



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

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

General Items

1. Roll Call
2. Approve Meeting Minutes: February 26, 2020

New Business

3. CENEX Sign Review
4. Proposed Solberg Retail Building
5. Growth Management Policy Update

Old Business

Other Items

6. Growth Management Policy Update Schedule

Announcements

7. Next Meeting: July 29, 2020

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

DATES TO REMEMBER

File Attachments for Item:

2. Approve Meeting Minutes: February 26, 2020



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

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

General Items

1. Roll Call

Chair called the meeting to order at 5:35PM

Jon Klasna

Ron Benner

Evan Bruce

Roger Giese

Karl Dan Koch

Judy Goldsby

Nick Altonaga (City of Laurel).

2. Public Hearing: Laurel Trading Post Variances

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

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

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

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

Ron: Staff report mentions barbed wire fencing?

Chuck Hendrichs provided answers:

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

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

Chuck Hendrichs provided answers:

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

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

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

- French drain style
- Will be much more visibly appealing

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

Chuck Hendrichs provided an answer:

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

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

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

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

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

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

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

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

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

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

Roger: Question about curbing and landscaping.

Kevin provided an answer:

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

Chair called for any proponents of the variance

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

Daughter Allison also present

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

Chair asked for additional proponents two times.

Chair asked for any opponents three times.

No opponents came forward.

Jon motioned to approve the variance with suggested staff conditions

Ron seconded.

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

Chair called a vote to approve the variance requests with the suggested staff conditions.

Unanimous vote in favor (7-0).

Motion Carried.

3. Approve Meeting Minutes: February 12, 2020

Members reviewed the meeting minutes from February 12, 2020.

Ron motioned to accept the minutes from February 12, 2020 as presented.

Roger seconded.

Motion Carried.

New Business

4. Review Building Plans: Laurel Trading Post

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

Ron makes motion to approve plans as stated.

Evan seconded.

Motion Carried.

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

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

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

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

Mike Tracy, Wentana
210 Overland Avenue Billings, MT

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

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

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

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

What are the plans for developing on the lot?

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

Dan – Will have to build a road and bridge.

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

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

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

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

Old Business

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

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

Other Items

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

8. Growth Management Policy Schedule

Announcements

9. Next Meeting: March 25, 2020

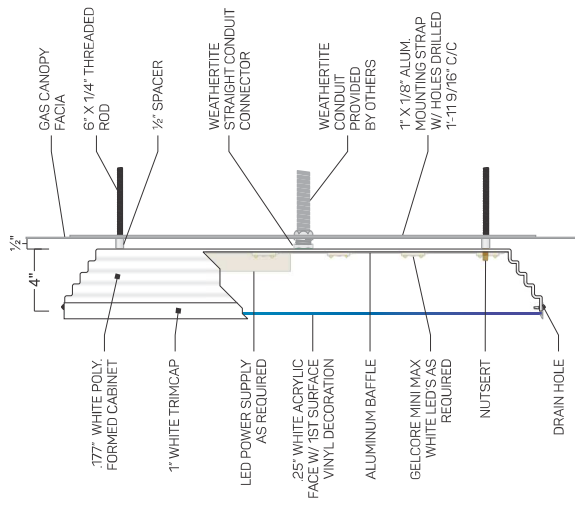
Meeting Adjourned at 6:59PM.

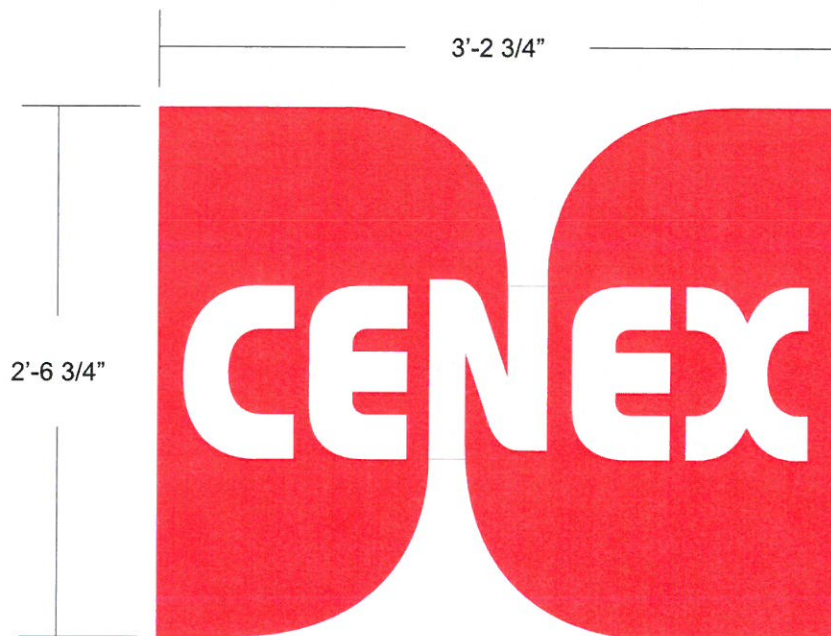
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DATES TO REMEMBER

File Attachments for Item:

3. CENEX Sign Review



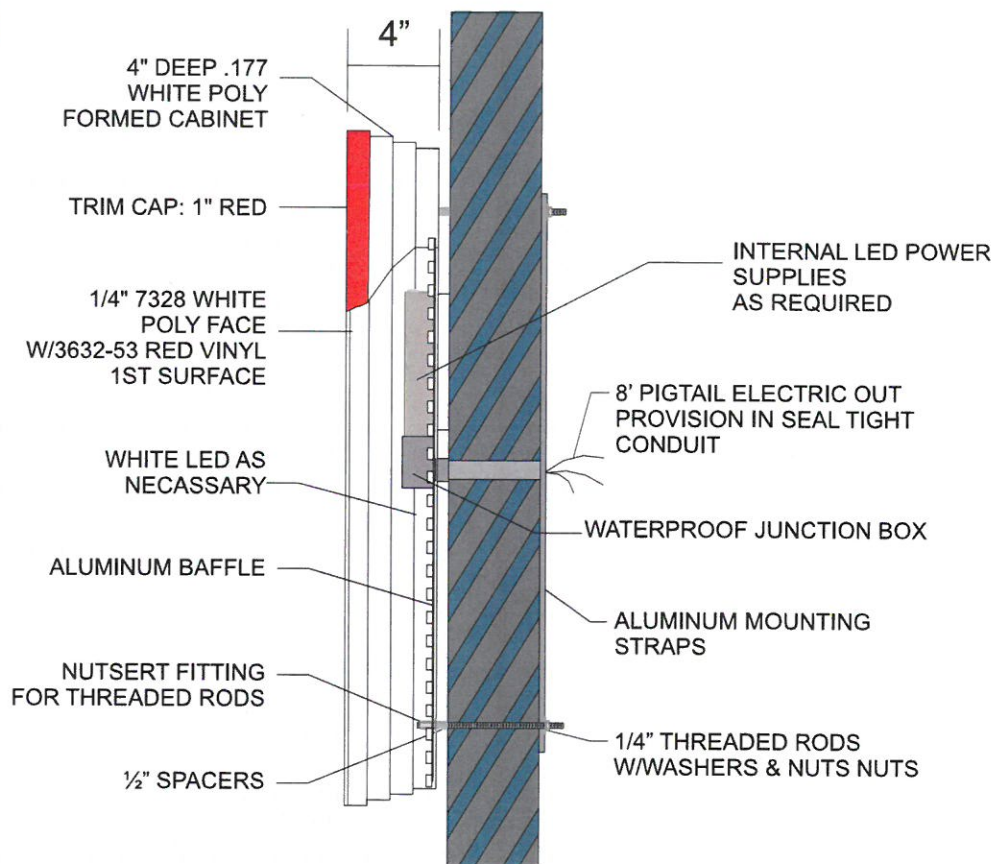


VINYL DECAL TRADEMARK
'R' APPLIED TO FASCIA




NOTES:

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

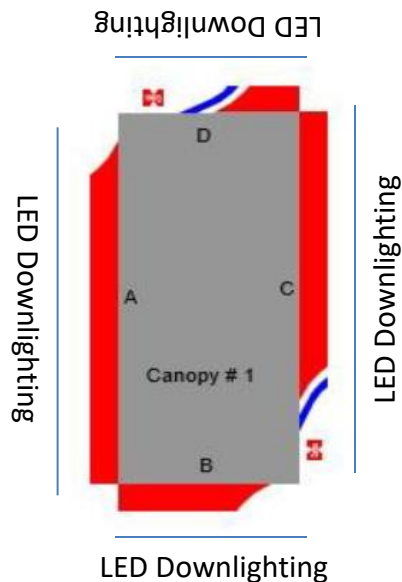


JUNCTION BOX AND PRIMARY POWER ARE PROVIDED BY OTHERS

Customer:	CENEX	Date:	5-9-08	Prepared By:	MWR/GR	<div>Note: Color output may not be exact when viewing or printing this drawing. All colors used are PMS or the closest CMYK equivalent. If these colors are incorrect, please provide the correct PMS match and a revision to this drawing will be made.</div>	<div><div>PERSÖNA Sign Makers / Image Builders Ph./ 1-800-843-9888</div></div>	<div>DISTRIBUTED BY SIGN UP COMPANY 700 21st STREET SOUTHWEST PO BOX 210 WATERTOWN, SD 57201-0210</div>	10
Location:	VARIOUS	File Name:	C-PRINT - R1 - 2X3 BUTTERFLY MOUNTING						



Overall Logo Layout



Main ID Sign

S 1st Ave

SE 4th St

W N E
S



635 Metcalf
El Dorado, KS.
67042

Name:
Address:
City, State, Zip:

Location

Town & Country Supply
315 S 1st Ave
Laurel, MT 59044

Canopy # 1 Graphics

42in
Cenex



TFC 42" Logo

Square

Canopy #1 Corner Treatment

2

Canopy # 1 Logo Quantity

Canopy # 1 Width

26.00

Canopy # 1 Length

69.00

Elevation A

69

Elevation B

26

Elevation C

69

Elevation D

26

Main ID Signage

No Treatment to the Existing Main ID Sign.



OCI Job #: 65047

Site #: 510582

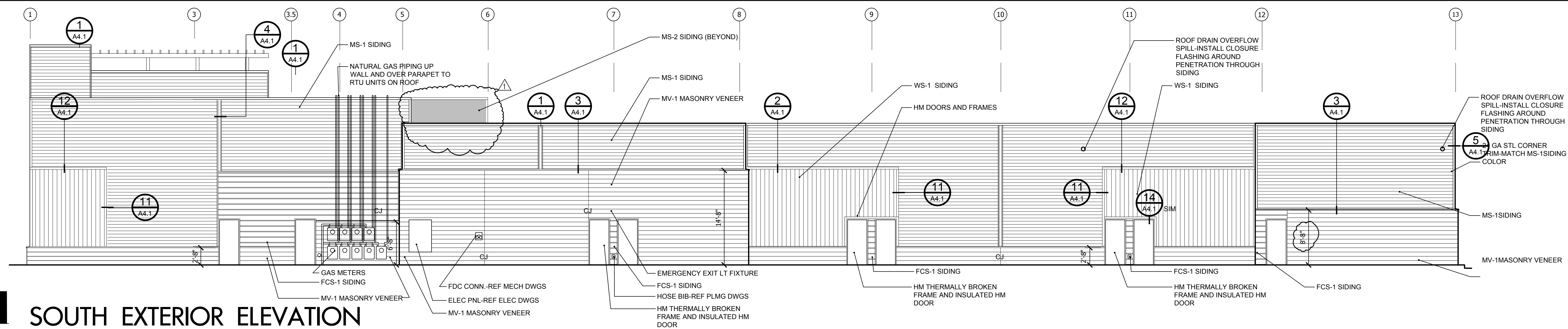
Date: 05/21/20

Drawing By: **Jacob Cecchini-Roosevelt**

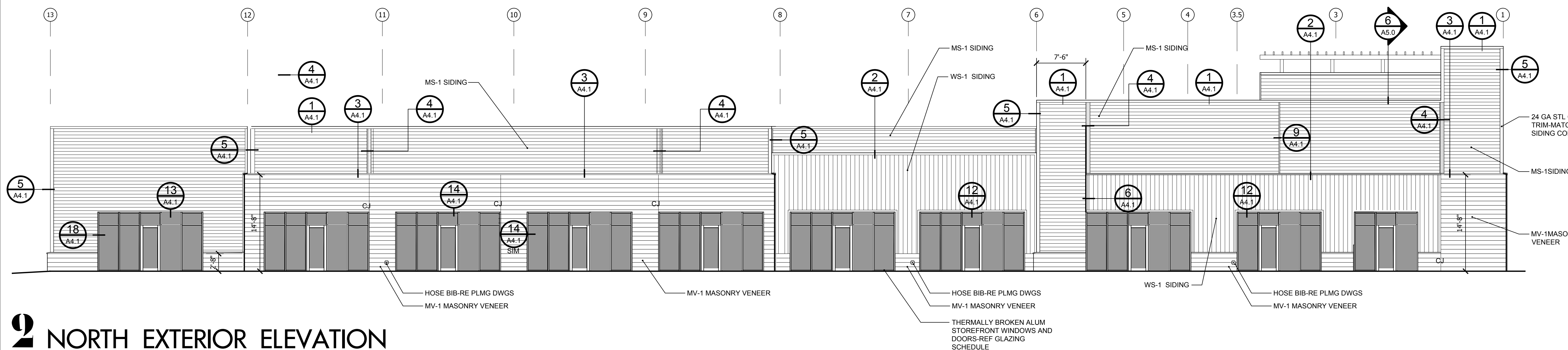
Approved By:

File Attachments for Item:

4. Proposed Solberg Retail Building

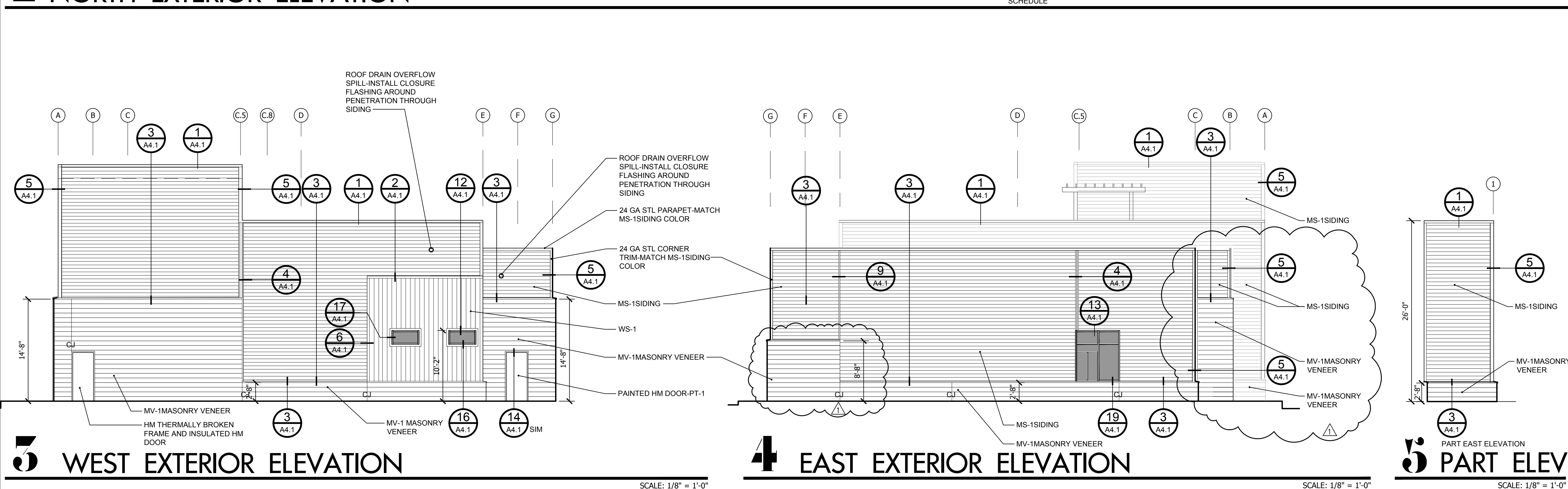


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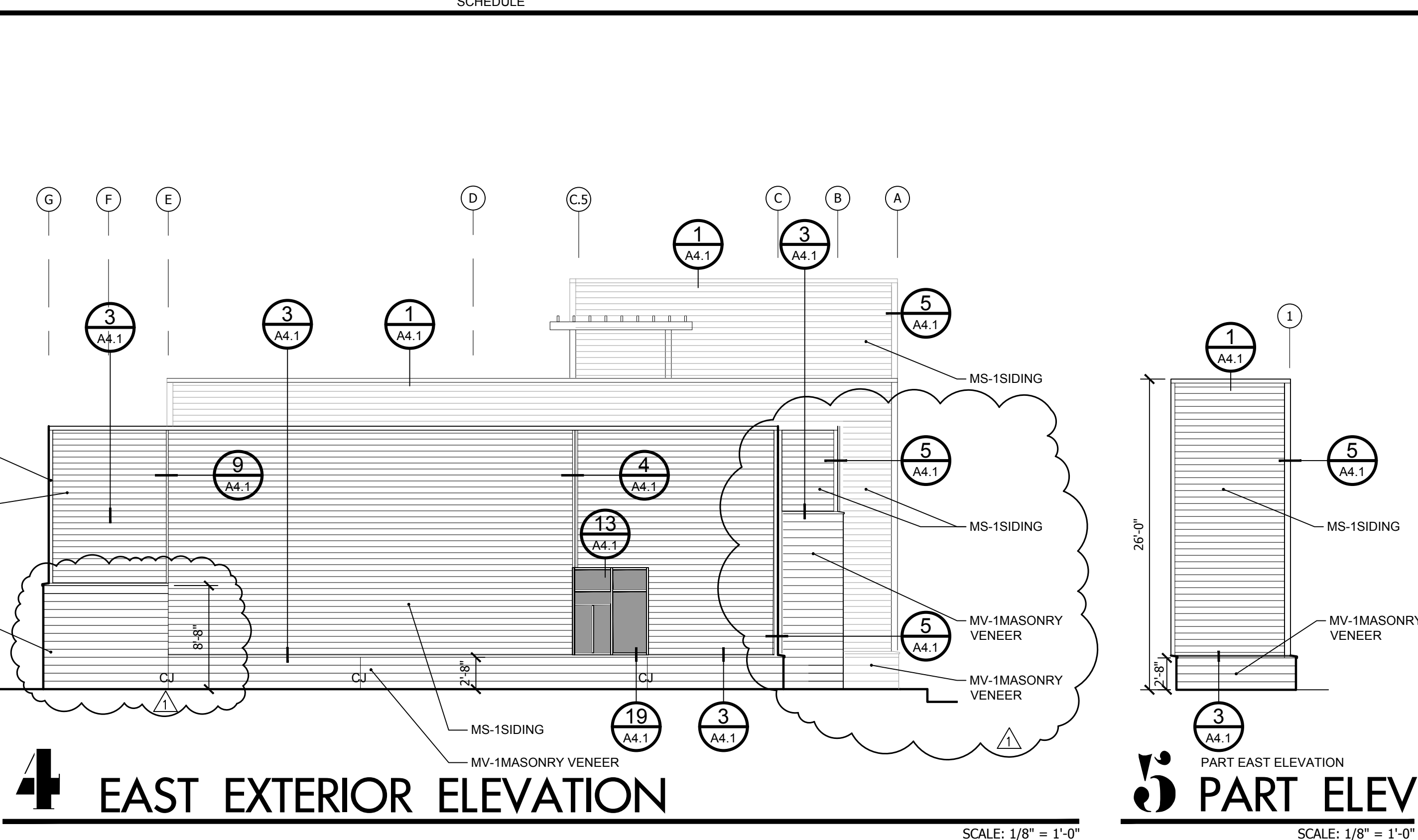


