | 1.34 | 1.53 | 1.72 |
| 40-min | 0.61 | 0.92 | 1.12 | 1.39 | 1.59 | 1.78 |
| 45-min | 0.63 | 0.95 | 1.16 | 1.43 | 1.64 | 1.84 |
| 50-min | 0.65 | 0.97 | 1.19 | 1.47 | 1.68 | 1.89 |
| 55-min | 0.67 | 1.00 | 1.22 | 1.50 | 1.72 | 1.93 |
| 1-hr | 0.68 | 1.03 | 1.26 | 1.55 | 1.76 | 1.97 |
| 2-hr | 0.76 | 1.11 | 1.34 | 1.63 | 1.85 | 2.07 |
| 3-hr | 0.85 | 1.18 | 1.40 | 1.68 | 1.88 | 2.09 |
| 6-hr | 1.05 | 1.38 | 1.60 | 1.88 | 2.08 | 2.28 |
| 12-hr | 1.29 | 1.67 | 1.92 | 2.23 | 2.46 | 2.70 |
| 24-hr | 1.57 | 2.05 | 2.37 | 2.78 | 3.08 | 3.38 |

Based on DOWL Precipitation Analysis (2015)

| Table 8.4 – Precipitation Intensity - Duration (Intensity In Inches per Hour) | | | | | | |
|--|--------|--------|---------|---------|---------|----------|
| Duration | 2-year | 5-year | 10-year | 25-year | 50-year | 100-year |
| 5-min | 3.26 | 5.02 | 6.18 | 7.75 | 8.96 | 10.16 |
| 10-min | 2.33 | 3.45 | 4.19 | 5.20 | 5.98 | 6.75 |
| 15-min | 1.87 | 2.74 | 3.31 | 4.11 | 4.72 | 5.32 |
| 20-min | 1.50 | 2.24 | 2.73 | 3.39 | 3.89 | 4.38 |
| 25-min | 1.29 | 1.93 | 2.35 | 2.91 | 3.33 | 3.76 |
| 30-min | 1.12 | 1.68 | 2.05 | 2.55 | 2.94 | 3.33 |
| 35-min | 1.01 | 1.52 | 1.85 | 2.29 | 2.62 | 2.95 |
| 40-min | 0.92 | 1.38 | 1.68 | 2.08 | 2.38 | 2.68 |
| 45-min | 0.84 | 1.26 | 1.54 | 1.91 | 2.18 | 2.45 |

| | | | | | | |
|--------|------|------|------|------|------|------|
| 50-min | 0.78 | 1.17 | 1.43 | 1.76 | 2.02 | 2.27 |
| 55-min | 0.73 | 1.09 | 1.33 | 1.64 | 1.88 | 2.11 |
| 1-hr | 0.68 | 1.03 | 1.26 | 1.55 | 1.76 | 1.97 |
| 2-hr | 0.38 | 0.55 | 0.67 | 0.82 | 0.93 | 1.03 |
| 3-hr | 0.28 | 0.39 | 0.47 | 0.56 | 0.63 | 0.70 |
| 6-hr | 0.18 | 0.23 | 0.27 | 0.31 | 0.35 | 0.38 |
| 12-hr | 0.11 | 0.14 | 0.16 | 0.19 | 0.21 | 0.22 |
| 24-hr | 0.07 | 0.09 | 0.10 | 0.12 | 0.13 | 0.14 |

Based on DOWL Precipitation Analysis (2015)

4.3.2 The rainfall depth for a 24-hour storm in Table 8.3 shall be used together with the SCS (NRCS) Type II rainfall distribution to develop the 24-hour storm hyetograph for runoff hydrograph analyses. The rainfall intensities listed in Table 8.4 for the corresponding durations (times of concentration) shall be used in the Rational Method to determine peak runoff rates.

4.4 Water Quality Storm

4.4.1 The water quality design storm shall be used to size runoff treatment and water quality BMPs. Runoff treatment BMPs should be sized based on either the water quality volume or flow rate in order to achieve the required treatment efficiencies.

4.4.2 The water quality runoff volume and/or flow rate for post-development conditions shall be based on the 0.5-inch rainfall event. This storm was selected by the Montana DEQ and issued in the General Permit and has been adopted by the City of Laurel as the water quality design storm.

5. RUNOFF

5.1 Application

This chapter discusses criteria for drainage basin delineation and for selection of acceptable stormwater runoff calculation methods to be used for drainage design within the City of Laurel.

5.2 Drainage Basin Area

5.2.1 The total area, including upstream offsite areas, contributing to the point of interest shall be included in the delineation of drainage basins. Runoff from upstream undeveloped land, not part of the proposed project shall be included in the design calculations. Runoff from upstream developed property must be determined based on the existing conditions or approved drainage plans. A detailed contoured map with the best information available shall be used to identify off-site areas. Contributing drainage areas should take into

consideration potential for overflow of existing ditches or other facilities upstream of the project.

5.3 Selection of Runoff Calculation Methods

| Table 8.5 – Acceptable Runoff Calculation Methods | | |
|---|--|---|
| Runoff Calculation Method | Applications | Limitations/Notes |
| Rational Method | <ul style="list-style-type: none"> -Used for determining peak runoff rates for sizing conveyance systems -Should not be used when routing of runoff hydrographs is required | <ul style="list-style-type: none"> -Should only be used for developments and basins of 5 acres or less -Should only be used for basins with homogeneous land uses |
| Modified Rational Method | <ul style="list-style-type: none"> -A simplified method used to approximate storage requirements for small drainages | <ul style="list-style-type: none"> -Should only be used for developments and basins of 5 acres or less |
| NRCS (SCS) Method | <ul style="list-style-type: none"> -Used for determining peak runoff rates and runoff hydrographs for large drainage basins -Used for determining storage requirements for detention or retention facilities | <ul style="list-style-type: none"> -Should be used for developments and basins larger than 5 acres |

5.4 NRCS (SCS) Hydrograph Method

5.4.1 The SCS Hydrograph Method shall be employed using the procedures detailed in Section 3.2.4 of the HEC-22 Manual (<http://www.fhwa.dot.gov/engineering/hydraulics/pubs/10009/10009.pdf>).

5.4.2 Use site-specific soils information for the project site when available, or the Natural Resources Conservation Service (NRCS) Soil Survey of Yellowstone County to identify the soils and corresponding hydrologic soil groups for each drainage basin

5.4.3 Time of Concentration

The time of concentration (TC) shall be calculated using the procedures detailed in TR-55 Method (https://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb1044171.pdf). Sheet flow lengths shall be limited to no more than 100'. When TC is used to estimate pre-developed flow rates to justify maximum allowable discharge rate, upper end of potential TC range shall be assumed.

5.4.4 Curve Numbers

Curve numbers (CNs) to be used shall be as set forth in Table 8.6. Depending on basin area, multiple CNs with associated flow properties may be required. A conservative approach shall be used when determining CN values. When CNs are used to estimate pre-developed flow rates to justify maximum allowable discharge rates, lower end of potential CN range for given conditions shall be assumed.

| Table 8.6 – Runoff Curve Numbers for Urban Areas (Average Watershed Condition, Ia = 0.2 SR) | | | | |
|--|---|----|----|----|
| Land Use Description | Curve Numbers for Hydrologic Soil Group | | | |
| | A | B | C | D |
| Fully Developed Urban Areas (Vegetation Established) | | | | |
| Lawns, open spaces, parks, golf courses, cemeteries, etc. | | | | |
| Good condition; grass cover on 75% or more of the area | 39 | 61 | 74 | 80 |
| Fair condition; grass cover on 50 to 75% of the area | 49 | 69 | 79 | 84 |
| Paved parking lots, roofs, driveways, etc. | 98 | 98 | 98 | 98 |
| Streets and roads | | | | |
| Paved with curbs and storm sewers | 98 | 98 | 98 | 98 |
| Gravel | 76 | 85 | 89 | 91 |
| Dirt | 72 | 82 | 87 | 89 |
| Paved with open ditches | 83 | 89 | 92 | 93 |
| Average % impervious* | | | | |
| Commercial and business areas 85 | 89 | 92 | 94 | 95 |
| Industrial districts 72 | 81 | 88 | 91 | 93 |
| Residential Lots: Average % impervious* | | | | |
| 65 | 77 | 85 | 90 | 92 |
| 38 | 61 | 75 | 83 | 87 |
| 30 | 57 | 72 | 81 | 86 |

| | | | | |
|---|----|----|----|----|
| 25 | 54 | 70 | 80 | 85 |
| *Interpolate as necessary | | | | |
| Developing Urban Areas (No Vegetation Established) | | | | |
| Newly graded area | 77 | 86 | 91 | 94 |
| Native Ground Cover | | | | |
| Herbaceous – mixture of grass, weeds and low growing brush, with brush the minor element (30%-70% ground cover) | | 71 | 81 | 89 |
| Herbaceous – mixture of grass, weeds and low growing brush, with brush the minor element (>70% ground cover) | | 62 | 74 | 85 |
| Sagebrush with grass understory | | 35 | 47 | 55 |
| Pasture, grassland or range – continuous forage for grazing | 39 | 61 | 74 | 80 |
| Meadow – continuous grass, protected from grazing, mowed for hay | 30 | 58 | 71 | 78 |
| Cultivated Agricultural Lands | | | | |
| Row crops | 67 | 78 | 85 | 89 |
| Close-seeded or broadcast legumes or rotation meadow | 58 | 72 | 81 | 85 |
| Small grain crops | 63 | 75 | 83 | 87 |

5.5 Rational Method

5.5.1 The Rational formula is given as follows:

$$Q = C_f C I A$$

Where: Q = Flow in cfs,

C_f = correction factor for infrequent storms,

C = a dimensionless runoff coefficient,

I = rainfall intensity in inches per hour, and

A = drainage area in acres

5.5.2 The Rational Method shall be applied using the procedures detailed in Section 3.2.2 of the HEC-22 Manual (<http://www.fhwa.dot.gov/engineering/hydraulics/pubs/10009/10009.pdf>).

5.5.3 Frequency Correction Factors. Table 8.7 lists the correction factor to be used for infrequent storm events.

| Table 8.7 – Frequency Correction Factors for Rational Method | |
|---|----------------------------------|
| Recurrence Interval (years) | Adjustment Factor C _f |
| 2 and 10-year | 1.00 |
| 25-Year | 1.10 |
| 50-Year | 1.20 |
| 100-Year | 1.25 |
| NOTE: C*C _f should not exceed 1.00 | |

5.5.4 Runoff Coefficients

Runoff Coefficients to be used shall be as set forth in Table 8.8. A conservative approach shall be used when determining coefficient values. When "C" is used to estimate pre-developed flow rates, lower end of potential "C" range for given conditions shall be assumed.

| Table 8.8 – Runoff Coefficients ("C") for the Rational Method | |
|---|------------------------|
| Type of Drainage Area | Runoff Coefficient, C* |
| Residential: | |
| Neighborhood areas | 0.70 |
| Single-family areas | 0.50 |
| Multi-units, detached | 0.60 |
| Multi-units, attached | 0.75 |
| Apartment dwelling areas | 0.70 |
| Industrial: | |
| Light areas | 0.80 |
| Heavy areas | 0.90 |
| Parks, cemeteries | 0.10 – 0.25 |
| Playgrounds | 0.20 – 0.40 |
| Railroad yard areas | 0.20 – 0.40 |
| Unimproved areas (forest) | 0.10 – 0.30 |
| Lawns: | |
| Sandy soil, flat, 2% | 0.10 |
| Sandy soil, average, 2-7% | 0.15 |
| Sandy soil, steep, 7% | 0.20 |
| Heavy soil, flat, 2% | 0.17 |
| Heavy soil, average 2-7% | 0.22 |
| Heavy soil, steep, 7% | 0.35 |
| Streets, parking lots and other paved areas: | |
| Asphaltic and concrete | 0.95 |
| Brick | 0.85 |
| Drives, walks and roofs | 0.95 |
| Gravel Areas | 0.70-.85 |

*Higher values are usually appropriate for steeply sloped areas and longer return periods as infiltration and other losses have a proportionally smaller effect on runoff in these cases

5.6 Modified Rational Method

5.6.1 The Modified Rational Method approximates the volume of runoff for various storm durations, with peak flows based on the time of concentration for each respective duration. The difference between the volume of runoff into the

facility and the outflow from the facility, computed for the various storm durations is used to establish the maximum required detention storage.

5.6.2 This simplified approach is valid for basins with contributing areas less than 5 acres.

5.7 Computer Aided Design Software

5.7.1 Use of computer aided design software is allowed. However, designer shall provide a detailed, written explanation, within the body of the CDP, detailing selection of input parameters, description for how program calculates results, and a detailed explanation of those results. Appurtenant results pages shall be provided in an appendix of the CDP.

6. HYDRAULIC ANALYSIS AND DESIGN

6.1 Application

This chapter provides criteria to be used in the design of both public and private storm drainage infrastructure including inlets, manholes, storm drain, open channels, culverts, and bridges to safely convey storm runoff for projects within the City of Laurel.

6.2 Gutter Flow

The City allows the use of streets for drainage within the limitations specified in Tables 8.9 and 8.10 Contact the PWD for determination of a street’s classification.

| Table 8.9 – Allowable Use Of Streets For Minor Storm Runoff | |
|---|---|
| Street Classification | Maximum Street Encroachment |
| Local | No curb overtopping. Flow may spread to crown of street. ¹ |
| Collectors | No curb overtopping. Flow spread must leave at least one, 11’ lane free of water, five feet either side of the street crown. ¹ |
| Arterials | No curb overtopping. Flow spread must leave at least two, 11’ lanes free of water, ten feet each side of the street crown or median. ¹ |
| Arterials (more than 6 lanes) | No curb overtopping. Flow spread must leave at least four, 11’ lanes free of water, twenty feet each side of the street crown or median. ¹ |

¹Where no curbing exists, encroachment shall not extend beyond property lines, except at drainage easements.

6.2.1 Hydraulics

Gutter flow encroachment and hydraulics shall be evaluated using the methods presented in Section 4.3 of the HEC-22 Manual (<http://www.fhwa.dot.gov/engineering/hydraulics/pubs/10009/10009.pdf>).

6.2.2 Minimum Gutter Slope

Gutters shall be constructed at slopes no flatter than 0.3 percent for retrofit conditions and 0.5 percent for new construction. For new gutter sections in vertical curves, the k-value shall be less than or equal to 167 to provide for adequate drainage. If the k-value exceeds 167, special consideration shall be given to promote drainage.

6.2.3 Inlet Spacing and Location General

The interception capacity of inlets and required spacing shall be determined in accordance with the procedures described in Sections 4.3 and 4.4 of the HEC-22 Manual.

6.2.3.1 Recommended Locations for inlets

- A. Away from ADA ramps
- B. Prior to pedestrian crossings
- C. At low points in the gutter grade
- D. Where significant flows from off the right-of-way are expected
- E. On horizontal curves where a change from normal crown to super-elevation may cause water to sheet-flow across the road
- F. Where lay-down curb (e.g., at approaches) may allow the flow to escape and cause flooding
- G. Where necessary to maintain gutter flow widths and depths within the allowable limits set forth in Tables 8.9 and 8.10
- H. Mid-block inlets within subdivisions, shall be located along property lines to minimize impacts to future driveways and other development features
- I. Where a curbed roadway crosses a bridge, the gutter flow should be intercepted and not permitted to flow onto the bridge.

6.2.3.2 Inlets Are Not for Flood Prevention

Inlets shall not be considered as the sole defense for flood protection. Grading design shall not allow water to back up and flood any parts of a building during a major storm event in the event that an inlet is blocked.

6.2.3.3 Inlet Types

Allowed storm inlet types include grated and combination (grated with curb opening or grated with curb opening plus slotted drain) inlets. The City of Laurel standard inlets include Type II inlets in sag locations and Type III inlets for on-grade installations for streets without curb and gutter, these inlets may not be appropriate, and another inlet may be selected with City approval.

- Inlets in low point along road profile – calculated inlet capacity at low points shall assume 50 percent plugging by debris.
- Inlets along straight graded sections of road profile– calculated inlet capacity in straight grade areas shall assume 25 percent plugging by debris.
- Inlets installed within the right-of-way, or are adjacent to trails, sidewalks, and bike lanes must have grates that are designated for pedestrian and bicycle traffic. Approval by the City is required for inlets within the right-of-way that are not designated for pedestrian and bicycle.

6.3 Storm Drain

6.3.1 Hydraulics

Use the methods set forth in Chapter 7 of the HEC-22 Manual for the hydraulic design of storm drains, except as modified herein (<http://www.fhwa.dot.gov/engineering/hydraulics/pubs/10009/10009.pdf>).

6.3.2 Diameter, Slope, and Velocity Limits

- A. Minimum slopes for storm drainpipes shall be as required to maintain a full-flow velocity of at least 2.5 feet per second during the Minor Storm Event.
- B. Minimum diameter for storm drain lines and laterals, which will be part of the public storm drainage system, shall be 12 inches. Minimum diameter for private connections into the public storm drainage system shall be 6 inches. Pipe sizes shall not decrease in the downstream direction and transitions from smaller pipes to larger pipes shall occur by matching the inside top (crown) of the pipes where practicable. Where it is not possible

to match crowns, the 67-percent diameter points of the pipes shall be matched at a minimum, where practicable; or, upon approval from the City Public Works Office, inverts may be matched if the HGL does not exceed the street elevation during a minor storm event.

6.3.3 Maintenance Access

- A. All stormwater pipe and facilities shall be accessible for operation and maintenance.
- B. When vehicle access is necessary, for facilities constructed outside of the street section, access roads shall be provided in access easements. The minimum clear driving lane width of access roads is 12 feet. Access roads shall have a maximum grade of 9% and shall be constructed with gravel, pavement, concrete or an appropriate all-season surface.
- C. Gates and/or bollards are required when necessary to restrict access to stormwater facilities. Cables and/or chains stretched across access roads are not acceptable.

6.3.4 Manning “n” Values

The Manning’s “n” value used for the design for storm drains shall be as shown in Table 8.10.

| Table 8.10 – Manning’s Coefficients (n) for Storm Drain Conduits | | |
|---|----------------------------|-------------|
| Pipe Material | Roughness or Corrugation | Manning’s n |
| Concrete Pipe | Smooth | 0.013 |
| Concrete Boxes | Smooth | 0.015 |
| Spiral Rib Metal Pipe | Smooth | 0.013 |
| Corrugated Metal Pipe, Pipe-Arch and Box | 2-2/3 by 1/2 in Annular | 0.027 |
| | 2-2/3 by 1/2 in Helical | 0.023 |
| | 2-6 by 1 in Helical | 0.025 |
| | 5 by 1 in | 0.026 |
| | 3 by 1 in | 0.028 |
| | 6 by 2 in Structural Plate | 0.035 |
| Poly Based Thermoplastic | Smooth | 0.015 |
| | Corrugated | 0.025 |
| PVC Based Thermoplastic | Smooth | 0.011 |

*Published values may differ; however, values presented in this table assume long term use of pipe which leads to increased roughness. Manufacturer recommendations shall be used if values are higher than presented above.

6.4 Materials

6.4.1 Access Manholes

A. Access manholes are required when joining pipes of different types, sizes, at horizontal or vertical bends in the alignment, at lateral connections, and at the upstream terminus of storm drain mains.

B. Required Size

The required minimum manhole size shall be 48-inches and larger when required by pipe sizes and geometry to satisfy applicable ASTM specifications.

C. Required Spacing

The maximum manhole spacing along storm drains is as set forth in Table 8.11.

| Storm Drain Diameter | Maximum Spacing |
|----------------------|-----------------|
| 12" to 36" | 400' |
| 42" to 60" | 500' |
| 66" and Larger | 600' |

6.4.2 Maximum Manhole Depth

Manhole depths shall not exceed 20 feet without special safety provisions such as intermediate platforms and minimum diameter risers of 48 inches.

6.4.3 Drop Manholes

The difference between the highest trunk line pipe invert entering a manhole and the invert leaving shall not exceed 24 inches. Manholes with drops exceeding 24 inches shall be designed as drop manholes. Drop manholes with drop heights exceeding six feet shall be designed with high strength (6,000psi) concrete.

6.5 Clearance from Other Utilities

The following utility clearances shall be maintained where possible. All clearance are based on the outside edge of the storm drain to the outside edge of the other utilities.

6.5.1 Horizontal clearances from storm main:

- Cable TV, Gas, Power 5 feet

- Sewer 6 feet
- Telephone, Fiber Optics 5 feet
- Water 10 feet

6.5.2 Vertical clearances from storm main:

- Cable TV, Gas, Power 1 feet
- Sewer 1 feet
- Telephone, Fiber Optics 1 feet
- Water 1.5 feet
- Misc. Private Utilities 1 feet

6.5.3 Water main crossings shall be designed to prevent freezing due to minimal clearance from storm drains.

6.5.4 Avoid crossing other utilities at highly acute angles. The angle measure between utilities shall be between 45 and 90 degrees where possible.

6.6 Private Drainage System Connections

Private drainage system connections to the public storm drain system shall comply with the following criteria. Such connections shall be entirely owned and maintained to the main by development in which the connection was installed and/or serves.

6.6.1 All private stormwater connections shall include backflow prevention to prevent stormwater from the City’s storm drain system from surcharging onto private property unless such backflow is not possible due to grades. Backflow preventer must be installed on-site and not within the public right-of-way.

- A. Minimum pipe diameter discharging to the City’s storm drain system shall be 6 inches. The maximum pipe diameter allowed will depend on an evaluation of the capacity of the City’s storm drain system and approval from the City Public Works Office.
- B. Directly connected pumped connections to the City’s storm drain system are not allowed. Developments may install a pump to mitigate stormwater runoff per the requirements of this manual; however, stormwater runoff shall be pumped to a manhole or other feature prior to making a gravity connection to the City’s system.
- C. Directly connected pumped connections to the connections shall only be made at a structure.

6.7 Outfalls

6.7.1 General

- Use the methods set forth in Chapter 7.1.5 of the HEC-22 Manual, as modified herein.
- Invert elevations of outfalls shall be no lower than the bank-full water surface elevation (2-yr flood) in open channels or streams, where practical.
- Outfalls downstream of detention facilities shall be designed to prevent backwater into those facilities.
- Outfalls within ditches/drains shall be constructed with fire-proof material.

6.7.2 Erosion Protection

Erosion protection is required at the outlet to prevent erosion of the outfall channel bed and bank.

6.7.3 Energy Dissipation/Rip-Rap

- A. Where flow velocities exceed 10 feet-per-second at the outfall, during the design storm, energy dissipation, in addition to erosion protection may be required. Design energy dissipation measures in accordance with FHWA HEC-14, "Hydraulic Design of Energy Dissipaters for Culverts and Channels" (<https://www.fhwa.dot.gov/engineering/hydraulics/pubs/06086/hec14.pdf>).
- B. Rip-Rap size and classification shall be based upon flow rates to be mitigated. Rip-Rap sizing shall follow MDT's guidelines within their Standard Specifications, Division 700: http://www.mdt.mt.gov/other/webdata/external/const/specifications/2014/division_700.pdf

6.7.4 Maintenance Access

All stormwater pipe and facilities shall be accessible for operation and maintenance.

When vehicle access is necessary, for facilities constructed outside of the street section, access roads shall be provided in dedicated access easements. The minimum clear driving lane width of access roads is 12 feet. Access roads shall have a maximum grade of nine percent and shall be constructed with gravel, pavement, concrete or an appropriate all- season surface.

Gates and/or bollards are required when necessary to restrict access to stormwater facilities. Cables and/or chains stretched across access roads are not acceptable.

6.8 Open Channel Conveyances

6.8.1 General

- A. New or altered channels shall be lined with grass, rocks or other erosion resistant materials adequate to prevent erosion during maximum design flow scenario. Concrete or asphalt shall not be used unless approved by the City Public Works Director.
- B. Design open channels in accordance with the methods provided in Chapter 5 of HEC-22 except as modified herein.

6.9.2 Clearance

Channels shall be located no closer than ten feet from any structure foundation as measured horizontally from the edge of the swale at the top of freeboard elevation.

6.8.3 Erosion Control

- A. Channel segments shall be designed according to the permissible tractive force (shear stress) methodology set forth in Section 5.3 of HEC-22 and Hydraulic Engineering Circular 15 (<http://www.fhwa.dot.gov/engineering/hydraulics/pubs/10009/10009.pdf>, <http://www.fhwa.dot.gov/engineering/hydraulics/pubs/05114/05114.pdf>, respectively)
- B. Both the bare soil condition immediately following construction and the anticipated vegetated conditions of the channel shall be evaluated. If the channel is determined to be unstable during the maximum design storm event for either of these conditions, the appropriate long-term, temporary, and transitional linings shall be installed.
- C. Erosion control structures, such as check drops or check dams, may be required to control flow velocities.

6.8.4 Freeboard Requirements

A minimum freeboard of one-foot from the water surface during Major Storm event to the top of bank shall be provided for open channel conveyances.

6.8.5 Friction Factors (n)

Use Manning's roughness factors (n) set forth in Table 5-1 of HEC-22. The design shall consider the channel roughness both immediately after construction and when vegetation is fully established. Roughness factors, which are representative of unmaintained channel conditions, shall be used for the analysis of water surface profiles. Roughness factors, which are representative of well-maintained channel conditions, shall be used to determine maximum velocity.

6.8.6 Side Slopes

Side slopes shall be no steeper than 4H:1V for maintained grass-lined channels, 3H:1V for unmaintained native grass-lined channels and 2H:1V for riprap-lined channels.

6.8.7 Maintenance Access

Provide maintenance access for inspection, mowing operations, and debris removal by conventional equipment along the length of the conveyance channel. The type of equipment needing access is dependent on the size of the channel. Large channels will need access for dump trucks and loaders. For small channels, foot or pick-up truck access may suffice. Channels may need to be offset within the easement to facilitate maintenance.

6.8.8 Operation & Maintenance of Private Open Channels

- A. Open channels require periodic maintenance. The degree of maintenance is dependent on the location, the specific type of facility, and the liner material (grass, rock, etc.).
- B. Maintenance of open channels is required to insure the conveyance capacity of the facility is maintained and that channel erosion does not occur. The condition of open channels should be checked on a periodic basis, especially after large storms or extended periods of high flow or immediately following periods of high intensity winds (erosion may occur during high flows, from scour caused by localized debris blockage or from debris blown into the channel). Debris should be removed to prevent channel plugging, channel scour and loss of channel conveyance. Erosion shall be repaired or stabilized.
- C. Vegetated channels shall be maintained to ensure that vegetation does not limit the conveyance capacity of the facility. If conveyance restrictions are apparent, the vegetation should be trimmed to restore capacity.

- D. Emergent vegetation (spirogyra, elodea, watercress, etc.) in conveyance channels may also become a problem if it is allowed to constrict the conveyance capacity of the facility. Vegetation above the ordinary high water mark shall also be monitored primarily for its ability to retain bank stability without reducing channel capacity at maximum design flows.

6.9 Culverts

Culverts shall be designed using the methods set forth in the Federal Highway Administration (FHWA) Hydraulic Design Series No. 5 (HDS-5), "Hydraulic Design of Highway Culverts", Publication No. FHWA-NHI-01-020 except as modified herein (<http://www.fhwa.dot.gov/engineering/hydraulics/pubs/12026/hif12026.pdf>)

6.9.1 Street Overtopping

Culverts shall be sized such that the depth of street overtopping is limited as set forth in Table 8.12.

| Table 8.12 – Allowable Street Overtopping Depths at Culvert Crossings | | |
|--|--------------------|--|
| Street Classification | Minor Storm | Major Storm |
| Local and Collector | None | Six inches at the street crown. Residential dwellings and public, commercial, and industrial buildings shall not be inundated at the ground line unless flood-proofed. |
| Arterial | None | No overtopping allowed. Provide 1-ft of clearance between the crown of the culvert and the water surface elevation where practicable, for drainage basins greater than one square miles. |

6.9.2 Headwater Depth

- A. The headwater (HW) depth shall be limited according to the following ratios to diameter (D):
 - For culverts with a cross sectional area less than or equal to 30 square feet: $HW/D \leq 1.5$
 - Culverts must also be sized without creating significant flow constriction, such that existing channels upstream are not overtopped during the design flow event.

6.9.3 Allowable Velocities

- A. Culverts shall be designed to maintain a minimum velocity of 2.5 feet-per-second during the Minor Storm to prevent sediment accumulation and shall be designed with a minimum slope of 0.5 percent, where practicable.
- B. Culverts shall be sized to limit velocities in order to minimize erosion potential during the Major Storm Events. For exit velocities in excess of 10 feet-per-second during the Major Storm, energy dissipation, in addition to erosion protection may be required. Design energy dissipation measures in accordance with FHWA HEC-14, “Hydraulic Design of Energy Dissipaters for Culverts and Channels” (<https://www.fhwa.dot.gov/engineering/hydraulics/pubs/06086/he14.pdf>)

6.10.4 Materials

- A. Culverts shall be constructed of concrete, corrugated polyethylene pipe, or polyvinyl chloride corrugated sewer pipe with a smooth interior. Efforts should be made to eliminate corrugated steel pipe.
- B. Culvert wall strengths and coatings shall be suitable for the soil conditions design depths, and trench details. Culvert strength shall be designed assuming HS-20 live load capacity unless unique conditions of the crossing warrant a higher load capacity (i.e., Hs-25 or E-80).
- C. When an abrasive bed load is anticipated or when velocities exceed 10 feet per second, protective measures shall be implemented to limit pipe damage. Corrosion, abrasion and other appropriate observations of field culvert materials and be considered in determining appropriate culvert materials and joint types. Corrosion resistance shall be evaluated based on minimum resistivity, pH, sulfate content and chlorine content of the soil and groundwater.

6.10.5 End Treatments

Culverts shall be designed with appropriate end treatments at their inlets and outlets such as flared end sections, headwalls, or wingwalls to provide smooth transitions to/from the drainage channel or ditch and to conform to embankment slopes. In addition to the pipes, end treatments installed within ditches/drains shall be fire-proof. Erosion protection or energy dissipaters shall be provided as necessary to limit erosion due to turbulent flow and high velocities. Depending on the culvert location, a safety grate or trash rack may need to be installed.

6.10.6 Maintenance Access

Provide maintenance access to the upstream and downstream ends of culverts for inspection and debris removal.

7. EROSION AND SEDIMENT CONTROL

7.1 Regulatory Requirements And Permit Coverage

Developer shall comply with all applicable state and federal requirements associated with stormwater pollution preventions, including coverage under the States National Pollution Discharge Elimination System Permit to Discharge Stormwater Association with Construction Activities (NPDES Permit), when required.

7.2 Construction

Regardless of requirement for coverage under the NPDES Permit, construction activity shall implement BMPs and good housekeeping practices to minimize impacts including, but not limited to, erosion and sediment transport into public right-of-way or onto adjoining property. Homebuilders/contractors are responsible for managing BMPs on individual lots within a subdivision and/or master plan area and are required to follow the requirements in the Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP), when applicable.

7.3 Best Management Practices (Bmp)

Temporary erosion and sediment control BMPs may be selected, designed, and installed using the methodology discussed in the most current edition of the Montana Department of Transportation Erosion and Sediment Control Best Management Practices Manual, available on MDT's website (<https://www.mdt.mt.gov/publications/docs/manuals/env/bmp-manual-jan15.PDF>). In addition, the Montana Department of Environmental Quality developed the Storm Water Management During Construction Field Guide for Best Management Practices reference document which may help in developing a BMP plan. Contact their office for a copy of this document.

Appendix A Preliminary Drainage Report

The purpose of the preliminary drainage report is to describe and illustrate the preliminary solutions to the drainage problems which may occur on-site and off-site as a result of the development or any phase of the development. The drainage report shall be submitted during the subdivision process with the application for Preliminary Plat.

Preliminary drainage reports shall provide an appropriate level of detail to address drainage issues and present the overall plan for the property. The report shall be based on the following outline and include appropriate background information, supporting data, calculations and plan drawing(s).

TITLE PAGE

1. Type of Report (Concept)
2. Project Name
3. Prepared for/by
4. Date
5. P.E. Seal and Signature

INTRODUCTION

1. Location
 - a. City, County, State Highway and local streets within and adjacent to the site, or the area to be served by the drainage improvements.
 - b. Names of surrounding developments, properties or landmarks.
2. Description of Property
 - a. Area in acres
 - b. Ground cover (type of ground cover and vegetation)
 - c. Existing land uses and known and foreseeable future land uses
 - d. Topographic features, steepness of slopes
 - e. Major drainage ways and receiving channels
 - f. Existing drainage facilities
 - g. Flood Hazard Zones
 - h. Geologic Features (if applicable)
 - i. Previous drainage studies for the property (if any)
3. Proposed Project Description
 - a. Land uses
 - b. Changes to existing facilities
 - c. Changes to floodplains
 - d. Proposed system improvements
4. Drainage Criteria
 - a. Minor and Major Storm Analysis
 - b. Geotechnical/Hydrogeological Analysis

- c. Hydrologic Methods
 - i. Rainfall
 - ii. Design Storms
 - iii. Runoff methods and computer models
- d. Hydraulic Methods
 - i. Design standards
 - ii. Hydraulic models
 - iii. Detention Pond sizing
- e. State or Federal Regulations (if applicable).

HISTORIC DRAINAGE SYSTEM

1. Major Basin Description
 - a. Reference to major drainage way planning studies such as flood hazard delineation report, major drainage way planning reports, and flood insurance rate maps.
 - b. Major basin drainage characteristics and structures, existing and planned land uses within the basin.
 - c. Summary of off-site and on-site basin characteristics and runoff rates.

PROPOSED DRAINAGE SYSTEM

1. Design Concepts
 - a. Discussion of concept and typical drainage patterns.
 - b. Discussion of compliance with off-site runoff considerations.
 - c. Discussion of proposed drainage patterns and improvements including streets, storm sewer, culverts, open channels and detention storage.
 - d. Discussion of the content of tables, charts, figures, plates, or drawings presented in the report.
 - e. Discussion of geotechnical and hydrogeological impacts of development.

SUMMARY

1. Relation to off-site drainage features.
2. Summary of proposed improvements.
 - a. Storm sewer
 - b. Culverts
 - c. Open channels
 - d. Detention Storage
 - e. On-site and off-site impact and mitigation measures
3. Floodplain impacts.
4. State or Federal regulations.
5. Compliance with applicable regulations and standards.

REFERENCES

Reference all criteria, master plans, and technical information used in support of concepts and calculations.

APPENDICES Background Data

1. Floodplain maps
2. Applicable reports or report excerpts.
3. Key correspondence with adjacent property owners or utilities.

PRELIMINARY REPORT DRAWING CONTENTS

All drawings shall be submitted as back-up materials with the Preliminary Plat. A map shall be provided in sufficient detail to identify drainage flows entering and leaving the development and general drainage patterns. The map shall identify any major facilities from the property (i.e., development, existing detention facilities, culverts, storm sewers) along the flow path to the nearest major drainage way.

Floodplain Information: The location of the subject property shall be included with the report. All major drainage ways shall have the floodplain defined and shown on the report drawings.

Drainage Plan shall show the following:

1. Existing topographic contours at two (2) feet maximum intervals. The contours shall extend a minimum of one-hundred (100) feet beyond the property lines.
2. All existing drainage facilities.
3. Approximate flooding limits based on available information.
4. Conceptual major drainage facilities including detention basins, storm sewers, swales, riprap, and outlet structures in the detail consistent with the proposed development plan.
5. Major drainage boundaries and sub-basin boundaries.
6. Any off-site features influencing development.
7. Proposed flow directions and, if available, proposed contours.

Appendix B Final Drainage Report

The purpose of the Final Drainage Report is to present the final design details for the drainage facilities discussed in the Preliminary Drainage Plan. Any changes to the preliminary concept must be presented and fully explained.

Drainage plan shall provide an appropriate level of detail to address the drainage issues and present sizing and locations for all proposed improvements. The report shall be based on the following outline and include appropriate background information and supporting data and calculations and plan drawing(s).

TITLE PAGE

1. Type of Report (Final)
2. Project Name
3. Prepared for/by
4. Date
5. P.E. Seal and Signature

INTRODUCTION

1. Location
 - a. City, County, State Highway and local streets within and adjacent to the site, or the area to be served by the drainage improvements.
 - b. Names of surrounding developments, properties or landmarks.
2. Description of Property
 - a. Area in acres
 - b. Ground cover (type of ground cover and vegetation)
 - c. Existing land uses and known and foreseeable future land uses
 - d. Topographic features, steepness of slopes
 - e. Major drainage ways and receiving channels
 - f. Major drainage ways and receiving channels
 - g. Existing drainage facilities
 - h. Flood Hazard Zones
 - i. Geologic Features (if applicable)
3. Previous drainage studies for the property (if any)
 - a. Proposed Project Description
 - b. Land uses
 - c. Changes to existing facilities
 - d. Changes to floodplains
 - e. Proposed system improvements
 - f. Right-of-way conveyance or acquisition required
4. Drainage Criteria
 - a. Application Standards or exceptions
 - b. Minor and Major Storm Frequencies

- c. Hydrologic Methods
 - i. Rainfall
 - ii. Design Storms
 - iii. Runoff methods and computer models
 - iv. Geotechnical/Hydrogeological Analysis (Attach Reports)
- d. Hydraulic Methods
 - i. Design standards
 - ii. Hydraulic models
 - iii. Detention Pond sizing
- e. State or Federal Regulations (if applicable)

HISTORIC DRAINAGE SYSTEM

1. Major Basin Description
 - a. Reference to major drainage way planning studies such as flood hazard delineation report, major drainage way planning reports, and flood insurance rate maps.
 - b. Major basin drainage characteristics and structures, existing and planned land uses within the basin.
 - c. Summary of off-site and on-site basin characteristics and runoff rates.
2. Sub-Basin Description
 - a. Discussions of historic drainage patterns of the property.
 - b. Discussion of off-site drainage flows and flow patterns and impact on development under existing and fully developed basin conditions.
 - c. Summary of off-site and on-site basin characteristics and runoff rates.

PROPOSED DRAINAGE SYSTEM

1. Design Concepts
 - a. Discussion of minor and major drainage patterns, impacts, flows and volumes.
 - b. Discussion of compliance with off-site runoff considerations.
 - c. Discussion of proposed drainage patterns and improvements including streets, storm sewer, culverts, open channels and detention storage.
 - d. Discussion of the tables, charts, figures, drawings, etc. presented in the report.
2. Design Details
 - a. Discussion of problems encountered and solutions at specific design points.
 - b. Discussion of detention storage and outlet design.
 - c. Discussion of maintenance and access aspects of the design.
 - d. Discussion of impacts of concentrating the flow on the downstream properties.

- e. Summary of basin characteristics and runoff rates.
- f. Discussion of geotechnical and hydrogeological impacts of development.
- g. Discuss flooding hazards and describe minimum building elevations.

SUMMARY

1. Relation to off-site drainage features.
2. Summary of proposed improvements.
 - a. Storm sewer
 - b. Culverts
 - c. Open channels
 - d. Detention Storage
 - e. Geotechnical/Hydrologic impacts
 - f. On-site and off-site impacts and mitigation measures
3. Floodplain impacts.
4. State or Federal regulations.
5. Compliance with applicable regulations and standards.

REFERENCES

Reference all criteria, master plans, and technical information used in support of concepts and calculations.

APPENDICES

1. Background Data
 - a. Floodplain maps.
 - b. Applicable reports or report excerpts.
 - c. Key correspondence with adjacent property owners or utilities.
2. Hydrologic Computations
 - a. Land uses regarding adjacent properties.
 - b. Soil types, coverage and loss coefficients
 - c. Proposed land uses for project by basin.
 - d. Time of concentration and runoff coefficients for each basin.
 - e. Basin parameters used for modeling including basin area, length, slope, distance to centroid and routing elements.
 - f. Initial and major storm runoff at specific design points for off-site and on-site flows.
 - g. Off-site, historic and fully developed runoff computations at specific design points.
 - h. Hydrographs at critical design points.

- i. Schematic diagram of hydrology model showing basins and routing elements and combination elements.
3. Hydraulic Computations
- a. Culvert Capacities and inlet and outlet protection.
 - b. Storm sewer capacity, including energy grade line (EGL) and hydraulic grade line (HGL) elevations.
 - c. Gutter capacity as compared to allowable.
 - d. Storm inlet capacity including roughness coefficients, trickle channels, freeboard, hydraulic grade line, and slope protection.
 - e. Check and/or channel drop placement.
 - f. Detention area volume capacity and outlet capacity calculations; depths of detention basins, outlet configuration.
 - g. Downstream/outfall capacity to the Major Drainage way system.
4. Miscellaneous Information
- a. Other documents relating to drainage conditions on the property.
 - b. Agreements with property owners or other agencies.
 - c. Permits, etc.

Appendix C Geotechnical/Hydrogeological Report

1. The evaluation shall include at a minimum:
 - a. A review of available geologic, hydrogeological, and topographic conditions to identify any site conditions that could impact the use of the storm drainage systems or the construction of sub-level structures. This review shall include all available previous geotechnical engineering reports for the development. Citations to possibly useful references are provided at the end of this appendix.
 - b. Where access to adjacent properties is unavailable, the project owner shall rely upon the best known information for the area, supplemented with available information, including any existing engineering reports or studies for sites in the vicinity.
 - c. A surface and subsurface reconnaissance of the site and an inspection of adjacent properties to assess potential impacts from the proposed stormwater system and to verify that the conditions are consistent with the mapped information.
 - d. The level of data for the hydrogeological assessment required will be dependent on the amount of stormwater to be managed, the type of infiltration system proposed, and the surface and subsurface soil conditions at the site. The assessment will be conducted by a professional with experience collecting and analyzing hydrogeological data.
 - e. An assessment of hydrogeological conditions that indicate the potential for infiltrated stormwater to impact on- or off-site, facilities or structures. The assessment will also demonstrate that impacts to groundwater elevation or flow, resulting from the proposed infiltration system will be confined to the property. A groundwater mounding calculation shall be provided to identify the impacts of infiltrated stormwater runoff. An example calculation method and spreadsheet is made available from the United States Geological Survey (USGS); however, other approved, similar calculation methods may be accepted. This information can be found at the following link: <https://pubs.usgs.gov/sir/2010/5102/>
 - f. The Geotechnical/Hydrogeological report will contain the signed project certification cover sheet found in Appendix G.
2. The Report Narrative shall include:
 - a. A brief project description including size, number of lots proposed, project location (section, township and range), and background information relevant for drainage design;

- b. A discussion of the study investigations including methods and results of field assessments, testing and analyses performed;
 - c. A description of the soil units and subsurface geologic conditions on the site and in the vicinity of the site;
 - d. A description of the site including surface, soil, and groundwater conditions, etc.
3. Test Method Documentation shall include:
- a. A map with the location of all subsurface field explorations, sampling locations and any in- place field tests;
 - b. A description of the field test and any difficulties encountered during excavation and testing;
 - c. A description of the equipment used to perform the field explorations or tests. When applicable, describe the type of fabric lining and gravel backfill used;
 - d. Logs of subsurface borings shall identify the depth to groundwater, the presence of any limiting layers and the target soil layer; include test pit or excavation dimensions. Borings intended to characterize hydrogeologic conditions for infiltrations systems should extend a minimum of 10-feet below the base of the proposed infiltration system, or a minimum of 25-feet below the ground surface, whichever is deeper;
 - e. Report test data documenting any infiltration testing, calculations, results problems encountered; and,
 - f. A description of the condition of any existing facilities being tested, noting any silt build-up, water level, connections to other structures (including distance to inverts of any interconnecting pipes), measured depths and dimensions, etc.
4. Results of field and laboratory testing conducted, including the grain size analysis represented both graphically and in tabular format;
5. A summary of field testing conducted and the measured and proposed design infiltration rates for infiltration systems. Approved test methods for infiltration testing are found in Appendix H;
6. Results of the sub-level structure feasibility study and a summary of the property boundary and down-gradient analysis as applicable; and,

7. A geologic cross-section of the stormwater disposal area drawn to scale, with the proposed stormwater disposal facilities superimposed on the cross-section. All relevant geologic units shall be clearly identified including the target disposal layer and limiting layers.
8. Conclusions and recommendations.
 - a. The Site Plan shall include:
 - b. Project boundaries (including all existing and proposed property lines);
 - c. Labeled topographic contours, extending beyond the project and drainage basin. Projects in an urban area shall use a maximum contour spacing of 1 foot;
 - d. Location of the soil and geologic units identified;
 - e. Location of significant structures, properties or geologic features on site and in the project vicinity;
 - f. Location of existing natural or constructed drainage features on site and in the project vicinity; and,
 - g. Location of proposed site infrastructure including roadways and drainage features such as ponds, drywells, etc.

SUGGESTED SOURCES:

- Montana Ground Water Information Center Database: <http://mbmgwic.mtech.edu/>
- Lopez, D.A., and Sims, M., 2003, Areas of potential swelling-clay hazard in the Billings area, Yellowstone County, Montana: Montana Bureau of Mines and Geology Geologic Map 61D, 1 sheet, scale 1:48,000.
- Lopez, D.A., 2002, Geologic map of the Billings area, Yellowstone County, Montana: Montana Bureau of Mines and Geology Geologic Map 61A, 1 sheet, scale 1:48,000.
- Lopez, D.A., 2000, Geologic map of the Billings 30' x 60' quadrangle, Montana: Montana Bureau of Mines and Geology Geologic Map 59, 1 sheet, scale 1:100,000.
- Olson, J.L., and Reiten, J.C., 2002, Hydrogeology of the west Billings area: Impacts of land-use changes on water resources: Montana Bureau of Mines and Geology Report of Investigation 10, 32 p., 2 sheets.
- Olson, J.L., and Reiten, J.C., 2001, Basic hydrogeologic data for the West-Billings area

(1999-2000), Yellowstone County, Montana: Montana Bureau of Mines and Geology Open-File Report 436, 110 p. United States Geological Survey (USGS). Scientific Investigations Report 2010-5102. Simulation of Groundwater Mounding Beneath Hypothetical Stormwater Infiltration Basins. Glen B. Carleton. <http://pubs.usgs.gov/sir/2010/5102>.

Appendix D Operations and Maintenance Requirements

OPERATION AND MAINTENANCE

An Operations and Maintenance Manual is required for Subdivision and Commercial Property development. The O&M Manual summarizes the tasks required for perpetual maintenance to ensure the proper operation of stormwater facilities. The O&M manual shall include at a minimum:

- Contact information for the party responsible for O&M.
- Description of the maintenance tasks to be performed and their frequency.
- An inspection checklist to be used for annual maintenance. Template forms found in Appendix G.
- List of the expected design life and replacement schedule of each component.
- Site plan showing the overall layout of the development.
- Copy of recorded HOA Agreement and SIA, if applicable.
- Other information as necessary.

The O&M Manual shall first be submitted to the City's Environmental Affairs Division for review and comment. After acceptance by the Environmental Affairs Division, the O&M Manual shall be recorded at the Yellowstone Clerk and Records Office in a format acceptable to them.

Appendix E HOA Agreement Requirements

HOMEOWNERS' ASSOCIATIONS REQUIREMENTS

For stormwater systems within subdivisions, a homeowner's association (HOA) shall be formed to maintain and operate the facilities.

A draft copy of the SIA and/or CC&Rs for the HOA in charge of operating and maintaining the facilities associated with the stormwater system shall be submitted at the time of Preliminary Plat submittal. Final copies are required at the time of initial Private Contract Submittal. The SIA/CC&Rs shall summarize the maintenance and fiscal responsibilities of the HOA. In addition, the SIA/CC&R's shall state that any proposed changes to the stormwater system/facilities shall first be approved by the City Engineer's Office. The O&M manual shall also be submitted at this time. A financial plan is required in order to provide the entity responsible for maintenance with guidance in regard to financial planning for maintenance and replacement costs. The financial plan shall include the following items:

- A list of all stormwater-related facilities and their expected date of replacement and associated replacement costs.
- Sinking fund calculations that take into consideration probable inflation over the life of the infrastructure and estimates the funds that need to be set aside annually.
- A mechanism for initiating and sustaining the sinking fund account demonstrating that perpetual maintenance of all facilities associated with the stormwater system will be sustained.

Homeowners' associations are to be non-profit organizations. A standard business license is not acceptable for this purpose. The HOA shall remain in good standing with the requirements of the State of Montana. Developer shall sign HOA Agreement stating ownership and responsibilities prior to approval of development.

File Attachments for Item:

25. Ordinance O24-02: An Ordinance Repealing And Replacing Certain Sections Of Title 17 Of The Laurel Municipal Code Related To Zoning.

ORDINANCE NO. 024-02

**AN ORDINANCE REPEALING AND REPLACING CERTAIN SECTIONS OF
TITLE 17 OF THE LAUREL MUNICIPAL CODE RELATED TO ZONING.**

WHEREAS, the City Council desires to keep the Laurel Municipal Code current by modifying and updating Chapters, Sections, and Subsections to address situations and problems within the City and to remain in accordance with Montana law;

WHEREAS, City Staff prepared, reviewed, and approved the following amendments to the existing LMC Title 17, as noted herein and on the attached, and hereby recommends the same to the City Council for its full approval;

WHEREAS, the attached LMC Title 17 changes fully replace, amend, and supersede the existing Title 17 of the Laurel Municipal Code, except to the extent that certain Sections of Title 17 are not addressed in the attachment hereto;

WHEREAS, the proposed changes to the existing LMC Title 17 are attached hereto and hereby fully incorporated herein (*see* attached revised LMC Title 17 changes, which repeal and replace certain Sections of Title 17 of the LMC); and

WHEREAS, to the extent that the attachment hereto does not repeal and replace certain Sections of Title 17, those Sections not addressed in the attachment hereto remain in full force of law as presently codified.

This Ordinance shall become effective thirty (30) days after final passage by the City Council and approved by the Mayor.

Introduced and passed on first reading at a regular meeting of the City Council on the 14th day of May 2024, upon Motion by Council Member _____.

PASSED and ADOPTED by the Laurel City Council on second reading on the ____ day of _____, 2024, upon Motion by Council Member _____.

APPROVED BY THE MAYOR on the ____ day of _____, 2024.

CITY OF LAUREL

Dave Waggoner, Mayor

ATTEST:

Kelly Strecker, Clerk-Treasurer

APPROVED AS TO FORM:

Michele L. Braukmann, Civil City Attorney

ZONING COMMISSION RECOMMENDATION ZC-24-01
2024 Laurel Zoning Regulations
March 4, 2024

BACKGROUND:

The City of Laurel is an incorporated City within the State of Montana with powers established under the Constitution of Montana XI.4. The power and processes for the City to establish zoning regulations are found in §76-2-301 et. seq. M.C.A.

Starting in early 2023 the City Council charged its Zoning Commission to update the existing zoning regulations to reflect changes to the City Growth Policy and the community in general.

After extensive discussion and consideration, the Zoning Commission drafted revised Zoning Regulations but there were a number of technical issues in need of resolution. To resolve these issues the City applied for and was awarded a Planning Grant to hire a consultant to help the Zoning Commission refine the document resolve the technical issues and prepare the draft regulations and a new zoning map that would implement the Growth Policy. The Zoning Commission will conduct a public hearing on the draft Zoning Regulations and Zoning Map, which is scheduled for Wednesday, December 20, 2023. Following the hearing it is expected that the Zoning Commission will recommend the Zoning Regulations and Map as the prevailing zoning for the City of Laurel.

The draft regulations incorporated the changes made during the 2023 Legislative session, several of which were not viewed favorably by the Zoning Commission but were incorporated as they were passed during the session. On December 29, 2023, Judge Salvagni of the 18th Judicial District (Gallatin County) issued a preliminary injunction on the implementation of Senate Bill 323 and 528 with a provision that communities could unless they were otherwise inclined to implement the changes they could be repealed. SB 245 and 382 were part of the litigation but were not set aside by the injunction but are still subject to potential repeal.

At the January 17, 2024, Zoning Commission meeting, the Zoning Commission recommended that those section of the draft Regulations that were included but had been enjoined, be removed from the document. It was also noted that the revised Growth Policy was nearing completion and a decision on the Northwestern Energy site and zoning authority was approaching. Given this, it was decided to slow down the Zoning adoption until some additional answers were available.

LEGAL DESCRIPTION:

The City of Laurel, Montana, an incorporated City located in Yellowstone County, Montana.

EXISTING CONDITION:

Currently, all property within the City of Laurel is covered by the Laurel Zoning Regulations which date back to the late 1970's with minor revisions and updates over roughly 40 years. The Zoning Regulations were updated and recodified in 1996 via Ordinance 96-5. The zoning code is lacking in several aspects related to compliance with the Growth Policy, statutory changes, and administrative processes. When coupled with the fact that the conditions have radically changed over the past 30 to 40 years, it is time to consider new zoning regulations that are easier to administer, clearly define roles and responsibilities and address new/expanded uses in the city. While State Law speaks to implementation of the Growth Policy via Subdivision Regulations, the city recognizes that the major tool necessary to implement large sections of the Growth Policy is a zoning ordinance.

As discussed in the following sections and in the answers to the Lowe Test, the City Council will see the sections of the Growth Policy that are slated for implementation via the proposed Zoning Regulations and Zoning Map for the City of Laurel.

PROCESS:

- The Zoning Commission with the assistance of City Staff and a Consultant has prepared draft zoning regulations and a zoning map.
- The Zoning Commission conducts a duly noticed Public Hearing on the proposed regulations and map on December 20, 2023.
- The Zoning Commission following the Public Hearing may make changes to both the regulations and map to reflect the comments received on the draft.
- Those changes coupled with findings of fact to support the adoption of the draft regulations and map will need to be submitted to the City Council for consideration.
- The City Council will conduct a duly noticed Public Hearing on the Zoning Commission recommendation and an Ordinance of the City Council on First Reading.
- Should the recommendation or the recommendation with amendments pass on First Reading, another public hearing and Second Reading and adoption will be scheduled.
- If passed on Second Reading, the regulations and map would become effective 30-days post Second Reading.

RECOMMENDED ZONES:

The Zoning Commission is recommending the creation of the following zones:

- R-7500 - Residential 7500 District.
 - The residential-7500 zone is intended to provide an area for low to medium urban-density, single-family residential environment on lots that are served by a public sewer and sewer system.
- R-6000 - Residential 6000 District.

- The residential-6000 zone is intended to promote an area for medium urban-density, duplex residential environment on lots that are usually served by a public water and sewer system.
- RLMF - Residential Light Multifamily District.
 - The residential light multifamily zone is intended to provide a suitable residential environment for medium to high density (up to a fourplex) residential dwellings. The area is usually served by a public water and sewer system.
- RMF – Residential Multifamily District.
 - The residential multifamily zone is intended to provide a suitable residential environment for high density residential dwellings; and to establish, where possible, a buffer between residential and commercial zones.
- RMH - Residential Manufactured Home District
 - The residential manufactured home zone is intended to provide a suitable residential environment for individual manufactured homes, manufactured home parks, and competitive accessory uses.
- RP – Residential Professional District
 - The residential professional zone is intended to permit professional, and semiprofessional uses compatible with surrounding residential development.
- NC – Neighborhood Commercial District.
 - The neighborhood commercial zone is intended to accommodate shopping facilities consisting of convenience retail and personal service establishments which secure their principal trade by supplying the daily needs of the population residing within a one-half mile radius of such neighborhood facilities. The location and quantity of land within the NC zone should be a business island not more than four acres in size and that no business frontage should extend more than six hundred feet along any street.
- CBD – Central Business District.
 - The central business district classification is intended to primarily accommodate stores, hotels, governmental and cultural centers, and service establishments at the central focal point of the city's transportation system.
- CC – Community Commercial District.
 - The community commercial classification is primarily to accommodate community retail, service and office facilities offering a greater variety than would normally be found in a neighborhood or convenience retail development. Facilities within the classification will generally serve an area within a one and one-half mile radius and is commensurate with the purchasing power and needs of the present and potential population within

the trade area. It is intended that these business facilities be provided in business corridors or islands rather than a strip development along arterials.

- HC – Highway Commercial District.
 - The purpose of the highway commercial district is to provide areas for commercial and service enterprises which are intended primarily to serve the needs of the tourist, traveler, recreationist, or the general traveling public. Areas designated as highway commercial should be located in the vicinity of, and accessible from freeway interchanges, intersections in limited access highways, or adjacent to primary or secondary highways. The manner in which the services and commercial activities are offered should be carefully planned in order to minimize the hazard to the safety of the surrounding community and those who use such services; and to prevent long strips of commercially zoned property.

- LI - Light Industrial District.
 - A light industrial classification is intended primarily to accommodate a variety of business warehouse and light industrial uses related to wholesale plus other business and light industries not compatible with other commercial zones, but which need not be restricted in industrial or general commercial zones, and to provide locations directly accessible to arterial and other transportation systems where they can conveniently serve the business and industrial center of the city and surrounding area.

- HI – Heavy Industrial District.
 - A district intended to accommodate manufacturing, processing, fabrication, and assembly of materials and products. Areas designated as heavy industry should have access to two or more major transportation routes, and such sites should have adjacent space for parking and loading facilities.

- P - Public District.
 - The public zone is intended to reserve land exclusively for public and semipublic uses in order to preserve and provide adequate land for a variety of community facilities which serve the public health, safety and general welfare.

- PUD Planned Unit Development.
 - The planned unit development zone is intended to provide a district in which the use of the land is for the development of residential and commercial purposes, as an integrated unit.

RATIONAL BASIS OF ZONING:

In the State of Montana, all jurisdictions proposing to zone or rezone property or to adopt or revise their zoning regulations must issue findings of fact on a twelve-point test that constitute the rational nexus/legal basis for the adoption of a zoning district, zoning

regulations, or changes to zoning or zoning regulations. This rational nexus is called the “Low Test”.

I. Is the zoning in accordance with the growth policy;

- The proposed zoning regulations and map are based on the Growth Policy. A simple look at the Growth Policy and future land use map will verify that the zone assignments with few exceptions will verify that the proposed zoning assignments are consistent with the text and mapping components of the Growth Policy.
- Several strategies from the Growth Policy pertaining to the commercial and Business development are met with the new zoning. Most notably, the regulations are designed to provide easier conversion, reuse and restoration of existing structures; The sign code has not been modified in terms of advertising up to the permitted maximum limits but the entryway overlay, multiple categories and tables that existed in previous regulations have been eliminated. Opportunities for internally illuminated signs and signs incorporating neon elements are contemplated in some commercial districts; and the regulations encourage infill development and expanded use opportunities.
- Several strategies from the Growth Policy are implemented in the administrative sections and individual District Standards. The items include but are not limited to walkability, pedestrian sidewalks are required for all new development and major renovations; concerns centered on nuisances and noise, the regulations impose limits on noise and potentially offensive activity in the standards of general applicability; and the regulations address concerns about the pace and quality of development that the citizens of Laurel expect to see as we move forward.
- Several residential neighborhood goals and strategies are implemented. Diversity of Neighborhoods, historic to modern; accommodation of a diverse population both age and economic condition; Creation of zones where manufactured homes and manufactured home parks are contemplated; expansion of non-motorized routes and access to the core of the community. and Residential districts protected from excessive noise and commercial impacts the conversion of structures to new uses is encouraged.
- The concept of residential Planned Unit Developments with increased density, lot coverage and modified use regimens is contemplated in all Zoning Districts.

Finding: The recommended zoning regulations and zoning map is in accordance with the Growth Policy and other adopted rules and regulations of the City of Laurel.

II. Is the zoning designed to lessen congestion in the streets;

- The regulations encourage compact walkable development in most every district as well as expand opportunities for new uses beyond the 1996 code. By following this line of logic residents would be able to walk or bicycle to essential services which would by default reduce the vehicular traffic on the streets.

- The regulations encourage compact urban development as such the need for vehicular travel is limited.
- The expanded use opportunities in many of the commercial and residential districts will encourage compatible higher density residential development near the city core. Implementation of these regulations will further reduce the dependency or need for vehicular travel.
- The zoning regulations in conjunction with the development standards adopted with the Subdivision Regulations will provide for flow through development, logical extension of the gridded infrastructure network, and encourage pedestrian- friendly growth.

Finding: The recommended zone will lessen congestion in the streets by ensuring orderly growth and development of the property that is consistent with the proposed zoning and other regulations adopted by the City of Laurel.

III. Is the zoning designed to secure safety from fire, panic, and other dangers;

- The recommended zoning regulations and zoning map will provide for consistency in development along with provision of police and fire protection.
- The recommended zoning regulations and zoning map will incorporate enforcement of development standards, setbacks and compliance with the other development standards adopted by the City of Laurel.
- The recommended zoning regulations and zoning map have restrictions on lot coverage, grading and development on steep slopes and other areas that are potentially hazardous.

Finding: The recommended zoning will provide safety to residents and visitors to the city from fire, panic and other dangers.

IV. Is the zoning designed to promote health and the general welfare;

- The recommended zoning imposes setbacks, height limits and building restrictions.
- The recommended zoning groups together like and consistent uses within existing neighborhoods.
- The recommended regulations restrict development in hazardous areas.

Finding: The grouping together of like and consistent uses promotes the health and general welfare of all citizens of the City of Laurel. Further, the recommended zoning is substantially consistent with the land use in our existing neighborhoods.

V. Is the zoning designed to provide adequate light and air;

- The recommended zoning imposes building setbacks, height limits, limits on the number of buildings on a single parcel, and reasonable area limits on new development.
- The regulations implement the concept that the City of Laurel was developed historically on a gridded network. The draft zoning requires the perpetuation of this pattern. In doing so as the City plans for growth, the spacing and layout of new development will facilitate provision of light and air to new development.

Finding: The recommended zoning will insure the provision of adequate light and air to residents of the City through various development limitations.

VI. Is the zoning designed to prevent the overcrowding of land;

- The zoning regulations impose minimum lot size, use regulations and other limitations on development.
- While the minimum lot sizes proposed with these regulations remains substantially consistent with the historic pattern of development within the City of Laurel.
 - The major change is in the clarification of additional permitted residential uses in the R-7500 and commercial districts mandated in the 2023 legislative session. These proposed new standards are easy to interpret and by default administer.
 - The range of allowable lot sizes provides for ease of transition from rural to urban development. These standards encourage annexation to the City and development at a scale that justifies the capital extension of water and sewer while spreading the costs out on an equitable basis.

Finding: The existing standards of the recommended zoning will prevent the overcrowding of land.

VII. Is the zoning designed to avoid undue concentration of population;

- The recommended zoning is a holistic approach to land use regulation for the entirety of the City of Laurel and is not focused on any single special interest.
- The recommended zoning establishes areas that are suitable for exclusive residential, commercial, and mixed uses.
- The recommended regulations create four residential zoning districts that provide a continuum of residential densities and manage development to create land use compatibility.
- The recommended zoning imposes minimum lot sizes, maximum number of residences on a single parcel and setback standards.

Finding: The existing standards of the recommended zoning will prevent the undue concentration of population by encouraging the most appropriate use and residential density at any given location within the jurisdiction.

VIII. Is the zoning designed to facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements;

- The recommended zoning establishes minimum standards for the provision of infrastructure such as roads, sidewalks, water sewer, wire utilities and storm water management.
- The recommended zoning encourages compact urban scale development and groups together similar uses that will not detract from the quality of life expected in Laurel while providing the economies of scale to extend water, sewer, streets, parks, quality schools and other public requirements.

Finding: The standards of the recommended zoning will insure the adequate provision of transportation, water, sewerage, school, parks, and other public requirements.

IX. Does the zoning give reasonable consideration to the character of the district and its peculiar suitability for particular uses;

- The recommended zoning creates four residential districts that provide a continuum of residential densities and uses that are compatible with existing neighborhoods and ensures proper transitions between districts. The recommended zoning also creates three commercial zoning districts that are designed to provide for various land uses that are compatible with existing uses and neighborhood characteristics.
- The recommended zones impose setbacks, height limits and building restrictions. These restrictions insure compatible development in the residential, commercial, and industrial zones.
- The recommended zoning creates a new mixed-use district that is specifically intended to ease the transition between residential and commercial uses.
- The recommended zoning groups together like and consistent uses and is consistent with the existing zoning in the neighborhoods.

- The regulations create eight zoning districts each with the opportunity to create overlays in the form of a Planned Unit Development that represent new opportunities for development and redevelopment within the City of Laurel.

Finding: The recommended zoning gives due consideration to the character of the existing neighborhoods, within the city as well as suitability for the particular uses.

X. Does the zoning give reasonable consideration to the peculiar suitability of the property for its particular uses;

- The recommended zoning groups together like and consistent uses and is consistent with the existing zoning in the neighborhood.
- The recommended zoning creates four residential districts that provide a continuum of residential densities and uses that are compatible with existing neighborhoods and ensures proper transitions between districts. The recommended zoning also creates three commercial and one industrial zoning districts that are designed to provide for various land uses that are compatible with existing uses and neighborhood characteristics.
- The recommended zoning creates a new mixed-use district that is specifically intended to ease the transition between residential and commercial uses.
- The recommended zoning implements all of the significant outstanding sections of the Growth Policy. While the Growth Policy ties directly to and values the City's history and existing use of property and structures, the tools used to encourage development of property needed to be designed to reflect this change in direction. The proposed zoning regulations and map reflect this change.

Finding: The recommended zone gives reasonable consideration to the peculiar suitability of the property for its particular uses.

XI. Will the zoning conserve the value of buildings;

- The recommended zone groups together like and consistent uses and is consistent with the existing zoning in the various neighborhoods of the City of Laurel.
- The proposed zoning reinforces that commercial buildings will continue to have commercial potential.
- The proposed zoning reinforces that residential buildings will continue to be used for equal or greater potential residential purposes.
- The proposed zoning recognizes that buildings that are located in transitional areas have options either to remain as they are or to be converted to uses that reflect the highest and best use, in the owner's opinion, for the subject property.

Finding: The recommended zoning will conserve or in many cases enhance the value of buildings.

XII. Will the zoning encourage the most appropriate use of land throughout the municipality?

- The proposed zoning and zoning map provide for use districts that group like and compatible uses.
- The proposed zoning and zoning map provide for transitional areas between uses that may be incompatible.
- The recommended zoning creates a new mixed-use district that is specifically intended to ease the transition between residential and commercial uses.
- The recommended zoning is consistent with the type of development that exists and is occurring in the neighborhoods within the City of Laurel.
- The proposed zoning recognizes that buildings that are located in transitional areas have options either to remain as they are or to be converted to uses that reflect the highest and best use, in the owner’s opinion, for the subject property.

Finding: The recommended zoning will encourage the most appropriate use of land throughout the municipality.

RECOMMENDATION:

The Zoning Commission find that the proposed 2024 Zoning Regulations and Proposed Official Zoning Map reflects the Growth Policy; that the rational nexus for the adoption of zoning has been met or exceeded by the proposed regulations; and that the citizens of Laurel have participated in the creation of the proposed Zoning Regulations and Zoning Map. Further, that the Zoning Commission recommends that the City Council adopt the 2024 Laurel Zoning Regulations and Official Zoning Map.

Chapter 17.04 - Title, Purpose and Scope

17.04.010 – Title Cite

This title and herein referred to maps shall be known and cited as the "Laurel Zoning Ordinance" for the incorporated limits of the city and any additional territory authorized by either state statute or county commissioners.

17.04.020 – Purpose of Provisions

- A. *The zoning regulations, classifications and districts as herein set forth are in accordance with Sections 76-2-301 to 76-2-328, 76-1-101 to 76-1-606, and 76-2-201 to 76-2-228, MCA, 1979.*
- B. *They have been made in accordance with the comprehensive planning process, and have been deemed necessary and developed with consideration among other things, to the character of each zoning district and its peculiar suitability for particular uses, to conserve the value of buildings, to stabilize property values, to preserve recreation and agricultural lands from conflict with urban development, to promote the interest of health, safety, and general welfare, to secure safety from fire, and to provide adequate open space for light and air, and to facilitate the economic provision of adequate transportation, water, sewer, schools, parks, and other public requirements.*
- C. *The Laurel city council further declares the zoning plan is adopted for the following specific purposes.*
 - 1. *To promote and guide development consistent with the goals and objectives of the comprehensive planning process.*
 - 2. *To prevent waste and inefficiency in land use.*
 - 3. *To encourage innovations in residential development and renewal so that the needs of the community for housing may be met by greater variety in type and design of dwellings and by conservation of open space; to preserve and enhance housing values and maintain residential neighborhood aesthetics; and*
4. To provide adequate land and space for the development of commercial and industrial uses and to encourage such development in locations calculated to benefit the community at large and in a manner consistent with the goals and objectives of the city's comprehensive planning process.

17.04.030 – Scope

- A. *This title applies to all lands in the incorporated limits of the city; and any additional territory authorized by either state statutes or the county commissioners.*
- B. *In their interpretation and application, the provisions of this title may be regarded as the minimum requirements for the protection of the public health, safety, comfort, prosperity and welfare.*
- C. *This title is not intended to abrogate or annul any building permit, certificate of occupancy, variance or other lawful permit issued prior to the effective date of the ordinances codified in this title.*

Chapter 17.08 – Definitions

17.08.010 - Purpose of provisions

For the purpose of this title, certain words and terms used herein are defined in this chapter.

17.08.020 - Rules of construction

All words used in the present tense include the future tense. All words used in the plural number include the singular number, and all words used in the singular number include the plural number, unless the natural construction of the wording indicates otherwise. The word "building" includes the word "structure." The word "shall" is mandatory and not discretionary. The word "used" shall be deemed to include "designed, intended or arranged to be used."

Unless otherwise specified, all distances shall be measured horizontally. The word "city" means the city of Laurel, Montana; the term "city council" means the city council of the city; the term "board of adjustment" means the board of adjustment of the city; the term "city zoning commission" means the zoning commission of the city.

17.08.030 - Accessory living quarters

"Accessory living quarters" means living quarters within an accessory building for the sole use of the family or of persons employed on the premises, or for the temporary use of guests of the occupants of the premises. Such quarters have no kitchen facilities and are not rented, leased, or otherwise used as a separate dwelling unit. The term "accessory living quarters" includes "guest house."

17.08.080 – Alley

"Alley" means a public way which affords only secondary access to abutting property.

17.08.090 – Apartment

"Apartment" means a room or suite of two or more rooms in a multiple dwelling or in any other building not a single-family dwelling or a two-family dwelling, occupied or suitable for occupancy as a dwelling unit for one family. A bachelor apartment or efficiency unit shall qualify under this definition.

17.08.100 - Auto wrecking

See "junkyard".

17.08.110 – Basement

"Basement" means that portion of a building below the first-floor joists, the floor of which is more than one-half clear ceiling height below the adjacent ground.

17.08.120 – Billboard

See "Sign — Outdoor advertising."

17.08.130 – Block

"Block" means the property abutting one side of a street and lying between the two nearest intersecting streets, or between the nearest such street and railroad right-of-way, unsubdivided acreage, river or live stream: or between any of the foregoing and any other barrier to the continuity of development.

17.08.131 - Bed and breakfast inn

"Bed and breakfast inn" means a house or portion thereof that contains short-term guest rooms where lodging with or without meals is provided for compensation. The operator of the inn shall live on the same property upon which the term is located.

17.08.132 - Boarding or lodging house

"Boarding or lodging house" means a house where meals (with or without lodging) are provided for compensation and by pre-arrangement for a definite period for three or more people. "Boarding or lodging house" shall not be construed to mean rest or convalescent homes nor "Bed and breakfast inns".

17.08.140 – Building

"Building" means a structure having a roof supported by walls or columns for the shelter, support, or enclosure of persons, animals, or chattels. When, in a building all of which is used for nonresidential purposes, any portion of the building is completely separated from all other portions by a masonry division wall from the ground up to the roof, and no door or other opening directly communicating between the two portions of the building, such portions so separated shall be deemed separate buildings.

17.08.150 - Building, accessory

"Accessory building" means a subordinate building, the use of which is customarily incidental to that of a principal building on the same lot.

17.08.160 - Building codes

"Building codes" means the current building code adopted by the city.

17.08.170 - Building inspector

"Building inspector" means the official designated by the mayor to enforce this title and building codes.

17.08.180 - Building line

"Building line" means a line established in general, parallel to the front street line between which and the front street line no part of a building shall project, except as otherwise provided by this title.

17.08.190 - Building—Principal

"Principal building" means a building in which is conducted the principal use of the lot on which it is situated.

17.08.200 - Business or commerce

"Business" or "commerce" means the purchase, sale, offering for sale, or other transaction involving the handling or disposition of any article, service, substance or commodity for livelihood or profit; or the management or occupancy of the office buildings, offices, recreational or amusement enterprises; or the maintenance and use of buildings, offices, structures or premises by professions and trades or persons rendering services.

17.08.210 - Camp, public

"Public camp" means any area or tract, or land used or designed to accommodate two or more camping parties, including cabins, tents, camping trailers or other camping outfits.

17.08.220 – Carport

"Carport" means a structure to house or to protect motor vehicles owned or operated by the occupants of the main building which is open to the weather for at least fifty percent of the total area of its sides; when attached to another building it shall comply with the yard requirements of that building.

17.08.230 - Child care facilities

"Daycare home" means a private residence in which supplemental parental care is provided for up to fifteen children, including the operator's children, from separate families on a regular basis. Such daycare home shall be registered with the Montana Department of Public Health and Human Services.

"Daycare center" means a place in which supplemental parental care and/or adult supervision is provided to sixteen or more children, including the operator's children, on a regular basis, and which may include nursery schools, private kindergartens, or after school care and supervision. Such daycare center shall be license as required by the state, city, or county and conducted in accordance with applicable state and local requirements.

17.08.240 – City

"City" means the city of Laurel, Montana.

17.08.250 – Clinic

"Clinic" means a building designed and used for the medical, dental, and surgical diagnosis and treatment of patients under the care of doctors and nurses.

17.08.260 - Clinic, animal

"Animal clinic" means a building or premises for the medical treatment of pets or customary household animals, including but not limited to cats and dogs, provided no overnight boarding occurs on the premises.

17.08.270 – Club

"Club" means an incorporated or unincorporated association of persons organized for a social, educational, literary or charitable purpose. Property occupied by a club shall be deemed to be semiprivate in character and shall be subject to the city regulations governing public buildings and places, excluding groups organized primarily to render a service which is normally considered a business.

17.08.280 – Cluster

"Cluster" means a pattern of residential development where dwelling units are grouped, with the remainder of the yard left in landscaped open space.

17.08.285 - College or university

"College or university" means a post-secondary school as defined in this chapter.

17.08.290 - Commercial district

"Commercial district" means any NCL, NC, CBD, CC or HC district.

17.08.291 - Community residential facilities

"Adult foster family care home" means a private home licensed by the Montana Department of Family Services owned by one or more persons eighteen years of age or older which offers light personal care or custodial care to disabled adults who are not related to the owner by blood or marriage or which offers light personal care or custodial care to aged persons. The number of aged persons or disabled adults in an adult foster family care home may total no more than four.

"Community group home" means a family-oriented residence or home licensed by the appropriate state agency designed to provide residential services and facilities for developmentally, severely disabled or mentally disabled persons, but does not provide skilled or intermediate nursing care.

"Halfway house" means a place operated in accordance with the regulations of the Montana Department of Health and Environmental Sciences for the rehabilitation of alcohol or drug dependent persons.

"Nursing homes, convalescent homes, orphanages, and charitable institutions" means a home operated similarly to a boarding house but not restricted to any number of guest or guest rooms, and the operator of which is licensed by the state, city, or county to give special care and supervision to his/her patients. In such homes, nursing, dietary, and other personal services are furnished to convalescent, invalids, and aged persons, but within which homes are kept no persons suffering from a contagious or communicable disease, and within which are performed no surgery, maternity, or other primary treatments such as are customarily provided in sanitariums or hospitals, and within which no persons are kept to be served who normally would be admitted to a mental hospital. Adult foster care homes are not included in this definition.

"Youth foster home" means a youth care facility licensed by the Montana Department of Family Services in which substitute care is provided to one to six foster children or youths, other than the foster parent's own children, stepchildren, or wards.

"Youth group home" means a youth care facility licensed by the Montana Department of Family Services in which individual care is provided to seven to twelve children or youth.

17.08.300 – Condominium

"Condominium" means ownership in common with others of a parcel of land and certain parts of a building, together with individual ownership in fee of a particular unit or apartment in such building. Each individual has an absolute title to his apartment which he may sell, mortgage or devise as he could with a single-family dwelling that he owned.

17.08.310 – Dairy

"Dairy" means any premises where three or more cows, three or more goats, or any combination thereof are kept, milked or maintained.

17.08.330 – Density

"Density" means the number of families residing on, or dwelling units developed on, an acre of land. As used in this title, all densities are stated in families per net acre, that is, per acre of land devoted to residential use, exclusive of land in streets, alleys, parks, playgrounds, schoolyards, or other public lands and open spaces.

17.08.340 - Drive-in restaurant

"Drive-in restaurant" means a use whose retail character is dependent on a driveway approach and parking space for motor vehicles so as to either serve customers while in the vehicle or permit consumption of food or beverages obtained on the premises, in a vehicle.

17.08.350 – Dwelling

"Dwelling" means a building or portion thereof arranged or designed to provide living facilities for one or more families. The term "dwelling" shall not be deemed to include a motel, hotel or travel trailer. All dwellings except manufactured homes must conform to the Uniform Building Code.

17.08.360 - Dwelling, group

In general, "group dwelling" means a building in which several unrelated individuals or families permanently reside, but in which individual cooking facilities are not provided for the individual persons or families. Specifically, "group dwelling" shall include a rooming house, fraternity house, sorority house and private club in which one or more members have a permanent residence. "Group dwelling" shall not be deemed to include a hotel, motel, tourist home, mobile park, or any use included in the "health-medical group."

17.08.370 - Dwelling, multifamily

"Multifamily dwelling" means a building containing three or more dwelling units.

17.08.380 - Dwelling, multifamily high rise

"Multifamily high-rise dwelling" means a building containing over three dwelling units with a height not over six stories or sixty feet.

17.08.390 - Dwelling, single-family

"Single-family dwelling" means a building containing only one dwelling unit.

17.08.400 - Dwelling, two family

"Two family dwelling" means a building containing only two dwelling units.

17.08.410 - Dwelling unit

"Dwelling unit" means a building or portion thereof providing complete housekeeping facilities for one family.

17.08.420 – Easement

"Easement" means a grant by the property owner of the use of a strip of land by the public, or by one or more persons or corporations for a specific purpose or purposes.

17.08.430 - Senior housing

"Senior housing" means housing designed specifically for occupancy with at least one resident domiciled in each living unit therein with an age of sixty-two years or older.

17.08.440 - Fallout shelters

"Fallout shelters" means a structure or portion of a structure intended to provide protection to human life during periods of danger from nuclear fallout, air raids, storms, or other emergencies.

17.08.450 – Family

"Family" means one or more persons occupying a dwelling unit and living as a single, nonprofit housekeeping unit.

17.08.460 – Fence

"Fence" means a barrier of posts connected by boards, rails, panels, or wire constructed for purposes of enclosing space, for separating parcels of land or for landscaping and including masonry walls, ornamental structures, privacy screens and shrubs.

17.08.470 - Filling station

"Filling station" means a building or lot having pumps and storage tanks where fuels, oils, or accessories for motor vehicles are dispensed, sold or offered for sale at retail only; repair service is incidental; and no storage or parking space is offered for rent.

17.08.480 - Floodplain or floodway

"Floodplain" or "floodway" means in all cases of interpretation the regulations of the Montana Water Resources Board as provided in Sections 76-5-103 and 76-5-104, MCA, 1979.

17.08.490 - Floodplain zone

"Floodplain zone" means a separate and distinct portion of the Laurel Zoning Ordinance governing those lands affected by a one-hundred-year floodplain classification.

17.08.500 - Fraternity, sorority, or student cooperative

"Fraternity," "sorority," or "student cooperative" means a building occupied by and maintained exclusively by students.

17.08.510 – Frontage

"Frontage" means all of the property on one side of the street or highway between two intersecting streets or highways (crossing or terminating) measured along the line of the street or highway, or if the street or highway is dead ended, then all of the property abutting on one side between an intersecting street or highway and the dead end of the street or highway.

17.08.520 - Garage, private

"Private garage" means an accessory building or part of principal building used only for the storage of motor vehicles as an accessory use, when the storage space does not exceed that for the following number of vehicles:

- A. For any single-family dwelling — three passenger vehicles.
- B. For any two-family dwelling — four passenger vehicles.
- C. For any multifamily dwelling — passenger vehicles equal in number to two hundred fifty percent of the number of dwelling units in the principal building.
- D. For any other use — no limitation.

17.08.530 - Garage, public

"Public garage" means a building or premises which is operated for commercial purposes and used for the storage, care, or repair of motor vehicles, but a "public garage" shall not be used for the storage of dismantled or wrecked motor vehicles, parts thereof, or junk.

17.08.540 - Group dwelling

See "Dwelling group."

17.08.550 - Height of building

"Height of building" means the vertical distance measured from the highest of the following three levels:

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- A. *The street curb level; or*
 - B. *The established or mean street grade in case the curb has not been constructed; or*
 - C. *The average finished ground level adjoining the building if it sets back from the street line to the level of the highest point at the roof beams to flat roofs, or roofs inclining not more than one inch to the foot, and to the mean height level of the top of the main plate and highest ridge for other roofs.*

17.08.560 – Hospital

"Hospital" means an institution specializing in giving clinical, temporary, and emergency services of a medical or surgical nature to human patients and licensed by state law to provide facilities and services in surgery, obstetrics and general medical practice, as distinguished from treatment of mental and nervous disorders, but not excluding surgical and post-surgical treatment of mental cases. Nursing homes and convalescent homes are not included.

17.08.570 - Hospital, animal

"Animal hospital" means a place where livestock or pets are given medical or surgical treatment. Use of a kennel shall be limited to short time boarding and shall only be incidental to such hospital use.

17.08.580 - Hospital, mental

"Mental hospital" means an institution licensed by state agencies under the provisions of law to offer facilities, care and treatment of cases of mental and nervous disorders.

17.08.590 – Hotel

"Hotel" means a building in which lodging, with or without meals, is provided and offered to the public for compensation, and which is open to transient guests. Hotels include motels and automobile courts, but do not include group dwellings as defined herein.

17.08.600 - Industrial district

"Industrial district" means any LI or HI district.

17.08.610 – Junkyard

"Junkyard" means the use of any premises whether inside or outside of a building for the storage, keeping or abandonment of junk, including scrap metals, rags, paper, or other scrap material and equipment for dismantling, demolition or storage of unlicensed or abandoned automobiles or other vehicles, or machinery or parts thereof.

17.08.620 - Jurisdictional area

"Jurisdictional area" means the area included within the incorporated areas of the City of Laurel.

17.08.630 - Kennel, commercial

"Commercial kennel" means a place where dogs or cats other than those owned by the kennel owner are kept and boarded for any period in excess of twenty-four hours. Female dogs or cats bred for the sole purpose of the sale of puppies or kittens for profit and female dogs or cats numbering more than two constitute a commercial kennel.

17.08.640 - Kennel, noncommercial

"Noncommercial kennel" means a kennel at, in or adjoining a private residence where hunting dogs or other dogs or cats are kept for the hobby of the householder in using them in shows or field or obedience trials or for the guarding or protecting the householder's property. The occasional raising of a litter of puppies or kittens at the kennel should not change the character of residential property (no more than one litter of puppies or kittens shall be allowed in a calendar). In residential districts each household shall not possess more than two adult dogs or cats (an adult dog or cat is herein defined as any dog or cat over the age of twelve months).

17.08.670 – Lot

"Lot" when used alone, means, unless the context clearly indicates otherwise, "zoning lot" as defined in this title.

17.08.680 - Lot, corner

"Corner lot" means a zoning lot at the junction of and abutting on two or more intersecting streets when the interior angle of intersection does not exceed one hundred thirty-five degrees. Any zoning lot adjoining a curved street at a point where the street boundary described an arc subtended by an angle of one hundred thirty-five degrees or less, shall be considered a "corner lot."

17.08.690 - Lot depth

"Lot depth" means the mean horizontal distance between the front and rear lot lines, measured in the general direction of the side lot lines.

17.08.700 - Lot, interior

"Interior lot" means a zoning lot other than a corner lot.

17.08.710 - Lot line, rear

"Rear lot line" means the lot line generally opposite or parallel to the front street line. If a rear lot line is less than ten feet long, or the lot comes to a point at the rear, the rear lot line is assumed to be a line at least ten feet long, lying wholly within the lot, parallel to the front street line or, if the front street line is curbed, parallel to the chord of the arc of the front street line.

17.08.720 - Lot, record

"Record lot" means land designated as a separate and distinct parcel on a legally recorded subdivision plat or in a legally recorded deed filed in the records of Yellowstone County, Montana.

17.08.730 - Lot width

"Lot width" means the average width of the lot.

17.08.740 - Lot, zoning

"Zoning lot" means a tract of land occupied or to be occupied by a principal building and its accessory buildings, together with such open spaces and yards as are required under the provisions of this title, having not less than the minimum area required by this title for a zoning lot in the district in which such land is situated and having its principal frontage on a street or a permanent, exclusive, unobstructed easement of access or right-of-way to a street, not less than twenty feet wide. A "zoning lot" need not necessarily coincide with a "record lot" as herein defined.

17.08.750 – Marquee

"Marquee" means a fixed shelter used only as a roof and extending beyond a building line and which is entirely supported by the building to which it is attached.

17.08.760 - Medical marijuana cultivation facility or cultivation facility

"Medical marijuana cultivation facility" or "cultivation facility" shall mean a building, structure or premises used for the cultivation or storage of medical marijuana that is physically separate and off site from any medical marijuana dispensary and that is designated as part of the premises of a medical marijuana dispensary licensed pursuant to Title 5, Chapter 5.70 of the Laurel Municipal Code. The city shall not license a medical marijuana cultivation facility or cultivation facility within one thousand feet of any private or public preschool, elementary, secondary, vocational or trade school, any childcare center, place of worship or religious assembly, any public or private park, pool, playground or recreational facility, any juvenile or adult halfway house, correctional facility, or substance abuse rehabilitation or treatment center as provided in Title 5, Chapter 5.70.050.

17.08.761 - Medical marijuana dispensary or dispensary

"Medical marijuana dispensary" or "dispensary" shall mean a property or structure used to sell, distribute, transmit, give, dispense, or otherwise provide marijuana in any manner to patients or primary caregivers pursuant to the authority contained in MCA § 50-46-101 et. seq. and the implementing of administrative regulations promulgated thereto. The city shall not license a medical marijuana dispensary facility or dispensary facility within one thousand feet of any private or public preschool, elementary, secondary, vocational or trade school, any childcare center, place of worship or religious assembly, any public or private park, pool, playground or recreational facility, any juvenile or adult halfway house, correctional facility, or substance abuse rehabilitation or treatment center as provided in Title 5, Chapter 5.70.050.

17.08.762 - Mobile home

See "Manufactured home parks, travel trailer parks and individual manufactured homes.

17.08.763 - Manufactured home parks, travel trailer parks and individual manufactured homes

The following definitions shall be utilized in determining the appropriate classification of manufactured homes, modular homes and travel trailers:

1. "Manufactured home" means a dwelling unit that: (a) is not constructed in accordance with the standards set forth in the Uniform Building Code, applicable to site-built homes; and (b) is composed of one or more components, each of which was substantially assembled in a manufacturing plant and designed to be transported to the home site on its own chassis; and (c) exceeds forty feet in length and eight feet in width.
2. Manufactured Home, Class A. "Class A manufactured home" means a manufactured home constructed after June 15, 1976, that meets or exceeds the construction standards promulgated by the U.S. Department of Housing and Urban Development that were in effect at the time of construction and that satisfies each of the following additional criteria:
 - a. The roof is finished with a type of shingle that is commonly used in standard residential construction; and
 - b. The standard siding consists of wood, hardboard or aluminum (vinyl covered or painted, but in no case exceeding the reflectivity of gloss white paint) comparable in composition, appearance and durability to the exterior siding commonly used in standard residential construction; and
 - c. A continuous, permanent masonry foundation, unpierced except for required ventilation and access, is installed under the home; and
 - d. The tongue, axles, transporting lights and removable towing apparatus are removed after placement on the lot and before occupancy.
3. Manufactured Home, Class B. "Class B manufactured home" means a manufactured home constructed after June 15, 1976, that meets or exceeds the construction standards promulgated by the U.S. Department of Housing and Urban Development that were in effect at the time of construction but that does not satisfy the criteria necessary to qualify the house as a Class A manufactured home.
4. Manufactured Home, Class C. "Class C manufactured home" means any manufactured home that does not meet the definitional criteria of a Class A or Class B manufactured home.

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5. "Manufactured home park" means a residential use in which more than one manufactured home is located on a single lot.
 6. "Modular home" means a dwelling unit constructed in accordance with the standards set forth in the Uniform Building Code, applicable to site-built homes, and composed of components substantially assembled in a manufacturing plant and transported to the building site for final assembly on a permanent foundation. Among other possibilities, a modular home may consist of two sections transported to the site in a manner similar to a manufactured home (except that the modular home meets the Uniform Building Code Standards applicable to site-built homes), or a series of panels or room sections transported on a truck and erected or joined together on the site.

17.08.770 – Motel

"Motel" means a group of attached or detached buildings containing individual sleeping units where a majority of such units open individually and directly to the outside, and where a garage is attached to or a parking space is conveniently located at each unit, all for the temporary use by automobile tourist or transient, and such word shall include tourist courts, motor courts, automobile courts and motor lodges.

17.08.780 - Motor vehicle parts salvage yard

"Motor vehicle parts salvage yard" means the use of not more than fifty percent of the premises of a motor vehicle repair garage or motor vehicle body repair shop for the storage of motor vehicles for dismantling and sale of used parts thereof.

17.08.790 - Nonconforming use

The use of a building or other structure or of a tract of land which does not conform to the use or regulations of this title for the district in which it is located, either at the effective date of the ordinance codified in this title, or as a result of subsequent amendments which may be incorporated into this title.

17.08.800 - Off-street parking space

"Off-street parking space" means an off-street area for parking of one motor vehicle having an all-weather surface, shall have a width of not less than twelve feet when directly connected to a driveway approach; in all other instances the width shall be not less than ten feet; in both instances the length shall be not less than twenty feet. Easy access to a street shall be provided by a driveway having an all-weather surface.

17.08.810 - Parking lot

"Parking lot" means any land legally used for the parking of motor vehicles.