WINDOW NOTES:

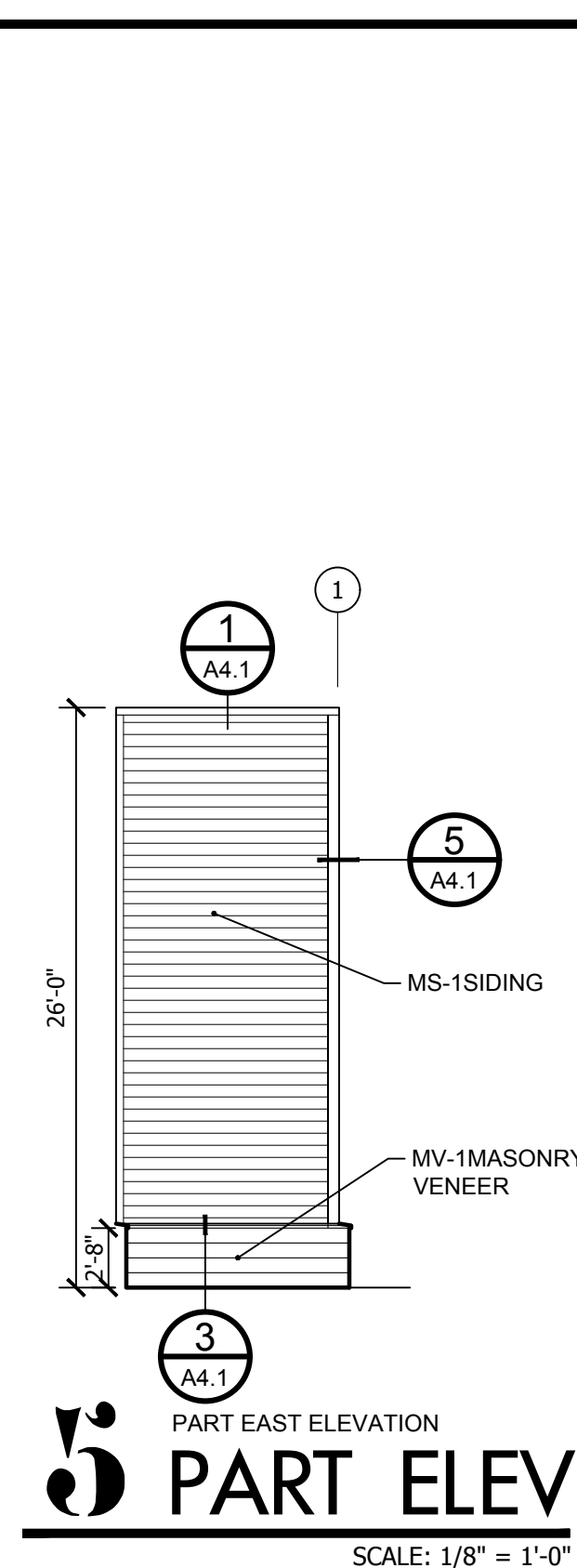
1. WINDOW FRAMES TO BE DARK BRONZE ANODIZED ALUMINUM.
2. WINDOWS FRAMES AT EXTERIOR OPENINGS TO BE THERMALLY BROKEN.
3. SEE DOOR SCHEDULE FOR ALUMINUM ENTRY DOORS AND HARDWARE.
4. ALL WINDOW UNITS TO BE FIXED, EXCEPT DRIVE UP WINDOW.
5. GLAZING TO BE SOLARBAN 60 GRAY GLASS. TO BE SELECTED FROM ACTUAL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



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



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



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

EXTERIOR ELEVATIONS



MATERIAL LEGEND:

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

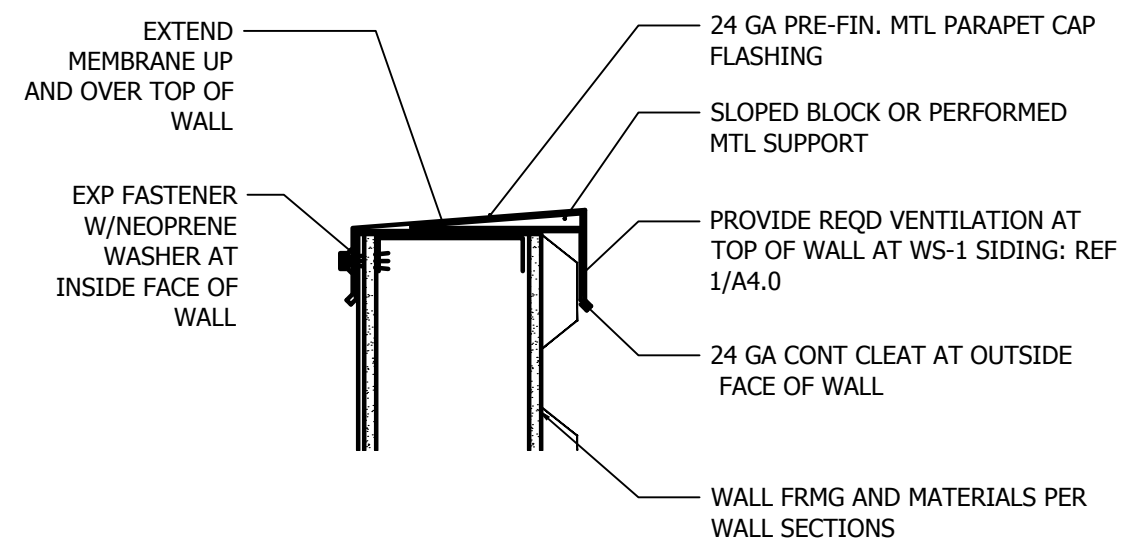


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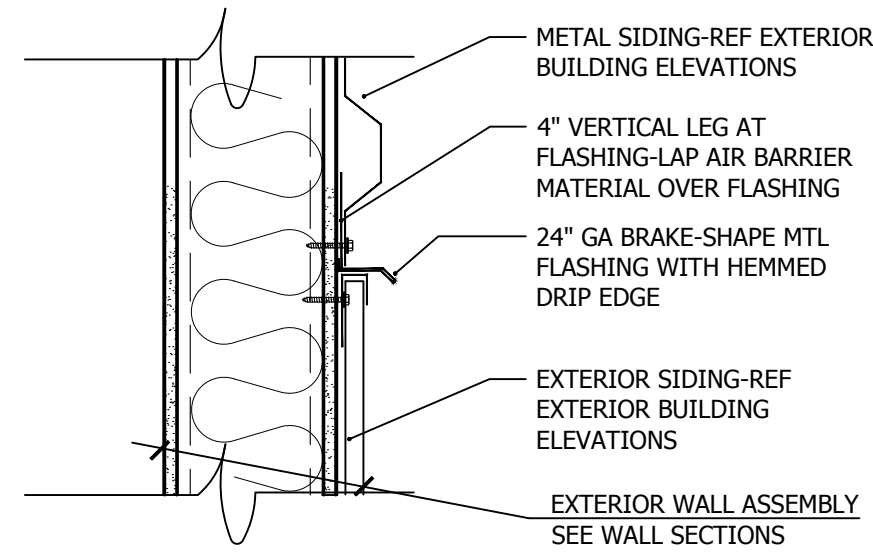
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DRAWING:	EXTERIOR ELEVATIONS		
PROJECT NUMBER:	1929		
DATE:		ADDN 1	2020.04.03
			2020.05.05
		ADDN 2	2020.05.11
		PERMIT	2020.05.20

A4.0



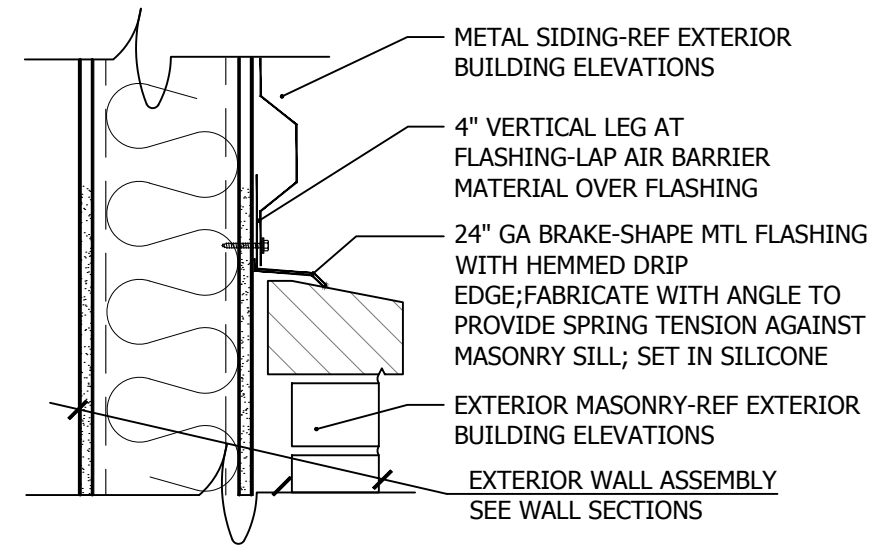
1 PARAPET CAP DETAIL

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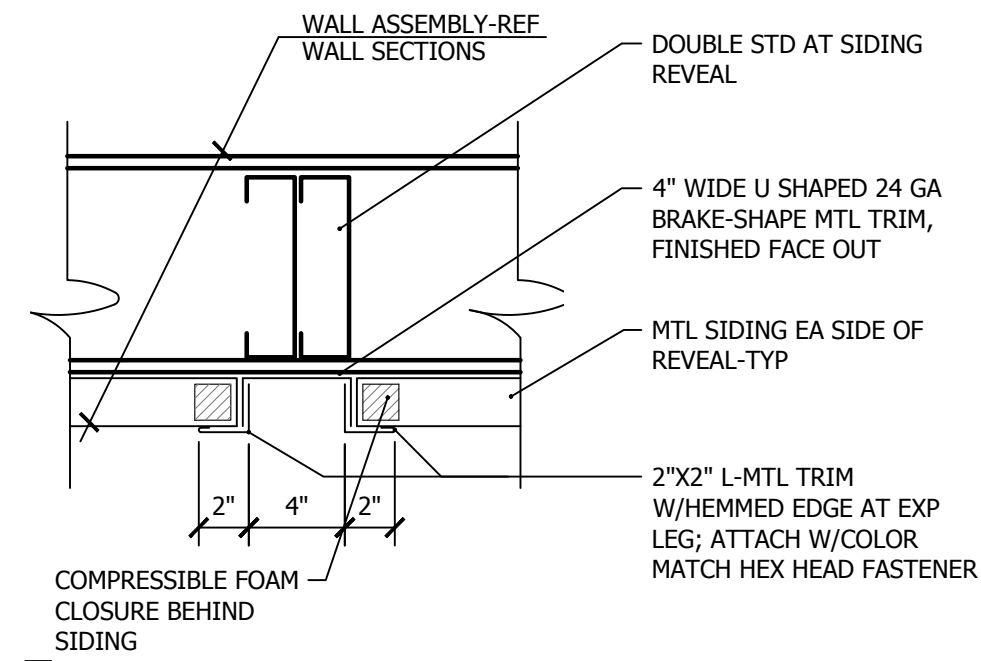
2 @ HORIZ WALL FLASHING TRANSITION FLASHING DETAIL

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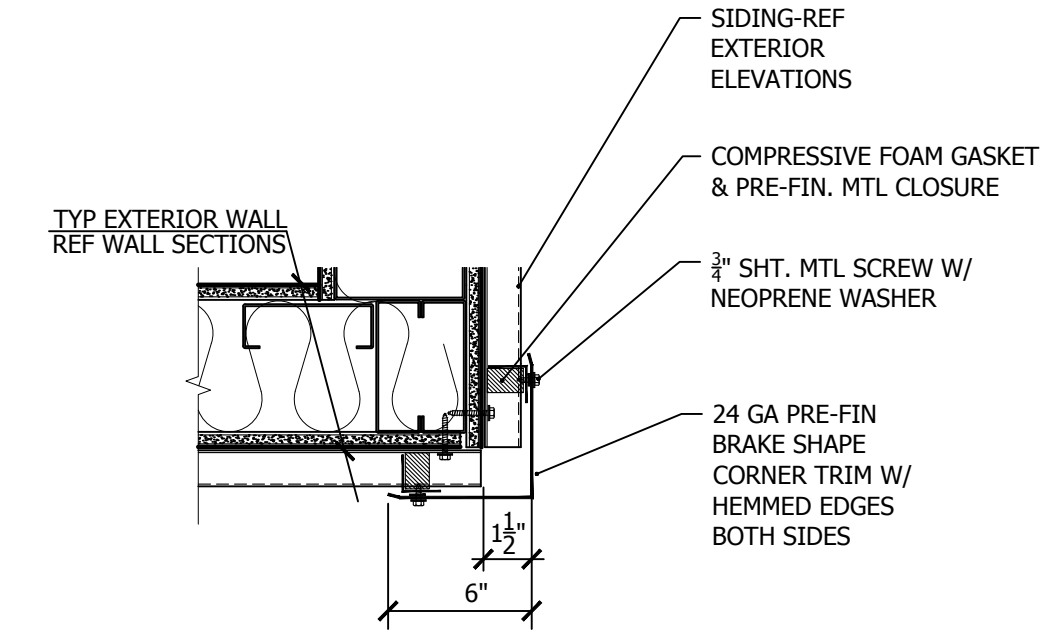
3 @ HORIZ WALL FLASHING TRANSITION-BRICK FLASHING DETAIL