17.08.820 - Residential district

"Residential district" means any RE, R-7500, R-6000, RLMF, PUD, RMH, or RP district.

17.08.830 - Outdoor advertising display

"Outdoor advertising display" means card, cloth, paper and metal painted signs, wooden, plaster, stone or other sign of any kind or character whatsoever placed for outdoor advertising purposes on the ground or on any tree, wall, bush, rock, post, fence, building, structure or thing whatsoever. The term "placed" as used in the definition of "outdoor advertising sign" and "outdoor advertising structure" shall include erecting, construction, posting, painting, printing, tacking, nailing, gluing, sticking, carving, or otherwise fastening, affixing, or making visible in any manner whatsoever. See also definition for "sign."

17.08.850 - Planning board

"Planning board" means the Laurel-Yellowstone city-county planning board as authorized under the provisions of 76-1-101 to 76-1-606, MCA 1979.

17.08.860 - Planning director

"Planning director" means the individual appointed by the chief executive in accordance with 76-1-306(1)(3), MCA, 1979, and whose duties and responsibilities shall include, directing the planning and administrative activities of the planning department serving as the technical adviser to the planning board, zoning commission, board of adjustment and city council.

17.08.870 - Planned unit development

"Planned unit development" means a land development project consisting of residential clusters, industrial parks, shopping centers, office building parks, or any combination thereof which compromises a planned mixture of land uses built in a prearranged relationship to each other and having open space and community facilities in common ownership or use.

17.08.875 - Post-secondary school

"Post-secondary school" means a community college, a unit of the Montana University System, or a private university or college.

17.08.877 – Preschool

"Preschool" means a place or facility that provides, on a regular basis and as its primary purpose, educational instruction designed for children five years of age or younger and that: (a) serves no child under five years of age for more than three hours a day; and (b) serves no child five years of age for more than six hours a day. See also "Childcare facilities" of this chapter.

17.08.880 - Principal use

"Principal use" means the primary or predominant use to which the property is or may be devoted, and to which all other uses on the premises are accessory.

17.08.890 - Public use zone

"Public use zone" means a separate zone intended to reserve land for public and semipublic uses.

17.08.900 - Public utility

"Public utility" means a private business, performing a public service and subject to special governmental regulations, or a governmental agency performing similar public services, the services by either or which are paid for directly by the recipients thereof. Such services shall include but are not limited to, water supply, electric power, gas and transportation for persons and freight.

17.08.910 - Recreational area, commercial

"Commercial recreational area" means an area operated for profit and devoted to facilities and equipment for recreational purposes, including swimming pools, tennis courts, skiing, horseback riding, playgrounds, and other similar uses, whether the use of such area is limited to private membership or whether open to the public upon the payment of a fee or service charge.

17.08.920 - Recreational area, noncommercial

"Noncommercial recreational area" means an area devoted to facilities and equipment for recreational purposes, swimming pools, tennis courts, playgrounds, community club houses and other similar uses maintained and operated by a nonprofit club, homeowner's association or other corporate structure and whose membership is limited to the residents within the area.

17.08.950 - Row housing

"Row housing" means a building which has not less than three one-family dwelling units erected in a row as a single building on adjoining lots, each being separated from the adjoining unit or units by an approved masonry party wall or walls extended from the basement or cellar floor to the roof along the dividing lot line; and each such building being separated from any other building by space on all sides.

17.08.960 - Salvage yards

See *"motor vehicle parts salvage yards."*

17.08.970 – Sanitarium

"Sanitarium" means a facility where resident patients are kept, and which specializes in giving clinical, temporary and emergency services of medical or surgical nature to human patients and licensed by the state to provide facilities and services in surgery, obstetrics and general medical practice.

17.08.980 – School

"School" means a place or institution for the teaching of individuals, the curriculum of which is composed of the work of any combination of kindergarten through grade twelve, a post-secondary school or a preschool.

17.08.990 - School, commercial

"Commercial school" means a building where instruction is given to pupils in arts, crafts, or trades, and operated as a commercial enterprise as distinguished from schools endowed and/or supported by taxation.

17.08.1010 - Secondhand store

"Secondhand store" means a retail establishment in which the principal portion of the articles, commodities, or merchandise handled, offered for sale, or sold on the premises is used or not new. Antique stores are exempt.

17.08.1020 - Service station, automobile gasoline and motor fuels

"Service station, automobile gasoline and motor fuels" means a use which provides for drive-in type business in which service can be provided without a customer leaving the vehicle. It may also include the following:

-
- A. *The servicing of motor vehicles and operations incidental thereto but not necessarily limited to the retail sale of petroleum products and automotive accessories, automobile waxing and polishing, tire changing and repairing (excluding recapping), battery service, charging and replacement, excluding repair and rebuilding, radiator cleaning and flushing, excluding steam cleaning and repair, and installation of accessories.*
- B. *The following operations, if conducted within a building: Lubrication of motor vehicles, brake servicing limited to servicing and replacement of brake cylinders, lines and brake shoes, wheel balancing, the testing, adjustment, and replacement or servicing of carburetors, coils, condensers, distributor caps, fan belts, filters, generators, points, rotors, spark plugs, voltage regulators, water and fuel pumps, water hoses and wiring, replacing mufflers and shock absorbers.*

17.08.1030 – Sign

"Sign" means any device intended for visual communication that is used for the purpose of bringing the subject thereof to the attention of the public; provided, however, that the following shall not be included in the application of the regulations herein:

- A. *Signs not exceeding one square foot in area and bearing only property numbers, post box numbers, names of occupants of premises, or other identification of premises not having commercial connotations.*
- B. *Flags and insignias of any government except when displayed in connection with commercial promotion.*
- C. *Legal notices, identification, information, or directional signs erected or required by governmental bodies.*
- D. *Integral decorative or architectural features of buildings, except letters, trademarks, moving parts, or moving lights.*
- E. *Signs directing and guiding traffic and parking on private property but bearing no advertising matter.*
- F. *Real estate "For Sale" signs ten sq. feet or less in size.*
- G. *Package containers, designed for the purpose of holding letters, parcel post, packages, and delivery service orders.*
- H. *Temporary political campaign signs.*

17.08.1040 - Stable, private

"Private stable" means a detached accessory building in which animals are kept entirely for the use of the owner or members of the immediate family.

17.08.1050 - Stable, nonprofit, or commercial

"Nonprofit or commercial stable" means a structure and customary accessory buildings owned and operated by a nonprofit association or club conducted for the exclusive use of its members or guests; or a structure and customary accessory buildings operated for the boarding, rental, or sale of horses and other animals, and otherwise used by the general public.

17.08.1060 – Story

"Story" means that portion of a building included between the surface of any floor and the surface of the floor next above it, or if there be no floor above it, then the space between the floor and the ceiling next above it. A basement shall be counted as a story if its ceiling is more than five feet above the level from which the height of the building is measured.

17.08.1070 - Story, half

"Half story" means a story with at least two opposite exterior sides meeting at a sloping roof not more than two feet above the floor of such story.

17.08.1080 – Street

"Street" means a public thoroughfare which affords principal means of access to abutting property.

17.08.1090 - Structural alteration

"Structural alteration" means any change in the supporting members of a building, such as bearing walls or partitions, columns, beams or girders, or any structural change in the roof, or dimension of the rooms therein.

17.08.1100 – Structure

"Structure" means anything constructed or erected, which requires location on the ground or is attached to something having a location on the ground; including but not limited to buildings, advertising signs, billboards, and poster panels; but not including customary fences or boundary or retaining walls.

17.08.1110 - Theater, drive-in

"Drive-in theater" means an establishment to provide entertainment through projection of motion pictures on an outdoor screen for audiences whose seating accommodations are provided by their own motor vehicles parked in car spaces provided on the same site with the outdoor screen.

17.08.1120 - Trailer or mobile home

See "Manufactured home parks, travel trailer parks and individual manufactured homes."

17.08.1130 - Travel trailer

"Travel trailer" means a portable structure built on a chassis, designed to be used as a temporary dwelling for travel, recreational and vacation use. When factory- equipped for the road, it shall have a maximum dimension of eight by thirty-two feet.

17.08.1160 – International Building Code

"International building codes" means the currently adopted set of regulations in effect concerning building in the city, as defined in Section 17.08.160 of this chapter, and as utilized in the zoning jurisdiction of the city and in that area around Laurel in which Laurel enforces the building code.

17.08.1170 – Use

"Use" means the term referring to:

- A. Any purpose for which buildings, other structures or land may be arranged, designed, intended, maintained, or occupied; and
- B. Any occupation, business, activity, or operation carried on (or intended to be carried on) in a building or other structure or on land; or

-
- C. The name of a building, other structure or tract of land which indicates the purpose for which it is arranged, designed, intended, maintained, or occupied.

17.08.1180 - Usable open space

"Usable open space" means space on the same lot and contiguous to the principal building or buildings and which is either landscaped or developed and maintained for recreational purposes and excludes that portion of the lot which is utilized for off-street parking or loading space or for front yard setback requirements.

17.08.1190 - Uses permitted

"Uses permitted" means any use permitted by the regulations of this title. The term "permitted use" or its equivalent shall not be deemed to include any nonconforming use.

17.08.1200 – Variance

"Variance" means an adjustment in the application of the specific regulations of this title to a particular piece of property which property, because of special circumstances applicable to it, is deprived of privileges commonly enjoyed by other properties in the same vicinity or zone.

17.08.1210 - Yard, front

"Front yard" means a yard extending across the full width of the lot and lying between the front line of the lot and the nearest line of the principal building.

17.08.1220 - Yard, rear

"Rear yard" means a yard extending across the full width of the lot and lying between the rear line of the lot and the nearest line of the principal building.

17.08.1230 - Yard, side

"Side yard" means a yard between the sideline of the lot and the nearest line of the principal building and extending from the front yard to the rear yard, or, in the absence of either side yards, is a front or rear lot line, respectively, no case being closer than four feet. The first two feet of the overhang shall not be subtracted from the allowable side yard spacing; provided that the overhang is not closer than four feet to the property line.

17.08.1240 – Yard

"Yard" means an open space of uniform width or depth on the same zoning lot with a building or group of buildings, which open space lies between the buildings or group of buildings and the nearest lot line and is unoccupied and unobstructed, from the ground upward except as may be specifically provided in this title. In measuring a yard, the line of a building shall be deemed to mean a line parallel to the nearest lot line drawn through the point of a building or group of buildings nearest to such lot line, exclusive of such features specified as not to be considered in measuring yard dimensions or as being permitted to extend into a yard, and the measurements shall be taken at right angles from the line to the building to the nearest lot line.

Chapter 17.12 – Zoning Districts Established

17.12.010 – Intent

It is the intent of this chapter to establish zones wherein compatible uses of land may be located to create, protect, and maintain a desirable living environment, to stabilize and protect residential harmony and to conduct a profitable business. It is also the intent of this chapter to make it possible to efficiently and economically design and install public facilities in terms of size and capacity to adequately meet the needs resulting from a defined intensity of land use.

17.12.020 - Districts designated

In order to carry out the provisions of this title, the city and other areas so authorized by the county commissioners or state statute, is divided into the following zoning districts in which the erection, construction, alteration, reconstruction, repair or use of buildings, structures, and land shall be regulated and restricted. The regulations in each district shall be uniform throughout each district but may differ from those in other districts. The districts are designated as follows:

- A. R-7500 — Residential-7500.
- B. R-6000 — Residential-6000.
- C. RLMF — Residential Light Multifamily.
- D. RMF — Residential Multifamily.
- E. RMH — Residential Manufactured Home.
- F. PUD — Planned Unit Development.
- G. RP — Residential Professional.
- H. NC — Neighborhood Commercial.
- I. CBD — Central Business District.
- J. CC — Community Commercial.
- K. HC — Highway Commercial.
- L. LI — Light Industrial.
- M. HI — Heavy Industrial.
- N. FP — Floodplain.
- O. P — Public.

17.12.050 - Residential-7500 District (R-7500)

The residential-7500 zone is intended to provide an area for medium, urban-density, single-family, and duplex residential environment on lots that are served by a public sewer and sewer system.

17.12.060 - Residential-6000 District (R-6000)

The residential-6000 zone is intended to promote an area for a high, urban-density, duplex residential environment on lots that are usually served by a public water and sewer system.

17.12.070 - Residential Light Multifamily District (RLMF)

The residential light multifamily zone is intended to provide a suitable residential environment for medium density (up to a fourplex) residential dwellings. The area is usually served by a public water and sewer system.

17.12.080 - Residential Multifamily District (RMF)

The residential multifamily zone is intended to provide a suitable residential environment for medium to high density residential dwellings; and to establish, where possible, a buffer between residential and commercial zones.

17.12.090 - Residential Manufactured Home District (RMH)

The residential manufactured home zone is intended to provide a suitable residential environment for individual manufactured homes, manufactured home parks, and competitive accessory uses.

17.12.100 - Planned Unit Development District (PUD)

The planned unit development zone is intended to provide a district in which the use of the land is for the development of residential and commercial purposes, as an integrated unit.

17.12.110 - Residential Professional District (RP)

The residential professional zone is intended to permit professional, and semiprofessional uses compatible with surrounding residential development.

17.12.120 - Neighborhood Commercial District (NC)

The neighborhood commercial zone is intended to accommodate shopping facilities consisting of convenience retail and personal service establishments which secure their principal trade by supplying the daily needs of the population residing within a one-half mile radius of such neighborhood facilities. The location and quantity of land within the NC zone should be a business island not more than four acres in size and that no business frontage should extend more than six hundred feet along any street.

17.12.130 - Central Business District (CBD)

The central business district classification is intended to primarily accommodate stores, hotels, governmental and cultural centers, and service establishments at the central focal point of the city's transportation system.

17.12.140 - Community Commercial District (CC)

The community commercial classification is primarily to accommodate community retail, service and office facilities offering a greater variety than would normally be found in a neighborhood or convenience retail development. Facilities within the classification will generally serve an area within a one and one-half mile radius and are commensurate with the purchasing power and needs of the present and potential population within the trade area. It is intended that these business facilities be provided in business corridors or islands rather than a strip development along arterials.

17.12.150 - Highway Commercial District (HC)

The purpose of the highway commercial district is to provide areas for commercial and service enterprises which are intended primarily to serve the needs of the tourist, traveler, recreationist, or the general traveling public. Areas designated as highway commercial should be located in the vicinity of, and accessible from freeway interchanges, intersections in limited access highways, or adjacent to primary or secondary highways. The manner in which the services and commercial activities are offered should be carefully planned in order to minimize the hazard to the safety of the surrounding community and those who use such services; and to prevent long strips of commercially zoned property.

17.12.160 - Light industrial District (LI)

A light industrial classification is intended primarily to accommodate a variety of business warehouse and light industrial uses related to wholesale plus other business and light industries not compatible with other commercial zones, but which need not be restricted in industrial or general commercial zones, and to provide locations directly accessible to arterial and other transportation systems where they can conveniently serve the business and industrial center of the city and surrounding area.

17.12.170 - Heavy industrial District (HI)

A district intended to accommodate manufacturing, processing, fabrication, and assembly of materials and products. Areas designated as heavy industry should have access to two or more major transportation routes, and such sites should have adjacent space for parking and loading facilities.

17.12.200 - Public District (P)

The public zone is intended to reserve land exclusively for public and semipublic uses in order to preserve and provide adequate land for a variety of community facilities which serve the public health, safety and general welfare.

17.12.210 - District boundaries and zoning map

The location and boundaries of districts established in the city are shown on the official zoning map of the city. This map is entitled "Zoning Map of the City of Laurel, Montana," and is on file in the office of the city clerk-treasurer. This map is hereby made a part of this chapter. This map shall reflect the ordinances adopted prior to this date and all ordinances adopted after this date relating to the boundaries of zoning districts. The city engineer shall show changes upon the official zoning map of the city in accordance with such ordinances as they are from time to time enacted.

17.12.220 - Interpretation of district boundaries

Where uncertainties exist as to the boundaries of the various districts as shown on the zoning map accompanying and made a part of this title, the following rules shall apply:

- A. District boundary lines are intended to follow street, alley or lot lines, or lines parallel to or perpendicular thereto, unless such district boundary lines are fixed by dimensions as shown on the zoning map.
- B. Where district boundaries are indicated as approximately following street or alley lines or proposed street or alley lines, such lines shall be construed to be such boundaries.
- C. Where district boundaries are so indicated that they approximately follow lot lines and are not more than ten feet distant therefrom, such lot lines shall be such boundaries.
- D. Where land within the city limits is not subdivided into lots and blocks or where district boundary lines are not approximately street, alley, or lot lines, the district boundary lines on the zoning map shall be determined by the scale shown on such map, and where uncertainty exists, the district boundary line shall be determined by the zoning commission by written decision. If land within the city limits has been or is subsequently subdivided into lots and blocks by a duly recorded subdivision map and the lot and block arrangement does not conform to that anticipated when the district boundaries were established, or property is re-subdivided by a duly recorded subdivision map into a different arrangement of lots and blocks than shown on the zoning map, the zoning commission, after notice to the property affected thereby and a public hearing, may interpret the zoning map and make minor readjustments in the district boundaries in such a way as to carry out the intent and purpose of these regulations and conform to the street and lot layout of the ground. Such interpretations or adjustments shall be by written decision, and thereafter the copies of the zoning map in the office of the city building inspector shall be changed to conform thereto.
- E. Any street, alley or railroad right-of-way, watercourse, channel, or body of water, included in the zoning map shall, unless otherwise indicated, be included in the zoning district of adjoining property on either side thereof. Where such a street, alley, right-of-way, watercourse, channel, or body of water serves as a boundary between two or more different zoning districts, a line midway in such street, alley, right-of-way, watercourse, channel or body of water, and extending in the general direction of the long dimension thereof shall be considered the boundary between zones. If a dedicated street or alley shown on the zoning map is vacated by ordinance, the property formerly in the street or alley shall be included within the zone of the adjoining property on either side of the vacated street or alley. In the event the street or alley was a zone boundary between two or more different zones, the new zone boundary shall be the former center line of the vacated street or alley.
- F. All land or territory annexed to the city after the date of adoption of this section shall immediately become classified as an R-7500 residential district and the zoning map shall thereupon be amended to indicate such land or territory in the R-7500 residential district without additional procedure.
- G. The hearing for annexation and zone change may be held at the same time.

Chapter 17.16 – Residential Districts

17.12.050 - Residential-7500 District (R-7500)

The residential-7500 zone is intended to provide an area for medium, urban-density, single-family, residential environment on lots that are served by a public sewer and sewer system.

17.12.051 - List of uses

The following Tables designate the Permitted, Conditional, and Dimensional Standards in the R-7500 District.

| Allowed Uses R-7500 | | |
|--|--|---|
| Permitted | | |
| Accessory building or use incidental to any permitted residential use customarily in connection with the principal building and located on the same land parcel as the permitted use | Parks, playgrounds, playfields, and golf courses community center buildings—operated by public agency, neighborhood, or homeowners' associations | Automobile parking in connection with a permitted residential use |
| Animals (see zoning district description for specifics) | Day care homes | Dwellings Single-family |
| Community residential facilities serving eight or fewer persons | Kennels (noncommercial) | |
| Greenhouses for domestic uses | Home occupations | Post-secondary school |
| | Schools, public elementary, junior, and senior high schools | |
| Conditional | | |
| Churches and other places of worship including parish house and Sunday school buildings | Boarding and lodging houses | Cemetery |
| Orphanages and charitable institutions | Convents and rectories | |
| Schools, commercial | Public service installations | Community residential facilities serving nine or more persons |
| Bed and breakfast inn | Preschool | Parking, public |

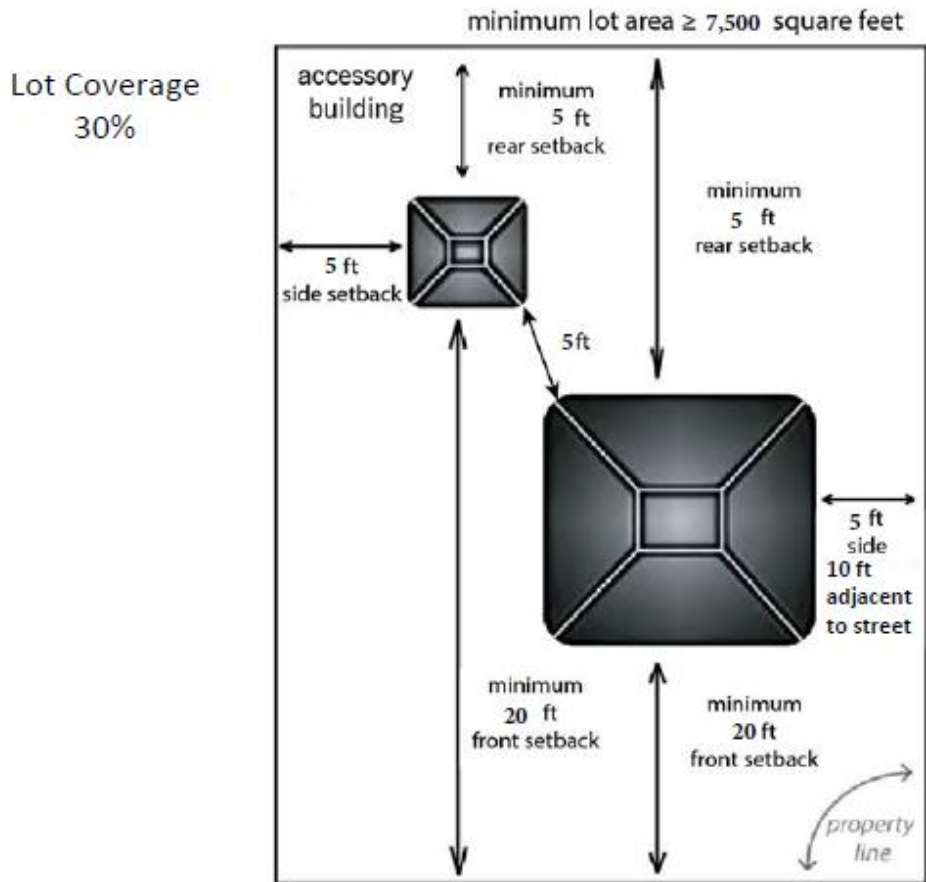
Dimensional Standards R-7500**Minimum lot area per dwelling unit in square feet**

| | |
|--------------------|-------|
| One unit | 7,500 |
| Two unit | N/A |
| Three unit | N/A |
| Four unit | N/A |
| Five unit | N/A |
| Six units and more | N/A |

Minimum yard—setback requirements (expressed in feet) and measured from public right-of-way

| | |
|--|------|
| Front | 20 |
| Side | 5 |
| Side adjacent to streets | 20 |
| Rear | 5 |
| Maximum height for all buildings | 30 |
| Maximum lot coverage (percentage) | 30 |
| Minimum district size (expressed in acres) | 2.07 |

Zoning Requirements - R 7,500



17.12.060 - Residential-6000 District (R-6000)

The residential-6000 zone is intended to promote an area for a high, urban-density, duplex residential environment on lots that are usually served by a public water and sewer system.

17.12.061 - List of uses

The following Tables designate the Permitted, Conditional, and Dimensional Standards in the R-6000 District.

| Allowed Uses R-6000 | | |
|--|--|---|
| Permitted | | |
| Accessory building or use incidental to any permitted residential use customarily in connection with the principal building and located on the same land parcel as the permitted use | Parks, playgrounds, playfields, and golf courses community center buildings—operated by public agency, neighborhood, or homeowners' associations | Automobile parking in connection with a permitted residential use |
| Animals (see zoning district description for specifics) | Day care home | Community residential facilities serving eight or fewer persons |
| Dwellings Single-family | Kennels (noncommercial) | Dwellings Two-family |
| Home occupations | Greenhouses for domestic uses | Public service installations |
| Schools, public elementary, junior and senior high schools | Post-secondary school | |
| Conditional | | |
| Churches and other places of worship including parish house and Sunday school buildings | Boarding and lodging houses | Cemetery |
| Orphanages and charitable institutions | Convents and rectories | |
| Bed and breakfast inn | Community residential facilities serving nine or more persons | Preschool |
| | Parking, public | Schools, commercial |

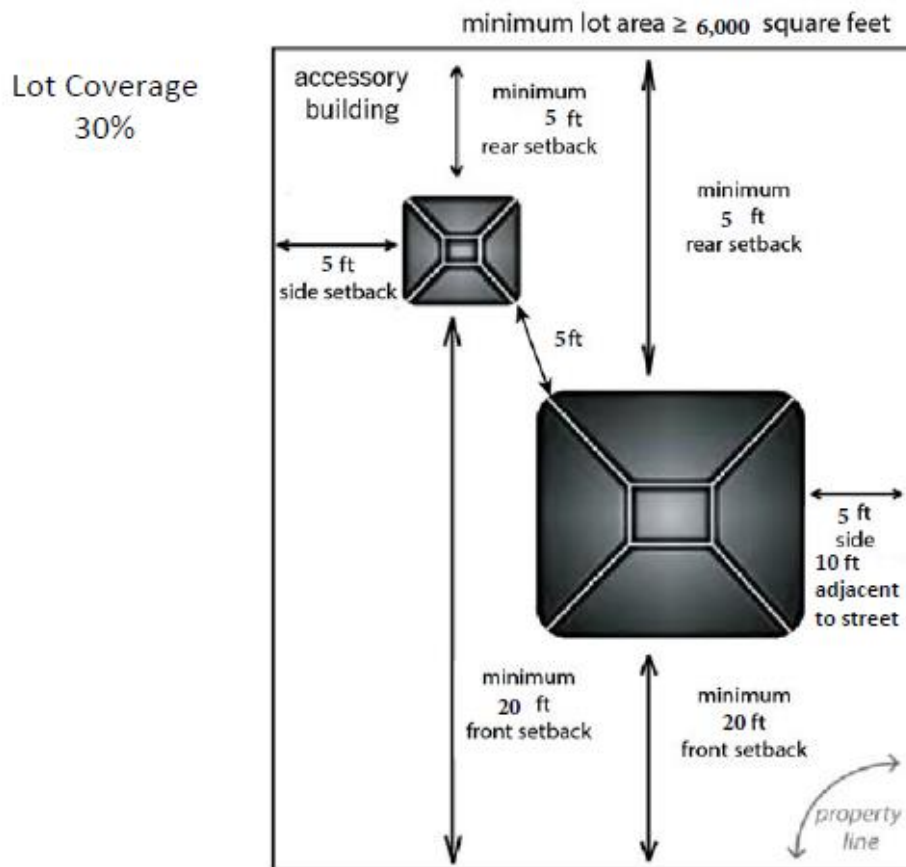
Dimensional Standards R-6000

Minimum lot area per dwelling unit in square feet

| | |
|----------|--------------------|
| One unit | 6,000 ¹ |
|----------|--------------------|

| | |
|---|-------|
| Two unit | 7,500 |
| Three unit | N/A |
| Four unit | N/A |
| Five unit | N/A |
| Six units and more | N/A |
| <i>Minimum yard—setback requirements (expressed in feet) and measured from public right-of-way</i> | |
| Front | 20 |
| Side | 5 |
| Side adjacent to streets | 20 |
| Rear | 5 |
| Maximum height for all buildings | 35 |
| Maximum lot coverage (percentage) | 30 |
| Minimum district size (expressed in acres) | 2.07 |

Zoning Requirements - R 6,000



17.12.070 - Residential Light Multifamily District (RLMF)

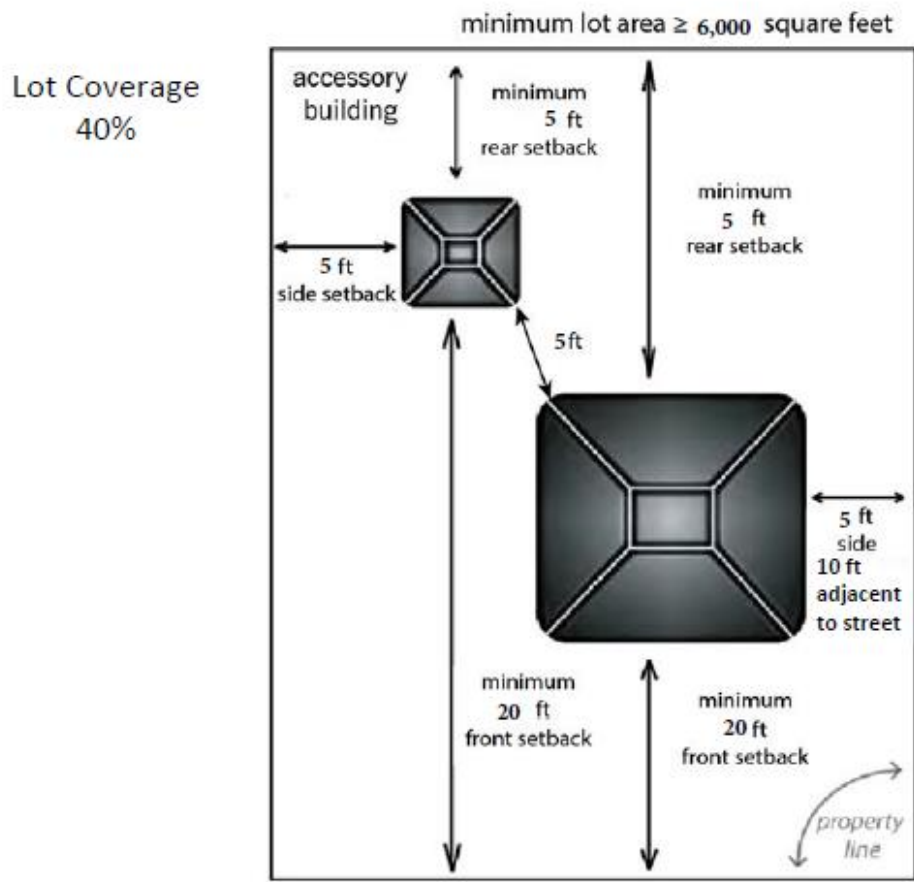
The residential light multifamily zone is intended to provide a suitable residential environment for medium density (up to a fourplex) residential dwellings. The area is usually served by a public water and sewer system.

17.12.071 - List of uses

| Allowed Uses RLMF | | |
|--|--|---|
| Permitted | | |
| Accessory building or use incidental to any permitted residential use customarily in connection with the principal building and located on the same land parcel as the permitted use | Parks, playgrounds, playfields, and golf courses community center buildings—operated by public agency, neighborhood, or homeowners' associations | Community residential facilities serving eight or fewer persons |
| Animals (see zoning district description for specifics) | Automobile parking in connection with a permitted residential use | Dwellings Single-family |
| Day care home | Kennels (noncommercial) | Two-family |
| Greenhouses for domestic uses | Multifamily (limit 4-Plex) | Home occupations |
| Schools, public elementary, junior and senior high schools | | Post-secondary school |
| | | |
| Conditional | | |
| Bed and breakfast inn | Boarding and lodging houses | Cemetery |
| Orphanages and charitable institutions | Convents and rectories | |
| Post-secondary school | Preschool | Schools, commercial |
| Churches and other places of worship including parish house and Sunday school buildings | Community residential facilities serving nine or more persons | Parking, public |
| Public service installations | Day care center | Row Housing |

| Dimensional Standards RLMF | |
|--|--------|
| Minimum lot area per dwelling unit in square feet | |
| One unit | 6,000 |
| Two unit | 7,500 |
| Three unit | 8,500 |
| Four unit | 10,000 |
| Five unit | N/A |
| Six units and more | N/A |
| Minimum yard—setback requirements (expressed in feet) and measured from public right-of-way | |
| Front | 20 |
| Side | 5 |
| Side adjacent to streets | 20 |
| Rear | 5 |
| Maximum height for all buildings | 35 |
| Maximum lot coverage (percentage) | 40 |
| Minimum district size (expressed in acres) | 2.07 |

Zoning Requirements - RLMF



17.12.080 - Residential Multifamily District (RMF)

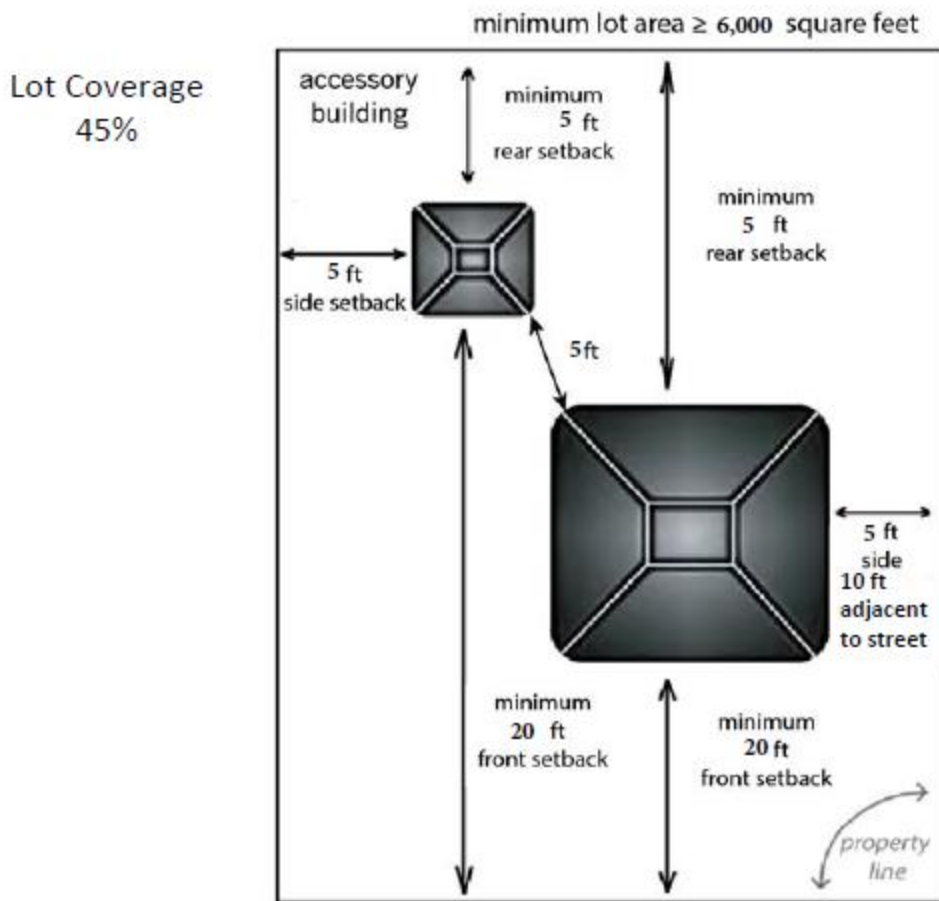
The residential multifamily zone is intended to provide a suitable residential environment for medium to high density residential dwellings; and to establish, where possible, a buffer between residential and commercial zones.

17.12.081 - List of uses

| Allowed Uses RMF | | |
|--|--|---|
| Permitted | | |
| Accessory building or use incidental to any permitted residential use customarily in connection with the principal building and located on the same land parcel as the permitted use | Parks, playgrounds, playfields, and golf courses community center buildings—operated by public agency, neighborhood, or homeowners' associations | Schools, public elementary, junior, and senior high schools |
| Animals (see zoning district description for specifics) | Automobile parking in connection with a permitted residential use | Family day care home |
| Community residential facilities serving eight or fewer persons | Kennels (noncommercial) | Dwellings Single-family |
| Greenhouses for domestic uses | Day care homes | Multifamily |
| Post-secondary school | | |
| Two-family | Home occupations | |
| Conditional | | |
| Bed and breakfast inn | Boarding and lodging houses | Cemetery |
| Orphanages and charitable institutions | Convents and rectories | Day care Center |
| Public service installations | Schools, commercial | Community residential facilities serving nine or more persons |
| | Churches and other places of worship including parish house and Sunday school buildings | Preschool |
| Row Housing | Parking, public | |

| <i>Minimum lot area per dwelling unit in square feet</i> | |
|---|------------------------------------|
| One unit | 6,000 |
| Two unit | 7,750 |
| Three unit | 9,500 |
| Four unit | 11,250 |
| Five unit | 13,000 |
| Six units and more | Add 2,500 for each additional unit |
| <i>Minimum yard—setback requirements (expressed in feet) and measured from public right-of-way</i> | |
| Front | 20 |
| Side | 5 |
| Side adjacent to streets | 20 |
| Rear | 5 |
| Maximum height for all buildings | 40 |
| Maximum lot coverage (percentage) | 45 |
| Minimum district size (expressed in acres) | 2.07 |

Zoning Requirements - RMF



17.12.090 - Residential Manufactured Home District (RMH)

The residential manufactured home zone is intended to provide a suitable residential environment for individual manufactured homes, manufactured home parks, and competitive accessory uses.

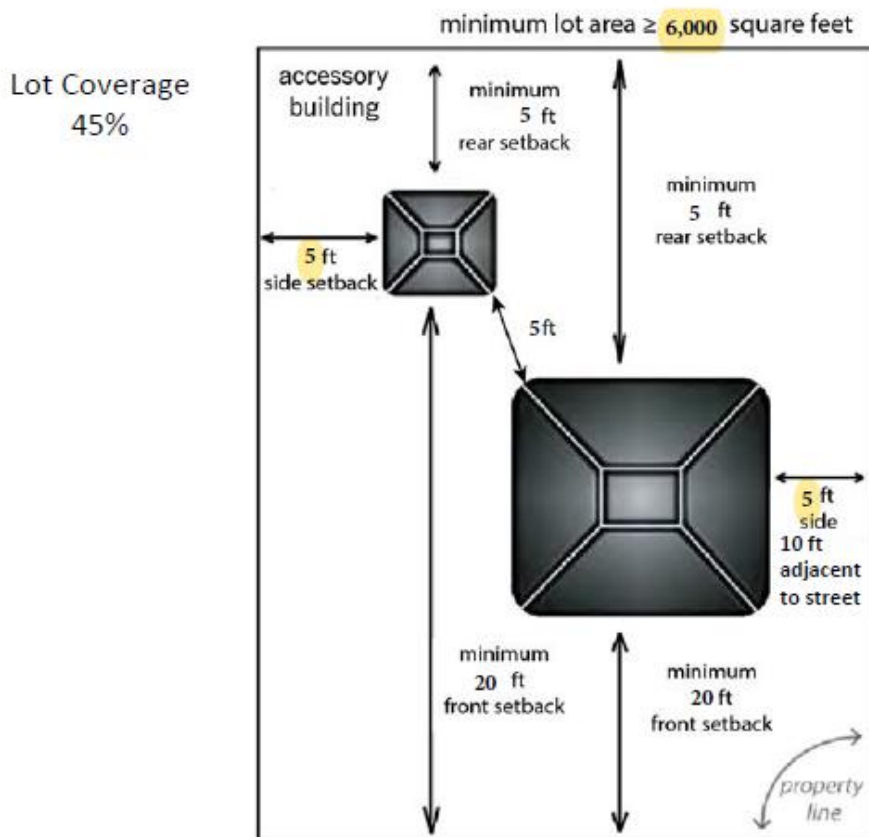
17.12.091 - List of uses

| Allowed Uses RMH | | |
|--|--|---|
| Permitted | | |
| Accessory building or use incidental to any permitted residential use customarily in connection with the principal building and located on the same land parcel as the permitted use | Parks, playgrounds, playfields, and golf courses community center buildings—operated by public agency, neighborhood, or homeowners' associations | Schools, public elementary, junior, and senior high schools |
| Animals (see zoning district description for specifics) | Automobile parking in connection with a permitted residential use | Day care home |
| | Home Occupations | Post-secondary school |
| Community residential facilities serving eight or fewer persons | Kennels (noncommercial) | Dwellings Single-family |
| | Greenhouses for domestic uses | |
| Class A | Class B | Class C |
| Conditional | | |
| Bed and breakfast inn | Boarding and lodging houses | Day care center |
| Churches and other places of worship including parish house and Sunday school buildings | Community residential facilities serving nine or more persons | Schools, commercial |
| Orphanages and charitable institutions | Convents and rectories | |
| Cemetery | Public service installations | Parking, public |
| Preschool | | |

Dimensional Standards RMH

| <i>Minimum lot area per dwelling unit in square feet</i> | |
|---|-------|
| One unit | 6,000 |
| Two unit | 6,000 |
| Three unit | 6,000 |
| Four unit | 6,000 |
| Five unit | 6,000 |
| Six units and more | 6,000 |
| <i>Minimum yard—setback requirements (expressed in feet) and measured from public right-of-way</i> | |
| Front | 10 |
| Side | 5 |
| Side adjacent to streets | 20 |
| Rear | 5 |
| Maximum height for all buildings | 30 |
| Maximum lot coverage (percentage) | 40 |
| Minimum district size (expressed in acres) | 2.07 |

Zoning Requirements - RMH



Chapter 17.20 – Commercial-Industrial Use Regulations

17.20.010 - Residential Professional District (RP)

The residential professional zone is intended to permit professional, and semiprofessional uses compatible with surrounding residential development.

17.20.011 - List of uses

The following Table designates the Permitted and Conditional uses as governed by commercial — industrial use regulations.

| Allowed Uses Residential Professional RP | | |
|---|---|--|
| Permitted | | |
| Accessory buildings or uses incidental and customary to a permitted residential use and located on the same parcel as the permitted residential use | Communication Towers | Dwelling single and two family |
| Class A, Class B Mobile Homes | Bed and breakfast inns | Hospital Animal |
| Home Occupation | Boarding and lodging houses | Day Care Home |
| Community residential facilities: Nursing, homes, convalescent homes, orphanages, and charitable institutions | Day Care Center | |
| Conditional | | |
| Class C: Row housing | Preschool | Public utilities service installations |
| On premise signs. | | |
| Ceramics Shop | Churches and other places of worship including parish houses and Sunday school building | Extractive Industries |
| Office building, professional government and private office buildings in which no activity is carried on catering to retail trade and no stock of goods is maintained for sale. | Parking Public. | Photographic studios |

| Dimensional Standards RP* | |
|--|------|
| Zoning Requirements | |
| Lot area requirements in square feet | NA |
| Minimal Yard Requirements | |
| Front (a) | 20 |
| Side (b) | 0 |
| Side adjacent to street | 10 |
| Rear (b) | 0 |
| Maximum height for all buildings (c) | 25 |
| Maximum lot coverage in percent | 50 |
| Minimum district size (expressed in acres) | 2.07 |
| The lot area and lot coverage requirements for residential development in commercial districts shall be the same as RLMF | |

17.20.020 - Neighborhood Commercial District (NC)

The neighborhood commercial zone is intended to accommodate shopping facilities consisting of convenience retail and personal service establishments which secure their principal trade by supplying the daily needs of the population residing within a one-half mile radius of such neighborhood facilities. The location and quantity of land within the NC zone should be a business island not more than four acres in size and that no business frontage should extend more than six hundred feet along any street.

17.20.021 - List of uses

The following Table designates the Permitted and Conditional uses as governed by commercial — industrial use regulations.

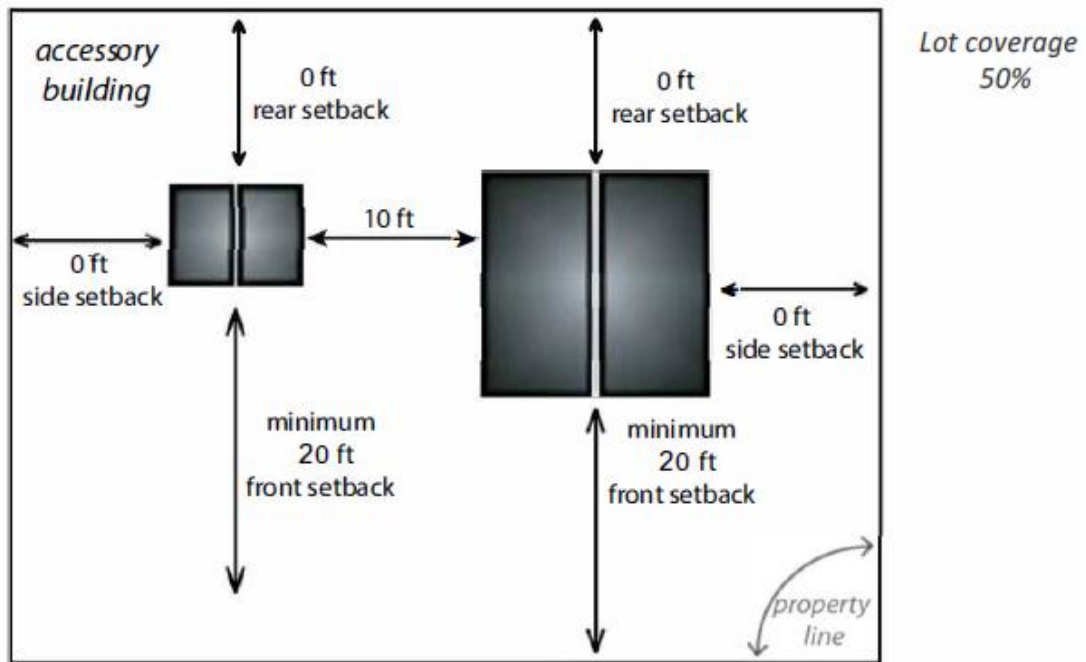
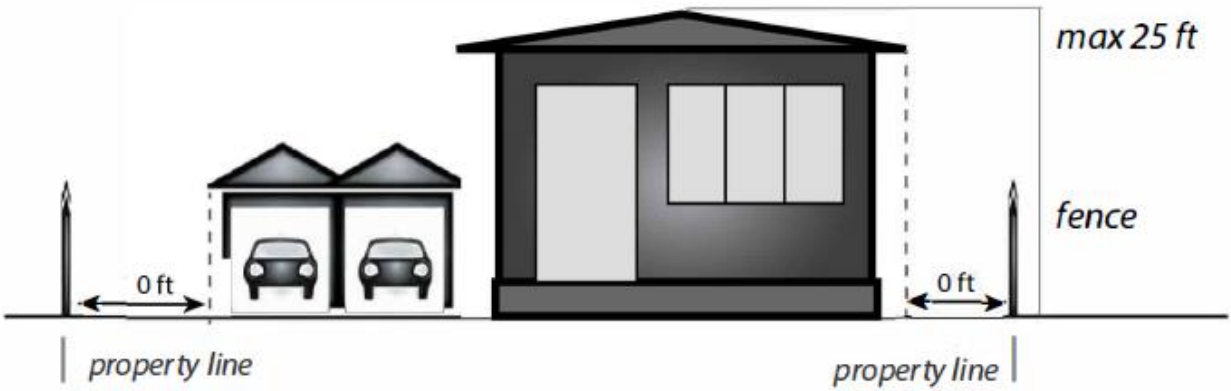
| Allowed Uses Neighborhood Commercial NC | | |
|---|---|---|
| Permitted | | |
| Accessory buildings or uses incidental and customary to a permitted residential use and located on the same parcel as the permitted residential use | Banks, savings and loan, commercial credit unions | Camera supply stores |
| Ambulance service | Bed and breakfast inns | Ceramics shop |
| Appliance - (household) sales and service | Bicycle sales and repair | Day Care Home |
| Automobile service station | Blueprinting and Photostatting | Churches and other places of worship including parish houses and Sunday school building |
| Bakery shops and confectioneries | Boarding and lodging houses | Clinic, animal |
| Barber and beauty shops | Book and stationery store | Clinics, medical and dental |
| Clothing and apparel stores | Colleges or universities | Day Care Center |
| Communication towers (commercial) | Construction contractors: Office | Furniture and home furnishings, retail sales |
| Community residential facilities: Nursing, homes, convalescent homes, orphanages, and charitable institutions | | |
| Drug stores | Dwellings: single-family Manufactured home | Florist, retail sales |

| | | |
|--|--|--|
| Two family | Multiple family | Food stores (retail only) - 3000 sq. ft. |
| Hobby and toy stores | Hospitals (for the care of human patients) | Hospital, animal |
| Jewelry and watch sales | Laundries, steam pressing, drycleaning and dyeing establishments in conjunction with a retail service counter under 2500 sq. ft. in size | Laundries, pick up stations |
| Laundries, self-service coin operated | Libraries, museums, and art galleries | Lock and gunsmiths |
| Mortuary | Music stores | Office building, professional government and private office buildings in which no activity is carried on catering to retail trade and no stock of goods is maintained for sale |
| Office equipment, supplies and service | Optician and optical supplies and sales | Paint and body shops |
| Paint and retail sales | Paint and retail sales | Pet shops |
| Photographic studios | Post-secondary school | Real estate office |
| School, commercial | Sign: On premises | Home Occupations |
| Conditional | | |
| Class C: Row hosing | Preschool | Public utilities service installations |
| Commercial Recreation Area | | |

| Dimensional Standards NC* | |
|--------------------------------------|----|
| Zoning Requirements | |
| Lot area requirements in square feet | NA |
| Minimal Yard Requirements | |
| Front (a) | 20 |
| Side (b) | 0 |
| Side adjacent to street | 10 |
| Rear (b) | 0 |
| Maximum height for all buildings (c) | 25 |
| Maximum lot coverage in percent | 50 |

| | |
|--|------|
| Minimum district size (expressed in acres) | 2.07 |
| The lot area and lot coverage requirements for residential development in commercial districts shall be the same as RLMF | |

C-NC Dimensional Standards Illustration



17.20.030 - Central Business District (CBD)

The central business district classification is intended to primarily accommodate stores, hotels, governmental and cultural centers and service establishments at the central focal point of the city's transportation system.

17.20.031 - List of uses

| Allowed Uses Central Business District - CBD | | |
|---|---|---|
| Permitted | | |
| Accessory buildings or uses incidental and customary to a permitted residential use and located on the same parcel as the permitted residential use | Alcoholic beverages manufacturing and bottling. Less than 1,500-gallon barrels per year | Banks, savings and loan, commercial credit unions |
| Ambulance service | Retail Sales and Services | Wholesale Sales and Services |
| Automobile sales (new and used) | Automobile service station | Bus passenger terminal buildings local and cross country |
| Automobile - commercial parking enterprise | Automobile and truck repair garage | Gambling establishments |
| Car wash - coin operated | Churches and other places of worship including parish houses and Sunday school building | Hospitals (for the care of human patients) |
| Clinic, animal | Commercial recreation areas | Libraries, museums, and art galleries |
| Colleges or universities | Two family; Multiple family | Motorcycle sales and repair |
| Construction contractors: Office | Furriers, retail sales and storage | Pet shops |
| Dwellings: single-family | Laundries, self-service coin operated | Communication towers (commercial) |
| Manufactured home Class A, Class B, | Lodges, clubs, fraternal and social organizations provided that any such club establishment shall not be conducted primarily for gain | Office building, professional government, and private office buildings in which no activity is carried on catering to retail trade and no stock of goods is maintained for sale |

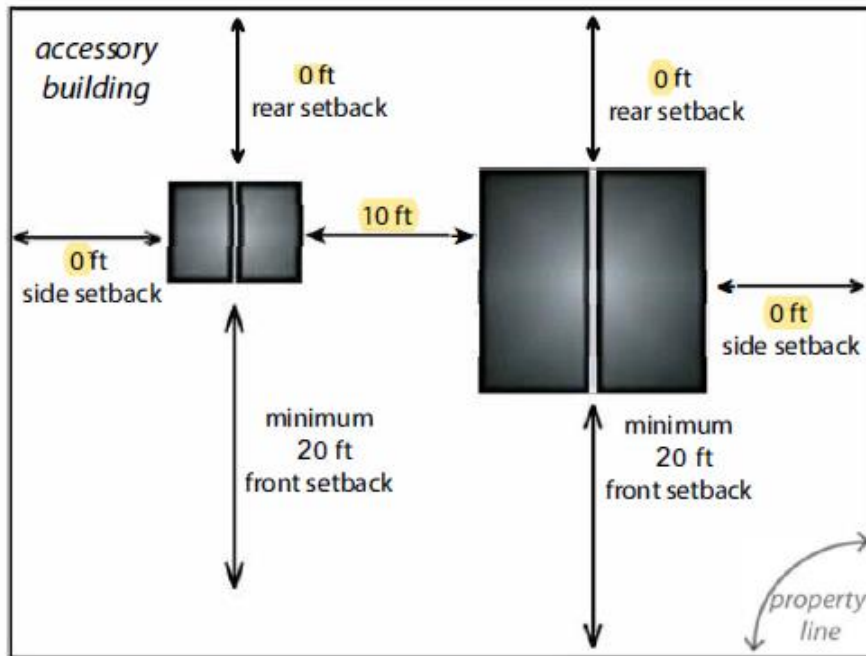
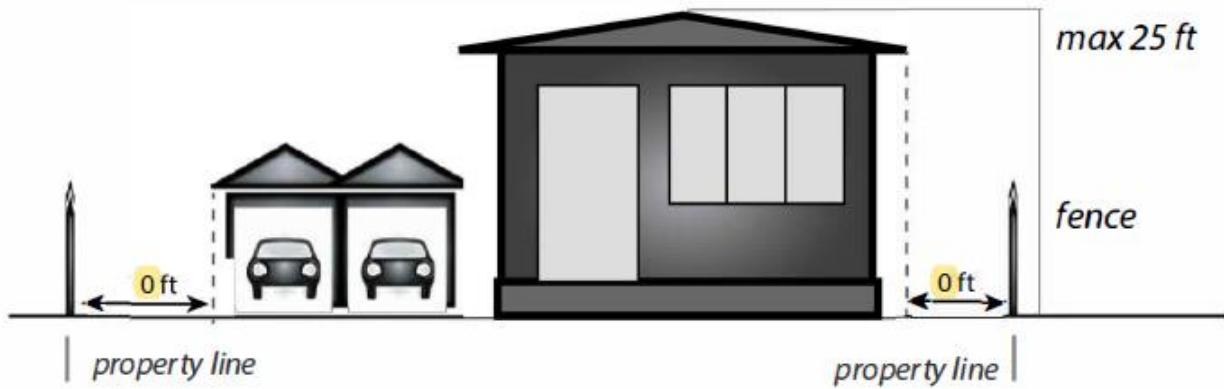
| | | |
|---------------------------------------|---|--|
| Laundry, Dry Cleaners | Motels and motor courts | Radio and TV broadcasting stations |
| Laundries, pick up stations | Office equipment, supplies and service | Post-secondary school |
| Mortuary | Public utilities service installations | Processing of previously slaughtered meats, including cutting, wrapping, and freezing by freezer and locker provisioners |
| School, commercial | Storage associated with Existing Business in CBD. | Real estate office |
| Conditional | | |
| Manufactured home Class C: Row hosing | Alcoholic beverages manufacturing and bottling. 1,500 to 5,000 31-gallon barrels per year | Cocktail lounge, restaurants, bars and taverns |
| Auction house | Restaurants (without the sale of alcoholic beverages) | Heliports |
| Preschool | Sign: Off premises | |

| Dimensional Standards CBD | |
|--|------|
| Zoning Requirements | |
| Lot area requirements in square feet. | NA |
| Minimal Yard Requirements | |
| Front (a) | NA |
| Side (b) | NA |
| Side adjacent to street | NA |
| Rear (b) | NA |
| Maximum height for all buildings (c) | NA |
| Maximum lot coverage in percent | NA |
| Minimum district size (expressed in acres) | 2.07 |
| The lot area and lot coverage requirements for residential development in commercial districts shall be the same as RLMF | |

No building, structure or premises shall be used for retail alcoholic beverage sales unless:

1. The lot or parcel of land so to be used has a street frontage of at least one hundred feet and an average depth of at least one hundred feet.
2. A distance of Six hundred feet between property lines measured in a straight line is maintained from any building that is primarily used as a church or school, or from a public park that contains a children's playground or playfield.
 - a. Properties or establishments which are located in the Central Business District zoning district are exempt from [sub]section 2.
 - b. Properties may be granted a waiver from the six-hundred-foot separation required in subsection 2. if the governing body finds that a physical barrier exists between the proposed use requiring the 600-foot separation. These barriers include, but are not limited to, the following:
 - i. An arterial street with no existing or proposed signalized pedestrian crossing.
 - ii. A building or buildings that entirely obstruct the view between the separated uses; and
 - iii. No direct physical access exists between the separate uses.
3. The applicant must provide the governing body with proof that the proposed property or establishment meets one of the above-described physical barriers or that other types of physical barriers exist that warrant the waiving of the six-hundred-foot separation.

C-CBC Dimensional Standards Illustration



17.20.040 - Community Commercial District (CC)

The community commercial classification is primarily to accommodate community retail, service and office facilities offering a greater variety than would normally be found in a neighborhood or convenience retail development. Facilities within the classification will generally serve an area within a one and one-half mile radius and are commensurate with the purchasing power and needs of the present and potential population within the trade area. It is intended that these business facilities be provided in business corridors or islands rather than a strip development along arterials.

17.20.041 - List of uses

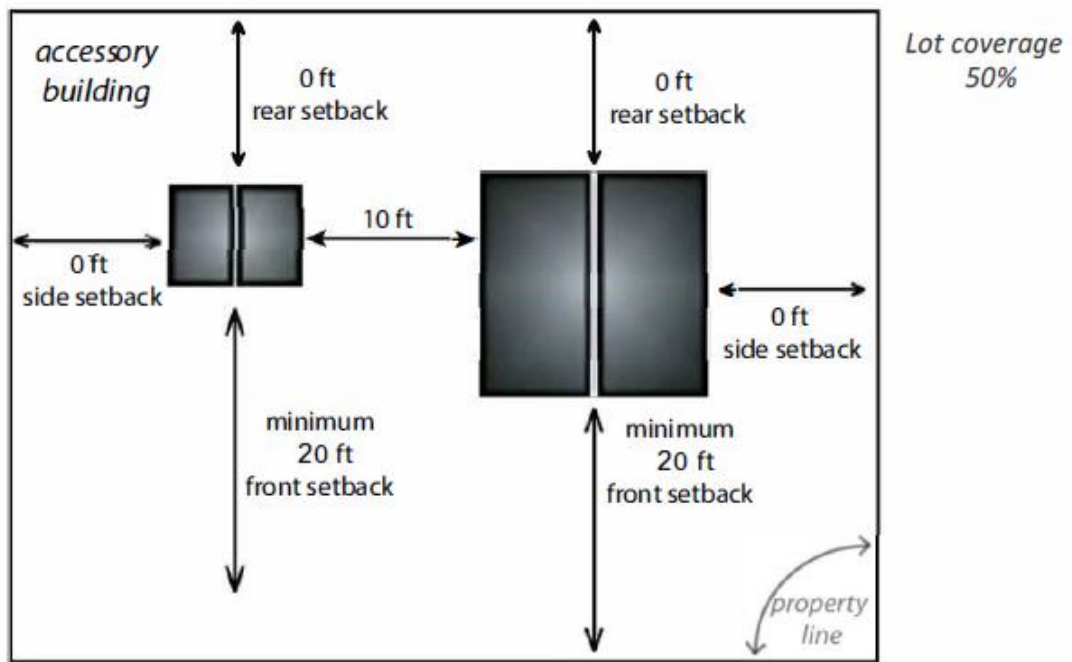
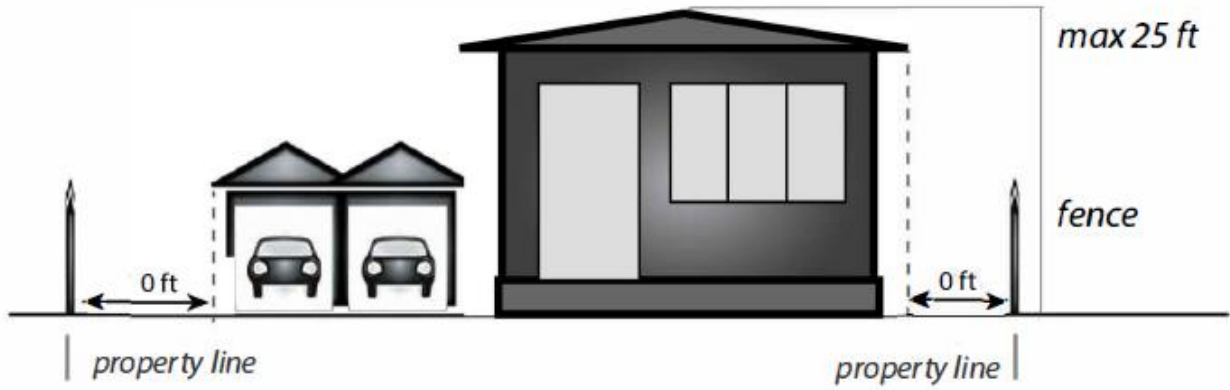
| Allowed Uses Community Commercial - CC | | |
|---|---|--|
| Permitted | | |
| Accessory buildings or uses incidental and customary to a permitted residential use and located on the same parcel as the permitted residential use | Alcoholic beverages manufacturing and bottling. Less than 1,500-gallon barrels per year | Banks, savings and loan, commercial credit unions |
| Ambulance service | Retail Sales and Services | Wholesale Sales and Services |
| Automobile sales (new and used) | Automobile service station | Bus passenger terminal buildings local and cross country |
| Automobile - commercial parking enterprise | Automobile and truck repair garage | Gambling establishments |
| Car wash - coin operated | Churches and other places of worship including parish houses and Sunday school building | Hospitals (for the care of human patients) |
| Clinic, animal | Commercial recreation areas | Libraries, museums, and art galleries |
| Colleges or universities | Two family; Multiple family | Motorcycle sales and repair |
| Construction contractors: Office | Furriers, retail sales and storage | Pet shops |
| Dwellings: single-family | Laundries, self-service coin operated | Communication towers (commercial) |
| Manufactured home Class A, Class B, | Lodges, clubs, fraternal and social organizations provided that any such club establishment shall not be conducted primarily for gain | Office building, professional government, and private office buildings in which no activity is carried on catering |

| | | |
|-----------------------------|---|--|
| | | to retail trade and no stock of goods is maintained for sale |
| Laundry, Dry Cleaners | Motels and motor courts | Radio and TV broadcasting stations |
| Laundries, pick up stations | Office equipment, supplies and service | Post-secondary school |
| Mortuary | Public utilities service installations | Processing of previously slaughtered meats, including cutting, wrapping, and freezing by freezer and locker provisioners |
| School, commercial | Storage associated with Existing Business. | Real estate office |
| Conditional | | |
| Camps, public | Alcoholic beverages manufacturing and bottling. 1,500 to 5,000 31-gallon barrels per year | Cocktail lounge, restaurants, bars, and taverns |
| Assembly halls and stadium | Bakery products manufacturing | Drive-in restaurants |
| Auction house, excluding | Class A, Class B, Class C: Row hosing | Kennels - commercial |
| Hospital, animal | Sign: Off premises | |

| Dimensional Standards CC | |
|---|------|
| Zoning Requirements | |
| Lot area requirements in square feet, except as noted, 20 acres | NA |
| Minimal Yard Requirements | |
| Front (a) | 20 |
| Side (b) | 0 |
| Side adjacent to street | 10 |
| Rear (b) | 0 |
| Maximum height for all buildings (c) | 25 |
| Maximum lot coverage in percent | 50 |
| Minimum district size (expressed in acres) | 2.07 |
| The lot area and lot coverage requirements for residential | |

development in commercial districts shall be the same as RLMF

C-CC Dimensional Standards Illustration



17.20.050 - Highway Commercial District (HC)

The purpose of the highway commercial district is to provide areas for commercial and service enterprises which are intended primarily to serve the needs of the tourist, traveler, recreationist, or the general traveling public. Areas designated as highway commercial should be located in the vicinity of, and accessible from freeway interchanges, intersections in limited access highways, or adjacent to primary or secondary highways. The manner in which the services and commercial activities are offered should be carefully planned in order to minimize the hazard to the safety of the surrounding community and those who use such services; and to prevent long strips of commercially zoned property.

17.20.051 - List of uses

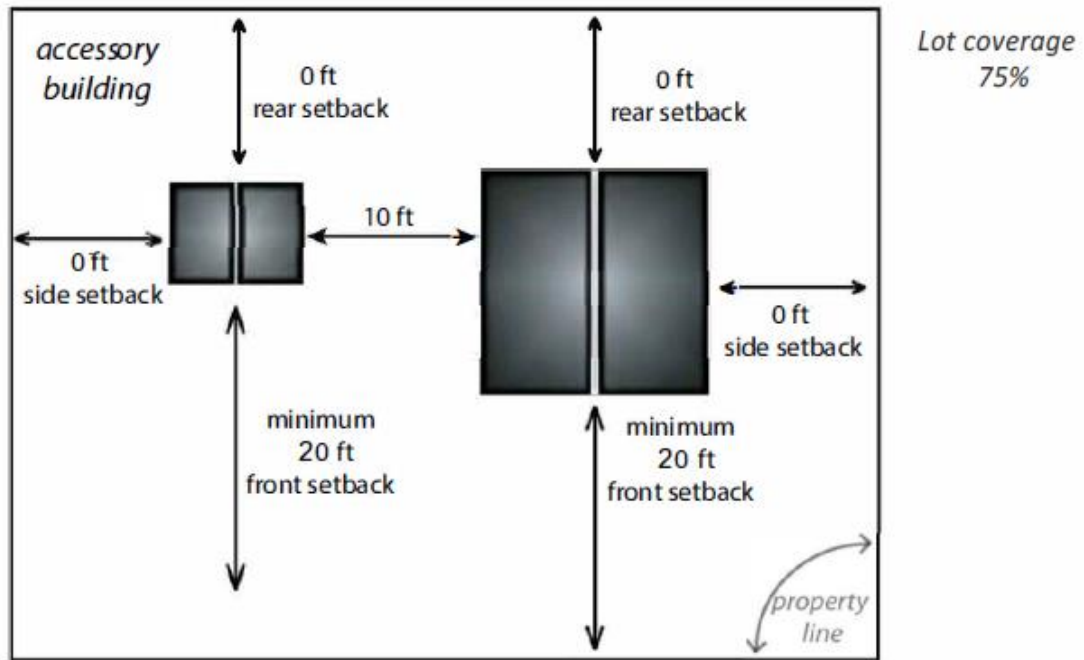
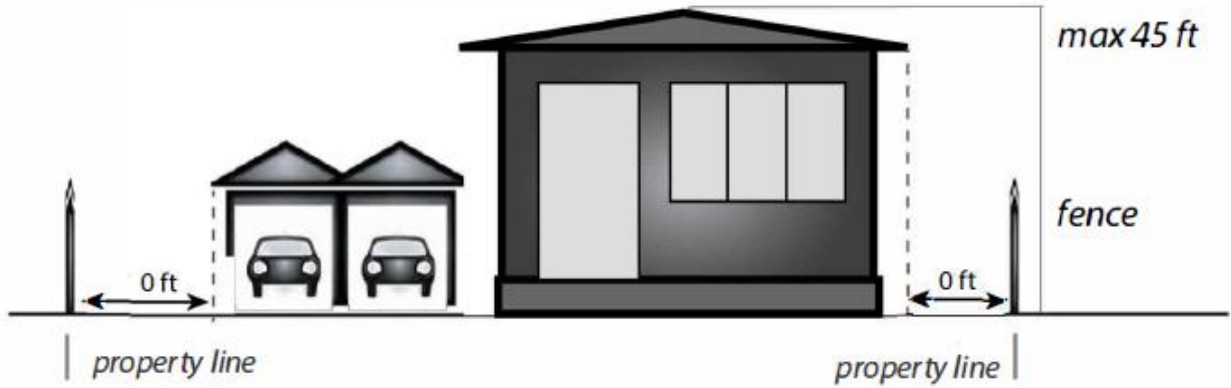
| Allowed Uses Highway Commercial - HC | | |
|---|---|--|
| Permitted | | |
| Accessory buildings or uses incidental and customary to a permitted residential use and located on the same parcel as the permitted residential use | Alcoholic beverages manufacturing and bottling. Less than 1,500-gallon barrels per year | Banks, savings and loan, commercial credit unions |
| Ambulance service | Retail Sales and Services | Wholesale Sales and Services |
| Automobile sales (new and used) | Automobile service station | Bus passenger terminal buildings local and cross country |
| Automobile - commercial parking enterprise | Automobile and truck repair garage | Gambling establishments |
| Car wash - coin operated | Churches and other places of worship including parish houses and Sunday school building | Hospitals (for the care of human patients) |
| Clinic, animal | Commercial recreation areas | Libraries, museums, and art galleries |
| Colleges or universities | Two family; Multiple family | Motorcycle sales and repair |
| Construction contractors: Office | Furriers, retail sales and storage | Pet shops |
| Dwellings: single-family | Laundries, self-service coin operated | Communication towers (commercial) |

| | | |
|--|---|---|
| Manufactured home Class A, Class B, | Lodges, clubs, fraternal and social organizations provided that any such club establishment shall not be conducted primarily for gain | Office building, professional government, and private office buildings in which no activity is carried on catering to retail trade and no stock of goods is maintained for sale |
| Laundry, Dry Cleaners | Motels and motor courts | Radio and TV broadcasting stations |
| Laundries, pick up stations | Office equipment, supplies, and service | Post-secondary school |
| Mortuary | Public utilities service installations | Processing of previously slaughtered meats, including cutting, wrapping, and freezing by freezer and locker provisioners |
| School, commercial | Storage associated with Existing Business. | Real estate office |
| Fuel oil, gasoline and petroleum products bulk storage or sale | Boat building and repair | Boat sales new and used |
| Paint and body shops | Truck terminals, repair shops, hauling and storage yards | Gases or liquified petroleum gases in approved portable metal containers for storage or sale |
| Tire recapping and retreading | Trailer and recreational vehicle sales area | |
| Conditional | | |
| Commercial food products, storage, and packaging | Alcoholic beverages manufacturing and bottling. 1,500 to 5,000 31-gallon barrels per year | Construction contractors: Open storage of construction materials or equipment |
| Assembly halls and stadium | Crematorium | Drive-in restaurants |
| Assembly of machines and appliances from previously prepared parts | Cocktail lounge, restaurants, bars and taverns | Fertilizer wholesale sales |
| Food products manufacturing, storage and processing | Grain elevators | Heliports |
| Hospital, animal | Laboratories for research and testing | Machine shops |
| Manufacturing - light manufacturing not otherwise mentioned in which no excessive fumes, odors, smoke, noise, or dust is created | Heavy manufacturing not otherwise mentioned or blending or mixing plants | Meat processing - excluding slaughter plants |

| | | |
|--|--------------------------------------|--|
| Meat processing - excluding slaughter plants | Metal fabrication | Prefabricated building materials assembly and manufactures |
| Billboards | Sign: Off premises | Drive-in theaters |
| Travel trailer park (transient) | Wholesale and jobbing establishments | Woodworking shops, millwork |

| Dimensional Standards HC | |
|---|------|
| Zoning Requirements | |
| Lot area requirements in square feet, except as noted, 20 acres | NA |
| Minimal Yard Requirements | |
| Front (a) | 20 |
| Side (b) | 0 |
| Side adjacent to street | 10 |
| Rear (b) | 0 |
| Maximum height for all buildings (c) | 45 |
| Maximum lot coverage in percent | 75 |
| Minimum district size (expressed in acres) | 2.07 |

C-HC Dimensional Standards Illustration



17.20.060 - Light Industrial District (LI)

A light industrial classification is intended primarily to accommodate a variety of business warehouse and light industrial uses related to wholesale plus other business and light industries not compatible with other commercial zones, but which need not be restricted in industrial or general commercial zones, and to provide locations directly accessible to arterial and other transportation systems where they can conveniently serve the business and industrial center of the city and surrounding area.

17.20.061 - List of uses

| Allowed Uses Light-Industrial - LI | | |
|---|--|---|
| Permitted | | |
| Accessory buildings or uses incidental and customary to a permitted residential use and located on the same parcel as the permitted residential use | Alcoholic beverages manufacturing and bottling. 1,500 to 5,000 31-gallon barrels per year. | Banks, savings and loan, commercial credit unions |
| Ambulance service | Auction house, excluding | Barber and beauty shops |
| Antique store | Bakery products manufacturing | Bicycle sales and repair |
| Appliance - (household) sales and service | Bakery shops and confectioneries | Blueprinting and photo stating |
| Automobile sales (new and used) | Automobile service station | Boat building and repair |
| Automobile - commercial parking enterprise | Automobile and truck repair garage | Boat sales new and used |
| Boiler works (repair and servicing) | Book and stationery store | Bottling works |
| Bowling alleys | Bus passenger terminal buildings local and cross country | Bus repair and storage terminals |
| Camera supply stores | Car washing and waxing | Car wash - coin operated |
| Ceramics shop | Churches and other places of worship including parish houses and Sunday school building | Clinic, animal |
| Clinics, medical and dental | Clothing and apparel stores | Cold storage |
| Commercial food products, storage, and packaging | Communication towers (commercial) | Concrete mixing plants and manufacturing of concrete products |
| Construction contractors: Office | Construction contractors: Open storage of construction materials or equipment | Crematorium |

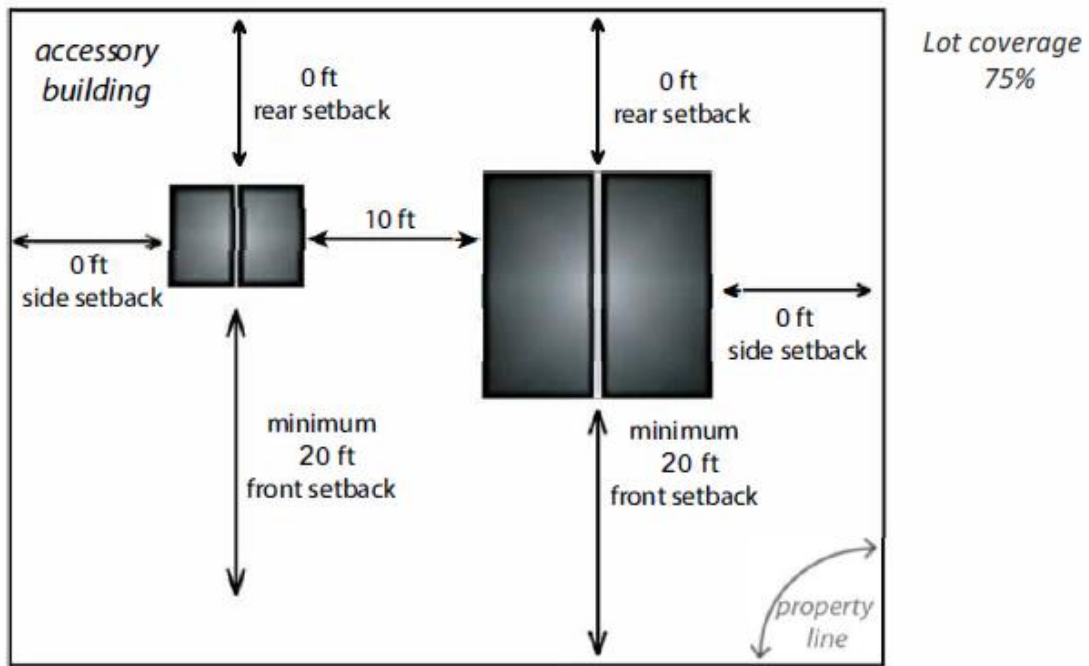
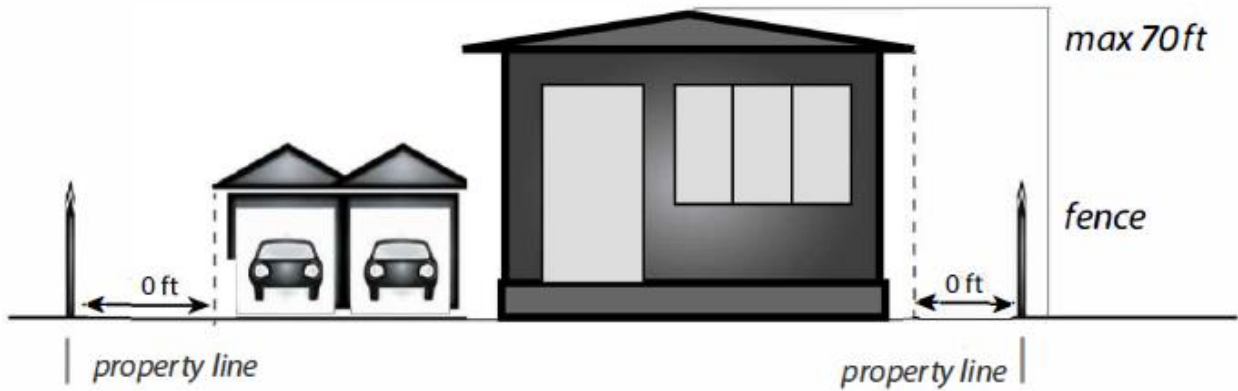
| | | |
|--|--|--|
| Creameries, dairy products manufacturing | Department stores | Drug stores |
| Restaurants (without the sale of alcoholic beverages) | Farm implements, sales and service | Feed and seed - farm and garden retail sales |
| Fertilizer retail sales | Florist, wholesale sales | Florist, retail sales |
| Food stores (retail only) | Food stores (retail only) - 3000 sq. ft. | Frozen food lockers |
| Fuel oil, gasoline and petroleum products bulk storage or sale | Furnace repair and cleaning | Furniture and home furnishings, retail sales |
| Furriers, retail sales and storage | Gambling establishments | Gases or liquified petroleum gases in approved portable metal containers for storage or sale |
| Greenhouses | Hardware, appliance and electrical supplies, retail sales | Hobby and toy stores |
| Hospital, animal | Hotels | Irrigation equipment sales and service |
| Janitor service | Jewelry and watch sales | Kennels - commercial |
| Laboratories for research and testing | Laundries, steam and drycleaning plants | Laundries, steam pressing, drycleaning and dyeing establishments in conjunction with a retail service counter under 2500 sq. ft. in size |
| Laundries, pick up stations | Laundries, self-service coin operated | Libraries, museums, and art galleries |
| Lock and gunsmiths | Machine shops | Manufacturing - light manufacturing not otherwise mentioned in which no excessive fumes, odors, smoke, noise or dust is created |
| Meat processing - excluding slaughter plants | Meat processing - excluding slaughter plants | Medical marijuana cultivation facility or cultivation facility |
| Medical marijuana dispensary or dispensary | Motorcycle sales and repair | Mortuary |
| Music stores | Office building, professional government and private office buildings in which no activity is carried on catering to retail trade and no stock of goods is maintained for sale | Office equipment, supplies and service |

| | | |
|--|--|--|
| Optician and optical supplies and sales | Paint and body shops | Paint and retail sales |
| Paint and retail sales | Pawn shops | Pet shops |
| Photographic studios | Prefabricated building materials assembly and manufactures | Printing, publishing, reproduction and lithography |
| Processing of previously slaughtered meats, including cutting, wrapping, and freezing by freezer and locker provisioners | Public utilities service installations | Public utilities storage yard |
| Radio and TV broadcasting stations | Radio and TV tower | Railroad yard |
| Real estate office | Rental service store and yard | Repair and servicing of industrial equipment and machinery |
| Secondhand stores and/or antique store | Sheet metal shops and processing | Shoe repair |
| Sign manufacturing, painting and maintenance | Sign: On premises | Sporting goods sales |
| Taxi stands | Theaters, cinema, opera houses | Tire recapping and retreading |
| Trailer and recreational vehicle sales area | Truck terminals, repair shops, hauling and storage yards | Wholesale and jobbing establishments |
| Woodworking shops, millwork | | |
| Conditional | | |
| Assembly halls and stadium | Cocktail lounge, restaurants, bars, and taverns | Drive-in restaurants |
| Assembly of machines and appliances from previously prepared parts | Extractive industries - excavations of sand and gravel | Fertilizer wholesale sales |
| Flour mills | Food products manufacturing, storage, and processing | Garbage, offal and animal reduction or processing |
| Grain elevators | Hatcheries | Heliports |
| Heavy manufacturing otherwise mentioned or blending or mixing plants | Lumber yards, building materials, storage and sales | Metal fabrication |
| Billboards | Sign: Off premises | Storage, compartmentalized storage for commercial rent |

| | | |
|---------------------------------|--|--|
| Storage and warehouse and yards | Stone cutting, monuments manufacturing and sales | |
|---------------------------------|--|--|

| Dimensional Standards LI | |
|---|------|
| Zoning Requirements | |
| Lot area requirements in square feet, except as noted, 20 acres | NA |
| Minimal Yard Requirements | |
| Front (a) | 20 |
| Side (b) | 0 |
| Side adjacent to street | 10 |
| Rear (b) | 0 |
| Maximum height for all buildings (c) | 70 |
| Maximum lot coverage in percent | 75 |
| Minimum district size (expressed in acres) | 2.07 |

C-LI Dimensional Standards Illustration



17.20.070 - Heavy Industrial District (HI)

A district intended to accommodate manufacturing, processing, fabrication, and assembly of materials and products. Areas designated as heavy industry should have access to two or more major transportation routes, and such sites should have adjacent space for parking and loading facilities.

17.20.071 - List of uses

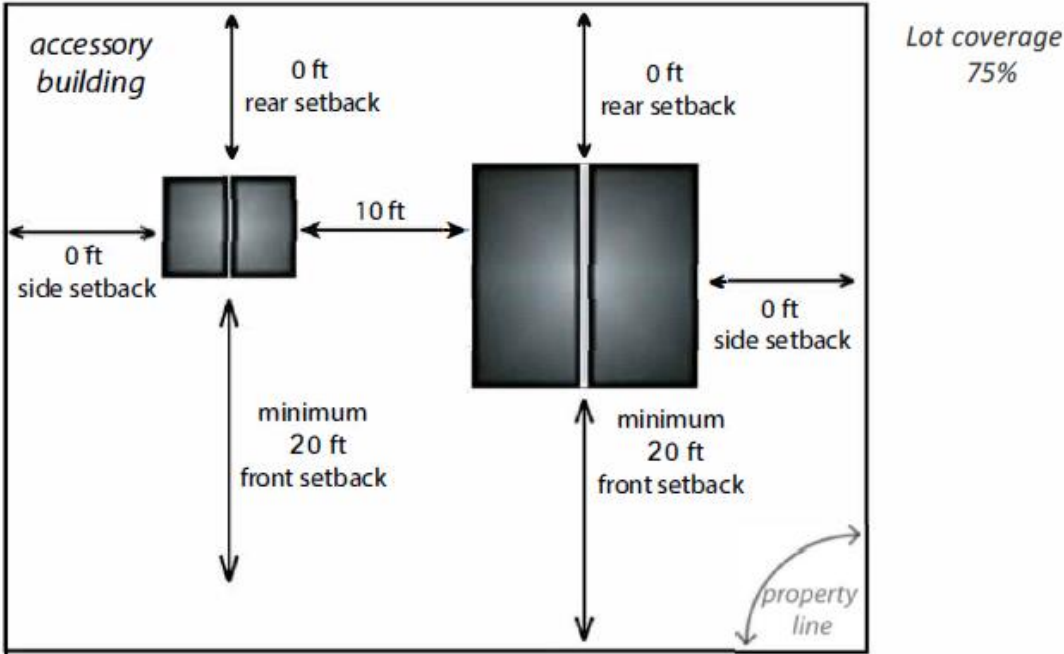
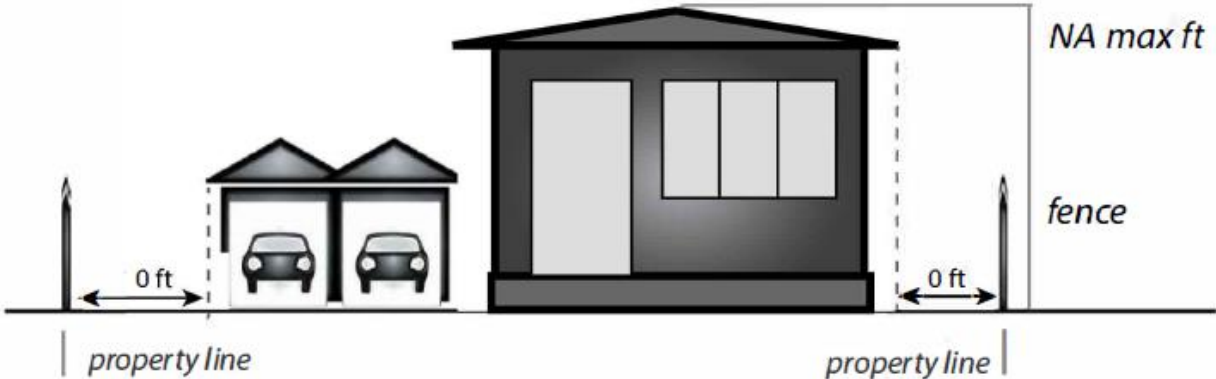
| Heavy-Industrial Uses Regulations HI | | |
|---|--|---|
| Permitted | | |
| Accessory buildings or uses incidental and customary to a permitted residential use and located on the same parcel as the permitted residential use | Alcoholic beverages manufacturing and bottling. 1,500 to 5,000 31-gallon barrels per year. | Boiler works (repair and servicing) |
| Ambulance service | Auction house, excluding | Bottling works |
| Automobile - commercial parking enterprise | Barber and beauty shops | Brick, tile or terra cotta manufacture |
| Automobile and truck repair garage | Boat building and repair | Bus repair and storage terminals |
| Automobile service station | Boat sales new and used | Cement, lime, and plastic manufacture |
| Bakery products manufacturing | Boiler works (manufacturing servicing) | Chemical and allied products manufacture |
| Churches and other places of worship including parish houses and Sunday school building | Coal or coke yard | Commercial food products, storage and packaging |
| Communication towers (commercial) | Concrete mixing plants and manufacturing of concrete products | Construction contractors: Office |
| Construction contractors: Open storage of construction materials or equipment | Crematorium | Creameries, dairy products manufacturing |
| Creosote manufacturing or treatment plants | Dry kiln | Farm implements, sales, and service |
| Fertilizer wholesale sales | Food products manufacturing, storage, and processing | Foundry |
| Fuel oil, gasoline and petroleum products bulk storage or sale | Furnace repair and cleaning | Gases or liquified petroleum gases in approved portable |

| | | |
|--|--|---|
| | | metal containers for storage or sale |
| Grain elevators | Greenhouses | Hospitals (for the care of human patients) |
| Hospital, animal | Irrigation equipment sales and service | Laboratories for research and testing |
| Laundries, steam and drycleaning plants | Lumber yards, building materials, storage and sales | Machine shops |
| Medical marijuana cultivation facility or cultivation facility | Metal fabrication | Office building, professional government, and private office buildings in which no activity is carried on catering to retail trade and no stock of goods is maintained for sale |
| Optician and optical supplies and sales | Oxygen manufacturing and/or storage | Paint and body shops |
| Paint and retail sales | Sawmills, wood product milling | Prefabricated building materials assembly and manufacture |
| Printing, publishing, reproduction and lithography | Processing of previously slaughtered meats, including cutting, wrapping, and freezing by freezer and locker provisioners | Public utilities service installations |
| Public utilities storage yard | Radio and TV broadcasting stations | Radio and TV tower |
| Railroad yard | Repair and servicing of industrial equipment and machinery | Scrap yards - storage and processing |
| Sheet metal shops and processing | Shoe repair | Sign manufacturing, painting and maintenance |
| Sign: On premises | Storage and warehouse and yards | Stone cutting, monuments manufacturing and sales |
| Tire recapping and retreading | Truck terminals, repair shops, hauling and storage yards | Wholesale and jobbing establishments |
| Woodworking shops, millwork | | |
| Conditional | | |
| Automobile wrecking yard | Fat rendering or production of fats and oils | Feedlots |
| Fertilizer manufacturing | Flour mills | Garbage and waste incineration |
| Gas storage | Hatcheries | Heliports |

| | | |
|---|---|--|
| Industrial chemical manufacture except highly corrosive, flammable or toxic materials | Manufacturing - light manufacturing not otherwise mentioned in which no excessive fumes, odors, smoke, noise or dust is created | Meat processing, packing and slaughter |
| Billboards | Sign: Off premises | Slaughterhouse |
| Storage, compartmentalized storage for commercial rent | Sugar and sugar beet refining | |

| Dimensional Standards HI | |
|---|------|
| Zoning Requirements | |
| Lot area requirements in square feet, except as noted, 20 acres | NA |
| Minimal Yard Requirements | |
| Front (a) | 20 |
| Side (b) | 0 |
| Side adjacent to street | 10 |
| Rear (b) | 0 |
| Maximum height for all buildings (c) | NA |
| Maximum lot coverage in percent | 75 |
| Minimum district size (expressed in acres) | 2.07 |

C-HI Dimensional Standards Illustration



17.20.080 - Public District (P)

The public zone is intended to reserve land exclusively for public and semipublic uses in order to preserve and provide adequate land for a variety of community facilities which serve public health, safety and general welfare.