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



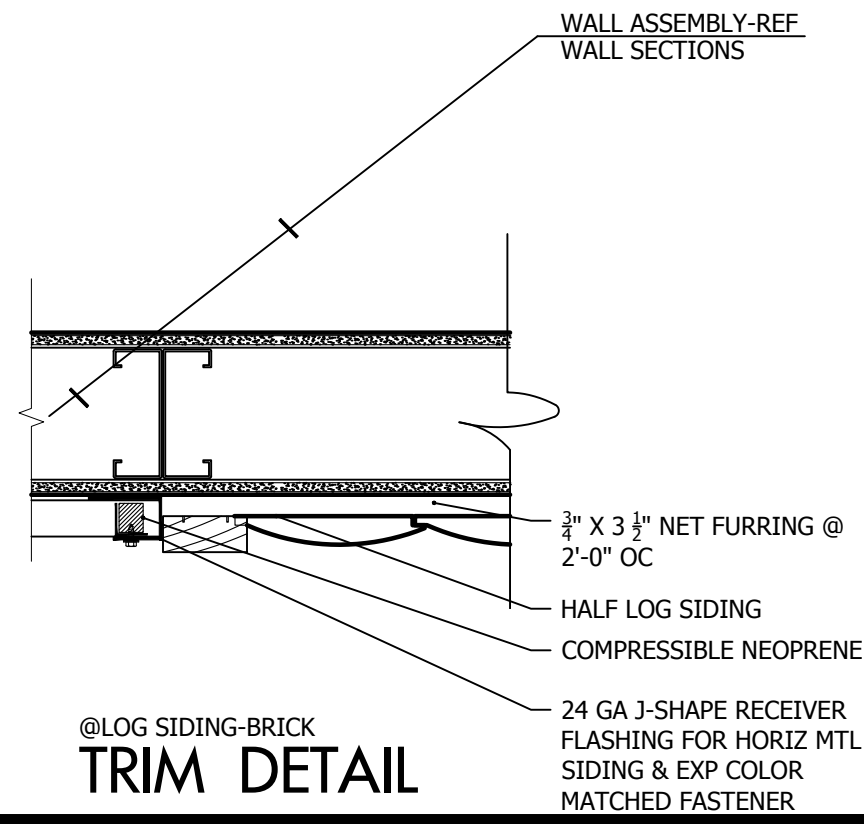
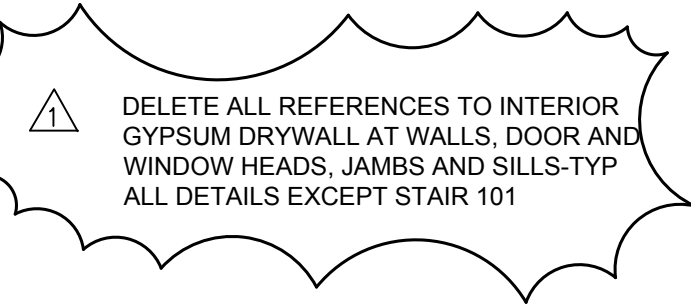
4 REVEAL DETAIL

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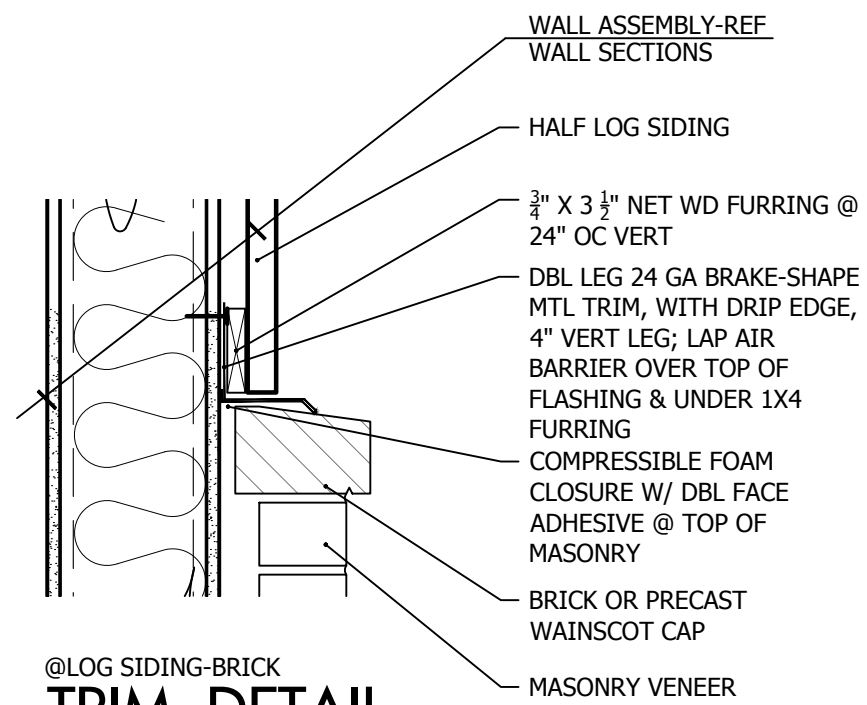
5 @ MS-1 HORIZ MTL SIDING CORNER TRIM DETAIL