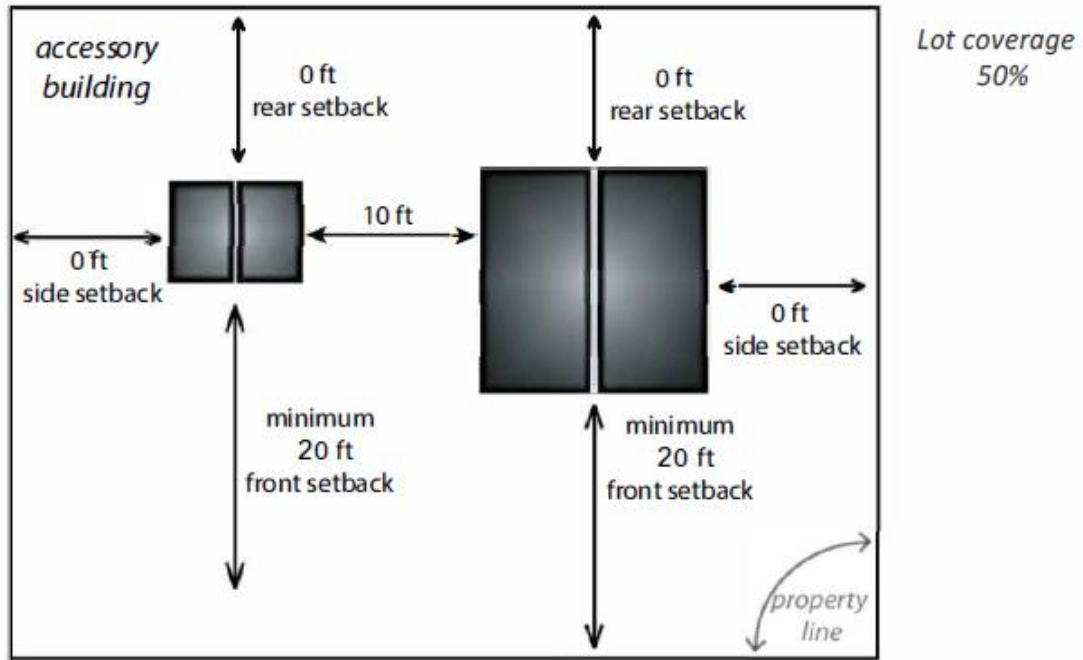
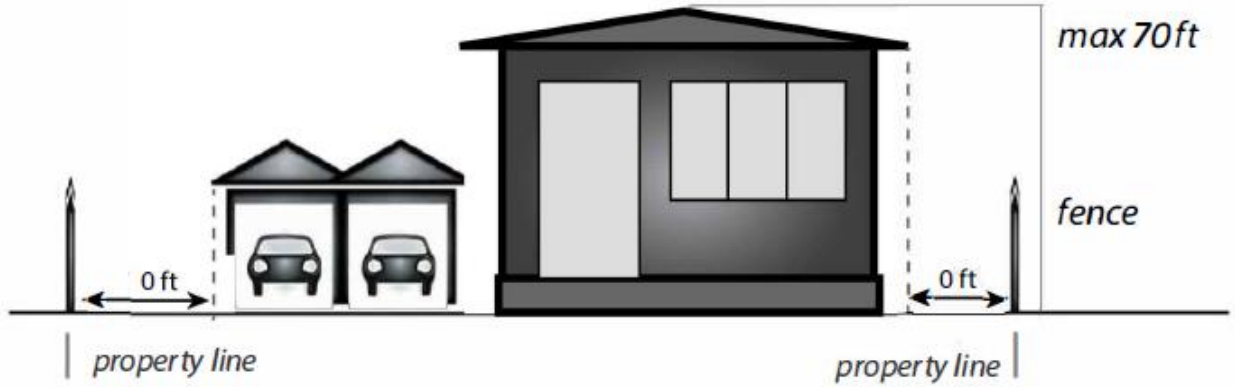
17.20.081 - List of uses

| Allowed Uses Public - P | | |
|---|--|-------------------------------------|
| Permitted | | |
| Accessory buildings or uses incidental and customary to a permitted residential use and located on the same parcel as the permitted residential use | Swimming pools or beaches, public | Landfills - reclamation or sanitary |
| Camps, public | Libraries, museums, and art galleries | Paint and retail sales |
| Colleges or universities | Post-secondary school | Jails and penal institutes |
| Commercial recreation areas | School, commercial | Water and sewage treatment plant |
| Zoo, arboretum | | |
| | | |
| Conditional | | |
| Assembly halls and stadium | Crematorium | Heliports |
| Assembly of machines and appliances from previously prepared parts | Office building, professional government and private office buildings in which no activity is carried on catering to retail trade and no stock of goods is maintained for sale | Paint and retail sales |
| Communication towers (commercial) | Public utilities service installations | Public utilities storage yard |
| Radio and TV tower | | |
| | | |

| Dimensional Standards P | |
|---------------------------------------|----|
| Zoning Requirements | |
| Lot area requirements in square feet, | NA |

| | |
|--|----|
| except as noted, 20 acres | |
| <i>Minimal Yard Requirements</i> | |
| Front (a) | 20 |
| Side (b) | 0 |
| Side adjacent to street | 10 |
| Rear (b) | 0 |
| Maximum height for all buildings (c) | NA |
| Maximum lot coverage in percent | 50 |
| Minimum district size (expressed in acres) | NA |

C-P Dimensional Standards Illustration



Chapter 17.21 – Telecommunications Towers and Antennae*

17.21.010 – Intent

This chapter is established to regulate the placement of telecommunications towers and antennae within the Laurel zoning jurisdictional area (one mile outside the municipal limits).

17.21.020 - Standards for amateur radio antenna support structures

- A. *Definitions. For the purposes of this chapter, the terms used shall be defined as follows:*
- i. *"Amateur Radio Antenna" means a ground, building or tower-mounted antenna operated by a federally licensed amateur radio operator as part of the Amateur Radio Service, 49 CFR § 97 and as designed by the Federal Communications Commission (FCC).*
 - ii. *"Amateur Radio Antenna Support Structure" means any structure or device specifically designed, constructed and/or erected for the purpose of attaching, mounting or otherwise affixing amateur radio antennae. The term includes the structure and any support thereto.*
 - iii. *"Antenna Support Structure Height" means the vertical distance measured from the base of the antenna support structure at grade to the highest point of the structure including any attached antennae. If the support structure is on a sloped grade, then the average between the highest and lowest grades shall be used in calculating the antenna height.*
- B. *General Provisions. All amateur radio towers shall comply with the following requirements:*1.Amateur radio antenna support structures and antennae shall be located only within the rear yard and shall not be placed within any required setback and shall be located so as to minimize their impact on adjacent residential properties and adjacent rights-of-way while maintaining acceptable signal quality.2.Amateur radio antenna structures and antennae exceeding six feet in height above grade (if ground-mounted) or above the roof or ridge of the building on which they are located (if building-mounted), shall require a building permit if located within the municipal limits of Laurel. If located within one mile of such municipal limits, applicants must provide evidence to the Laurel Code Enforcement Office that the device is adequately anchored, designed, and/or constructed so as to safeguard the general public and/or adjacent property from damaged in the event of failure of the device.3.It is recommended that amateur radio antenna support structures be designed, installed, and maintained so as to blend into the surrounding environment through the use of color and alternative designs, except in instances where the color is dictated by the Federal Aviation Administration (FAA).4.In accordance with the FCC's preemptive ruling PRB1, 101 FCC 2d 952 (1985), antenna support structures erected for the primary purpose of supporting amateur radio antennae may exceed height limitations of the underlying zoning.5.Attachments to amateur radio antenna support structures, such as guy wires, shall not cross any property line or any existing or proposed easement.6.No lighting shall be permitted on any amateur radio antenna support structures except as mandated by the FAA.7.No signage (other than required warning signs) or displays of any type shall be permitted on any amateur radio antenna support structure.

- C. *Applicability. All amateur radio support structures and antennae located within the City of Laurel or its surrounding zoning jurisdictional area whether upon private or public lands shall be subject to this chapter. This chapter shall apply to amateur radio antenna support structures and antennae upon state and federal lands to the extent of the city's jurisdiction by way of law, pursuant to any memoranda of understanding or otherwise. Only the following facilities shall be exempted from the application of this chapter: Pre-existing amateur radio antenna support structures or antennae. Pre-existing amateur radio antenna support structures and pre-existing amateur radio antennae shall not be required to meet the requirements of this chapter, so long as said pre-existing antenna support structures and antennae have received all required approvals, permits, and exceptions prior to adoption of this chapter.*

17.21.030 - Standards for wireless communications facilities

- A. *Purpose. The purpose of this chapter is to establish regulations for the siting of antenna support structures and antennae on public and private property. The goals of this section are to:*
- 1. Encourage the location of antenna support structures in non-residential areas and minimize the total number of antenna support structures throughout the community.*
 - 2. Strongly encourage the joint use of new and existing antenna support structures.*
 - 3. Require wireless communication facilities to be located, to the extent possible, in areas where the adverse impact on the community is minimal.*
 - 4. Require wireless communication facilities to be configured in a way that minimizes the adverse visual impact of the towers and antennae; and*
 - 5. Enhance the ability of the providers of wireless communication services to provide such services to the community, as quickly, effectively, and efficiently as possible.*
- B. *Definitions.*
- a. "Abandoned antenna support structures" means any antennae or antenna support structures that are not utilized for the provision of wireless communications services for a continuous period of six months shall be considered abandoned.*
 - b. "Alternative antennae support structure" means an antenna support structure designed to shield, conceal, or disguise the presence of antennae or towers and blend with the surrounding setting. Alternative structures may include, but are not limited to, unobtrusive architectural features on new or existing structures, utility poles, clock towers, flagpoles, and church steeples.*
 - c. "Antenna" means any structure or device used for the purpose of collecting or transmitting electromagnetic waves, including but not limited to directional antennae, such as panels, microwaves dishes, and satellite dishes, and omni-directional antennae, such as whip antennae but not including satellite earth stations.*
 - d. "Antenna support structure" means any structure or device specifically designed, constructed and/or erected for the purpose of attaching, mounting, or otherwise affixing antennae. Antenna support structures may include, but are not limited to, self-supporting lattice towers, guyed towers, or monopole towers. The term also includes radio and television transmission towers, microwave towers, common-carrier towers, cellular telephone towers, alternative antenna support structures, and the like. The term includes the structure and any support thereto. Land mobile radio and radio and television antenna support structures are regulated under Section 17.21.040 of this chapter.*

- e. "Antenna support structure height" means the vertical distance measured from the base of the antenna support structure at grade to the highest point of the structure including any attached antennae. If the support structure is on a sloped grade, then the average between the highest and lowest grades shall be used in calculating the antenna height. The height of roof-mounted antenna support structure height of building on which they are mounted.
 - f. "Antenna or Tower farm" means an antenna or tower farm is a tract of land that contains no more than three antenna support structures within seven hundred fifty linear feet of each other. No antenna support structures located in tower farms shall exceed one hundred ninety-nine feet in height. Legal tracts must be adjacent to each other to be included in this definition.
 - g. "Co-location" means the use of a wireless communications facility by more than one wireless communications provider.
 - h. "Commercial wireless communication services" means licensed commercial wireless telecommunication services including cellular, personal communications services (PCS), specialized mobilized radio (SMR), enhanced specialized mobilized radio (ESMR), paging, and similar services that are marketed to the general public.
 - i. "Equipment enclosure" means a structure, shelter, cabinet, or vault used to house and protect the electronic equipment necessary for processing wireless communication signals. Associated equipment may include air conditioning, backup power supplies, and emergency generators.
 - j. "Wireless communication facility" means an unstaffed facility for the transmission and/or reception of radio frequency (RF), microwave or other signals for commercial communications purposes, typically consisting of an equipment enclosure, an antenna support structure and one or more antennae. Amateur radio, land mobile radio, and commercial radio and television facilities are excluded from this definition.
 - k. "FAA" means the Federal Aviation Administration.
 - l. "FCC" means the Federal Communication Commission.
- C. *Applicability.* All wireless communication facilities located within the City of Laurel and its one-mile zoning jurisdictional area whether upon private or public lands shall be subject to this chapter. This chapter shall apply to wireless communication facilities upon state and federal lands to the extent of the city's jurisdiction by way of law, pursuant to any memoranda of understanding or otherwise. Only the following facilities shall be exempted from the application of this chapter.
- 1. Amateur radio stations and antenna support structures.
 - 2. Antennae and antenna support structures for land mobile radio and radio and television.
 - 3. Pre-existing antenna support structures or antennae. Pre-existing antenna support structures and pre-existing antennae shall not be required to meet the requirements of this chapter, so long as said pre-existing antenna support structures have received all required approvals, permits, exceptions prior to adoption of this chapter.
- D. *Commercial Antenna Support Structures and Antennae Located in Residential Zoning Districts.*
- 1. Antenna support structures and antennae shall be permitted as an allowed use in all residential zoning districts provided, they meet all of the following criteria:
 - a. Alternative antenna support structures conforming to all applicable provisions of this chapter and roof-mounted antennae that do not add more than twenty feet to the total height of the building on which they are mounted shall be permitted as an allowed use only when located on school, government-owned utility, and other government sites.

Proposed antennae or antenna support structures that are contrary to this section are subject to the Conditional Use requirements of these zoning regulations. After the Conditional Use hearing and reaching its decision, the city-county planning board shall forward its recommendations to the city council for its decision.

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- b. Antenna support structures fifty feet in height or less shall be permitted as an allowed use. Antennae or tower farms for antennae support structures fifty feet or less in height are permitted by Conditional Use.*
 - c. Antenna support structures that are greater than fifty feet in height shall not be allowed in the CBD or HC Zones.*
 - F. Antenna Support Structures Located in Parks. The presence of certain wireless communication facilities may conflict with the purpose of some city and county-owned parks. Wireless communication facilities will be considered only following a recommendation by the city-county planning board, the city parks committee, or the county board of park commissioners and approved by the city council. Factors that will be considered include:*
 - 1. Public parks of a sufficient scale and character that are adjacent to an existing commercial or industrial use;*
 - 2. Commercial recreation areas and major playfields; and,*
 - 3. Park maintenance facilities.*
 - G. General Requirements. The requirements set forth in this section shall govern the location and construction of all wireless communications facilities governed by this ordinance.*
 - 1. Building Codes and Safety Standards. To ensure the structural integrity of wireless communication facilities, the owner of a facility shall ensure that it is maintained in compliance with standards contained in applicable local building codes and the applicable standards for such wireless communication facilities, as amended from time to time.*
 - 2. Regulatory Compliance. All wireless communication facilities must meet or exceed current standards and regulations of the FAA, the FCC, and other local, state or federal agencies with the authority to regulate facilities governed by this chapter. All wireless communication facilities must comply with all revised standards and regulations within the date established by the agency promulgating the standards or regulations.*
 - 3. Setbacks:*
 - a. Antenna support structures adjacent to residential uses or zoning. Antenna support structures must be set back from all property lines a distance equal to one-half the height of the structure from any off-site residential structure or residentially zoned lot. Accessory structures must maintain a minimum of a fifteen-foot setback from any lot line adjacent to a residential structure or residentially zoned lot, or the required setback of the zoning district where the antenna support structure is located, whichever is greater.*
 - b. Commercial and Industrial Zoning Setbacks. Antenna support structures and accessory facilities must meet the minimum yard setback requirements, including arterial setbacks, for the commercial or industrial zoning district in which they are located.*
 - 4. Lot Coverage and Height. Antenna support structures and accessory structures shall not exceed lot coverage requirements for the zoning district in which they are located. Accessory structures shall not exceed the height restrictions for the zoning district in which they are located.*
 - 5. Fencing and buffering.*
 - a. Fencing. A chain link or solid wood fence, or masonry wall at least six feet in height (eight feet if razor or barbed wire is to be used) shall be constructed and maintained around the perimeter of the antenna support structure site. Climb-proof shields can be substituted for a fence or wall around the structure. Solid fences, at least six feet in height, are required adjacent to residential uses and residentially zoned property.*

- c. *Roof-mounted antennae and antenna support structures shall not add more than twenty feet to the total height of the building on which they are mounted. Roof-mounted equipment shall be made visually unobtrusive to match existing air conditioning units, stairs, elevator towers, or other architectural elements. Only monopole antennae support structures with omnidirectional (whip) or low profile single-directional (panel) shall be installed on building roofs. Crow's nest antennae arrays are prohibited on rooftop structures.*
- d. *Wireless communication facilities attached to new or existing structures shall be designed to blend with the structure's architecture and should be placed directly above, below, or incorporated with vertical design elements of a structure.*
- e. *Wireless communication facilities shall be located to minimize their visibility and not be placed within historic or scenic view corridors as designated by the Laurel city council or by any state or federal law or agency.*

11. *Antenna support structure separation. All antenna support structures over fifty feet in height, regardless of the zoning district in which the structure is located, shall be located at least one mile from any other antenna support structure that is over fifty feet. Up to three antenna support structures located within an approved wireless communication facility tower farm shall be located at least one mile from any other tower farm.*

Exceptions to the terms of subsection (G)(11) of this section may be granted by the City of Laurel during the Conditional Use process when it is found that no existing or approved antenna support structure within the required separation distance of the proposed site can accommodate the applicant's proposed antenna; or a critical need exists for the proposed location, and it is technically infeasible to locate or co-locate structures at or beyond the required separation distance.

H. Nonconforming Wireless Communication Facilities. Antenna support structures and/or facilities in existence on the date of the adoption of these regulations, that do not comply with the requirements of these regulations, (nonconforming antenna support structures) are subject to the following provisions:

- 1. *Nonconforming antenna support structures may continue their present use but may not be expanded or increased in height without complying with these regulations, except as further provided in this section.*
- 2. *Nonconforming antenna support structures which are hereafter damaged and destroyed, by less than fifty percent of its replacement value, due to any reason or cause may be repaired and restored to their former use, location, and physical dimensions subject to obtaining a building permit and other necessary approvals thereof, but without otherwise complying with these regulations. If an antenna support structure is destroyed or damaged by more than fifty percent of its replacement, the antenna support structure must be brought into compliance with these regulations.*
- 3. *The owner of any nonconforming antenna support structure may make minor modifications in order to improve the structural integrity of the facility, to allow the facility to accommodate co-located antennae or facilities, or to upgrade the facilities to current engineering, technological, or communications standards without having to conform to the provisions of these regulations.*

I. Modifications of Existing Wireless Communication Facilities That Meet the Requirements of These Regulations.

- 1. *Minor Modifications. Minor modifications to facilities permitted under these regulations shall be approved by the city-county planning board so long as they comply with the original approved design. Minor modifications are as follows: the addition of more antenna arrays to any existing antenna support structure, so long as the addition of the antenna arrays add no more than twenty feet in height to the facility and the increase in height of the support structure is no greater than ten percent. Placement of additional antennae, up to the number the antenna support structure was originally designed to accommodate, shall be considered a minor modification.*

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2. *Major Modifications.* Major modifications to antenna support structures permitted under these regulations shall be approved through a Conditional Use. Major modifications are any that exceed the definition of minor modifications.

J. *Abandonment.* Wireless communications facilities will be considered abandoned if they are unused by all providers at the facility for a period of six months. Determination of abandonment shall be made by the city-county planning board which shall have the right to request documentation from the facility owner regarding support or antenna usage. Upon abandonment, the facility owner shall have ninety days to:

1. Re-use the facility or transfer it to another owner who will re-use it; or
2. *Dismantle the Facility.* If the facility is not removed within ninety days of abandonment, the city may remove the facility at the facility and/or property owner's expense. If the facility is removed, city approval of the facility will expire.

If the facility owner is unable to remove the facility within the ninety days due to unusual circumstances, the city-county planning board may grant the facility owner an additional ninety days in which to comply with the requirements of this section.

K. *Conditional Use Submittal Requirements.* The applicant of new wireless communication facilities shall provide the following documentation for review by the city-county planning board:

1. A map to scale showing the service area of the proposed wireless communication facility and an explanation of the need for that facility.
2. A site/landscaping plan showing the following items.
 - a. North arrow.
 - b. The location and dimensions of all vehicular points of ingress and egress, drives, alleys and streets.
 - c. Property boundaries and lot line dimensions.
 - d. The locations and dimensions of all existing and proposed buildings, structures, and improvements including those that will be removed. All information must be labeled.
 - e. Setbacks from all property boundaries for existing and proposed structures and buildings.
 - f. Centerline and names of major and minor arterial streets relevant to the application.
 - g. Elevation drawing of proposed wireless communication facility including the antenna support structure, antenna platforms and associated equipment enclosures. Also indicate the maximum number of antenna platforms that can be supported.
 - h. Detailed landscaping plan of the site.
 - i. Location of artificial light sources and the areas of illumination.
 - j. Applications for tower farms shall include subsections (a) through (i) of this section and an overall development plan showing the location of future structures and equipment enclosures.
 - k. Latitude, longitude, and height of proposed antenna support structures.

1. Other pertinent features as determined by the planning board or the city.
2. Area map showing the property boundaries of adjacent property and the location of existing buildings.
3. *Inventory of existing and approved sites.* Each applicant for one or more antenna support structure shall provide to the city-county planning board a map showing the locations and service area of existing and approved antenna support structures operated or utilized by the applicant, including specific information on the location, height, and design of each antenna support structure. The city-county planning board shall maintain an inventory of existing and approved antenna support structures, including specific information about the location, height, and design of each antenna support structure. The city may share such information with other persons, organizations, or governmental authorities.

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4. *Documentation of minimum light requirements from the FAA or other local, state or federal agencies for the antenna support structure and/or antennae. Where applicable, applicant will provide documentation of the FAA airspace review and a copy of comments from the FAA.*
 5. *When the applicant is a wireless service provider, proof that the applicant is licensed by the FCC to provide the wireless communication services that the proposed facility is designed to support.*
 6. *Availability of suitable existing or approved antenna support structures. No new antenna support structure shall be permitted unless the applicant clearly demonstrates, in writing, to the reasonable satisfaction of the city that no existing or approved antenna support structure within the required separation distance of the proposed site can accommodate the applicant's proposed antenna. Closer separation distances may be approved if the applicant clearly demonstrates a critical need for the alternative location and the infeasibility of locating or co-locating wireless communication facility at or beyond the required separation distance. Evidence submitted to demonstrate that no existing or approved structure can accommodate the applicant's proposed antenna must include a discussion of the following items, if relevant:*
 - A. *No existing or approved antenna support structures are located within the geographic area required to meet the applicant's engineering requirements.*
 - B. *Existing or approved antenna support structures are not of sufficient height to meet the applicant's engineering requirements.*
 - C. *Existing or approved antenna support structures do not have sufficient structural strength to support the applicant's proposed antenna and related equipment and cannot be reinforced to provide sufficient structural strength.*
 - D. *The applicant's proposed antenna would cause electromagnetic interference with the antenna on the existing or approved antenna support structures, or the antenna on the existing or approved antenna support structures would cause interference with the applicant's proposed antenna.*
 - E. *The fees or costs required to share an existing or approved antenna support structure or to adapt an existing or approved antenna support structure for sharing are unreasonable. Costs below new tower development is presumed reasonable.*
 - F. *Property owners or owners of existing or approved antenna support structures are unwilling to accommodate the applicant's needs.*
 - G. *The applicant demonstrates that there are other limiting factors that render existing or approved antenna support structures unsuitable.*
 7. *Co-location Agreement. If co-location is feasible, the owner of the antenna support structure shall certify, prior to permit approval, that the owner will accept for co-location any FCC licensed wireless communication provider using compatible technology on commercially reasonable terms up to the antenna support structure's capacity to accommodate additional antennae. The applicant shall also include a statement on how requests for co-locators will be processed.*
 8. *Effect of surrounding property values. The applicant must submit information that substantiates there will be no adverse effects on surrounding property values resulting from the proposed facility.*
- L. *Conditional Use Uses.*
1. *A request for a Conditional Use shall be initiated by application to the city-county planning board and handled in accordance with the Conditional Use procedure provided in Section 17.68 of this code. The Laurel city council may issue Conditional Use approval under these sections provided it has determined that the requirements of this ordinance has been satisfied and, further, that the benefits of and need for the proposed wireless communication facilities are greater than possible depreciating effects and damage to neighboring properties.*
 2. *In granting Conditional Use approval, the city council may impose additional conditions to the extent determined necessary to buffer or otherwise minimize adverse effects of the proposed wireless communication facilities on surrounding properties.*

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3. *Expiration of Conditional Use Approval.*
- a. *If located within the one-mile zoning jurisdictional area of Laurel, construction of the facility must be completed within one year of Conditional Use approval. If located within the city of Laurel, a building permit must be applied for within six months of Conditional Use approval and the project shall be completed within one year from the date the Conditional Use is granted by the city council. For the purpose of these regulations, the term standard of construction shall be defined as the installation of a permanent foundation for the antenna support structure. The city council may grant one six-month extension of the period to start construction upon written request by the applicant.*
 - b. *The city council shall not approve an extension unless the development plan is brought into conformance with any relevant zoning regulations that have been amended subsequent to the original approval and unless the applicant provides adequate evidence that construction is able to begin within the time period sought. This evidence shall include, but not be limited to, the acquisition of any or all required government approvals and project financing, the city council may as a condition of approval of a Conditional Use establish the period of time such Conditional Use may remain in effect.*
- M. *Appeals. Appeals from any decision of the city-county planning department, not requiring city council approval, may be taken by any person aggrieved by the decision to the board of adjustment or to the city council pursuant to Section 17.64 of this code.*
- N. *Nuisances. Wireless communication facilities, including without limitation, power source, ventilation, and cooling, shall not be maintained or operated in such a manner as to be a nuisance. (01-2 (part), 2001)*

17.21.040 - Standards for land mobile radio and radio and television broadcast antennae and antennae support structures

- A. *Purpose. The purpose of this section is to establish regulations for the siting of broadcast facilities, including land mobile radio services and radio and television broadcast antennae, antenna support structures, and associated equipment and buildings on public and private property. The goals of this section are to:*
- 1. *Encourage the location of broadcast facilities in non-residential areas and minimize the total number of antenna support structures throughout the community.*
 - 2. *Strongly encourage the joint use of new and existing broadcast antenna support structures.*
 - 3. *Require broadcast facilities to be located, to the extent possible, in areas where the adverse impact on the community is minimal.*
 - 4. *Require broadcast facilities to be configured in a way that minimizes the adverse visual impact of antenna support structures and antennae; and*
 - 5. *Enhance the ability of the providers of land mobile radio services and radio and television broadcast services to provide such services to the community as quickly, effectively, and efficiently as possible.*
- B. *Definitions. For the purposes of this section, the terms used shall be defined as follows:*
- a. *"AM" means amplitude-modulated broadcasting in the frequency band 535-1,705 kilohertz.*
 - b. *"Antenna/antenna support structure height" means the vertical distance measured from the base of the antenna support structure at grade to the highest point of the structure including any attached antennae. If the support structure is on a sloped grade, then the average between the highest and lowest grades shall be used in calculating the antenna height.*

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- c. "Broadcast antenna" means a ground, building or tower-mounted antenna operated as a land mobile radio service or as a broadcast radio and/or television service as defined by the Federal Communications Commission (FCC) under Code of Federal Regulations and subsequent title amendments:
- (a) Title 47, Part 90 (47 CFR § 90) - Private Land Mobile Radio Services,
 - (b) Title 47, Part 73 (47 CFR § 73) - Radio Broadcast Services, which includes AM, FM, and Television Services, and
 - (c) Title 47, part 74 (47 CFR § 74) - Experimental Radio, Auxiliary, and Special Broadcast and Other Program Distributional Services.
- d. "Broadcast antenna support structure" means any structure or device specifically designed, constructed, and/or erected for the purpose of attaching, mounting, or otherwise affixing antennae. Antenna support structures may include, but are not limited to, self-supporting lattice towers, guyed towers, or monopole towers. In this section, the term applies to land mobile radio service and broadcast radio and television transmission antenna support structures. The term includes the structure and any support thereto.
- e. "Broadcast antenna or tower farm" means a tract of land that contains three or more broadcast or land mobile radio service antenna support structures, any two are spaced no more than seven hundred fifty linear feet of each other. Legal tracts must be adjacent to each other to be included in this definition. The term is inclusive of all antenna support structures, equipment enclosures, buildings, and any additions thereto.
- f. "Broadcast facilities" means an unstaffed facility for the transmission and/or reception of radio signals for communications purposes, typically consisting of an equipment building or enclosure, an antenna support structure, and one or more antennae. This definition applies exclusively to land mobile radio fixed systems, and radio and television broadcast transmission facilities.
- g. "FAA" means the Federal Aviation Administration.
- h. "FCC" means the Federal Communications Commission.
- i. "Land Mobile Radio Service (LMRS)" means a mobile service between base stations and land mobile stations or between land mobile stations as defined in Title 47, PART 90 (47 CFR § 90) - Private Land Mobile Radio Services.

- C. *Applicability.* All land mobile radio service and radio and television broadcast antenna and antenna support structures located within the City of Laurel zoning jurisdiction whether upon private or public lands shall be subject to this chapter. This chapter shall apply to broadcast antenna and antenna support structures upon state and federal lands to the extent of the city's jurisdiction by way of law, pursuant to any memoranda of understanding or otherwise.

Pre-existing land mobile radio and radio and television broadcast antenna support structures and antennae shall not be required to meet the requirements of this chapter except as provided under Section 17.56 of this code, "Nonconforming broadcast facilities".

- D. *Broadcast antenna support structures and antennae located in residential zoning districts.*
- a. Land mobile radio and radio and television broadcast antenna support structures and antennae shall be permitted as an allowed use in all residential zoning districts provided, they meet all of the following criteria:

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- b. *Alternative broadcast antenna support structures conforming to all applicable provisions of this ordinance and roof-mounted antennae that do not add more than twenty feet to the total height of the building on which it is mounted shall be permitted as an allowed use only when located on school, government-owned utility, and other government sites. Proposed antennae or antenna support structures that are contrary to this section are subject to the Conditional Use requirements of Laurel's Zoning Ordinance. After the Conditional Use hearing and reaching its decision, the city-county planning board shall forward its recommendations to the city council for its decision.*
 - c. *Antennae co-located on existing or approved alternative broadcast antenna support structures or existing or approved broadcast antenna support structures, which have previously received all required approvals and permits shall be permitted as an allowed use.*
 - 2. *Broadcast antenna support structures and antennae shall be permitted in the agricultural-open space (AO) zoning district provided the following conditions and all applicable setback, lot coverage, and building (commercial equipment enclosures) height requirements are met:*
 - a. *Broadcast antenna support structures conforming to all applicable provisions of this ordinance shall be permitted when:(1) Located on school, government-owned utility, and government sites and alternative antenna support structures or roof-mounted antenna are used. Proposed antennae or antenna support structures that are contrary to this section are subject to the Conditional Use requirements of Laurel's Zoning Ordinance. After the Conditional Use hearing and reaching its decision, the city-county planning board shall forward its recommendations to the city council for its decision. (2)Broadcast antenna support structures fifty feet or less in height.*
 - b. *Broadcast antenna support structures that are greater than fifty feet in height shall be required to obtain Conditional Use approval.*
 - c. *Broadcast antennae co-located on existing or approved alternative broadcast antenna support structures or existing or approved broadcast antenna support structures that have previously received all required approvals and permits shall be permitted as an allowed use.*
 - d. *Broadcast antenna or tower farms are permitted by Conditional Use.*
 - E. *Broadcast Antenna Support Structures and Antennae Located in Commercial Zoning Districts.*
 - 1. *Broadcast antenna support structures fifty feet in height or less shall be permitted as an allowed use.*
 - 2. *Broadcast antenna support structures that exceed fifty feet in height or the maximum height limitations in the underlying commercial and industrial zoning districts (whichever is greater) are permitted by Conditional Use.*
 - 3. *Broadcast antenna or tower farms are permitted by Conditional Use, except in Entryway Zone and the CBD and HC zoning districts.*
 - 4. *All broadcast antenna support structures located in heavy industrial (HI) shall be permitted as an allowed use, including broadcast antenna or tower farms.*
 - 5. *All broadcast facilities located within the boundaries of an approved or pre-existing broadcast antenna or tower farm shall be permitted as an allowed use.*
 - F. *General requirements. The requirements set forth in this section shall govern the location and construction of all land mobile radio service and radio and television transmission facilities governed by this chapter.*
 - 1. *Building Codes and Safety Standards. To ensure the structural integrity of broadcast facilities, the owner of a facility shall ensure that it is maintained in compliance with standards contained in applicable local building codes and the applicable standards for such facilities.*

2. *Regulatory Compliance.* All broadcast facilities must meet current standards and regulations of the FAA, the FCC, and other local, state or federal agencies with the authority to regulate facilities governed by this chapter.
3. *Setbacks.*
 - a. *Broadcast antenna support structures adjacent to residential uses or zoning.* Broadcast antenna support structures must be set back, from all property lines, a distance equal to one-half the height of the structure from any off-site residential structure or residentially zoned lot. Accessory structures, such as equipment enclosures or transmitter buildings, must maintain a minimum of a fifteen-foot setback from any lot line adjacent to a residential structure or residentially zoned lot, or the required setback of the zoning district where the antenna support structure is located, whichever is greater.
 - b. *Commercial and Industrial Zoning Setbacks.* Broadcast antenna support structures and accessory facilities must meet the minimum yard setback requirements, including arterial setbacks, for the zoning district in which they are located.
 - c. *Broadcast Facilities in Broadcast Antenna or Tower Farms.* Antenna support structures and accessory facilities located in antenna or tower farms must meet the minimum yard setback requirements, including arterial setbacks, for the zoning district in which they are located.
4. *Lot Coverage and Height.* Broadcast antenna support structures and accessory structures shall not exceed lot coverage requirements for the zoning district in which they are located. Building and equipment enclosures shall not exceed the height restrictions for the zoning district in which they are located.
5. *Fencing and Buffering.*
 - a. *Fencing.* A chain link or solid wood fence, or masonry wall at least six feet in height (eight feet if razor or barbed wire is to be used) shall be constructed and maintained around the perimeter of the broadcast antenna support structure site. Climb-proof shields can be substituted for a fence or wall around the structure. Solid fences, at least six feet in height are required adjacent to residences and residentially zoned property. All AM broadcast antenna support structures must be surrounded by a suitable fence as required by FCC regulations.
 - b. *Landscaping adjacent to residential uses and/or residential zoning.* For broadcast facilities located in a residential zoning district, adjacent to a residential use, or adjacent to a residentially zoned parcel, the following will be required: a continuous evergreen hedge at least four feet in height when planted, shall be planted, and maintained around the perimeter of the antenna support structure outside of the required fencing and spaced close together to provide a continuous visual screen. Shrubs shall also be planted and maintained around the guy anchors for visual screening purposes. AM Broadcast stations are exempt from this requirement due to overriding FCC regulations regarding vegetation in ground radial systems.

A performance bond or letter of credit for one hundred fifty percent of the landscaping and fencing materials and labor costs shall be posted with the city to ensure the placement of required landscaping and fencing.
 - c. *Commercial Landscaping.* Landscaping requirements shall not apply to broadcast antenna support structures located in Agricultural-Open Space or approved broadcast antenna or tower farms.
6. *Lighting.* Broadcast antenna support structures shall not be artificially lighted unless required by the FAA or other local, state, or federal agency. Security lighting may be placed on a support structure no higher than twenty feet above ground. Cut-off security lights must be used in or adjacent to residential areas to prevent light spillage onto adjacent property.

7. *Signage. Signage shall be limited to non-illuminated warning and equipment identification signs unless otherwise required by the FAA and/or FCC.*
8. *Maintenance.*
 - a. *Equipment at a broadcast facility shall be automated to the greatest extent possible to reduce traffic and congestion. Where the site abuts or has access to a collector or local street, access for maintenance vehicles shall be exclusively by means of the collector or local street.*
 - b. *All property used for the siting of a broadcast antenna support structure or antenna shall be maintained, without expense to the city and/or county, so as to be safe, orderly, attractive, and in conformity with city and/or county codes including those regarding the removal of weeds, trash and landscape maintenance.*
9. *Visual impact/aesthetics.*
 - a. *Broadcast antenna support structures shall either maintain a galvanized steel finish or, subject to any applicable standards of the FAA or other applicable local, state, or federal agency, be painted a neutral color or painted and/or textured to match the existing structure so as to reduce visual obtrusiveness.*
 - b. *If a broadcast antenna is installed on a structure other than a tower, the associated electrical and mechanical equipment must be of a neutral color that is identical to, or closely compatible with, the color of the supporting structure so as to make the related equipment as visually unobtrusive as possible. Broadcast antennae and antenna support structures may be mounted on existing buildings that are thirty feet or more in height above the street grade.*
 - c. *Roof-mounted antennae and antenna support structures shall not add more than twenty feet to the total height of the building on which they are mounted. Roof-mounted equipment shall be made visually unobtrusive to match existing air conditioning units, stairs, elevator towers or other background. Crow's nest antennae arrays are prohibited on rooftop structures.*
 - d. *Broadcast antenna or antenna support structures attached to new or existing structures shall be designed to blend with the structure's architecture and should be placed directly above, below or incorporated with vertical design elements of a structure.*

G. Nonconforming broadcast facilities.

Broadcast facilities in existence on the date of the adoption of this chapter, which do not comply with the requirements of this chapter, are subject to the following provisions:

1. *Nonconforming broadcast facilities may continue their present use but may not be expanded without complying with these regulations, except as further provided in this section.*
2. *Nonconforming broadcast antenna support structures which are hereafter damaged and destroyed, by less than fifty percent of its replacement value, due to any reason or cause may be repaired and restored to their former use, location, and physical dimensions subject to obtaining a building permit and other necessary approvals thereof, but without otherwise complying with these regulations. If a broadcast antenna support structure is destroyed or damaged by fifty percent or more of its replacement the broadcast antenna support structure must be brought into compliance with these regulations.*
3. *The owner of any nonconforming broadcast antenna support structure may make minor modifications in order to improve the structural integrity of the structure, to allow the structure to accommodate co-located antennae, or to upgrade the facilities to current engineering, technological or communications standards, without having to conform to the provisions of these regulations.*

H. Modifications of Existing or Broadcast Facilities That Meet the Requirements of These Regulations.

-
1. *Minor Modifications.* Minor modifications to facilities permitted under these regulations shall be approved by the city-county planning board so long as they comply with the original approved design. Minor modifications are as follows:
 - a. *The addition of one or more antenna arrays to any existing antenna support structure, so long as the addition of the antenna arrays add no more than twenty feet in height to the facility and the increase in height of the support structure is no greater than ten percent.*
 - b. *Placement of additional antennae, up to the number the antenna support structure was originally designed to accommodate, shall be considered a minor modification.*
 - c. *Repairs to or replacement of existing antennae or feedlines or support members (such as guy wires) are not considered modifications under this part.*
 2. *Major Modifications.* Major modifications to antenna support structures permitted under these regulations shall be approved through a Conditional Use. Major modifications are any that exceed the definition of minor modifications.
- I. *Abandonment.* Broadcast facilities will be considered abandoned if they are unused by all providers at the facility for a period of six months. Determination of abandonment shall be made by the city-county planning board which shall have the right to request documentation from the facility owner regarding support or antenna usage. Upon abandonment, the facility owner shall have ninety days to:
 1. *Re-use the facility or transfer it to another owner who will re-use it; or*
 2. *Dismantle the facility. If the facility is not removed within ninety days of abandonment, the city and/or county may remove the facility at the facility and/or property owner's expense. If the facility is removed, city and/or county approval of the facility will expire. If the facility owner is unable to remove the facility within ninety days due to unusual circumstances, the city-county planning board may grant the facility owner an additional ninety days in which to comply with the requirements of this section.*
 - J. *Conditional Use Submittal requirements.* The applicant of new broadcast facilities shall provide the following documentation for review by the city-county planning board:
 1. *A map to scale showing the service area of the proposed broadcast facility.*
 2. *A site/landscaping plan showing the following items:*
 - a. *North arrow.*
 - b. *The location and dimensions of all vehicular points of ingress and egress, drives, alleys and streets.*
 - c. *Property boundaries and lot line dimensions.*
 - d. *The locations and dimensions of all existing and proposed buildings, structures, and improvements including those that will be removed. All information must be labeled.*
 - e. *Setbacks from all property boundaries for existing and proposed structures and buildings.*
 - f. *Centerline and names of major and minor arterial streets relevant to the application.*
 - g. *Elevation drawing of proposed broadcast facility including the antenna support structure, antenna platforms and associated equipment enclosures.*
 - h. *Latitude, longitude and height of proposed antenna support structures.*
 - i. *Location of artificial light sources and the areas of illumination.*
 - j. *Applications for tower farms shall include items a through h and a general overall development plan showing the location of future structures and equipment enclosures.*
 - k. *Detailed landscaping plan of the site when applicable.*
 3. *Other pertinent features as determined by the city.*

4. *Area map showing adjoining property boundaries and the location of existing buildings within a distance equal to the required setbacks as set forth in subsection (F)(3) of this section.*
5. *Documentation of minimum light requirements from the FAA or other local state or federal agency for the antenna support structure and/or antennae. Where applicable, applicant will provide documentation of the FAA airspace review and a copy of the comments provided by the FAA. Where an application has been filed with the FAA for the services proposed and decision on minimum light requirements by the FAA is still pending, submittal of a copy of the proposed application shall be sufficient to meet the requirements of the is paragraph.*
6. *When the applicant is a land mobile radio service provider, or a radio or television broadcaster, proof must be provided that the applicant is licensed by the FCC to provide the services that the proposed facility is designed to support or the applicant must prove the necessary application have been filed with the FCC and/or FAA for the services proposed, together with proof all filing fees have been paid.*

K. Conditional Use uses.

1. *A request for a Conditional Use shall be initiated by application to the city-county planning board and handled in accordance with the Conditional Use procedure provided in Section 17.68 of this code. The city of Laurel may issue Conditional Use approval under these sections provided they have determined that the requirements of these regulations have been satisfied.*
 2. *In granting Conditional Use approval, the city council may impose additional conditions to the extent determined necessary to buffer or otherwise minimize adverse effects of the proposed broadcast facilities on surrounding properties.*
 3. *Expiration of Conditional Use Approval.*
 - a. *If located within the one-mile zoning jurisdictional area of Laurel, construction of the facility must be completed within one year of Conditional Use approval. Within the city limits, a building permit must be applied for within six months of a Conditional Use approval and the project shall be completed within one year from the date the Conditional Use is granted by the city council. For the purpose of these regulations, the term standard of construction shall be defined as the installation of a permanent foundation for the antenna support structure. The city council may grant one six-month extension of the period to start construction upon written request by the applicant.*
 - b. *The city council shall not approve an extension unless the development plan is brought into conformance with any relevant zoning regulations that have been amended subsequent to the original approval and unless the applicant provides adequate evidence that construction is able to begin within the time period sought. This evidence shall include, but not be limited to, the acquisition of any or all required government approvals and project financing, the city council may as a condition of approval of a Conditional Use establish the period of time such Conditional Use may remain in effect.*
 - c. *Small increases in the height of existing antenna support structures approved by Conditional Use may be approved by the city-county planning board on an administrative basis provided that the increase in the height of the antenna support structure is ten percent or less.*
 - d. *Conditional Use approvals for broadcast antenna or tower farms shall not expire until such time as all facilities within the boundaries of the antenna or tower farm have been abandoned.*
- L. Appeals.** *Appeals from any decision of the city-county planning department, not requiring city council approval, may be taken by any person aggrieved by the decision to the board of adjustment or to the city council pursuant to Section 17.64 of this code.*

M. Nuisances. Wireless communication facilities, including without limitation, power source, ventilation, and cooling, shall not be maintained or operated in such a manner as to be a nuisance. (01-2 (part), 2001)

Chapter 17.24 – Residential Mobile Homes Districts

17.24.010 – Intent

The RMH residential district is established as a district in which the principal use of land is for single-family mobile home dwellings. For the RMH residential district the specific intent of this section is:

- A. To encourage the placement of, and the continued use of the land for single-family mobile home dwellings located within mobile home parks or mobile home subdivisions.*
- B. To prohibit commercial and industrial uses of the land.*
- C. To encourage suitable and proper development of mobile home parks or mobile home subdivisions.*

17.24.020 – Definitions

For the purposes of this section:

"Mobile home park" also means "mobile home court."

"Mobile home subdivision" means a surveyed, approved, and filled subdivision where the lots are primarily for sale rather than individual spaces for rent.

17.24.030 - Permitted uses

The following use is permitted:

Single-family mobile home dwellings when located within mobile home parks or on individual lots within a mobile home subdivision.

17.24.040 - Allowable density

The maximum allowable density for all mobile home parks shall be nine mobile homes per net acre.

17.24.050 - Lot dimensions

- A. For single-wide mobile home dwelling units, minimum site dimensions shall be forty feet wide and one hundred feet deep with a minimum site area of four thousand square feet.*
- B. For double-wide mobile home dwelling units, minimum site dimension shall be fifty feet wide and one hundred feet deep with a minimum of five thousand square feet.*

17.24.060 - Lot coverage

- A. The ground area occupied by a mobile home, attached storm shed, patio, storage building, and off-street parking spaces shall not exceed fifty percent of the total area of the site. In computing the ground coverage, four hundred square feet shall be added to the actual area of the mobile home and the accessory buildings for the two required off-street parking spaces. This provision limits to one storm shed, not over ten feet by twelve feet or one hundred twenty square feet in area per site and the utility building shall be placed on a proper foundation.*

B. No mobile home, storm shed or other legal attachments to the mobile home shall be located less than seven feet six inches from the side site line. Detached tool sheds shall be located not less than five feet from the side or rear site lines. The ends of the mobile homes shall be at least ten feet apart when opposing rear walls are staggered, otherwise fifteen feet apart. No portion of a mobile home, or attachment thereto, or tool shed, or any other structure shall be located less than fifteen feet away from any site or property line adjacent to a public right-of-way.

17.24.070 - Mobile home park requirements

- A. *The minimum total area of a mobile home park shall be at least ninety thousand square feet, including alleys and/or roadways.*
- B. *The minimum street roadway shall conform to the requirements found in the city-county subdivision regulations.*
- C. *All entrances, exits, lanes and driveways between rows of mobile homes shall be lighted to provide an intensity of five footcandles. Mobile home parks shall be provided with, at minimum, two walkways at least three and one-half feet wide between the mobile home sites and each service building; roadways and sidewalks within the parks shall be hard-surfaced, either concrete or bituminized; and shall conform to the requirements found in the city-county subdivision regulations.*
- D. *All provisions of water supply, laundry, sewage, and fire protection to be provided in any mobile home park shall have been approved by the appropriate city department.*
- E. *Off-street parking areas shall be provided in all mobile home parks at a ratio of at least two car spaces per mobile home site. At least two car spaces shall be provided on each mobile home site. The area per one car space shall be at least ten feet wide and twenty feet deep, plus ingress and egress.*
- F. *There shall be provided, unless previously provided by a park dedication as required by the subdivision regulations, within each mobile home park an adequate site or sites for recreation for the exclusive uses of the park occupants. Such recreation site or sites shall have a minimum area in aggregate of four thousand square feet plus one hundred square feet for each mobile home site in the park. The recreation sites shall be of appropriate design and provided with adequate equipment; and may be used to meet the one-ninth minimum area requirement of the subdivision regulations.*
- G. *All mobile home parks must provide a completely and permanently landscaped setback area of at least fifteen feet in width around those portions of the park perimeter which border public right-of-way. Such areas may contain trees, shrubbery, grass, benches, fences, landscaped water resources and the like. Setback areas not bordering public rights-of-way may be used to fulfill the recreation area requirements of subsection F.*
- H. *All mobile home parks shall have near their main entrance a marquee or sign on which there shall be an up-to-date list of the addresses and a diagram of the park layout.*
- I. *All mobile home parks shall provide one additional parking space for every five sites as a main parking area to be used by visitors or in the storage of recreational vehicles.*

17.24.080 - Mobile home park restrictions

Existing mobile home parks shall not be enlarged or extensively altered unless such alteration complies with the provisions of this chapter.

17.24.090 - Mobile home subdivision requirements

- A. *All lots in a mobile home subdivision shall conform to the requirements set forth in Section 17.16.020.*
- B. *All lots shall be served by the city's water and sewer systems.*
- C. *All lots shall be provided with direct access to a public street unless a homeowner's association has been set up to maintain a private street.*
- D. *All mobile home subdivisions shall be designed in accordance with the criteria established in Title 16 of this code.*

17.24.100 - Mobile home requirements

- A. *All mobile homes, whether located in a mobile home park or a mobile home subdivision, shall be set up and skirted in one of the following ways:*
 - 1. *Individual concrete pads with cinder blocks used for supports, coupled with coordinate skirting.*
 - 2. *Permanent concrete foundation.*
 - 3. *A dug-out style area with cinder blocks for support, designed to lower the unit to ground level:*
 - a. *The owner of a mobile home park shall be required to establish one of these methods for exclusive use throughout the park,*
 - b. *Individual lot owners in a mobile home subdivision will be required to indicate which of the three methods they will use prior to receiving a permit to move a mobile home onto the lot.*
- B. *Each mobile home, whether located in a mobile home park or a mobile home subdivision, shall be anchored to the ground for purposes of withstanding wind pressures specified for such mobile home by the city building inspection department prior to occupancy of the unit.*

Article 11.15.0 – Planned Unit
Development (PUD)

17.15.10 PURPOSE AND INTENT

The purpose and intent of the Planned Unit Development (PUD) is to create a procedure that allows flexibility to design and develop a site in a creative and unified approach rather than a traditional lot-by-lot approach. The flexibility and unified approach is intended to promote high quality open spaces that are created by clustering development, create a diversity of housing types, permit a compatible mix of land uses, and achieve context sensitive design that conforms to topography and minimizes impacts on natural resources. The flexibility of the PUD also is intended to accomplish the goals of the Laurel Growth Policy.

17.15.20 APPLICABILITY AND LOCATION

A PUD is a development approved pursuant to the standard and procedures of this Section and can be located on any site within the city that contains the following characteristics:

17.15.21 INFRASTRUCTURE

Water, wastewater roadway and storm water facilities with sufficient capacity to accommodate the PUD, or these facilities can be reasonably extended to create the required capacity and that conform to City of Laurel Public Works standards.

17.15.22 CONNECTIVITY

The opportunity for a PUD with extensive connectivity to the existing roadway, sidewalk, and trail systems.

17.15.23 NATURAL RESOURCES

Natural resources that can be better protected by the flexible design of a PUD than by a traditional lot-by-lot development and avoid construction in hazardous areas such as floodplains, steep slopes, or poor soils.

17.15.30 LAND USES

17.15.31 RESIDENTIAL UNDERLYING ZONING

When the underlying zoning is residential, the PUD may contain all types of residential structures and commercial uses, provided the mix of uses complies with the findings of Section 11.15.70, Required Findings. Industrial uses are not allowed in PUD when underlying zoning is residential.

17.15.32 NON-RESIDENTIAL UNDERLYING ZONING

When the underlying zoning is commercial, industrial or another non-residential classification, the PUD may contain all types of residential structures, commercial and industrial uses, provided the mix of uses complies with the standards of Section 11.15.70 Required Findings.

17.15.40 DIMENSIONAL STANDARDS

17.15.41 LOT SIZES, FRONTAGE, SETBACKS

Lot sizes, lot frontage and setbacks established for the underlying zoning district may be varied for the purpose of clustering buildings in a small footprint of development and setting aside open spaces or protecting natural resources.

17.15.42 DENSITY, IMPERVIOUS COVERAGE

The number of residential units and the amount of impervious coverage may exceed the limits established for the underlying zoning in portions of the PUD provided the total property covered by the PUD complies with these two standards in an overall calculation.

17.15.43 BUILDING HEIGHT

Building heights within the PUD may exceed the maximum height of the underlying zoning district for the purpose of clustering development in a small footprint of development and setting aside open spaces or protecting natural resources.

17.15.50 SITE DESIGN STANDARDS

PUD shall comply with the following site design standards:

17.15.51 BUILDING SITES

The configuration and arrangement of development shall provide each lot and building with a suitable site that minimizes disturbance of sloping hillsides, protects natural resources and is serviceable by adequate infrastructure.

17.15.52 ACCESS

Safe and adequate vehicular access shall be provided to all lots and building sites to accommodate routine and emergency accessibility.

17.15.53 NATURAL RESOURCES

Natural resources shall receive greater protection than is routinely provided by standards of the Ordinance or other state and federal regulations. Examples of compliance with this standard include but are not limited to:

A. SETBACKS

Providing greater setbacks from water bodies and wetlands than required by other sections of this Ordinance or by the state and federal regulations, or

B. HILLSIDES

Avoiding the disturbance of hillsides that is otherwise permitted by other sections of this Ordinance, or

C. WILDLIFE

Protecting wildlife habitats and migration corridors.

17.15.54 CONNECTIVITY, CIRCULATION

The roadway system shall maximize connectivity to the adjoining streets and promote efficient circulation within the PUD.

17.15.55 PEDESTRIAN SYSTEM

A safe and logical system of sidewalks, trails and pathways shall provide convenient pedestrian connections throughout the PUD and to adjoining neighborhoods.

17.15.56 INTEGRATION, COMPATIBILITY

Site design and the arrangement of land uses shall integrate the PUD with surrounding developments and maximize compatibility with neighboring properties. The PUD design shall blend with the existing development pattern and street network of the City.

17.15.57 HUMAN INTERACTION

Site design, arrangement of buildings and open spaces and the circulation system shall provide places for, and promote, interaction among the residents and workers occupying the PUD.

17.15.58 GROWTH POLICY

A PUD application shall demonstrate in a convincing and persuasive way that the proposed development will implement the goals and strategies of the Laurel Growth Policy.

17.15.60 STATEMENTS OF STANDARDS

Upon approval of a PUD, the owner shall prepare a Statement of Standards for review by the Zoning Administrator that describes the specific uses, development standards, deviations from the underlying zoning standards and conditions of approval. This Statement of Standards shall be approved as to form by the City Attorney and upon approval by the City Council, recorded in the land records of Yellowstone County.

17.15.70 REQUIRED FINDINGS

Approval of a PUD shall require the Planning Board/Planning Commission making the following findings of fact:

17.15.71 GROWTH POLICY

The PUD implements the goals and strategies of the Laurel Growth Policy.

17.15.72 CONSISTENT WITH PURPOSE, INTENT

The PUD is fully consistent with the stated purpose and intent of this Section and in no way contradicts the purpose and intent of this Section.

17.15.73 COMPLIES WITH STANDARDS

The PUD fully complies with all applicable standards of this Section and this Ordinance.

17.15.74 NO ADVERSE IMPACT

The PUD creates no significant adverse impact to neighboring property and does not negatively impact natural resources.

17.15.80 EXPIRATION

Approval of a PUD shall expire and become null and void one (1) year after the date of final approval if development has not commenced. Development of the PUD shall proceed with reasonable diligence to completion or proceed consistent with an approved phasing schedule. If development does not proceed with reasonable diligence to completion or in accordance with an approved phasing schedule, the Planning Board/Planning Commission may initiate a review of the partially completed PUD and determine if a specific schedule of development should be established for completion or if the PUD approval should be deemed expired. To render the decision about a completion schedule or expiration of approval, the Planning Board/Zoning Commission shall consider the following criteria:

17.15.81 FUNCTIONALITY

Does the partially complete PUD contain functional infrastructure, including but not limited to water, wastewater, streets, storm water management and pedestrian facilities?

17.15.82 VISUAL BLIGHT

Does the partially complete PUD create visual blight that deteriorates the aesthetic quality of the neighborhood or the city?

17.15.83 COMMUNITY CHANGES

Has the City of Laurel enacted changes to the policies, goals, strategies or ordinances that would cause the PUD to be denied approval if it were newly submitted for applicable Zoning Conformance Permits?

Article 17.17.0 – Standards for specific uses

17.17.10 CONDITIONAL USES

17.17.11 PURPOSE AND INTENT

This section establishes standards and requires Findings of Fact for Conditional Uses. The purpose of Conditional Uses is to allow uses that may be suitable in some but not all locations in the zoning district in which they are allowed or require special consideration because of unusual operational or physical characteristics or must be designed and developed with conditions to assure compatibility with adjoining uses.

A Conditional Use Permit (CUP) may be granted to allow a Conditional Use only for a use listed as a “Conditional” use in an Allowed Uses table and only after the Planning Board/Zoning Commission has made Findings of Fact that the Conditional Use complies with the following standards. The following standards apply in addition to standards of general applicability.

17.17.12 FINDINGS OF FACT

The Planning Board/Zoning Commission shall make Findings of Fact that a Conditional Use complies with the following standards as a prerequisite to the City Council granting a CUP.

A. CONSISTENT WITH GROWTH POLICY

The Conditional Use is consistent with the policies, goals, objectives, and strategies of the Laurel Growth Policy.

B. COMPATIBILITY

The Conditional Use is compatible with the character of the immediate vicinity including the bulk, scale, and general appearance of neighboring buildings and uses.

C. MINIMIZES ADVERSE IMPACT

The design, development, and operation of the Conditional Use minimizes and mitigate adverse effects, including visual impact of the proposed use on adjacent lands.

D. MINIMIZES ADVERSE ENVIRONMENTAL IMPACT

The development and operation of the proposed Conditional Use minimizes adverse environmental impacts. Environmental resources to be assessed include, but are not limited to wetlands, riparian areas, steep slopes, mature vegetation, and the floodplain.

E. IMPACT ON PUBLIC FACILITIES AND SERVICES

The Conditional Use does not have a significant adverse impact on public facilities and services, including, but not limited to, transportation systems, potable water and wastewater facilities, storm drainage, solid waste and recycling, parks, trails, sidewalks, schools, police, fire, and EMT facilities.

F. HAZARD, NUISANCE

The proposed Conditional Use will not create a hazard to persons or property and will not create a nuisance arising from, but not limited to traffic, noise, smoke, odors, dust, vibration or illumination.

G. OTHER CODES

The Conditional use complies with all applicable City codes and ordinances.

17.17.13 APPLICABILITY

An approved CUP shall run with the land and may be transferred to another owner but only for the approved timeframe. The City Council may place the following conditions to mitigate any adverse impact from the project: Special yards.

- A. OPEN SPACES; AND
- B. BUFFERS; AND
- C. FENCES; AND
- D. WALLS; AND
- E. REQUIRING INSTALLATION AND MAINTENANCE OF LANDSCAPING; AND
- F. REQUIRING STREET DEDICATIONS AND IMPROVEMENTS; AND
- G. REGULATING POINTS OF VEHICULAR INGRESS AND EGRESS; AND
- H. REGULATING TRAFFIC CIRCULATION; AND
- I. REGULATING SIGNS; AND
- J. REGULATING HOURS OF OPERATION AND METHODS OF OPERATIONS; AND
- K. CONTROLLING POTENTIAL NUISANCES; AND
- L. PRESCRIBING STANDARDS FOR MAINTENANCE OF BUILDINGS AND GROUNDS; AND
- M. PRESCRIBING DEVELOPMENT SCHEDULES AND DEVELOPMENT STANDARDS; AND
- N. SUCH OTHER CONDITIONS AS THE COUNCIL MAY DEEM NECESSARY TO ENSURE COMPATIBILITY OF THE USE WITH SURROUNDING DEVELOPMENTS AND USES AND TO PRESERVE THE PUBLIC HEALTH, SAFETY, AND WELFARE.

17.17.14 EXPIRATION, DISCONTINUANCE OR ABANDONMENT

An approved CUP shall expire on the one (1) year anniversary date of approval if the permit is not put to use, unless an alternate timeline is established in the development approval. If a Conditional Use is operationally discontinued or abandoned for a period of more than twelve (12) consecutive months, regardless of the removal or non-removal of furniture/equipment or any intention to resume such activity in the future, the Conditional Use may not be reestablished or resumed. Any subsequent use of the site shall conform to this Ordinance. A timeframe shall be established at approval for use of the conditional use permit.

17.17.20 USE SPECIFIC STANDARDS

17.17.21 PURPOSE AND INTENT

The purpose and intent of this Section is to establish certain standards that apply to specific uses. Some uses listed in the Allowed Uses tables are required to comply with use-specific standards. The Allowed Uses tables contain references to sub-sections below that establish the use-specific standards.

17.17.22 SPECIFIC USES

A. BED AND BREAKFAST

1. *Definition*
A Bed and Breakfast is a private residence occupied by the owner or manager that provides overnight lodging to paying guests.
2. *Maximum Number of Rooms*
A Bed and Breakfast shall not exceed five (5) rooms that are rented to guests in addition to the rooms dedicated to the owner/manager. More than five (5) rooms in a structure is considered a motel.
3. *Meals*
A Bed and Breakfast includes breakfast in the lodging rate. No other meals are served to guests and no meals are served to the general public.
4. *Duration of Stays*
Bed and Breakfasts provide short-term lodging and guests shall not stay more than fourteen (14) days in a thirty (30) day period.
5. *Residential, Historic Character*
Bed and Breakfast facilities shall be compatible to the bulk, scale, and appearance of the neighborhood in which it is located. When a Bed and Breakfast is located in an historic structure, the historically significant architectural elements of the structure shall be maintained.
6. *Parking*
One (1) parking space for the owner/manager and one (1) space for each room rented to guests shall be provided on-site. The Zoning Administrator may approve tandem parking for two (2) spaces if it does not create an unsafe condition.
7. *Signage*
Notwithstanding the standards of Article 11.19.0 Outdoor Advertising, a Bed and Breakfast shall be allowed one (1) sign, not to exceed twelve (12) square feet in sign area. This sign may be free-standing provided it is setback a minimum of ten (10) feet from the property line. A Bed and Breakfast located within a Commercial Zone falls entirely under Outdoor Advertising for sign requirements.

B. DAY CARE OR GROUP CARE CENTERS

1. *Definitions*
 - a. *Day Care Facility*
A commercial facility that provides care for more than two (2) children or adults on less than a 24-hour basis for someone other than a family member or a person who lives with the children or adult. Adult Day Care is the provision of services and assistance to help adults with daily living.
 - b. *Day Care Group, Day Care Center*
An out-of-home place in which care is provided to thirteen (13) or more children or adults or provides adult day care in conjunction with a Long-Term Care Facility or Health Care Facility.
 - c. *Day Care Family, Day Care Home*

A private residence or other structure in which day care services are provided to seven (7) to twelve (12) children or adults.

2. *License, Registration Certificates*

Day Care Centers shall be licensed, and day care home facilities shall be issued a registration certificate, by the Montana Department of Family Services.

3. *Compatible Appearance*

Day Care Centers in residential zoning districts shall maintain a residential appearance as viewed from the street.

4. *Centers for Children*

a. *Outdoor Play Area*

Day Care Centers for children shall provide at least seventy-five (75) square feet of outdoor play area per child.

b. *Fence*

Notwithstanding other standards of this Ordinance that regulate fences, Day Care Centers for children may be required to provide a six (6) foot high solid fence, or a minimum twenty (20) foot wide landscape buffer to separate outdoor play areas from adjoining residential dwellings.

5. *Signs*

Notwithstanding Article 11.19.0 Outdoor Advertising, a Day Care Center shall be permitted one (1) sign not to exceed twelve (12) square feet in sign area when in a residentially zoned district.

C. HOME OCCUPATIONS

1. *Purpose and Intent*

The purpose and intent of these standards are to provide for limited commercial uses on the site of a residential dwelling unit. Home occupations provide for businesses that are carried out by residents of the dwelling and are incidental and subordinate to the residential use. Home occupations provide a place for businesses to start but do not permit their continued existence once the business has grown beyond the size that can maintain the residential character and scale of the residential property. It also is the purpose of these standards to provide peace, quiet and tranquility in residential neighborhoods and to guarantee all residents freedom from excessive noise, traffic, nuisance, fire hazard and other deleterious effects of commercial uses.

2. *Standards*

Home Occupations on single-household sites shall comply with the following standards:

a. *One per Residence*

Not more than one (1) Home Occupation can be located on a single-household lot or property as an Accessory Use.

b. *Residents*

A Home Occupation shall employ at least one (1) resident of the home with which the Home Occupation is associated and may include one (1) non-resident employee.

c. *Character*

Home Occupations shall not diminish the residential character of the property.

d. *Inside Structure*

Except for agricultural activities, Home Occupations shall be carried out within the dwelling unit or accessory structure.

e. *Maximum Area*

Home Occupations shall not occupy more than thirty-three (33) percent of the total floor area of all dwelling units, including accessory buildings.

f. *Equipment*

Mechanical equipment used in connection with the Home Occupations shall be limited to equipment normally found in a dwelling unit, including accessory buildings.

g. *Outside Storage*

Outside storage of equipment, materials, merchandise, inventory, or heavy equipment that is associated with the Home Occupation shall be prohibited.

h. *Parking*

Off-street parking shall be provided pursuant to Section 11.18.40, Parking and Loading Standards.

i. *Signs*

Notwithstanding Article 11.19.0 Outdoor Advertising, each Home Occupation shall be limited to one (1) wall sign containing the name, title and occupation of the Home Occupation not exceeding twelve (12) square feet in sign area. Window areas shall not be used to display or advertise merchandise to the exterior of the dwelling unit or accessory building and no free-standing business sign is permitted. Home occupations in commercial districts are permitted twelve (12) square feet of sign area.

j. *Trucks Prohibited*

No trucks, vehicles with a manufacturer-rated capacity of two (2) tons or equipment shall be parked overnight on the street or on the premise unless totally enclosed in a building.

k. *Deliveries*

Delivery trucks shall not operate from the residential property. This standard does not prohibit infrequent deliveries in a truck or vehicle to/from the occupants of the dwelling unit.

l. *Nuisance Prohibited*

Home Occupations shall not create a fire hazard, adversely affect neighboring property values or constitute a nuisance or detrimental condition for neighboring property from excessive traffic, noise, odor, vibrations, electrical disturbance or other impact.

m. Hazardous Material Prohibited

The storage of flammable liquids in excess of ten (10) gallons or hazardous materials related to the Home Occupation is prohibited in the dwelling unit, accessory building or parked vehicles.

3. *Single Household Standards*

The residence containing the Home Occupation shall comply with all applicable standards for single-household dwellings in the zoning district in which it is located.

D. MANUFACTURED HOME COMMUNITIES

Manufactured home communities are included in the state classification of land subdivisions by rent or lease. Lots can also be sold as individual units. Therefore, applicants for such developments shall apply for and be reviewed under both site plan and subdivision. When both review processes are required, they will be reviewed concurrently when appropriate. All standards of this chapter are applicable unless explicitly waived.

1. *State requirements*

All manufactured home communities developed under this section shall comply with the State Department of Public Health and Human Services, Department of Environmental Quality and any other applicable state regulations. Prior to final approval for a manufactured home community, copies of approval letters from relevant state agencies shall be submitted or compliance with all applicable regulations shall be certified by a professional civil engineer licensed by the State.

2. *Lot improvements*

The location of boundaries of each manufactured home lot for rent or lease shall be clearly and permanently marked on the ground with flush stakes, markers, or other suitable means. The location marked must be closely approximate to those depicted on the approved plans.

3. *Utility Hookup*

Every manufactured home shall be permanently connected to electric power, water supply, sewage disposal, and gas lines in compliance with applicable City codes, and all utility distribution and service lines shall be installed underground.

4. *Permanent Foundations and Anchoring*

All manufactured homes shall be required to be tied or otherwise physically anchored in accordance with HUD or the manufactured home builder's requirements. Building permits for foundations and anchoring, issued through the city building department in accordance with the adopted International Building Code, are required. The method of anchoring and foundations shall be specified as part of the required preliminary development review.

5. *Skirting*

Each manufactured home shall be skirted within sixty (60) days and be of a type designed specifically for manufactured homes. Hay bales, foam insulation such as blue board, lattice and other similar building materials are prohibited. Stamped foam insulation specifically made for manufactured homes is allowed through the building permit process.

6. *Curb, Gutter and Sidewalks*

Concrete curb, gutters and sidewalks shall be placed along the front lot line of any lot which is occupied. All shall be installed according to plans and specifications of the city and approved by the director of public works or the utilities manager.

7. *Setbacks*

Each manufactured home shall be set back from all adjacent structures a minimum of ten feet (10') to protect against fires and combustible items.

8. *Offensive Activity*

No noxious or offensive activity shall be carried on upon any lot, nor shall anything be done thereon which may be, or may become an annoyance or nuisance to the neighborhood.

9. *Pre-1976 Units*

Any manufactured home constructed prior to 1976 shall be prohibited in the district. Existing manufactured homes within manufactured home parks can remain but such structures cannot be moved into another park for use. Once removed, a pre-1976 unit cannot be placed within the park.

10. *Sales*

11. *Manufactured home sales may occur within the park provided that the area used for sales is five (5) percent or less of the gross number of units within the park.*

12. *Maintenance*

a. *There shall be no exposed outdoor storage of furniture (except lawn furniture), household goods, tools, equipment, or building materials or supplies.*

b. *No manufactured home may be parked on a public or private street for more than 24 hours.*

c. *An abandoned, burned or wrecked manufactured home must be secured against entry as directed by the fire marshal and may not be kept on a lot for more than forty-five (45) days.*

d. *Each manufactured home must bear an insignia which attests that the construction of the manufactured home meets or be certified as meeting the Manufactured Home Construction and Safety Standards of the U.S. Department of Housing and Urban Development.*

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- e. *Within sixty (60) days of placement, standard manufactured home skirting of fire-resistive material that meets fire resistance ratings in the City's building code and is of similar character to that of the manufactured home must be provided around the entire perimeter of the manufactured home between the bottom of the body of the manufactured home and the ground, except where the running gear has been removed and the manufactured home itself is attached directly to the permanent foundation.*
 - f. *All private, commonly owned recreation areas not devoted to buildings, structures, surfaced courts, sand boxes, etc., shall be landscaped.*

13. *Manufactured Home Lots for Rent or Lease*

All units shall be arranged to permit the practical placement and removal of manufactured homes. Every lot for rent or lease must front on a public or private street.

14. *Permits and Inspections*

a. *Owner's and Agent's Responsibility*

It shall be the responsibility of the individual property owners or, in the case of a rental community, the managers of the rental community, to see that all sections of this article are complied with, including requirements relative to placement of manufactured homes, and all required permits.

b. *Building Permit Required*

All manufactured homes moved into the city must be issued a building permit, pursuant to this section, and be inspected by the City Building Official, prior to gas and electric service being turned on by the servicing utility.

c. *City Inspection Required*

The required inspections for manufactured homes shall include on-site utilities requirements including gas, electric, sewer and water; setback requirements; and off-street parking requirements. It is unlawful for any person, firm, corporation, or agency to turn on, or allow to be turned on, any gas or electric service without an inspection and clearance from the appropriate official.

d. *Non-manufactured Home Improvements Subject to the adopted International Building Code*

Permits must be obtained for additions, alterations, canopies, carports, sheds, fences and similar structures.

15. *The Preliminary and Final Plans Shall Accurately Depict:*

a. *All Proposed and Required Landscaping*

b. *Storage Areas*

c. *A Layout of Typical Lots*

All lots for rent or lease, showing the location and dimensions of the lot, manufactured home stand, driveway and parking spaces, and maximum size of home allowed on each lot.

d. *Mail Delivery Area*

e. *Foundation and Anchoring Details.*

f. *Permanent Enclosure for Temporary Storage of Garbage*

A permanent enclosure for temporary storage of garbage, refuse and other waste material shall be provided for every manufactured home space. If trash dumpsters are to be used, they shall be centrally and conveniently located, shall not be located in any front yard, and shall otherwise comply with the requirements of this chapter.

g. *Landscaping Buffer*

Landscaping may be required by the review authority to provide a buffer between manufactured home communities and adjacent uses, and to enhance the appearance of the development. The landscaping may be interspersed with a fence or wall. Specific perimeter landscape/buffering treatments shall be determined on a case-by-case basis, with the city considering appropriate factors such as the nature of adjacent uses, noise, and proximity to busy streets.

E. RECREATIONAL VEHICLE PARK

Recreational vehicle parks are included in the state classification of land subdivisions by rent or lease. Therefore, applicants for such developments shall apply for and be reviewed under both site plan and subdivision. When both review processes are required, they will be reviewed concurrently when appropriate. All standards of this chapter are applicable unless explicitly waived.

1. *State requirements*

All recreational vehicle parks developed under this section shall comply with the State Department of Public Health and Human Services, Department of Environmental Quality, and any other applicable state regulations. Prior to final approval for a recreational vehicle park, copies of approval letters from relevant state agencies shall be submitted or compliance with all applicable regulations shall be certified by a professional civil engineer licensed by the State.

2. *Lot improvements*

The location of boundaries of each space for rent or lease shall be clearly and permanently marked on the ground with flush stakes, markers or other suitable means. The location marked must be closely approximate to those depicted on the approved plans.

3. *Utility Hookup*

Every space shall have connections to electric power, water supply, sewage disposal, and gas service lines in compliance with applicable City codes, and all utility distribution and service lines shall be installed underground. Once installed the utility lines must remain in place for the approved number of spaces.

4. *Skirting*

Skirting is not required for RV units, travel trailers, campers, or similar structures. If the owner of an RV unit, travel trailer, camper or similar structure does skirt their respective unit, then skirting shall be of a type designed specifically for recreational vehicles. Hay bales, foam insulation such as blue board, lattice and other similar building materials are prohibited.

5. *Curb, Gutter, and Sidewalks*

Concrete curb, gutters and sidewalks shall be placed along the front lot line of the entire park. Concrete curb and gutter shall be placed along the entire perimeter to control for storm water discharge. Individual spaces are not required to have sidewalks or curb and gutter. All improvements shall be installed according to plans and specifications of the city and approved by the director of public works or the utilities manager.

6. *Setbacks*

Each space shall ensure that units are set back from all adjacent structures in accordance with State Regulations.

7. *Propane Tanks*

Unless otherwise provided as a central propane system for the entire park, each space shall be limited to factory equipment propane tanks.

8. *Offensive Activity*

No noxious or offensive activity shall be carried on upon any space, nor shall anything be done thereon which may be, or may become an annoyance or nuisance to the neighborhood.

9. *Pre-1976 Units*

Existing manufactured homes within recreational vehicle parks can remain but such structures cannot be moved into another park for use. Once removed, a pre-1976 unit cannot be placed within the park. New manufactured homes are prohibited from the Recreational Vehicle Park.

10. *Maintenance*

- a. *There shall be no exposed outdoor storage of furniture (except lawn furniture), household goods, tools, equipment, or building materials or supplies.*
- b. *No recreational vehicle may be parked on a public or private street for more than 24 hours.*
- c. *An abandoned, burned or wrecked recreational vehicle must be secured against entry as directed by the fire marshal and may not be kept on a lot for more than forty-five (45) days.*
- d. *All required yards of the entire park including those spaces that front a public street shall be fully landscaped.*
- e. *All private, commonly owned recreation areas not devoted to buildings, structures, surfaced courts, sand boxes, etc., shall be landscaped.*

11. *Permits and Inspections*

a. *Owner's and Agent's Responsibility*

It shall be the responsibility of the individual property owners or, in the case of a rental community, the managers of the rental community, to see that all sections of this article are complied with, including requirements relative to placement of recreational vehicles, and all required permits.

b. *City Inspection Required*

The required inspections for recreational vehicle parks shall include on-site utilities requirements including gas, electric, sewer and water; setback requirements; and off-street parking requirements. It is unlawful for any person, firm, corporation, or agency to turn on, or allow to be turned on, any gas or electric service without an inspection and clearance from the City Building Official prior to final plan approval.

12. *The Preliminary and Final Plans Shall Accurately Depict:*

a. *All Proposed and Required Landscaping*

b. *Storage Areas*

c. *Recreational vehicles storage and other chattels of the residents.*

d. *A Layout of Typical Lots*

All lots for rent or lease, showing the location and dimensions of the lot, driveway and parking spaces.

e. *Mail Delivery Area*

f. *Permanent Enclosure for Temporary Storage of Garbage*

A permanent enclosure for temporary storage of garbage, refuse and other waste material shall be provided. If trash dumpsters are to be used, they shall be centrally and conveniently located, shall not be located in any front yard, and shall otherwise comply with the requirements of this chapter.

g. *Landscaping Buffer*

Landscaping may be required by the review authority to provide a buffer between recreational vehicle parks and adjacent uses, and to enhance the appearance of the development. The landscaping may be interspersed with a fence or wall. Specific perimeter landscape/buffering treatments shall be determined on a case-by-case basis, with the city considering appropriate factors such as the nature of adjacent uses, noise and proximity to busy streets.

F. ACCESSORY DWELLING UNIT (GUEST HOUSE)

1. *Relationship to Principal Dwelling*

a. *Attached, Separate*

The Accessory Dwelling Unit (Guest House) may be attached to the principal dwelling with an independent access or in a separate building on the same lot as the principal building.

b. *Dimensional Standards*

The Guest House shall comply with all dimensional standards that are applicable to the principal building.

c. *Not Sold Separately*

A Guest House cannot be sold separately from the principal dwelling or property containing the principal dwelling.

d. *Permanent Structure*

A Guest House shall be on a permanent foundation. A manufactured home, travel trailer, RV or similar temporary or transportable vehicle or structure shall not be approved as a Guest House.

2. *Size*

A Guest House shall not exceed 1,200 square feet in gross floor area.

3. *One per Lot*

No more than one (1) Guest House can be located on a single lot, tract or parcel.

4. *No Home Occupation*

A Guest House shall not contain a Home Occupation.

5. *Parking*

A minimum of one (1) off-street parking space shall be provided for the Guest House.

G. TEMPORARY USES, BUILDING

1. *Definition*

Temporary Uses are allowed for a certain length of time that is determined by the Zoning Administrator and prescribed in the permit authorizing such use. The allowed duration of the use and any related structure shall reflect the purpose of the Temporary Use. Temporary Uses include Christmas tree sales, on-site construction office or construction equipment shed, community event, food and merchandise vendors, temporary real estate office, farm stand or a similar short-term activity.

2. *Administrative Approval*

The Zoning Administrator may approve a Temporary Use of a site or building provided the use complies with all applicable standards of this Ordinance.

3. *Duration*

An approval for a Temporary Use shall expire in six (6) months unless granted a one-time six (6) month extension by the Zoning Administrator for good cause. A Temporary Use must leave the City Jurisdiction for at least six (6) months in order to activate a new Temporary cycle.

H. SEXUALLY ORIENTED BUSINESS

Sexually Oriented Business shall comply with the following standards.

1. *Definition*

A Sexually Oriented Business is a commercial facility that includes but is not limited to adult bookstores, adult video centers, nude modeling studios, nude shows, adult motion picture theaters, sexual encounter businesses, or similar activities.

2. *Separation from Other Uses*

A building containing a Sexually Oriented Business shall be setback a minimum of 1,000 feet from the boundary of a lot or a parcel that contains a church, public or private school, Public Park, or a Medical Marijuana Dispensary.

3. *Separation from another Sexually Oriented Business*

A Sexually Oriented Business shall not be located, or an existing business expanded, within 1,000 feet from another Sexually Oriented Business.

4. *One per Building*

No more than one (1) Sexually Oriented Business can be located in the same structure or building.

5. *Measurement*

For the purpose of determining compliance with Subsection 11.17.22.H.2, Separation from Other Uses, above, measurement shall be made in a straight line measured from the lot line of the Sexually Oriented Business to the lot line containing a church, school, public park, Medical Marijuana Dispensary or another Sexually Oriented Business.

6. *Signs*

In addition to the standards of Article 11.19.0 Outdoor Advertising, signs visible from the exterior of the structure may state there is adult material inside, but no pictures or other advertising may be displayed that indicates a nude person is available for viewing.

7. *No Alcohol*

Alcohol sales, consumption and gambling are prohibited within a building containing or in conjunction with a Sexually Oriented Businesses.

I. MARIJUANA DISPENSARY

1. *Definition*

A Marijuana Dispensary is any building, premises, facility, or part thereof where marijuana is made available to consumers in accordance with Montana Law and all applicable Federal Rules and Regulations.

2. *Separation from Other Uses*

A building containing a Marijuana Dispensary shall be setback a minimum of 1,000 feet from the boundary of a lot or parcel that contains a church, public or private school, Public Park, another Marijuana Dispensary, or a Sexually Oriented Business.

3. *Separation from another Dispensary*

A Marijuana Dispensary allowing on-site consumption shall not be located within 1,000 feet from another Marijuana Dispensary that allows on-site consumption.

4. *Measurement*

For the purpose of determining compliance with Subsection 11.17.22.1.2, Separation from Other Uses, above, measurement shall be made in a straight line measured from the lot line of the Marijuana Dispensary to the lot line containing a church, school, public park, Sexually Oriented Business or another Marijuana Dispensary.

5. *Signs*

In addition to the standards of Article 11.19.0 Outdoor Advertising, signs visible from the exterior of the structure may state there is marijuana inside.

6. *Compliance with State and Federal Codes*

The operation of a Marijuana Dispensary shall comply with all applicable provisions of the Marijuana Act of the Montana Code and all applicable Federal Laws and Regulations.

J. PROPANE BULK STORAGE

Compliance with the applicable Fire Code as adopted by the City of Laurel and all subsequent referenced codes shall be required, such as the National Fire Protection Association standards titled 58 Liquefied Petroleum Gas Code. All proposed installations shall be reviewed by the Fire Department prior to and post Conditional Use public hearings.

17.17.23 OUTSIDE STORAGE

Commercial and industrial uses permitted to have outside storage of merchandise, material or equipment shall provide screening from neighboring properties and streets. Notwithstanding other standards of this Ordinance regulating fences and walls, stored material shall be screened by a sight obstructing fence or wall a minimum of eight (8) feet high that prevents visibility of the stored material from adjacent streets or properties. This requirement shall not apply to the storage of plant material associated with nurseries, the display for sale or rent of new and used automobiles in operational condition, recreational vehicles, boats, manufactured homes, or the use and sale of farm and construction equipment.

17.17.24 STORAGE UNITS AND CONTAINERS

A. NON-RESIDENTIAL DISTRICTS, SITES

Secure Storage Units, Cargo, Freight, or Overseas Containers, Pole Barns and Quonset Huts are permitted as accessory structures on non-residential sites in non-residential zoning districts in accordance with the following standards.

- 1. These units shall be located to the rear of the building they serve and screened from view from the street or match the architecture of the primary building.*
- 2. Meet setbacks of the prevailing zoning district.*
- 3. Units must comply with the most recent international building code adopted by the city*

B. RESIDENTIAL DISTRICTS, SITES

Secure storage units or containers are prohibited in all residential zoning districts and on residential sites in non-residential zoning districts except as temporary storage units during active construction jobs.

17.17.25 WIRELESS COMMUNICATION FACILITIES

A. PURPOSE AND INTENT

The purpose and intent of this Section is to provide for commercial Wireless Communication Facilities in a safe, efficient, and orderly manner, to encourage the co-location of facilities to reduce the number of new communication towers and to minimize the adverse visual effects of such towers.

B. DEFINITIONS

For the purpose of this Section, certain words and terms are defined below:

- 1. Antenna means the arrangement of wires, poles, rods or similar devices used in the commercial transmitting and/or receiving of electromagnetic waves, digital signals and other communication signals.*
- 2. Communication Tower means an antenna support structure designed and constructed for the primary purpose of supporting one (1) or more antennas, including a mast, pole, monopole, guyed or lattice tower, freestanding tower, or any similar structure.*
- 3. Camouflage means the integration of an antenna or communication tower with existing building, structure or natural surroundings to disguise it from the true purpose of the facility.*
- 4. Conceal means to place an antenna or tower out of sight by enclosing it in a structure.*
- 5. Co-locate means placing more than one (1) antenna or wireless communication provider on a single communication tower or antenna support structure.*
- 6. Wireless Communication Facility means a tower/antenna support structure and antenna(s) that transmits and/or receives electromagnetic signals for commercial wireless communications.*

C. EXEMPTIONS

Amateur radio antennas or similar non-commercial wireless facilities shall be exempt from this Section.

D. APPROVALS

1. *Antennas*

Antennas that are co-located on existing buildings or communication towers, or are concealed or camouflaged, shall be approved by the Zoning Administrator pursuant to the terms of this Ordinance.

2. *Communication Towers*

Wireless Communication Towers may be approved with a Conditional Use Permit pursuant to Section 11.17.10, Conditional Uses and further provided they comply with the standards of this Section.

E. STANDARDS FOR COMMUNICATION TOWERS

1. *No Attempt to Exclude*

No Wireless Communication Facility owner or lessee shall act to exclude or attempt to exclude any other wireless telecommunication provider from using the same building, structure or location. Wireless Communication Facility owners and lessees shall cooperate in good faith with other wireless providers to achieve co-location of antennas and Wireless Communication Facilities.

2. *Excess Capacity*

All new Communication Towers are encouraged to be constructed with excess capacity for co-location of future antennae or wireless facilities. Owners of Communication Towers shall work in good faith to reach mutually agreeable terms to allow co-location of Antennae and Wireless Communication Facilities.

3. *Setbacks*

Ground mounted facilities and buildings related to a Communications Tower shall comply with the setbacks of the zoning district in which they are located. A Communication Tower be setback from all property lines at least one (1) foot for every foot of height of the tower but in no case less than the setback of the zoning district in which it is located.

4. *Equipment Location, Visual Mitigation*

- a. *Roof Mounted*

Roof mounted wireless communications equipment shall be located as far from the edge of the roof as possible or screened by parapet walls.

- b. *Wall Mounted*

Wall mounted wireless communication equipment shall be mounted as flush to the wall as possible and shall not project above the wall on which it is mounted.

5. *Signals, Lights Prohibited*

Signals, lights, illumination and signs are prohibited on a Communication Tower or facility unless required by the FAA or other applicable regulatory authority.

6. *No Hazard, No Interference*

Communications Towers shall be operated to avoid any health hazard to the general public and any interference with the operation of public safety/communication facilities and home appliances.

7. *FAA Certification, FCC Standards*

Certification shall be obtained from the Federal Aviation Administration that the Communications Tower poses no hazard to the operation of aircraft. Wireless Communication Facilities shall comply with the technical emissions standards of the Federal Communications Commission.

F. REMOVAL OF ABANDONED WIRELESS COMMUNICATION FACILITIES

If due to changes in technology or other reasons, a Wireless Communication Facility, Communication Tower, antenna support structure or related equipment is not operated for a period of twelve (12) continuous months it shall be considered abandoned. The owner of such facility shall remove the facility, including antennae, attachments, related appurtenances and equipment building, within ninety (90) days of receipt of notice from the Zoning Administrator notifying the owner of such abandonment. If the abandoned Wireless Communication Facility is not removed within the ninety (90) day period, the City of Laurel shall have the authority to remove the facility and bill the owner for all costs associated with the removal.

17.17.26 SHORT-TERM RENTAL

A. PURPOSE AND INTENT

The purpose and intent of this Section is to provide for the short-term rental of residential dwellings and avoid impact on neighboring residences.

B. DEFINITIONS

Short-term rental is the rental of a dwelling and/or a guest house for less than thirty (30) days. The short-term rental pursuant to this Section does not include a Bed and Breakfast.

C. STANDARDS

1. *Comply with Single Household*

Except as distinguished in this Subsection, the dwelling shall comply with all standards and requirements for single-Household dwelling units in the zoning district in which it is located.

2. *Residential Character*

The property shall retain the character and appearance of a single-Household dwelling. The design or operation of the short-term rented dwelling shall not create the appearance or operating characteristics of a commercial property.

3. *Signage*

Signage associated with a short-term rental unit shall comply with the terms of Article 11.19.0 Outdoor Advertising that apply to residential zoning districts.

D. FIRE AND HEALTH DEPARTMENTS

Owners of a short-term rental property shall comply with applicable rules and regulations of the Laurel Fire Department and Yellowstone County Health Department.

Article 17.18.0 – Standards of General Applicability

17.18.10 PURPOSE AND INTENT

The following general development standards are established to assure that property in all zoning districts of the City will be developed in a uniform and orderly manner which will promote the public health safety and general welfare and implement the Laurel Growth Policy. These general development standards shall apply to all development in addition to specific standards for certain uses and zoning districts set forth in other Articles of this Ordinance.

17.18.20 HILLSIDE DEVELOPMENTS

17.18.21 PURPOSE AND INTENT

This Section is intended to provide for the orderly and reasonable use of hillside areas while protecting the public health, safety and welfare by accomplishing the following.

A. SOIL CONDITIONS

Steer development to locations that have stable soil and utilize appropriate engineering techniques that accommodate the natural site conditions.

B. MAINTAIN NATURAL CONDITIONS

Minimize alterations to natural hillsides to maintain significant landforms and natural drainage patterns.

C. INTENSITY

Permit an intensity of development compatible with the natural characteristics of hillside terrain.

D. PUBLIC SERVICES

Promote cost effective public services by encouraging development in less steeply sloped areas and ensuring adequate access for emergency vehicles.

E. SAFETY

Protect the public from unsafe development and property damage by ensuring that hillside development is reasonably located and properly constructed. Minor and isolated slope variations occurring over a run of ten (10) feet or less are exempt.

17.18.22 APPLICABILITY

This Section shall apply to all development on slopes steeper eight (8) percent except development occurring on minor and isolated slope variations in which the slope may be steeper than eight (8) percent for a run of ten (10) feet or less.

17.18.23 GRADING AND FILLING

A. AMOUNT OF GRADING PERMITTED

The percentage of the site that can be graded and/or filled shall be determined by the slope of the site, with more grading allowed on less steep slopes. The amount of coverage and grading permitted is established below.

Percent Lot Coverage, Grading and Fill Allowed on Slopes

| Percent Lot Coverage, Grading and Fill Allowed on Slopes | | | |
|---|--------------------------|-------------------|-------------------------|
| Coverage | | Fill/Grade | |
| Slope | Percent Coverage Allowed | Slope | Percent Grading Allowed |
| 0-15% | NA | 0-15% | 70 |
| 15.1-20% | 15 | 15.1-20% | 50 |
| >25% | 0 | >25% | 0 |

Minor and isolated slope variations occurring over a run of ten (10) feet or less are exempt.

B. UNGRADED AREA

The undeveloped portion of the site that is not graded or filled shall be maintained in an undisturbed state with natural grade and vegetation.

17.18.24 LOT COVERAGE

A. AMOUNT OF COVERAGE PERMITTED

The percentage of the site that can be covered with impermeable surfaces is determined by the slope of the site, with more lot coverage allowed on less steep slopes. The amount of lot coverage permitted is established in this code.

B. UNCOVERED AREA

The portion of the site that is not covered with impervious surfaces shall be revegetated with native landscaping materials to minimize erosion and stabilize slopes. At a minimum, the density of vegetation shall approximate the density of vegetation that existed in the pre-construction state.

17.18.25 CUTS AND FILLS

A. MAXIMUM GRADE

The slope of a cut or fill grade shall not exceed two to one (2:1) or fifty (50) percent to allow revegetation.

B. SETBACK

The toe of a fill slope, or top of a cut or fill slope shall be setback from the property line at least one-half (1/2) the height of the cut or fill slope.

C. TOE OF NATURAL SLOPE

Cutting the toe of a natural slope is prohibited.

17.18.26 DRAINAGE

Natural drainage channels shall be preserved.

17.18.27 SOILS

Development shall not be located on unstable soils. The Zoning Administrator may require a geotechnical study to determine the stability of soils.

17.18.28 RETAINING WALLS/FENCING

Retaining walls shall not exceed the height of eight (8) feet. Fences in Residential Zones shall not exceed six (6) feet in height above natural grade. More than one (1) retaining wall in a terraced arrangement shall be permitted. Retaining walls lower than three (3) feet designed and constructed to retain earth are exempt from other standards of this Ordinance that regulate walls. Walls taller than three (3) feet are required to be permitted and must include a stamp from a licensed _____ Montana _____ engineer.

Fences in Residential Zones (R – Zones) shall not exceed six (6) feet in height above natural grade. The use of barbed wire or electric fences in residential zones is prohibited.

Fences in Business Zones (C Zones) shall not exceed six (6) feet in height above natural grade. The use of barbed wire or electric fences in Business Zones is prohibited.

Fences in Manufacturing Zones (LI and HI) shall not exceed eight (8) feet in height above natural grade. The use of barbed wire is allowed in Manufacturing Zones. The use of electric fences is prohibited in Manufacturing Zones.