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



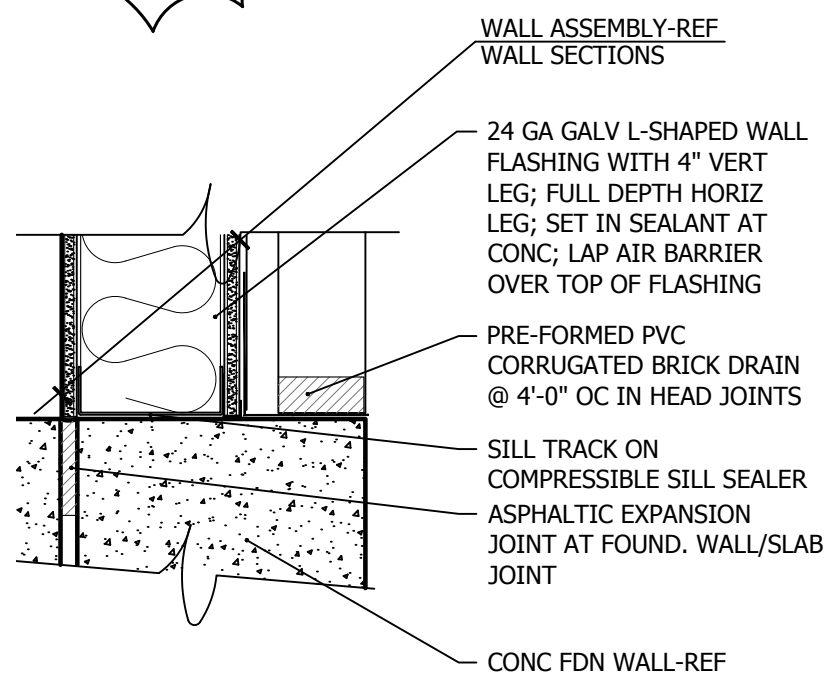
6 @LOG SIDING-BRICK TRIM DETAIL

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



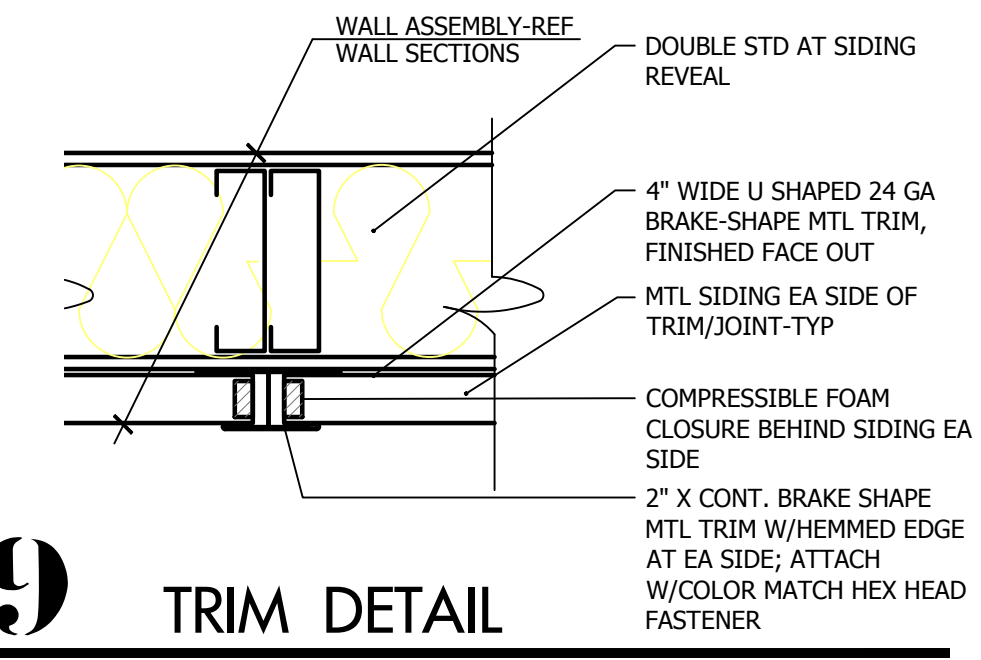
7 @LOG SIDING-BRICK TRIM DETAIL

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



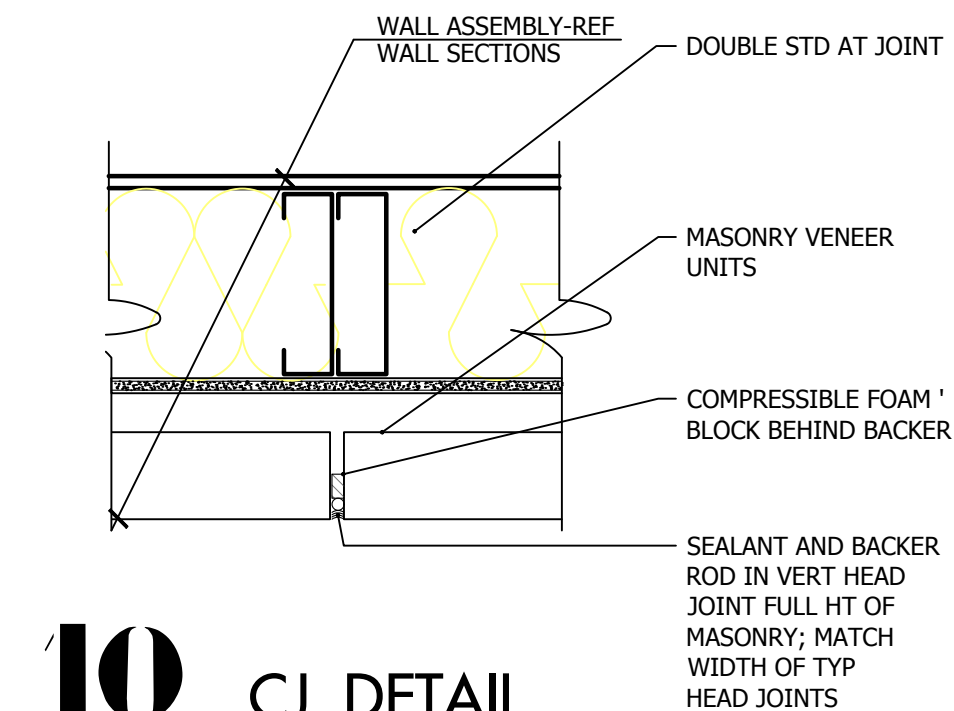
8 MASONRY BASE DETAIL

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



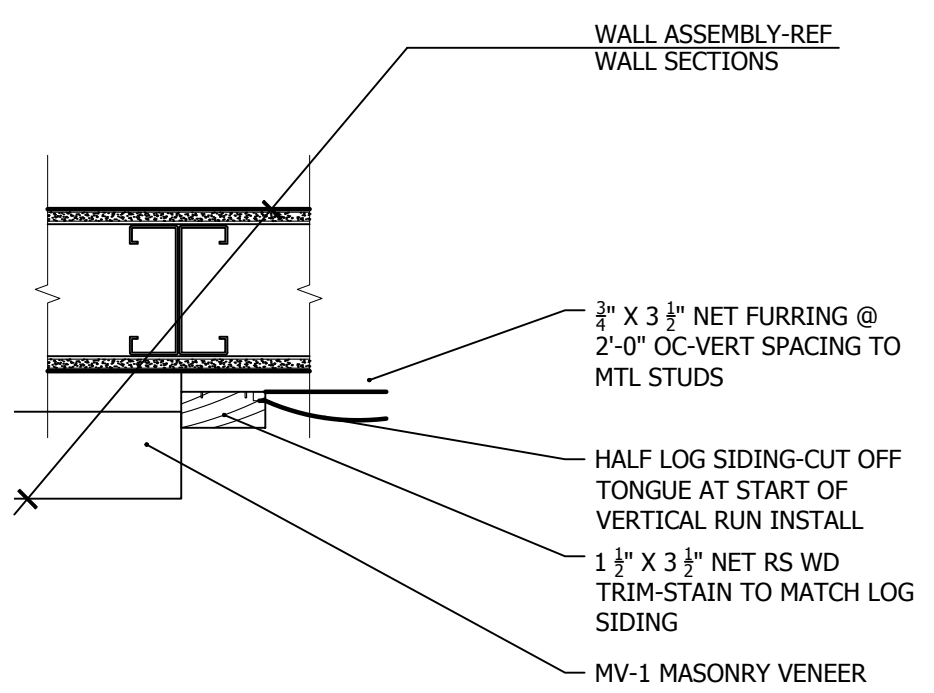