17.18.30 ENVIRONMENTAL REGULATIONS

17.18.31 WETLANDS

Development shall comply with all applicable state and federal wetland regulations and standards. When a proposed development requires a state or federal wetland permit, the applicant shall include in the application for a City permit copies of the applicable permits to demonstrate compliance with the state or federal regulation. The Zoning Administrator may require verification that no such state or federal permit is required.

17.18.32 WATER QUALITY

Development shall comply with all applicable state and federal water quality regulations and standards. When a proposed development requires a state or federal water quality or discharge permit, the applicant shall include in the application for a City permit copies of the applicable permits to demonstrate compliance with the state or federal regulation.

17.18.33 AIR QUALITY

Development shall comply with all applicable state and federal air quality regulations and standards. When a proposed development requires a state or federal air quality permit, the

applicant shall include in the application for a City Permit copies of the applicable permits to demonstrate compliance with the state or federal regulation.

17.18.34 SUBSIDENCE

When a development is proposed on areas mapped by the Montana Department of State Lands as having a potential for subsidence, the applicant shall include in the application for a City permit a written report by a professional engineer licensed in the State of Montana that details how the development will avoid further damage and loss of property.

17.18.35 FLOODPLAIN

All development in the 100-year floodplain shall comply with the Flood Control Ordinance (Chapter 2, Title 11 of City codes) on file in the Office of the Laurel Floodplain Administrator.

17.18.40 PARKING AND LOADING STANDARDS

17.18.41 PURPOSE AND INTENT

The purpose and intent of this Section is to establish off-street parking standards designed to lessen congestion on the streets and provide a reasonable amount of parking with developments.

17.18.42 APPLICABILITY

Any building or structure erected or located, and any use of land established after the effective date of this Ordinance, including changes of use and additions to existing uses, shall provide off-street parking in accordance with the standards of this Section. Notwithstanding, development and uses located in the Central Business District may be exempt from the parking requirement as determined by the parking commission.

A. REQUIRED PARKING

All development shall provide the minimum number of off-street parking spaces as established in Section 11.18.43 Off Street Parking Required Spaces. If two (2) or more uses occupy the same building, lot or parcel of land, the total requirement for off-street parking spaces shall be the sum of the requirement of the individual uses.

B. USES NOT IDENTIFIED

The required off-street parking for any building, structure or use of land not listed in Section 11.18.43 Off Street Parking Required Spaces, shall be determined by the Zoning Administrator based on the required parking for similar uses listed in the Table and other reliable sources of data.

C. PARKING FOR PHYSICAL DISABILITIES

Parking lots shall provide parking for persons with physical disabilities pursuant to the currently adopted International Construction Code.

D. CHANGE OF USE

When an existing use of a structure or land is changed to another use, the number of off-street parking spaces shall be provided for the new use as established in Section 11.18.43 Off Street Parking Required Spaces.

E. EXPANSION

When an existing use is expanded, off-street parking shall be provided for the expanded area in compliance with Section 11.18.43 Off Street Parking Required Spaces.

Off Street Parking Required Specs

| Off Street Parking Required Specs (Minimums) | | | |
|--|--------------------|---|----------------------------------|
| Residential | | Public & Quasi Public | |
| 1 or 2 Dwelling | 1/du | Day Care Home | 2 |
| 3-6 Dwellings | 1/du | Day Care Center | 2/Staff Plus 5 |
| >6 Dwellings | 1/du | Government Buildings | 3.3/1000 sf |
| Guest House | 1/du | Health Care Facility; Long Term Care Facility | 1/3 Employee & 1/3 Beds |
| Efficiency units | 1/du | Library | 1/300 sf |
| Senior Housing | 1/du | School, Elementary or Jr. High | 1/Staff & Faculty & 1/7 students |
| Commercial | | School, Senior High | 1/Staff & Faculty & 1/4 students |
| Auto, Vehicle Sales | 2/sales associates | Recreation & Entertainment | |

| | | | |
|---|------------------------------|-------------------------|---|
| Auto, Vehicle Service | 4/service bay | Bowling Alley | 5/Alley |
| Bank/Credit Union | 1/400 sf | Golf Course | 6/Hole |
| Bed & Breakfast | 1/room + 1 for Owner/Manager | Indoor Entertainment | 5.5/1,000 sf |
| Restaurants | 1/3 seats | Miniature Golf Course | 2/Hole |
| Fast Food Restaurants | 1/4 seats | Private Health Club | 4/Court & 1/200 Other sf |
| Alcohol Establishments | 1/3 seats | Public Assembly | 1/3 Seats |
| Hotel & Motel | 1/room | Theater | 1/3 Seats |
| Conference w/lodging | .5/seats | Industrial | |
| Restaurant w/lodging | 1/4 seats | Freight, Distribution | 2/3 Employees |
| Retail | 5/1,000 sf | Manufacturing, Assembly | 2/3 Employees |
| Office | | Mini-Storage | 1/10 Units |
| General Professional | 3.3/1000 sf | Warehousing | 2/3 Employees or 1/1000 sf whichever is less. |
| Medical & Dental | 5/1000 sf | | |
| Miscellaneous | | | |
| For any other use not specifically mentioned or provided for, the zoning administrator shall determine the standards to be applied for parking, using this as a guide for uses which most closely resembles the use provided. | | | |
| Notes: du = dwelling unit sf = square feet | | | |

17.18.44 COMPUTATION OF REQUIRED SPACES

For the purpose of computing off-street parking spaces required by this Section, the following rules shall apply.

A. GROSS FLOOR AREA

Floor area shall mean gross floor area unless otherwise specified for a particular use.

B. BENCH SEATING

Churches and other places of assembly in which benches or pews are used in place of seats, each twenty-four (24) inches in length of such benches or pews shall be counted as one (1) seat.

C. FRACTIONS

When calculation of the number of off-street parking spaces results in a requirement of a fractional space, any fraction of less than one-half (1/2) may be discarded, while a fraction of one-half (1/2) or more shall be counted as one (1) required parking space.

D. ON-STREET PARKING

On-street parking may be used to satisfy off-street parking requirements at a conversion rate of 2:1. No more than fifty (50) percent of the required parking can be used for calculating off street requirements. A maximum of twenty (20) feet extending beyond either side of the property boundary may be used to calculate on-street parking numbers.

17.18.45 PARKING DESIGN

All required parking spaces shall comply with the standards of this sub-section.

A. SIZE

Parking spaces shall be at least nine (9) feet by twenty (20) feet in size and have a minimum head clearance of seven (7) feet.

B. SETBACKS

Parking shall not be located in the required minimum front setback except for driveways to garages. Parking may encroach into the side setback but shall be setback a minimum of two (2) feet from a property line.

C. SURFACING, GRADING

All off-street parking and access drives shall be paved with asphalt, concrete or an equivalent surface, and shall be graded and drained to shed all surface water.

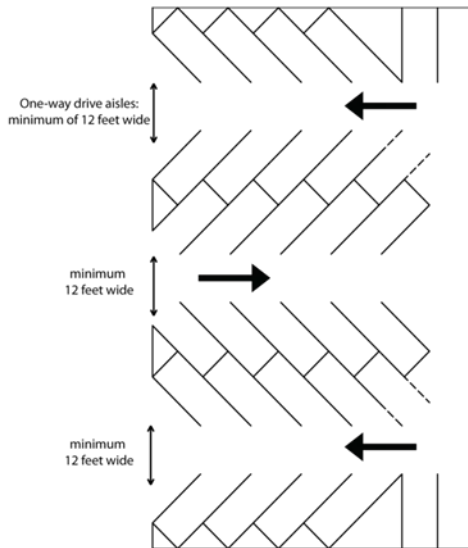
D. DRIVE ISLES

Two-way drives isles in parking lots shall be a minimum of twenty-four (24) feet wide except the Zoning Administrator may approve narrower drive isles for parking lots with angled parking spaces. One-way drive aisles with angled spaces shall be a minimum of twelve (12) feet wide except the Zoning Administrator may require wider drive aisles to ensure functional vehicle maneuverability. Parking Lots shall comply with Section 11.18.80 Storm Water Management and Erosion Control.

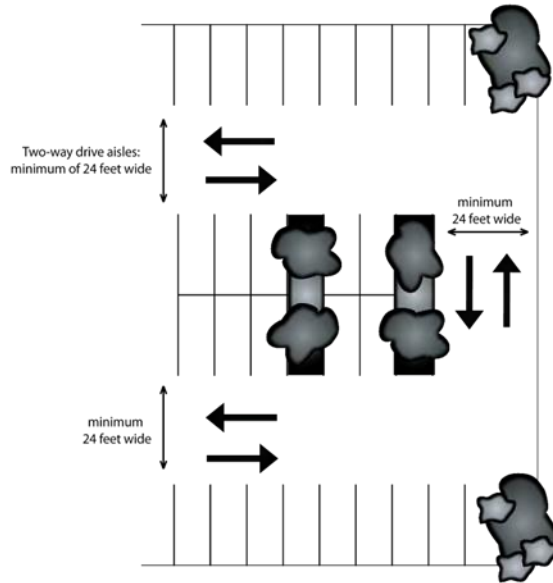
E. DRIVEWAYS

Driveways shall not be used to satisfy off-street parking requirements when a garage or carport is counted.

Angled Parking Aisle Width Figure



Straight Parking Aisle Width Figure



F. SNOW

A snow storage area at least two (2) percent of the size of the parking lot, drive aisles, and circulation shall be provided to avoid the loss of required parking spaces to snow storage.

STORAGE

G. TREE COVER

Parking lots containing more than twenty (20) parking spaces shall contain vegetative cover that provides shade for at least thirty-five (35) percent of the area of the parking lot as measured on August 15th at noon, after the vegetation has reached full maturity. The owner shall be responsible for maintaining the vegetation. The applicant proposing the parking lot shall submit for the review and approval of the Zoning Administrator the plan for vegetative cover designed to satisfy this standard.

H. RESIDENTIAL GARAGES

Parking spaces in residential garages shall count toward residential parking requirements.

17.18.46 ACCESS, CURB CUTS

All parking lots shall have adequate and safe ingress and egress to and from a local alley or street. The access shall comply with Intersection Visibility unless a wider approach width is

approved by the City Public Works Director. Curb cuts to a City Street shall be approved by the Public Works Director. Backing from a parking space into a street or alley is prohibited except for residential districts.

17.18.47 LOADING AREA STANDARDS

Each commercial or industrial building larger than 10,000 gross square feet shall provide at least one (1) off-street loading area. Businesses in the Central Business District are exempt from providing off-street loading areas.

A. CLEARANCE

Contain a vertical clearance of at least fourteen (14) feet; and,

B. DIMENSION

Be at least twelve (12) feet wide and thirty-five (35) deep.

C. LOCATION, DESIGN

Loading areas shall be on the same lot as the building requiring the loading area and the loading area shall be designed to prevent vehicles parked in the loading area from extending into the public right-of-way.

17.18.48 SHARED PARKING

A. GENERAL

- 1. Shared parking is allowed among different categories of uses or among uses with different hours of operation, but not both.*
- 2. Up to ten (10) percent of required parking spaces for any use may be used jointly by a temporary commercial use.*
- 3. Applicants must provide a shared parking agreement executed by the parties establishing the shared parking spaces. The agreement must be filed with the Yellowstone County Clerk and Recorder. Shared parking privileges will continue in effect only as long as the agreement, binding on all parties, remains in force. If the agreement is no longer in force, then parking must be provided as otherwise required by this chapter.*
- 4. Shared parking may be located off-site, subject to the regulations of Subsection 11.18.48.E Off-Site Parking.*
- 5. Required accessible parking spaces (for persons with disabilities) may not be shared and must be located on site.*

B. SHARED PARKING FOR DIFFERENT CATEGORIES OF USES

A use may share parking with a different category of use according to only one of the following subsections:

- 1. If an office use and a retail sales-related use share parking, the parking requirement for the retail sales-related use may be reduced by up to twenty (20) percent, provided that the reduction does not exceed the minimum parking requirement for the office use.*

2. *If a residential use shares parking with a retail sales-related use (expressly excluding lodging uses, restaurants and entertainment-related uses, the parking requirement for the residential use may be reduced by up to thirty (30) percent, provided that the reduction does not exceed the minimum parking requirement for the retail sales-related use.*
3. *If an office and a residential use share off-street parking, the parking requirement for the residential use may be reduced by up to fifty (50) percent, provided that the reduction does not exceed the minimum parking requirement for the office use.*
4. *If office, retail sales and residential uses share off-street parking, the applicant may elect to use any one of the shared parking reductions listed in this section. The applicant may also elect to prepare a shared parking analysis using the Urban Land Institute's (ULI) shared parking analysis methodology. Parking reductions based on the ULI methodology require review and approval by the Zoning Administrator after consultation with the City Public Works Department.*

C. SHARED PARKING FOR USES WITH DIFFERENT HOURS OF OPERATION

1. *For the purposes of this section, the following uses are considered daytime uses:*
 - a. *Customer service and administrative offices.*
 - b. *Retail sales uses, except restaurants, lodging uses, and entertainment-related uses.*
 - c. *Warehousing, wholesaling, and freight movement uses.*
 - d. *Manufacturing, production and industrial service uses; and*
 - e. *Other similar primarily daytime uses, as determined by the Zoning Administrator.*
2. *For the purposes of this section, the following uses are considered nighttime, or Sunday uses:*
 - a. *Auditoriums accessory to public or private schools.*
 - b. *Religious assembly uses.*
 - c. *Entertainment-related uses, such as theaters, bowling alleys, and dance halls; and*
 - d. *Other similar primarily nighttime or Sunday uses, as determined by the Zoning Administrator.*
3. *Up to ninety (90) percent of the parking required by this chapter for daytime use may be supplied by the off-street parking provided for a nighttime or Sunday use and vice-versa, when authorized by the Zoning Administrator.*
4. *The applicant must show that there is no substantial conflict in the principal operating hours of the uses for which shared parking is proposed.*

D. GENERAL, LOCATION OF OFF-STREET PARKING

Except as otherwise expressly stated, required off-street parking spaces must be located on the same parcel as the building or use they are required to serve.

E. OFF-SITE PARKING

1. General

All or a portion of required off-street parking may be provided off-site, in accordance with the provisions of this section. Off-site parking areas must comply with all applicable parking area design and accessibility standards. Required accessible parking spaces may not be located off site.

2. *Location*

Off-site parking areas must be located within a 500-foot radius of the use served by such parking, measured between the entrance of the use to be served and the outer perimeter of the furthest parking space within the off-site parking lot.

3. *Control of Off-site Parking Area*

The property to be occupied by the off-site parking facilities must be under the same ownership as the parcel containing the use to be served by the parking. The off-site parking area may be under separate ownership only if an agreement is provided guaranteeing the long-term availability of the parking, commensurate with the use served by the parking. Off-site parking privileges will continue in effect only as long as the agreement, binding on all parties, remains in force. If an off-site parking agreement lapses or is no longer valid, then parking must be provided as otherwise required by this chapter.

F. USE OF OFF-STREET PARKING AREAS

1. *Required off-street parking areas may be used solely for the temporary parking of licensed motor vehicles in operating condition.*
2. *Required off-street parking spaces may not be used for the display of goods for sale or lease or for storage of building materials.*
3. *Required off-street parking spaces are intended to serve residents, tenants, patrons, employees, or guests of the principal use. Off-street parking spaces that are required by this Zoning Ordinance must be maintained for the life of the principal use.*
4. *No commercial motor vehicle repair work of any kind is permitted in a required parking space.*

G. DRIVEWAY PARKING AREA DESIGN

Parking areas must be laid out and designed in accordance with Municipal Code requirements and City standards and specifications.

1. *Driveways must be reviewed and approved by the City Public Works Department before the issuance of a zoning compliance permit. Driveways exceeding 150 feet in length require additional approval from the Fire Department.*
2. *Driveways may not exceed a grade of eight (8) percent, provided that a maximum grade of up to 10% may be allowed for short distances, not exceeding 50 feet, if approved by the Fire Department and the City Public Works Department.*

17.18.49 BICYCLE PARKING

Bicycle parking is encouraged and when utilized by the property owner a minimum of 50% of required bicycle parking spaces shall be located within fifty (50) feet of the front door of the business or the resident's entrance when bicycle parking is required. An inverted U or other similar device, approved through Design Review, shall be required. Bicycle racks shall be made of solid construction, resistant to rust, corrosion, hammers and saws, and be located in a well illuminated location.

A. COMMERCIAL USES

A minimum of two (2) bicycle parking spaces are required for every twenty (20) automobile parking spaces required.

B. INDUSTRIAL

None required.

C. MULTI-HOUSEHOLD HOUSING

A minimum of one (1) bicycle parking space is required for every five (5) multi-housing residential units. A minimum of two (2) bicycle parking spaces are required for multi-Household housing units of at least five (5) units.

17.18.50 INTERSECTION VISIBILITY

17.18.51 PURPOSE AND INTENT

The purpose of this Section is to avoid traffic hazards that occur from obstructed visibility at intersections of streets, alleys and driveways.

17.18.52 APPLICABILITY

The standards of this Section apply to all developments not exempted below. The standards of this Section shall not apply to:

A. EXISTING BUILDINGS

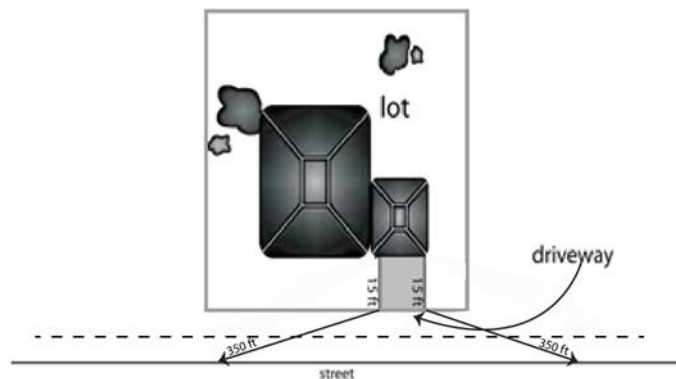
Permanent buildings existing on the effective date of this Ordinance.

B. CONTROLLED INTERSECTIONS

Stop sign controlled or traffic signal-controlled intersections.

17.18.53 ESTABLISHMENT OF SIGHT TRIANGLE

For the purpose of this Section a sight triangle is defined and established at the intersection of all streets, streets and alleys, and streets and driveways. The sight triangle is measured from the center of the approaching traffic lane for each direction for a distance of 450 feet for 45 mph, 400 feet for 40 mph, and 350 feet for 35 mph, in no case shall the distance be reduced below 250 feet.



Within the area of the sight triangle, the height of mature landscaping, walls and fences shall not exceed thirty-six inches (36") feet in height measured from the top of the existing curb grade or crown of abutting road, whichever is lower.

A. TREES

Within the sight triangle, existing trees shall be permitted as long as only the tree trunk (no leaves, limbs, etc.) is visible within eight (8) feet of the ground. No new trees are allowed in the sight triangle.

17.18.60 LANDSCAPING

17.18.61 PURPOSE AND INTENT

The purpose and intent of this Section is to establish landscaping requirements that promote attractive and high-quality development and preserve and enhance the natural beauty of the City. It is further the purpose of this Section to require landscaping that ensures compatibility among adjacent land uses, controls dust, glare and erosion, screens objectionable objects, visually softens the mass of buildings, promotes air quality and enhances property values. Safe and attractive landscaping is encouraged adjacent to public streets and throughout parking areas. It is not the intent of this Section to prescribe a certain style of landscaping except to include plants that are indigenous to the area and tolerant of Laurel weather conditions.

17.18.62 APPLICABILITY

The standards of this Section shall apply to the following types of development.

A. NEW DEVELOPMENT

All new developments and expansions of existing developments that result in an increase of more than 1,000 square feet of gross floor area shall comply with this Section.

B. CHANGE OF USE

The change of use of an existing development shall comply with this Section.

C. CONDITIONS

Landscaping may be required as a condition of a Variance or the rezoning of a lot or parcel of land.

17.18.63 LANDSCAPE PLAN

A. PLAN REQUIRED

A Landscape Plan is required for all developments and changes of use except for single-household and duplex/2-household residential units.

B. PLAN CONTENTS

The Zoning Administrator shall establish a checklist of items required in a Landscape Plan.

C. PLAN REVIEW

Review of the Landscape Plan shall be performed concurrently with the Development Plan it accompanies.

17.18.64 LANDSCAPE STANDARDS

A. DESIGN ELEMENTS

Landscape Plans shall be designed and installed to meet the following standards.

1. *Landscape Area*

The entire lot or parcel not occupied by impervious surface or left in natural vegetation shall be planted with trees, grass, ground cover, or other live ground cover plantings that are known to be tolerant to the climate of Laurel. Xeriscape landscaping is permitted and encouraged when appropriate, however, concrete is not an approved xeriscape material.

2. *Use of Landscape Planting*

Landscape plans shall be designed and installed to landscape required setbacks, screen parking lots, soften the mass of buildings and buffer neighboring property from new development.

3. *Landscape Material*

Landscape plans shall use plant material that minimizes attraction to wildlife other than songbirds, e.g. berries.

4. *Ensure sight triangle is maintained.*

B. STREET BOULEVARD

Street boulevards shall comply with provisions set forth in this section.

C. MAINTENANCE

The required landscaping shall be continually maintained by the owner after installation. Any landscaping or ground cover or other elements of the Landscape Plan that die or become damaged shall be replaced by the end of the growing season in which the plant material died or became damaged. Any required landscaping that dies or is damaged and is not replaced shall be considered a violation of this Ordinance.

17.18.65 PURPOSE AND INTENT

The purpose and intent of this Section is to establish outdoor lighting standards that ensure nighttime safety and productivity while conserving energy and encouraging “dark sky” initiatives.

17.18.66 APPLICABILITY

The standards of this Section shall apply to all outdoor lighting fixtures installed after the effective date of this Ordinance and the new development of multi-household, commercial and industrial buildings not exempted in Subsection 11.18.67 Exemptions. These standards shall also apply to the redevelopment, addition or remodeling of multi-Household, commercial or industrial property that increases the gross floor area of the building(s) or the area of developed land by fifty (50) percent or more, unless exempted.

17.18.67 EXEMPTIONS

The following types of lighting fixtures are exempt from the standards of this Section:

A. EXISTING FIXTURES

Outdoor lighting fixtures installed prior to and operable on the effective date of this Ordinance provided the fixtures are not a pre-existing nuisance and further provided there is no change or replacement in use or lamp type and no structural alteration to the outdoor lighting fixture.

B. STREETLIGHTS, TRAFFIC CONTROL

Streetlights and traffic control lights.

C. RECREATION FACILITY

Lighting related to a recreational facility up to 11:00 pm. Notwithstanding, said lighting may continue to allow the completion of a sporting event in the recreational facility that began earlier in the evening.

D. NAVIGATION LIGHTS

Navigation lights at the airport or located on communication towers or similar lights providing a navigational function.

E. HOLIDAY DECORATIONS

Lights installed as holiday decorations provided, they are not installed more than forty-five (45) days prior to the holiday and are removed within fifteen (15) days after the holiday.

F. UNITED STATES FLAG

Up cast lights or other unshielded lights necessary to comply with United States Code, Title 4 Chapter 1 Section 6.

17.18.68 LIGHTING STANDARDS

A. SHIELDING

All outdoor lighting fixtures shall be shielded to avoid direct view of the light source or bulb from the property line.

B. 75 DEGREE CUTOFF

All outdoor lighting fixtures shall be installed at a 75-degree cutoff and aimed downward.

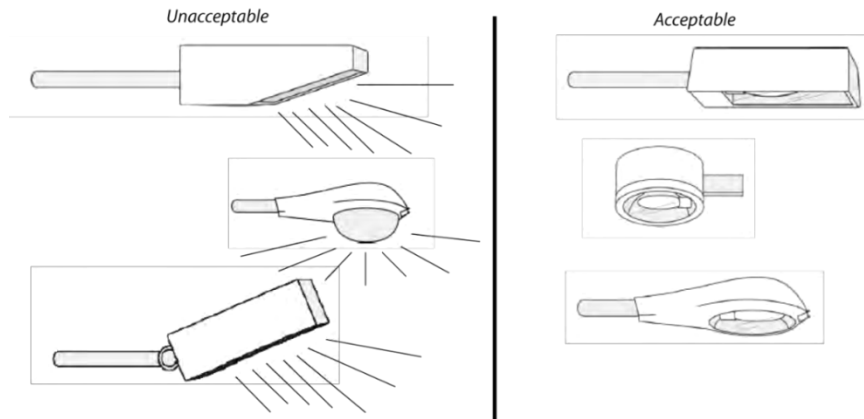
C. OFF SITE GLARE

Glare or light directed off-site or shining onto the adjacent property shall be prohibited.

D. FOOT CANDLES

Parking lot lighting shall not exceed an average illumination level of one (1) foot candle. All other exterior lighting shall not exceed an illumination level of four/tenths (0.4) of a foot candle.

Street Lighting Regulations



17.18.69 PROHIBITIONS

The following types of lighting shall be prohibited unless specifically exempted by Section 11.18.67 Exemptions:

A. SEARCHLIGHTS

The operation of searchlights for advertising purposes is prohibited.

17.18.70 INFRASTRUCTURE

17.18.71 PURPOSE AND INTENT

The purpose and intent of this Section are to ensure required infrastructure and utilities are constructed and maintained to protect the health, safety, and welfare of the occupants of developments approved pursuant to this Ordinance and the general community. Required infrastructure and utilities include but are not limited to water distribution, wastewater collection, vehicular circulation, pedestrian and bicycle facilities, storm water runoff and erosion control and the private utilities of electricity, cable television, telephone, and where available natural gas.

17.18.72 REQUIRED INFRASTRUCTURE AND UTILITY IMPROVEMENTS

All development shall provide and maintain safe and orderly infrastructure and utilities that connect to the infrastructure systems of the City of Laurel and private utilities. All development shall provide access to water and wastewater systems, public streets or roads, pedestrian trails and/or sidewalks, and wire utilities such as electricity, cable television and telephone, and where available natural gas. All infrastructure and utility improvements shall be extended to the furthest extent of a property.

17.18.73 PUBLIC WATER SUPPLY, PUBLIC WASTEWATER SYSTEM

A. CONNECTION TO MUNICIPAL SYSTEMS

All development shall connect to municipal water and wastewater infrastructure systems which may require off-site and on-site facilities to provide the necessary mains, lift stations, and pump stations, service lines and other appurtenances necessary to connect the development to the City infrastructure.

B. CONSTRUCTION STANDARDS

1. *City, DEQ*

All infrastructure systems shall be constructed and maintained to the applicable codes of the City of Laurel, the Montana Department of Environmental Quality standards and other federal and state codes that may be duly applicable.

2. *Shared Use*

All infrastructure lines in new developments shall be located and constructed to allow adjoining properties to access the infrastructure mains at the common property lines.

C. DEVELOPER'S EXPENSE

1. *Developer's Expense*

Installation of the required infrastructure shall be the developer's expense except where shared expenses are approved by the City.

2. *City Participation*

At its sole discretion and subject to adopted ordinances controlling infrastructure, the City may participate in funding the construction of infrastructure related to any development when an infrastructure facility is oversized to accommodate the current or future needs of adjacent properties.

17.18.74 PRIVATE UTILITIES

A. UNDERGROUND INSTALLATION

All wire and natural gas utilities shall be installed underground except as provided below.

1. *Above Ground Appurtenant*

Transformers, switching boxes, terminal boxes, meter cabinets, pedestals, ducts and other facilities that are necessary appurtenant to underground utilities may be placed above ground within utility easements or street right-of-way or easements with approval of the landowner or City Council, whichever is applicable.

2. *Connections to Above Ground Facilities*

Facilities reasonably necessary to connect underground utilities to existing or permitted overhead or above ground facilities shall be allowed above ground.

3. *Existing Facilities*

Existing above ground utility facilities may be allowed to remain. It shall not be required to remove or replace existing above ground utility facilities that are useful in serving the development.

4. *Transmission, Distribution Feeder Lines*

Overhead electric transmission and distribution feeder lines and overhead long-distance communication, trunk and feeder lines shall not be required to be underground.

B. CONSTRUCTION STANDARDS

All utilities shall be installed and maintained pursuant to the applicable utility company standards.

C. STRUCTURES IN UTILITY EASEMENTS

Structures shall not be located in public or private utility easements except fences.

1. *Laurel Growth Policy*

Legal and physical access to public streets shall be consistent with the Laurel Growth Policy.

2. *Natural Topography*

Accesses, streets, and roads shall be designed and constructed to conform to the natural topography to the greatest extent practical and minimize ground disturbance.

3. *Drainage*

Accesses, streets, and roads shall not block natural drainage ways and shall be designed and constructed to provide positive storm water runoff.

4. *Number of Accesses*

The allowed number of accesses shall be determined by the Laurel Subdivision Regulations.

5. *No Commercial Access through Residential*

A commercial or industrial development shall not have a principal access through a residential zoning district. This prohibition does not prevent commercial or industrial access through a mixed-use district.

6. *Emergency Access*

All development shall provide safe and efficient access suitable for emergency vehicles.

7. *Street Standards*

Street extensions or construction shall be designed and constructed pursuant to the street standards in the Laurel Subdivision Regulations.

8. *Arterial streets*

Accesses to arterial streets shall be minimized and shall comply to any applicable access management plans in effect. A residential development that adjoins an arterial street shall use reverse frontage or side access to minimize access to arterial streets.

D. DEVELOPER'S EXPENSE

The construction of the required accesses, streets or roads shall be the developer's expense except where shared expenses are approved by the City.

1. *City Participation*

At its sole discretion and subject to adopted ordinances controlling streets and roads the City may participate in funding the construction of an access, street, or road related to any development when the access facility is oversized or extended to accommodate the current or future needs of adjacent properties.

17.18.75 PEDESTRIAN ACCESS

All development and construction, including single-household structures, and existing structures in all zones shall construct a sidewalk across the street frontages of the lot. The sidewalk(s) shall be within the public right-of-way at a location approved by the Laurel Public Works Director and extended to connect to existing sidewalks if present at the lot boundary. If sidewalks currently exist, they must remain in perpetuity and be replaced if damaged.

A. EXEMPTIONS

Expansion to existing structures that increase the gross floor area by less than fifty (50) percent shall be exempt from installing sidewalks. Subdivisions that have been annexed without curb and gutter shall be exempt from required sidewalks.

B. ADA

All new sidewalks shall be constructed in compliance with the Americans with Disabilities Act (ADA).

C. COMMERCIAL/INDUSTRIAL DEVELOPMENT

Commercial and industrial developments, not exempted above, shall provide a sidewalk from the entrance of the commercial development to the public right-of-way and across the frontage of the lot.

D. CONSTRUCTION STANDARDS

Sidewalks shall be designed and constructed to comply with the construction specifications and widths as adopted in the Laurel Subdivision Regulations.

E. LANDOWNER'S EXPENSE

Sidewalks shall be designed and constructed at the landowner's expense. Lots with three (3) or more street frontages or lots with an acute angle shall be reviewed by the city to determine appropriate locations and shall be required to provide at least two sidewalks.

17.18.76 DEVELOPMENT AGREEMENT

A. AGREEMENT REQUIRED

Developments that require the construction of public infrastructure or other public improvements shall require a Development Agreement that establishes the detailed requirements, responsibilities, and timing of performance for both the developer and the City.

B. CONTENT OF AGREEMENT

A Development Agreement shall contain, but not be limited to, the following items.

1. Site Plan

The Development Agreement shall incorporate or reference an approved development plan.

2. Required Improvements

Detailed description of infrastructure and other improvements required as part of the approved development including specifications.

3. Costs

Costs of the improvements required in the initial phase and projected costs of improvements of any future phases.

4. Schedule for Completion

An established schedule of completion required in the initial phase and a projected completion schedule of any future phases.

5. *City Completion*

A process by which the City may, if necessary, complete the required improvements using the surety or financial guarantee provided by the developer.

6. *Renegotiation*

A process by which either the developer or the city may request a renegotiation of the agreement.

7. *Transfer*

A process by which the agreement may be transferred with the prior written approval of the City Council.

8. *Guarantee*

The form of the financial surety or guarantee shall be specified.

9. *Warranty*

A statement or warranty for the materials and workmanship pursuant to Subsection G, Warranty of Improvements, below.

C. PHASING

The construction of public infrastructure or improvements may be phased in accordance with an approved phasing plan.

D. EFFECT OF AGREEMENT

An approved Development Agreement shall create a legal contract binding the parties to the contract.

E. GUARANTEE

Completion of the required improvements identified in the Development Agreement shall be guaranteed by a method in the Guarantee of Public Improvements Section of the Laurel Subdivision Regulations.

F. INSPECTION AND ACCEPTANCE OF IMPROVEMENTS

1. *Inspection Required*

All infrastructure and improvements shall be inspected by the Zoning Administrator and/or Public Works Director for compliance with the approved development plan, construction plans and specifications.

2. *Developer Request*

Upon completion of the infrastructure or improvements, the Developer shall submit to the Zoning Administrator a written request for a Certificate of Compliance or acceptance.

3. *Improvements Accepted*

Upon a written verification from the developer and a project engineer licensed in the state of Montana that the infrastructure or improvements have been completed pursuant to all approvals, plans and specifications, and upon further verification from the inspection described in Subsection F.1, Inspection Required, above, the Zoning Administrator or Public Works Director, whichever is designated by adopted City ordinances, shall issue a Certification of Compliance. Notwithstanding, some public infrastructure facilities or improvements may require City Council approval of acceptance based upon adopted City ordinances. In such instances, the Zoning Administrator shall place the developer's request on the City Council agenda following verification by the Administrator or Public Works Director that the infrastructure or improvements have been completed pursuant to all approvals, plans and specifications.

4. Fees

The City Council may establish fees to offset the administrative costs of inspecting public infrastructure or improvements. Any such fees shall be paid by the developer prior to the issuance of a Certificate of Compliance or acceptance.

G. WARRANTY OF IMPROVEMENTS

The developer shall warrant the materials and workmanship of the public infrastructure or improvement for a period of one (1) year from issuance of the Certificate of Compliance or acceptance of the infrastructure or improvement by the Mayor and City Council, whichever is applicable.

1. Warranty Enforcement

The warranty shall be enforced or secured by one of the following methods.

a. Escrow

An escrow account containing funds equal to ten (10) percent of the construction costs pursuant to the Guarantee of Public Improvements Section of the Laurel Subdivision Regulations.

b. Letter of Credit

Continuing a Letter of Credit or opening a new Letter of Credit in an amount equal to ten (10) percent of the construction costs pursuant to the in the Guarantee of Public Improvements Section of the Laurel Subdivision Regulations.

c. Use of Funds

The City may use funds or draw upon the Letter of Credit to correct any deficiency in the materials or workmanship of the infrastructure or improvement. Notwithstanding, the developer may remedy the deficiency in lieu of the City drawing upon the funds.

2. Release of Funds

Warranty funds held in escrow, or the Letter of Credit shall be released upon expiration of the one (1) year warranty period provided the funds were not spent to remedy a deficiency in the infrastructure or improvement.

17.18.80 STORM WATER MANAGEMENT AND EROSION CONTROL

17.18.81 PURPOSE AND INTENT

The purposes and intent of this Section are to ensure storm water runoff is sufficiently managed to avoid dangerous conditions, flooding, or property damage and to further minimize erosion from wind and water.

17.18.82 APPLICABILITY

All developments, not exempted below in Section 11.18.83 Exemptions, proposing to disturb a cumulative total of more than 20,000 square feet of contiguous impervious coverage shall comply with the standards of this Section, and meet Montana Department of Environmental Quality Regulations.

17.18.83 EXEMPTIONS

Development in the Central Business Zoning District shall be exempt from this section.

17.18.84 STORM WATER RUNOFF AND EROSION CONTROL PLAN

Any application for a development permit, including a building permit if no other development application is required, not exempted in Section 11.18.83 Exemptions, shall include a storm water runoff and erosion control plan. The plan shall contain plans, calculations and techniques that demonstrate compliance with the standards of this Section and shall be prepared by a professional engineer licensed in the State of Montana.

17.18.85 STANDARDS

A. PRE-DEVELOPMENT DISCHARGE

The post-development runoff rate from the site shall not exceed the pre-development runoff rate. Storm water retention areas may be required to comply with this standard.

B. VELOCITIES MINIMIZED

Runoff velocities shall be minimized, and the receiving drainage ways shall be designed and constructed to accommodate the runoff.

C. STORMWATER DETENTION

On-site storm water facilities shall be designed and constructed to detain a 2-year storm event that is one (1) hour in duration, while meeting Section 11.18.85.A Pre-development Discharge.

D. MAINTENANCE

Storm water facilities shall be continually maintained to ensure on-going compliance with this Section.

E. RETENTION OF VEGETATION

Existing natural vegetation shall be maintained as much as practical and disturbed areas that do not receive structures or impervious surfaces shall be revegetated.

F. DISTURBED AREAS MINIMIZED

The amount of ground area disturbed at any one time shall be minimized as much as practical.

G. SILT FENCING

Silt fencing, hay bales or comparable techniques shall be used to prevent sediment from leaving the site due to erosion during construction and until the site is fully vegetated.

H. WATER QUALITY

Water quality of nearby streams, wetlands or other riparian areas shall be protected by the use of vegetative buffer or other techniques as identified in the Laurel Growth Policy or master plan for a subdivision.

17.18.90 TEMPORARY USES

17.18.91 – Intent

The definitions found in this chapter for temporary uses and structures shall be used to regulate same, and all uses contained in temporary structures shall be considered temporary uses and must comply with this section. All temporary uses or structures must also comply with the Uniform Fire Code, Laurel requirements for ingress and egress, and other applicable codes in existence at the time of the adoption of this chapter. This chapter shall not apply to sidewalk vendors.

17.18.92 – Temporary uses in nonresidential zoning districts

- A. Group 1 Temporary Uses. This group consists of temporary uses of property continuing for less than forty-eight hours. Such uses are exempt from this chapter.
- B. Group 2 Temporary Uses. This group consists of temporary uses of property continuing for longer than forty-eight hours but less than thirty days.
 - 1. The following are examples of Group 2 temporary uses: carnivals, circuses, Christmas tree sales, etc.

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2. Supplemental Standards.
 - i. Two signs not to exceed thirty-two square feet in area and eight feet in height shall be allowed, excluding A-frame signs, and be removed along with the temporary use/structure when the approved time limit or temporary use/structure permit has expired.
 - ii. Clear sight vision for ingress and egress shall be provided as approved by the public works department.
 - iii. Access to any public right-of-way must be approved by the public works department.
 - iv. Application for a temporary use/structure permit shall be made at the city public works department to the planning board at least one month ahead of the planning board's regularly scheduled meeting.
 - C. Group 3 Temporary Uses. This group consists of temporary uses of property continuing for longer than thirty days but less than one year.
 1. The following temporary uses may be allowed in this group:
 - i. Uses, such as carryout espresso stands, less than one hundred sixty square feet in floor area and bearing a certification of a factory-built building from the state of Montana or a Building Permit issued by the City of Laurel as allowed in the appropriate zoning districts.
 2. Location and Time Restrictions.
 - i. Any Group 3 temporary use/structure existing upon adoption of this chapter shall be deemed a legal nonconforming use. All existing legal Group 3 nonconforming temporary uses/structures, as of the effective date of this chapter or any amendment hereto, shall be removed or become a permanent use by complying with the currently adopted Commercial Building Code, site development standards, and any other federal, state, or local requirements within two years from the date of the enactment of this chapter or any amendment hereto.
 - ii. All Group 3 temporary use/structures shall be removed no later than one year unless reapplied for and approved.
 3. Supplemental Standards.
 - i. Two signs not to exceed thirty-two square feet in area and eight feet in height shall be allowed, excluding A-frame signs, and shall be removed along with the temporary use when the approved time limit or temporary use/structure permit has expired.
 - ii. The temporary use must provide sufficient space to accommodate the structure and off-street parking for customers and use-related vehicles. The parking area, driving lanes, and egress/ingress shall be paved, drained and the site shall be approved by the public works department.
 - iii. Clear sight vision for site ingress and egress shall be provided as per currently adopted applicable codes and as approved by the public works department.
 - iv. Access to public right-of-way shall be approved by the public works department.
 - v. Application for a temporary use/structure permit shall be made at the city public works department to the planning board at least one month ahead of the planning board's regularly scheduled meeting.

17.18.93 – Christmas tree sales in residential districts

In any residential district and in the agricultural district, the temporary use of land for Christmas tree sales may be allowed for a period not to exceed thirty days when all of the following restrictions are met:

-
- A. The sale must be conducted on property owned by a nonprofit organization unless otherwise approved by city staff. The lot must provide sufficient space to accommodate the Christmas trees and off-street parking for customers and other sale-related vehicles.
 - B. One sign not to exceed thirty-two square feet in area shall be allowed for this temporary use, and such sign shall be removed along with the temporary use and structure when the approved time limit or temporary use/structure permit has expired.
 - C. A business license must be obtained by the operator if located within the Laurel city limits.

17.18.94 – Roadside stands.

The sale of flowers or produce at temporary stands shall be allowed when all of the following restrictions are met:

- A. Only items produced on the premises may be sold on the premises; and
- B. Any structure used must be portable and removed after the temporary use/structure ceases to operate; and
- C. One sign not to exceed thirty-two square feet in area shall be allowed, and such sign shall be removed when the use ceases; and
- D. The use must provide sufficient space to accommodate the stand and off-street parking for customer and other sale-related vehicles off the public right-of-way; and
- E. Clear vision ingress and egress to the area must be provided.

17.18.95 – Fireworks stands.

The erection of temporary fireworks stands may be permitted if such meet the following standards:

- A. Located outside the city limits of Laurel and in nonresidential zones; and
- B. Two signs not to exceed thirty-two square feet in area each are allowed, and such signs must be removed along with the temporary use and structure when the approved time limit expires; and
- C. The stand must provide sufficient space to accommodate the stand and off-street parking for customer and sale-related vehicles off the public right-of-way; and
- D. The appropriate permits are secured from, and fees are paid to county departments and the local jurisdictional fire department.

17.18.96 – Construction or construction equipment sheds.

The temporary use of buildings or modular offices or equipment sheds during construction projects may be permitted in any zoning district. A temporary use/structure permit is not required if the structure is part of an approved construction project and used exclusively for the approved construction project it serves. Such structures cannot be used for sleeping or living purposes and must be removed upon completion of the construction project.

17.18.97 – Temporary use/structure permit required.

All Group 2 and Group 3 temporary uses must conform to the currently adopted Sign Code. Before any Group 2 or Group 3 temporary use or structure is established, the property owner shall obtain a temporary use/structure permit, as delineated in this chapter. In addition, the property owner shall post a three-thousand-dollar money order or cashier's check or an equivalent bond with the city to ensure timely removal of the use and/or structure.

17.18.98 –Action by Board of Adjustment.

After the planning director has reviewed an application for temporary use, he/she shall make a recommendation to the board of adjustment to approve, deny or approve with conditions. The board of adjustment shall approve, deny, or approve with conditions the application. If approved or if approved with conditions, the application shall then obtain a city business license prior to operating the business.

17.18.100 OPERATIONAL PERFORMANCE STANDARDS

17.18.101 PURPOSE AND INTENT

The purposes and intent of this Section is to establish performance standards that ensure developments and land uses do not become dangerous or objectionable to neighbors or the general community. It is the purpose and intent of this Section that all land uses and related activities are maintained and operated to avoid detracting from the health, safety, and welfare of the citizens of Laurel.

17.18.102 AIR QUALITY

Dust, ash, vapors, fumes, gasses, or other forms of air pollution shall not be emitted from any development to an extent that can cause damage to the health of people, animals or vegetation or can degrade neighboring property.

17.18.103 COMBUSTIBLES AND EXPLOSIVES

The storage of combustible and explosive materials shall comply with applicable standards of the applicable Fire Code and the applicable building codes.

17.18.104 HAZARDOUS MATERIALS STORAGE

A. STATE, FEDERAL REGULATIONS

Development that proposes to generate, handle, or store hazardous materials shall comply with all applicable state and federal regulations and standards. When a proposed development requires a state or federal permit, the applicant shall include in the application for a City permit copies of the applicable permits to demonstrate compliance with the state or federal regulations.

B. OTHER CITY CODES

Development that proposes to generate, handle, or store hazardous materials shall comply with all applicable regulations and standards in the currently adopted building code and Fire Prevention and Safety Code. When a proposed development requires approval for such activities under these additional codes, the applicant shall include in the application for a City permit copies of the applicable permits or plans that demonstrate compliance with the codes.

17.18.105 NOISE

A. NOISE LEVELS

Developments and land uses shall not create noises that exceed the levels established below.

Noise Levels

Noise Levels

| Zoning District in which the Sound is Generated | Maximum Sound Level | Quiet Hours |
|---|---------------------|---|
| R-7500, R-6000, RLMF | 65 dBA | Reduce to 55 dBA from 10:00 pm to 6:00 am |
| RMF, RMH | 70 dBA | Reduce to 65 dBA from 10:00 pm to 6:00 am |
| RP, NC2 | 80 dBA | Reduce to 70 dBA from 10:00 pm to 6:00 am |
| CBD, CC, HC, P | 85 dBA | Reduce to 70 dBA from 10:00 pm to 6:00 am |
| LI, HI | 95 dBA | Reduce to 75 dBA from 10:00 pm to 6:00 am |

B. EXCEPTIONS

Notwithstanding the noise limitations established, exceptions to the Subsection are:

- 1. During all hours the following items are exempt: Emergency vehicle safety and warning signals, other safety and warning signals and devices, aircraft operations at the airport and hospital, vehicles with legal and properly functioning exhaust systems, those noise generators that in the opinion of the Zoning Administrator or law enforcement personnel meet the intent of this Section, and limited temporary noises that occur for fifteen (15) minutes or less.*
- 2. During non-quiet hours the following items are exempt: home appliances, chain saws, lawn mowers and snow blowers in private use, those noise generators that in the opinion of the Zoning Administrator or law enforcement personnel meet the intent of this Section, and limited temporary noises that occur for fifteen (15) minutes or less.*
- 3. The City Council may grant waivers for special events (parades, street dances, grand openings, 4th of July Celebrations, etc.) or via the Conditional Use Permit or Use of City Owned Lands approval process. All such waivers shall be in writing and on the property where the exemption is applicable.*
- 4. Construction activities are exempt from the maximum sound level for any given district from 7:00 am to 10:00 pm level for any given district.*

C. MEASUREMENT

Noise levels shall be measured at the property line of the development or land use generating the noise and shall be measured with a sound meter.

17.18.106 JUNK VEHICLES

A. CERTIFICATION

The zoning administrator or designee may inspect and certify that a vehicle meets the requirements of a junk vehicle. Such certification shall be in writing and shall record the make of the vehicle, the vehicle identification number, or license plate number of the vehicle if available. The certifying individual shall also describe any vehicle damage, any missing equipment, or condition of the vehicle, and shall also verify that the value of the junk vehicle is equivalent only to the approximate value of the scrap in it.

B. VIOLATION

It shall be unlawful to park or store junk vehicles on private property. Such a violation shall be deemed a nuisance subject to abatement including fines, fees and/or removal of vehicle from property.

C. EXCEPTIONS

The provisions of this chapter relating to junk vehicles shall not apply to a vehicle or part thereof which: (1) is not visible from the street or other public or private property; or (2) is stored or parked in a lawful manner on fenced private property in connection with the business of a licensed bulk hauler, tow truck operator, dismantler, repair facility, or motor vehicle dealer and is fenced.

17.18.101 BUILDING DESIGN

A. STREET WALL LENGTH AND SHAPE

To avoid long and monotonous building facades, the building façade facing any street shall not be more than one hundred (100) feet without an offset in the wall plane or architectural features or indents designed to break up the apparent mass of the wall and prevents the building from being a rectangle or square. LI and HI districts are exempt from this provision.

B. USE CLARIFICATION

Unless otherwise noted in the Central Business District or within sections of this code; the primary use of a structure within all districts shall be classified as that use which occupies 50.1 percent of the gross floor area of a structure. If multiple uses are within the structure, the simple majority of gross floor area of one use shall constitute the primary use for determining what is permitted in each district.

Article 17.19.0 – Outdoor Advertising

17.19.10 PURPOSE AND INTENT

The purpose of this Article is to govern outdoor advertising with standards designed to balance the Interests of businesses, organizations and individuals with the public interests of maintaining an attractive city where advertising contributes to community character and avoids undue visual clutter.

17.19.20 APPLICABILITY

The standards of this Section shall apply to the erection, construction, relocation, installation or alteration of any outdoor advertising sign, structure, markings, symbol or other advertising device unless exempted in Section 11.19.30 Exemptions.

17.19.30 EXEMPTIONS

The standards of this Section shall not apply to the following:

17.19.31 OFFICIAL NOTICES, WARNING SIGNS, HISTORICAL INFORMATION

Notices posted by an official of a public body or utility that provides legal notification or information or warning of a dangerous area, including signs communicating information about the history of a property or the community.

17.19.32 WINDOW DISPLAYS, INDOOR SIGNS

Indoor signs and displays that are not visible from the outside.

17.19.33 BUILDING IDENTIFICATION, MINOR RESIDENTIAL

Signs, plaques and similar features not to exceed four (4) square feet in area containing building names, dates of erection, commemorative information or similar content. Wall signs identifying occupants or owners of a residential property.

17.19.34 HOLIDAY LIGHTS

Holiday lights and displays containing no commercial message and erected no sooner than forty-five (45) days prior to the holiday and removed no later than fifteen (15) days following the holiday.

17.19.35 REAL ESTATE

Not more than one (1) real estate sign per lot, parcel or tract of land or a building "for sale" or "for rent" that does not exceed six (6) square feet in area.

17.19.36 RELIGIOUS SYMBOLS, NON-COMMERCIAL

Religious symbols, signs conveying a non-commercial message and temporary political signs.

17.19.37 WAY FINDING, TRAFFIC CONTROL

Signs that provide directional information, identify entrances/exits and control traffic that does not exceed six (6) square feet in area.

17.19.38 MURALS

Murals depicted on sides of buildings that contain no advertising message connected to a business, service or product.

17.19.40 DEFINITIONS

For the purpose of this Section, certain words and terms shall have the meaning as established in this subsection.

17.19.41 SIGN

For purposes of this Ordinance the term sign shall mean any structure, marking, symbol, display, illustration or other advertising device designed or intended to announce, market or attract attention to a business, product or service.

17.19.42 SIGN AREA

Sign area means the surface of a sign designed to contain a message, logo, symbol, or other communication and excludes the structural support members. The sign area for free-standing signs or signs projecting from a building may display a message on two (2) sides that are back-to-back and the sum total of the area of each side shall not exceed the allowed sign area.

17.19.43 NEON AND ILLUMINATED

Signs lit with neon or exposed bulbs in an historic manner.

17.19.44 INTERNALLY ILLUMINATED

Illumination in which neon, fluorescent, incandescent, or other light sources are placed within a semi-transparent "can" and shine through sign panels, typically made of plastic.

17.19.50 PERMIT REQUIRED

The erection, construction, relocation or alteration of a sign or other advertising device not exempted in Section 11.19.30 Exemptions requires a Building Permit. Electrical permits pursuant to the currently adopted electrical codes may be required in addition to the Building Permit.

17.19.51 DIGITAL ELECTRONIC GRAPHIC DISPLAY

Signs that display moving, or electronic images shall require a conditional use permit and be consistent with all other applicable district regulations.

17.19.60 GENERAL STANDARDS

17.19.61 SIZE

A. RESIDENTIAL DISTRICTS

The maximum amount of sign area allowed in a residential zoning district is six (6) square feet per lot, parcel or tract of land. Notwithstanding, the size of sign area announcing the name of a development is one (1) square foot of sign area per one (1) linear foot of street frontage of the lot containing the sign, not to exceed forty (40) square feet.

B. NON-RESIDENTIAL DISTRICTS

The total amount of sign area allowed in non-residential zoning districts shall not exceed three hundred (300) total square feet. Total signage and sign area is calculated by measuring the surface area of one face of the sign.

17.19.62 NUMBER, TYPE

There is no maximum number of signs permitted on a property and no restriction on the types of signs provided the total sign area of all signs does not exceed the amount permitted in Section 17.19.61 Size.

17.19.63 HEIGHT

The maximum height of all freestanding signs, including all embellishments, shall not exceed the maximum height for primary buildings in the given zoning district.

17.19.64 ON SITE/OFF SITE

Off-site signs are permitted however those signs count toward the overall sign area for that specific property and use.

17.19.65 CONSTRUCTION, ELECTRICAL CODES

Signs and other advertising devices shall comply with applicable construction and electrical codes.

17.19.70 PROHIBITED SIGNS

The following signs shall be prohibited:

17.19.71 INTERNALLY ILLUMINATED

Internally illuminated signs are prohibited in all residential districts and are subject to 17.19.80 Internally Illuminated Signs.

17.19.72 FLASHING AND BLINKING SIGNS

Flashing, blinking or, signs with rotating light beams, holograms, and similar devices.

17.19.80 INTERNALLY ILLUMINATED SIGNS

Internally illuminated signs are only allowed inside Commercially and Industrially Zoned Districts.

17.19.90 NONCONFORMING SIGNS

Any sign legally existing on the effective date of this Ordinance which does not comply with the provisions of this Article shall be deemed a nonconforming sign. No nonconforming sign shall be moved, altered, re-erected, relocated or replaced unless it is brought into compliance with the standards of this Article. This shall not prevent the repair or restoration to a safe condition any part of a nonconforming sign or sign structure, or a change of message or normal maintenance on a sign or sign structure.

17.19.100 ABANDONED SIGNS

Any sign that is not structurally sound or no longer serves to inform or attract the attention of the public, including illegible signs and signs advertising or identifying abandoned uses, shall be considered abandoned and its removal required. The owner of an abandoned sign shall be responsible for the removal of the sign within sixty (60) days of the adoption of this Ordinance or within sixty (60) days termination of the use advertised by the sign.

17.19.110 TEMPORARY SIGNS

The Zoning Administrator may approve temporary signs to be erected for not more than thirty (30) days to advertise special events and similar short-term activities.

Article 17.21.0 – Administration

17.21.10 ORGANIZATION OF ARTICLE

17.21.11 OVERVIEW OF DUTIES AND RESPONSIBILITIES

The [*Summary Table of Review Procedures*](#), presents an overview of the roles of the various decision makers in the review and approval processes of this ordinance.

17.21.12 DECISION MAKING AND ADMINISTRATIVE BODIES

Section 11.21.30, *Duties and Responsibilities of Decision Making and Administrative Bodies*, sets out the detailed authority, duties and responsibilities of the various decision making and administrative bodies in the review processes of this Ordinance.

17.21.13 COMMON REVIEW PROCEDURES

Section 11.21.40 *Supplementary Review Procedures Common Procedures*, establishes the common review procedure that applies to all permits unless certain supplementary procedures are created in subsequent sections of this Ordinance.

17.21.14 PUBLIC HEARING, PUBLIC NOTICE

Section 11.21.80 *Supplementary Review Procedures*, establishes supplementary review procedures for certain permits that either supplement or replace a portion of the common review procedures.

17.21.15 SUPPLEMENTARY REVIEW PROCEDURES

Sections 11.21.80 *Supplementary Review Procedures*, establishes supplementary review procedures for certain permits that either supplement or replace a portion of the common review procedures.

17.21.20 OVERVIEW OF DUTIES AND RESPONSIBILITIES

Summary Table of Review Procedures

| Summary Tale of Review Procedures | | | | | |
|--|----------------------|-------------------|------------------------------------|---------------------|----------------------|
| | Zoning Administrator | Building Official | Planning Board & Zoning Commission | Board of Adjustment | Mayor & City Council |
| Receive Applications | A | | | | |
| Determine Completeness | A | | | | |
| Residential Development of 1 to 3 units | A | | | | |
| Residential Development of 3 or more Units | R | | | | A |
| PUD | R | | R | | A |
| Design Review | R | | R | | A |
| Appeal | | | | R | A |
| CUP | R | | R | | A |
| | Zoning Administrator | Building Official | Planning Board & Zoning Commission | Board of Adjustment | Mayor & City Council |
| Variance | R | | | R | A |
| Building Permit | | A | | | |
| Certificate of Occupancy | | A | | | |
| Zoning Map Amendment | R | | R | | A |
| Zoning Ordinance Amendment | R | | R | | A |

| | | | | | |
|---------------------------------------|---|--|---|--|---|
| Enforcement Action | A | | | | |
| Annexation | R | | R | | A |
| Appoint Zoning Administrator | | | | | A |
| Appoint Building Official | | | | | A |
| Appoint Member of Board & Commissions | | | | | A |

R = Review & Recommend; A = Authority for Final Action

17.21.30 – Duties and Responsibilities of Decision Making and Administrative Bodies

The following decision-making and administrative bodies shall have the duties and responsibilities in administering this Ordinance as established in this Section.

17.21.31 MAYOR AND CITY COUNCIL

A. POWERS AND AUTHORITY

In addition to all powers and authority granted to the Mayor and City Council by general or specific law, the Mayor and City Council shall have the following powers and authority under the provisions of this Ordinance.

1. *Appoint Zoning Administrator and Building Official*

The Mayor, with the consent of the City Council, shall appoint a Zoning Administrator and a Building Official. The Zoning Administrator and Building Official may be employees of the City of Laurel or contract consultants.

2. *Appoint Planning Board/Zoning Commission and Board of Adjustment*

The Mayor shall appoint and the City Council shall consent to appointing members of the Planning Board/Zoning Commission and Board of Adjustment.

3. *Growth Policy*

The Mayor and City Council shall have the authority to adopt the Laurel Growth Policy and, from time to time, approve or disapprove amendments to the Growth Policy.

4. *Zoning Ordinance and Zoning Map*

The Mayor and City Council shall have the authority to adopt the Laurel Zoning Ordinance and the Official Zoning Map of the City of Laurel, and from time to time, approve or disapprove amendments to the Ordinance and Map.

5. *Planned Unit Development*

The Mayor and City Council shall have the authority to hear, consider and approve, approve with conditions or disapprove applications for Planned Unit Developments.

6. *Annexations*

The Mayor and City Council shall have the authority to approve, approve with conditions or disapprove of applications for annexation of land to the City of Laurel.

7. *Other Actions*

The Mayor and City Council shall have the authority to take other action not delegated to another decision making or administrative body that the Mayor and City Council deem necessary and desirable to implement provisions of the Growth Policy or this Ordinance.

17.21.32 PLANNING BOARD/ZONING COMMISSION

A. ESTABLISHMENT

There is hereby reaffirmation of the creation and existence of the Laurel Planning Board and Laurel Zoning Commission to be known as the Planning Board/Zoning Commission.

B. DUTIES AND AUTHORITY

The Planning Board/Zoning Commission shall have the following powers and authority under this Ordinance:

1. *Growth Policy*

To prepare and recommend to the Mayor and City Council the Laurel Growth Policy.

2. *Amend Growth Policy*

To initiate, hear, consider, and make recommendations to the Mayor and City Council on amendments to the Growth Policy.

3. *Adopt Ordinances*

To initiate, hear, consider, and make recommendations to the Mayor and City Council on the adoption of this Ordinance and other ordinances, regulations and codes authorized by general or specific law.

4. *Amend Ordinances*

To initiate, hear, consider, and make recommendations to the Mayor and City Council on amendments to this Ordinance and to other ordinances, regulations and codes authorized by general or specific law.

5. *Adopt Zoning Map*

To initiate, hear, consider, and make recommendations to the Mayor and City Council on the adoption of the Official Zoning Map of the City of Laurel.

6. *Amend Zoning Map*

To initiate, hear, consider, and make recommendations to the Mayor and City Council on amendments to the Official Zoning Map of the City of Laurel.

7. *Conditional Uses*

To hear, consider and make recommendations to the Mayor and City Council on whether to approve, approve with conditions or disapprove applications for Conditional Use Permits pursuant to the terms and procedures of this Ordinance.

8. *Planned Unit Development*

To initiate, hear, consider, and make recommendations to the Mayor and City Council on applications for Planned Unit Developments.

9. *Annexation*

To initiate, hear, consider, and make recommendations to the Mayor and City Council on approval, approval with conditions or disapproval of applications for annexation of land to the City of Laurel.

10. *Other Actions*

To undertake and execute other duties the Mayor and City Council deem necessary and desirable to assign to the Planning Board/Zoning Commission.

17.21.33 BOARD OF ADJUSTMENT

A. ESTABLISHMENT

There is hereby reaffirmation of the creation and existence of the Laurel Board of Adjustment.

B. POWERS AND AUTHORITY

The Board of Adjustment shall have the following powers and authority under this Ordinance:

1. *Appeals*

To hear and consider appeals that an error was made in order, requirement or decision by the Zoning Administrator in the enforcement of this Ordinance and to recommend that the City Council uphold, modify or overturn the decision.

2. *Variances*

To hear, consider and recommend approval, approval with conditions or disapproval applications for variances from the terms of this Ordinance pursuant to Section 11.21.81 Variance.

17.21.34 ZONING ADMINISTRATOR

The Zoning Administrator shall have the following powers and authority and shall perform the following duties under this Ordinance.

A. INTERPRET ORDINANCE

Interpret, make day-to-day decisions and administer this Ordinance.

B. RECEIVE APPLICATIONS, DETERMINE COMPLETENESS

Receive applications for all permits required by this Ordinance, except applications for Building Permits that are received by the Building Official and make determinations of completeness of the submittal information.

C. APPROVE DEVELOPMENT PERMITS

Review, consider and approve, approve with conditions, or disapprove applications for which the terms and procedures of this Ordinance assign Final Action to the Zoning Administrator. Applications for which the Zoning Administrator has authority to approve or disapprove include residential development containing up to three (3) residential units.

D. RECOMMENDATIONS

Review, consider and make recommendations to the Planning Board/Zoning Commission, Board of Adjustment and the Mayor and City Council on applications for which these decision-making bodies have duties to review and/or make final decisions.

E. MINOR DEVIATIONS

Review, consider and approve or disapprove minor deviations to a development plan that has received final approval by a decision-making body.

F. ADMINISTRATIVE DUTIES

Assist all decision-making bodies in setting agendas, providing proper legal notice and maintaining complete record of proceedings.

G. INSPECTIONS, ENFORCEMENT

Perform all necessary inspections to enforce the provisions of this Ordinance, conditions of approved permits and approved Development Agreements, and to initiate enforcement actions to remedy violations of this Ordinance, permits or agreements.

H. LEGAL ACTION

Investigate and pursue legal action pertaining to violations of this Ordinance or conditions of approved permits or the terms of approved Development Agreements.

I. OTHER DUTIES

Perform all other duties assigned by the terms of this Ordinance, deemed necessary to assist all decision-making bodies, or determined necessary or desirable by the Mayor and City Council.

17.21.35 BUILDING OFFICIAL

In addition to all powers and authority granted to the Building Official by general or specific law or by other codes and ordinances, the Building Official shall have the following powers and authority and shall perform the following duties under this Ordinance.

A. BUILDING PERMITS

Receive applications for Building Permits, determine completeness of submittal information, review and approve, approve with conditions, or disapprove applications for building permits pursuant to the terms and procedures of the currently adopted Building Codes and this Ordinance.

B. ZONING ORDINANCE

Consult with the Zoning Administrator to ensure proper compliance with this Ordinance on all Building Permits.

C. CERTIFICATES OF OCCUPANCY

Issue Certificates of Occupancy pursuant to the terms and procedures of the currently adopted Building Codes and this Ordinance.

17.21.40 COMMON PROCEDURES

17.21.41 GENERAL

Unless otherwise stated in this Article, the submission of a development plan or application, and the subsequent steps for Determination of Completeness, staff review, notice and scheduling of public hearings, and decisions of approval or disapproval shall comply with the procedures established in this Section. The terms development application and development plan are used interchangeably in these procedures and refer to any submission made to the City for review and approval under this Ordinance.

17.21.42APPLICATION FORMS

All development applications shall be on City forms prepared and made available by the Zoning Administrator. The Zoning Administrator shall develop application forms and a checklist of submission items to accompany an application. The application forms and checklists shall be distributed to the public indicating all information that must be presented in order for City officials and Boards to evaluate applications. No application shall be accepted for consideration unless the information required on the checklist is found by the Zoning Administrator to be in sufficient detail to evaluate the application and determine whether it complies with the substantive requirements of this Ordinance.

17.21.43FEES

All applications shall be accompanied by the applicable fee required by the regularly adopted City fee schedule. The fee schedule shall be established and may be revised from time to time by the Mayor and City Council. Its purpose shall be to defray the costs of processing applications. The fee schedule shall be available for review in the City clerk's office during normal business hours.

17.21.44 PRE-APPLICATION CONFERENCE

A. PRE-APPLICATION CONFERENCE

A pre-application conference may be held with the Zoning Administrator prior to submission of an application for approval of residential development containing three (3) or more dwelling units, all developments containing commercial, industrial, and other non-residential land uses, a Conditional Use Permit, Design Review, a Planned Unit Development, and for amendments to the Zoning Map and text of this Ordinance.

B. INITIATION OF PRE-APPLICATION CONFERENCE

An owner, developer or their authorized agent shall initiate a pre-application conference with the Zoning Administrator by submitting a written request. Along with the request for the pre-application conference, the applicant shall submit general information on the proposed land use, layout, existing features of the site including topography and other information necessary to describe the character, location, and magnitude of the proposed development.

C. SCHEDULING OF PRE-APPLICATION CONFERENCE

Upon receipt of a request for a pre-application conference, the Zoning Administrator shall schedule the pre-application conference. The pre-application conference shall be held within thirty (30) calendar days of receipt of the request for such a conference.

D. PRE-APPLICATION CONFERENCE PURPOSES

The purpose of the pre-application conference is to familiarize the city officials with the general location and character of the proposed development. At the pre-application conference, the applicant and the Zoning Administrator shall discuss the proposed development, and based upon the information provided by the applicant, identify the provisions of this Ordinance that apply to the proposed development. During the subsequent review of the development plan or upon submission of more detailed information about the proposed development, additional provisions of this Ordinance may be identified as being applicable.

E. WRITTEN SUMMARY

The Zoning Administrator shall provide the applicant with a written summary of the pre-application conference within fifteen (15) calendar days of the completion of the pre-application conference.

F. EXPIRATION OF PRE-APPLICATION CONFERENCE

A development plan shall be based on the written summary of a pre-application conference held no more than one (1) year previous to the plan submittal. A new pre-application conference is required before submission of a plan if more than a year has elapsed since the prior conference.

17.21.45 SUBMISSION OF APPLICATION AND DETERMINATION OF COMPLETENESS

The submission of an application and the Determination of its Completeness shall comply with the following standards:

A. INITIATION

The appropriate application and all required information for the requested permits and approvals shall be submitted to the Zoning Administrator by the owner, developer, or their authorized agent.

B. REQUIRED CONTENTS OF APPLICATION

The submittal requirements established by the Zoning Administrator during the pre-application conference shall be submitted. Additional information may be required during review of the application if the Zoning Administrator finds the information necessary to determine compliance with this Ordinance.

C. DETERMINATION OF COMPLETENESS

Within fifteen (15) calendar days of the submittal of an application, the Zoning Administrator shall determine if the application is Complete. An application is complete if it contains the submittal requirements identified during the pre-application conference in sufficient completeness and detail to commence review and evaluation of the application.

1. Determined Incomplete

If the Zoning Administrator determines that the application is not complete, a written notice shall be provided to the applicant specifying the deficiencies. No further action shall be taken on the application by the Zoning Administrator until the deficiencies are remedied. If the applicant fails to correct the deficiencies within sixty (60) calendar days, the application shall be considered withdrawn. If the Zoning Administrator fails to provide written notice of any deficiencies to the applicant within fifteen (15) calendar days of submission of the application, the application shall be deemed complete.

2. Determined Complete

When the application is determined complete, the Zoning Administrator shall notify the applicant of the determination and commence review and evaluation of the application to determine compliance with this Ordinance and other applicable ordinances and regulations.

17.21.46 TECHNICAL REVIEW

A. TECHNICAL REVIEW COMMITTEE

The City may establish a Technical Review Committee (TRC) and host Committee meetings as needed to facilitate the technical review and evaluation of applications for permits. The Zoning Administrator may schedule a complete development application for a TRC meeting. Said meeting shall occur within thirty (30) calendar days of the Determination of Completeness. The applicant is provided an opportunity to meet with representatives of applicable utilities and governmental agencies in this meeting to receive comments on the technical elements of the application.

1. Committee Members, Responsibilities

The TRC consists of the representatives of the following core departments with their general responsibilities. After determining an application complete, the Zoning Administrator forwards the application materials to the TRC members for review.

- a. The Planning office will review development applications for compliance with the existing zoning of the site, compliance with this Ordinance and other applicable ordinances, codes, and regulations, and to review the relationship of the proposed development to the neighboring property, characteristics of the site such as topography, floodplain and unstable soils, and the Laurel Growth Policy.*
- b. Public Works Department to review development applications for the relationship to streets and utility systems and to determine required street improvements, rights-of-way, extensions to water and wastewater systems and other related public improvements and dedications.*
- c. Building Official to review development applications for any building code provisions that may affect the general site plan. Review of construction drawings that are appropriate for building permit applications is not appropriate for a TRC meeting.*
- d. Fire Department to review development applications for adequacy of the water distribution system and firefighting capabilities in the vicinity, and for compliance with applicable Fire Prevention and Safety Codes.*
- e. School District to review development applications to project demand for school facilities and to identify needed land areas to reserve for development of schools and other related facilities.*
- f. Police Department to review the proposed development for appropriate safety considerations.*
- g. Ambulance and Emergency Response for appropriate access and other safety considerations.*

2. Additional Members

The Committee may expand to include the city engineer, City attorney, Yellowstone County Historic Preservation Officer, and representatives from utility companies and state and federal agencies when their review comments are applicable to a particular development application.

B. WRITTEN SUMMARY

Within fifteen (15) calendar days following the TRC meeting the Zoning Administrator shall provide the applicant a written summary of the TRC comments and a description of any revisions to the plans that are necessary to comply with the technical requirements of the applicable ordinances and regulations.

C. REVISED SUBMISSION

The applicant shall submit a revised application that incorporates the changes necessary to comply with the technical requirements of the applicable ordinances and regulations.

D. ADDITIONAL TRC MEETINGS

Extensive revisions resulting from TRC comments or by voluntary action of the applicant may require additional TRC meetings to review the subsequent submission, prior to the Zoning Administrator scheduling the application for a Planning Board/Zoning Commission meeting or rendering a decision for which the Zoning Administrator has authority for Final Action.

17.21.47 PROCEDURES FOR ZONING ADMINISTRATOR DECISIONS

A. AUTHORITY FOR FINAL ACTION

The review and decisions on applications for which the Zoning Administrator has authority of Final Action shall occur pursuant to the standards of this Section.

B. RECLASSIFY APPLICATION

If the Zoning Administrator determines that a proposed development, for which the Administrator has authority for Final Action, may have a significant impact on the surrounding neighborhood or the community, the Zoning Administrator may reclassify the application to require review and approval by the Planning Board/Zoning Commission. When an application is reclassified, the authority for Final Action is transferred to the Planning Board/Zoning Commission and the administrative procedures that are applicable to the Board/Zoning Commission's actions shall apply.

C. STAFF REVIEW, STAFF REPORT AND DECISION

After determining an application is complete, the Zoning Administrator shall conduct the technical review pursuant to Section 11.21.46 Technical Review, above, review the application for compliance with this Ordinance and other applicable ordinances and regulations, and prepare a Staff Report that describes the conclusions of the review. Based upon the conclusions in the Staff Report the Zoning Administrator approves, approves with conditions or disapproves the application. A copy of the Staff Report shall be provided to the applicant.

D. TIMING OF DECISIONS

Review and final decision by the Zoning Administrator shall be made within fifteen (15) calendar days of the TRC meeting, or within fifteen (15) calendar days of a plan resubmission that is based upon the TRC meeting. If additional TRC meetings are required, a decision shall be made within fifteen (15) calendar days of the final TRC meeting or plan resubmission that is based upon the final TRC meeting.

E. ISSUANCE OF PERMIT, CORRECTED APPLICATION

If the Zoning Administrator finds the application complies with the applicable standards of this Ordinance and all other applicable ordinances and regulations, the permit shall be issued. If it is determined that the application does not comply with the applicable standards of this Ordinance or other ordinances and regulations, the applicant shall be notified in writing of the deficiencies and be provided sixty (60) calendar days from the written notice to submit a corrected application. If a corrected application is received, the Zoning Administrator shall approve, approve with conditions, or disapprove the corrected application based on the applicable standards of this Ordinance and other applicable ordinances and regulations. If the application is not resubmitted within sixty (60) calendar days from said written notice, the application shall be considered withdrawn.

F. PUBLIC NOTICE AFTER DECISION

The Zoning Administrator shall submit a Record of Decision on a City website or at City Hall following a final decision. Any aggrieved party may appeal the Zoning Administrator's decision within thirty (30) calendar days of the date the notice appeared in the official paper for the City of Laurel. Decisions on applications for single-Household houses, sign permits, and grading permits are exempt from this requirement.

G. EXPIRATION OF PERMIT

A permit shall expire on the one (1) year anniversary date of the permit issuance, unless otherwise noted in the development approval if the next step in the normal development process is not commenced. The next step, normal development process includes obtaining a building permit, grading permit, or commencement of the use if no further permit is required.

17.21.48 PROCEDURES FOR DECISIONS BY PLANNING BOARD/ZONING COMMISSION OR BOARD OF ADJUSTMENT

A. AUTHORITY FOR FINAL ACTION

The review and decisions on applications for which the Planning Board/Zoning Commission or the Board of Adjustment have authority of Final Action shall occur pursuant to the standards of this Section, except appeals of prior decisions. See Section 11.21.82 Appeals for the applicable procedure to consider Appeals.

B. ZONING ADMINISTRATOR RECOMMENDATION

After an application has been reviewed by the TRC the Zoning Administrator shall prepare a staff report that evaluates the application for compliance with this Ordinance. The Zoning Administrator shall present in the staff report a recommendation for approval, approval with conditions or denial, based upon the standards and procedures of this Ordinance. The staff report shall be made available to the applicant, the public and the Planning Board/Zoning Commission or Board of Adjustment at least seven (7) calendar days prior to the scheduled public meeting.

C. SCHEDULING OF PUBLIC HEARING

An application for which a public hearing is required shall be scheduled for meeting of the Planning Board/Zoning Commission or Board of Adjustment within 120 calendar days of an application being determined by the Zoning Administrator to be complete.

D. PUBLIC HEARINGS, PUBLIC NOTICE

The Planning Board/Zoning Commission or Board of Adjustment, whichever is applicable, shall conduct a public hearing on the application pursuant to the procedures of Section 11.21.60 Public Hearing Procedure, and a written notice of the public hearing shall be mailed by first class mail to owners of all land that is adjacent/adjoining to the site for which the application is submitted pursuant to Section 11.21.70 Public Notice.

E. DECISION

Within thirty (30) calendar days of the close of the public hearing, the Planning Board/Zoning Commission or Board of Adjustment, whichever is applicable, shall approve, approve with conditions, or deny the application based upon the standards and procedures of this Ordinance. Written notice of the decision containing the required findings of fact and conclusions reached by the Board shall be provided to the applicant within fifteen (15) calendar days of the decision. Written notice of a denial shall specify the reasons for denial.

F. ISSUANCE OF PERMIT

If the application is approved, the Zoning Administrator shall issue a permit at the first practical opportunity that describes any conditions of approval established by the Board and the expiration date if no action is pursued by the applicant.

G. EXPIRATION OF A PERMIT

A permit shall expire on the one (1) year anniversary date of the permit issuance, unless otherwise noted in the development approval if the next step in the normal development process is not commenced. The next step in the normal development process includes obtaining a building permit, grading permit, or commencement of the use if no further permit is required.

17.21.50 PROCEDURES FOR DECISIONS BY MAYOR AND CITY COUNCIL

A. AUTHORITY FOR FINAL ACTION

The review and decisions on applications for which the Mayor and City Council have authority of Final Action shall occur pursuant to the standards of this Section.

B. ZONING ADMINISTRATOR RECOMMENDATION

After an application has been reviewed by the TRC the Zoning Administrator shall prepare a staff report that evaluates the application for compliance with this Ordinance. The Zoning Administrator shall present in the staff report a recommendation for approval, approval with conditions or denial, based upon the standards and procedures of this Ordinance. The staff report shall be made available to the applicant, the public and the Planning Board/Zoning Commission, and Mayor and City Council at least seven (7) calendar days prior to the first scheduled meeting.

C. SCHEDULING OF PUBLIC HEARING

An application for which a public hearing is required shall be scheduled for a meeting of the Planning Board/Zoning Commission within 120 calendar days of an application being determined by the Zoning Administrator to be Complete.

D. PUBLIC HEARINGS, PUBLIC NOTICE

The Planning Board/Zoning Commission shall conduct a public hearing on the application pursuant to the procedures of Section 11.21.60 Public Hearing Procedure, and a written notice of the public hearing shall be mailed by first class mail to owners of all land that is adjacent/adjoining to the site for which the application is submitted pursuant to Section 11.21.70 Public Notice.

E. PLANNING BOARD/ZONING COMMISSION RECOMMENDATION

Within thirty (30) calendar days of the close of the public hearing, the Planning Board/Zoning Commission shall determine a recommendation to approve, approve with conditions or deny the application based upon the standards and procedures of this Ordinance. Written notice of the recommendation of the Board shall be provided to the applicant within fifteen (15) calendar days of the decision. Written notice of a recommendation for denial shall specify the reasons for denial.

F. SCHEDULING OF PUBLIC MEETING

Following the decision by the Planning Board/Zoning Commission, the application shall be scheduled for review and a final decision at a regularly scheduled meeting of the Mayor and City Council. This meeting shall occur within thirty (30) calendar days of the Planning Board/Zoning Commission decision.

G. DECISION

Within thirty (30) calendar days of the close of their meeting, the Mayor and City Council shall approve, approve with conditions or deny the application based upon the standards and procedures of this Ordinance. Written notice of the decision containing the required findings of fact and conclusions reached by the Mayor and Council shall be provided to the applicant within fifteen (15) calendar days of the decision. Written notice of a denial shall specify the reasons for denial.

H. ISSUANCE OF PERMIT

If the application is approved the Zoning Administrator shall issue a permit at the first practical opportunity that describes any conditions of approval established by the Mayor and Council and the expiration date if no action is pursued by the applicant.

I. EXPIRATION OF A PERMIT

A permit shall expire on the one (1) year anniversary date of the permit issuance, unless otherwise noted in the development approval if the next step in the normal development process is not commenced. The next step in the normal development process includes obtaining a building permit, grading permit, or commencement of the use if no further permit is required.

17.21.60 PUBLIC HEARING PROCEDURE

Public Hearings required by this Ordinance shall be conducted pursuant to the standards and procedures of this Section.

17.21.61 NOTICE

Written notice of the public hearing, pursuant to Section 11.21.70 Public Notice, shall be sent by first class mail to the owner of the property that is subject to the public hearing and to owners of land that is adjacent/adjoining to the property that is subject to the public hearing. In addition to the mailed notice, a Public Notice of the hearing shall be published in a newspaper of general local circulation that describes the application and provides the time, date and place of the public hearing. The Public Notices shall be mailed, and the published notice shall appear in a newspaper of general local circulation no later than fifteen (15) calendar days prior to the public hearing.

17.21.62 ANNOUNCEMENT

The presiding officer shall announce the purpose and subject of the public hearing, verify that proper public notice was given and provide the opportunity for any member of the Board to declare a conflict of interest. The presiding officer may excuse any member of the Board who has a conflict of interest.

17.21.63 RIGHT TO SPEAK

Any interested person may appear at the public hearing and submit evidence or make comments either as an individual or on behalf of an organization. Each person appearing at the public hearing shall be identified by name and address of residence and name of organization if applicable.

17.21.64 STAFF REPORT PRESENTATION

The Zoning Administrator shall present the Staff Report.

17.21.65 APPLICANT PRESENTATION

The applicant shall present any information the applicant deems appropriate.

17.21.66 PUBLIC STATEMENTS

Members of the public shall be provided with the opportunity to speak about the merits or shortcomings of the application. At the discretion of the presiding officer, reasonable time limits may be placed on all speakers in the interest of accommodating all people desiring to speak and to provide for an efficient meeting. Comments shall be directed only to the presiding officer.

17.21.67 APPLICANT RESPONSE

After the public comment the applicant shall be provided the opportunity to respond to any public comments made during the public hearing.

17.21.68 STAFF RESPONSE

After the public comment, the Zoning Administrator or any other City official shall be provided the opportunity to respond to public comments made during the public hearing.

17.21.69 DELIBERATION, DECISION

The presiding officer shall declare the public comment period of the meeting to be closed and invite discussion, deliberation and a decision by the Board.

17.21.610 RECORD OF PROCEEDINGS

The public hearing and meeting shall be audio taped and the tape shall be retained by the City for a minimum of one (1) year. A recording secretary shall record written minutes of the public hearing. All exhibits, reports, evidence and written materials submitted during the public hearing shall be retained by the City as part of the record of the proceeding.

17.21.611 CONTINUANCE

The Board conducting the public hearing, on its own initiative, may continue the hearing to a future date. The applicant has the right to one (1) continuance to a future date. Notice of continuance shall be posted in a conspicuous and visible location at City Hall and other regular locations determined by the Zoning Administrator.

17.21.70 PUBLIC NOTICE

Public Notice required to be mailed or published in a newspaper of general local circulation shall contain the following information and comply with public notice requirements of state law.

17.21.71 TYPE OF APPLICATION

The type of application, such as Development Permit, Conditional Use Permit, Variance, Appeal, Amendment to the Zoning Map or Ordinance, Planned Unit Development, Zoning Conformance Permit.

17.21.72 DESCRIPTION OF DECISION

A brief description of the decision or action sought by the applicant.

17.21.73 NAME OF OWNER, APPLICANT

The name of the landowner and applicant.

17.21.74 LOCATION OF LAND

A legal description and a general description of the location of the subject land.

17.21.75 LOCATION, DATE, TIME

The location, date and time of the public hearing or public meeting.

17.21.76 WHERE INFORMATION AVAILABLE

The location where information about the application may be viewed and the general hours available.

17.21.77 PROPOSED USE

A description of the type of use being proposed.

17.21.80 SUPPLEMENTARY PROCEDURES

REVIEW

17.21.81 VARIANCE

Applications for Variances shall be reviewed and decided pursuant to the standards and procedures of this Section.

A. PROCEDURE

The Board of Adjustment is assigned authority to hear, consider and make recommendations to the Mayor and City Council on whether to approve, approve with conditions or disapprove applications on Variance applications. These applications are reviewed and decided pursuant to procedures in Section 11.21.48 Procedures for Decisions by Planning Board/Zoning Commission or Board of Adjustment.

B. STANDARDS

A recommendation for Approval or Conditional Approval of a Variance shall require the Board of Adjustment making each of the following Findings of Fact:

1. *Special Conditions*

There are special circumstances or conditions that are peculiar to the land or building for which the Variance is sought that do not apply generally to land or buildings in the neighborhood; and

2. *Not Result of Applicant*

The special circumstances or conditions have not resulted from an act of the applicant or been established to circumvent this Ordinance; and

3. *Strict Application Unreasonable*

Due to the special circumstances or conditions, the strict application of this Ordinance would deprive the applicant of reasonable use of the land or building or create an undue hardship on the landowner; and

4. *Necessary to Provide Reasonable Use*

Granting the Variance is necessary to provide a reasonable use of the land or building; and

5. *Minimum Variance*

The Variance is the minimum variance necessary to allow a reasonable use of the land or building; and

6. *Not Injurious*

Granting the Variance will not be injurious to the neighborhood or detrimental to the public welfare; and

7. *Consistent with Ordinance*

*Granting the Variance is consistent with the purposes and intent of this Ordinance.
A variance to the Allowed Uses of a zoning district is prohibited.*

C. CONDITIONS

Conditions or restrictions may be placed on the approval of a Variance.

D. EXPIRATION

A Variance shall expire one (1) year from the date of approval if the next logical step in the development process is not commenced. The next step in the development process includes but is not limited to applying for a building permit, commencing the use or applying for a Development Permit.

17.21.82 APPEALS

Any person aggrieved by a decision of the Zoning Administrator, or the Planning Board/Zoning Commission may appeal the decision to the Board of Adjustment. For the purposes of this Section an aggrieved person shall be either a person who has submitted an application, received an interpretation or a person who is adversely affected by an action on an application or by an interpretation. Appeals shall be submitted, reviewed, and decided pursuant to the standards and procedures of this Section.

A. INITIATION

An appeal is initiated by the aggrieved person filing a written appeal with the Zoning Administrator within thirty (30) calendar days of the decision being appealed or within thirty (30) calendar days of the date the notice appeared in the official paper of the City of Laurel, whichever is applicable.

B. CONTENTS OF APPEAL

The appeal shall include a statement describing the decision prompting the appeal, the date of that decision, the basis for the appeal, and all supporting materials related to the appeal.

C. SCHEDULING OF HEARING

The Board of Adjustment shall schedule a hearing on the appeal within thirty (30) calendar days of receipt of the written notice of appeal. This deadline may be extended by the Board of Adjustment if additional time is required to compile information that is needed to evaluate the appeal.

D. PRODUCE RECORD

The Zoning Administrator shall organize and provide to the Board of Adjustment the record pertaining to the decision being appealed.

E. HEARING

The appeal hearing shall be conducted in accordance with the Montana Administrative Procedure Act.

F. DECISION

Within thirty (30) calendar days of the close of the hearing on the appeal, the Board of Adjustment shall recommend to the Mayor and City Council to uphold, uphold with conditions, or overturn the decision being appealed. In rendering the decision on the appeal, the Mayor and City Council shall have the authority of the decision-maker whose decision is being appealed.

Article 17.22.60 - ENFORCEMENT

17.22.10 PURPOSE AND INTENT

The purpose and intent of this Article is to establish procedures for the City of Laurel to ensure compliance with this Ordinance and obtain corrections of violations that may occur. It also establishes remedies and penalties that apply to violations of this Ordinance.

17.22.20 GENERAL

The standards, guidelines and procedures of this Ordinance shall be enforced by the Mayor and City Council of the City of Laurel through its authority to abate any violations and enjoin and restrain any person violating this Ordinance pursuant to Montana law.

17.22.30 VIOLATIONS

Any of the following shall be a violation of this Ordinance and shall be subject to the remedies and penalties provided by this Ordinance.

A. ESTABLISH USE, STRUCTURE OR SIGN WITHOUT PERMIT OR APPROVAL

To establish or place any use, structure or sign upon land that is subject to this Ordinance without all required approvals, permits and certificates.

B. DEVELOPMENT WITHOUT PERMIT OR APPROVAL

To develop, construct, remodel, expand or any other activity of any nature that is subject to this Ordinance without all required approvals, permits and certificates.

C. ESTABLISH USE OR DEVELOPMENT INCONSISTENT WITH PERMIT

To engage in a use or develop, construct, remodel or expand a structure or sign, or any other activity of any nature that is inconsistent with the terms and conditions of any permit, approval, certificate or any other form of authorization required for such activity.

D. ESTABLISH USE OR DEVELOPMENT INCONSISTENT WITH ORDINANCE

To use, construct, erect, remodel, expand, maintain or move any building, structure or sign in violation of any provision of this Ordinance.

E. CREATE A NONCONFORMING CONDITION

To reduce or diminish any lot area or structure setback, or to increase the intensity or density of any use of land or structure, except in accordance with the standards and procedures of this ordinance.

17.22.40 CONTINUING VIOLATIONS

After the Zoning Administrator issues a written notice of violation to the owner of the land, building, structure, or sign that is the subject of a violation, each calendar day the violation remains uncorrected shall constitute a separate and additional violation of this Ordinance.

17.22.50 RESPONSIBILITY OF ENFORCEMENT, COMPLIANCE

The Zoning Administrator shall have the responsibility to enforce this Ordinance. The owner of the land, building, structure, or sign that is subject to a violation has the responsibility to eliminate the violation and achieve compliance with this Ordinance.

17.22.60 ENFORCEMENT PROCEDURES

In addition to any additional authorities and procedures provided to the City of Laurel by general or specific law, the following procedures shall apply to the enforcement of this Ordinance.

A. INSPECTION

The Zoning Administrator or his designee shall have the authority to enter onto land within the boundaries of the City of Laurel to inspect for violations of this Ordinance.

B. WITHHOLD PERMIT

The City may deny or withhold any permit, approval, certificate, or any other form of authorization required by the provisions of this Ordinance upon determining that an uncorrected violation of this Ordinance exists on the land, building, structure or sign for which a permit or authorization is sought.

C. CONDITION A PERMIT

Instead of withholding or denying a permit or other authorization, the City may grant such authorization subject to the condition that a violation be corrected.

D. REVOCATION OR SUSPENSION OF PERMIT

The Zoning Administrator may revoke or suspend a permit, approval, certificate, or other authorization upon determining any of the following actions has occurred:

1. *Departure from Plans*

The actions of the landowner, contractor, developer, or authorized agent of the owner have departed from the approved plans or specifications, or the conditions or terms of an approved permit or other authorization.

2. *False Representation*

The permit, approval, certificate, or other authorization was obtained by false representation or was issued in error.

3. *Violation*

A violation exists on the land, building, structure, or sign that is subject to the permit or other authorization.

E. STOP WORK ORDER

The Zoning Administrator may require that work stop on any land, building, structure, or sign that is subject to an uncorrected violation of this Ordinance or the terms or conditions of a permit or other authorization. This Stop Work Order may be issued in conjunction with or separate from a revocation or suspension of a permit.

F. INJUNCTIVE RELIEF

The City may seek an injunction or other equitable relief in court to stop any violation of this Ordinance or the terms or conditions of a permit or other authorization.

G. ABATEMENT

The City may seek a court order in the nature of mandamus, injunction, or other action to abate or remove a violation and to restore the premises to the condition that existed prior to the violation.

H. CIVIL REMEDIES

The city may seek civil penalties and other punishment provided by the law.

I. CUMULATIVE REMEDY

The City shall have any and all other remedies provided by law to enforce this Ordinance and the terms and conditions or permits, approvals, certificates and other forms of authorization issued pursuant to this Ordinance.