9 TRIM DETAIL

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



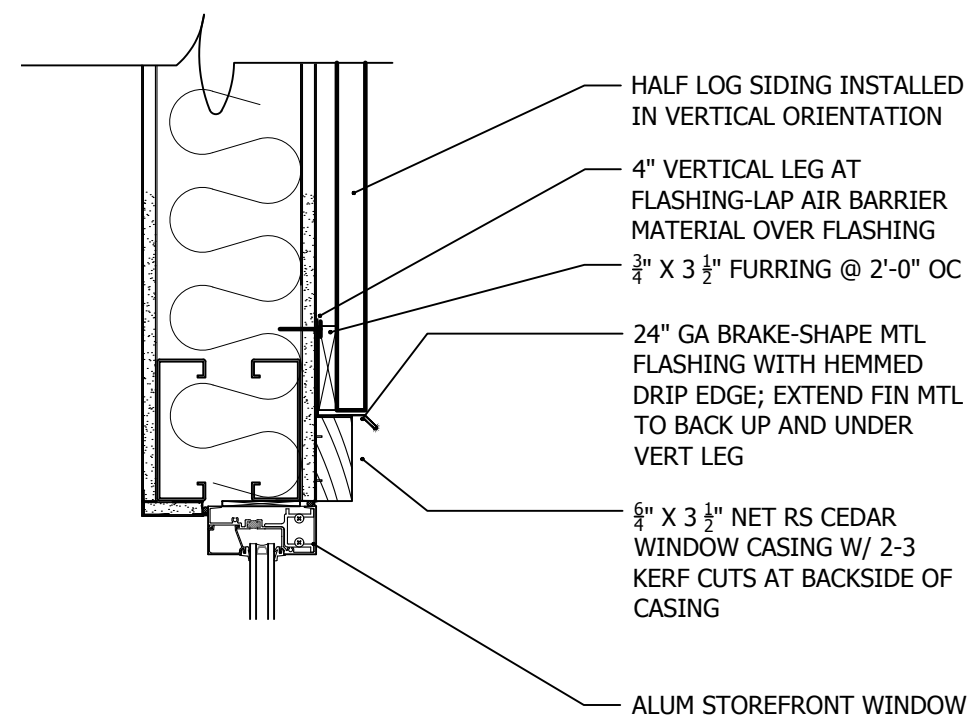
10 CJ DETAIL

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



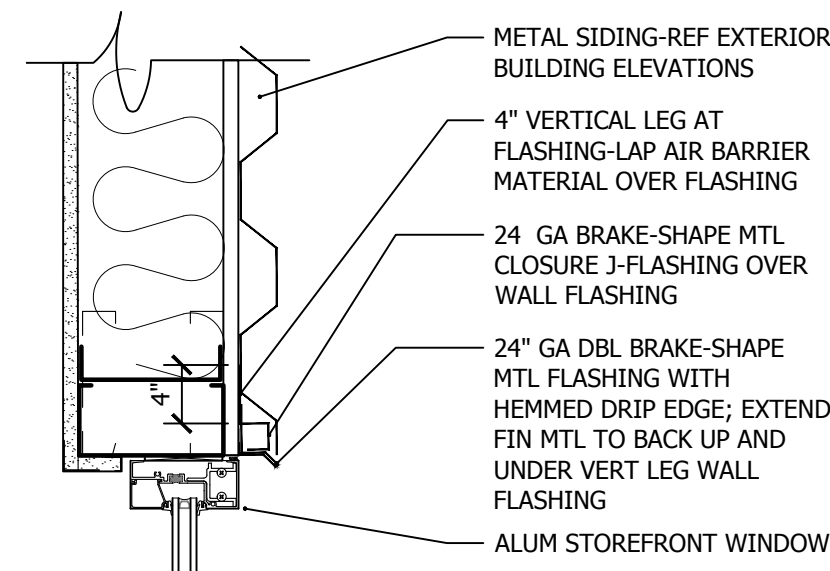
11 @LOG SIDING-BRICK TRIM DETAIL

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



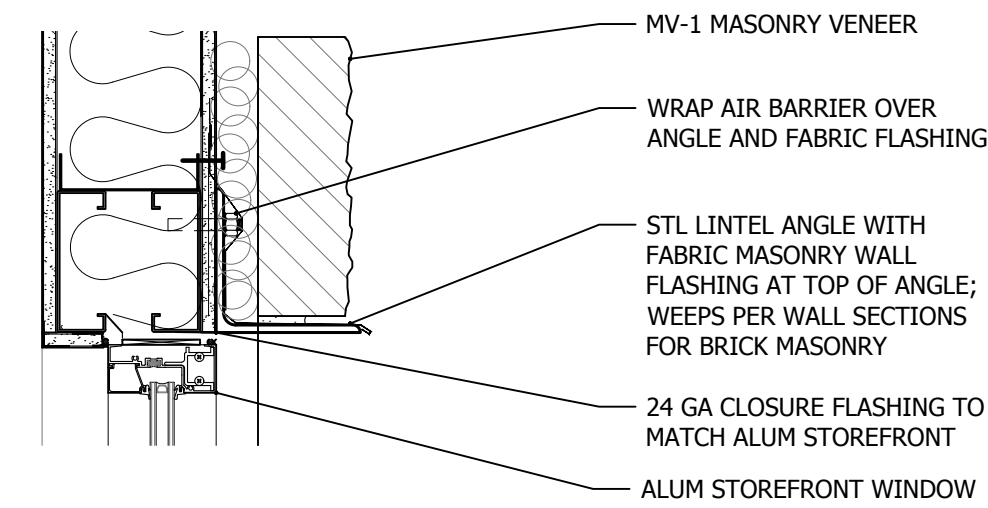
12 @LOG SIDING HEAD DETAIL

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



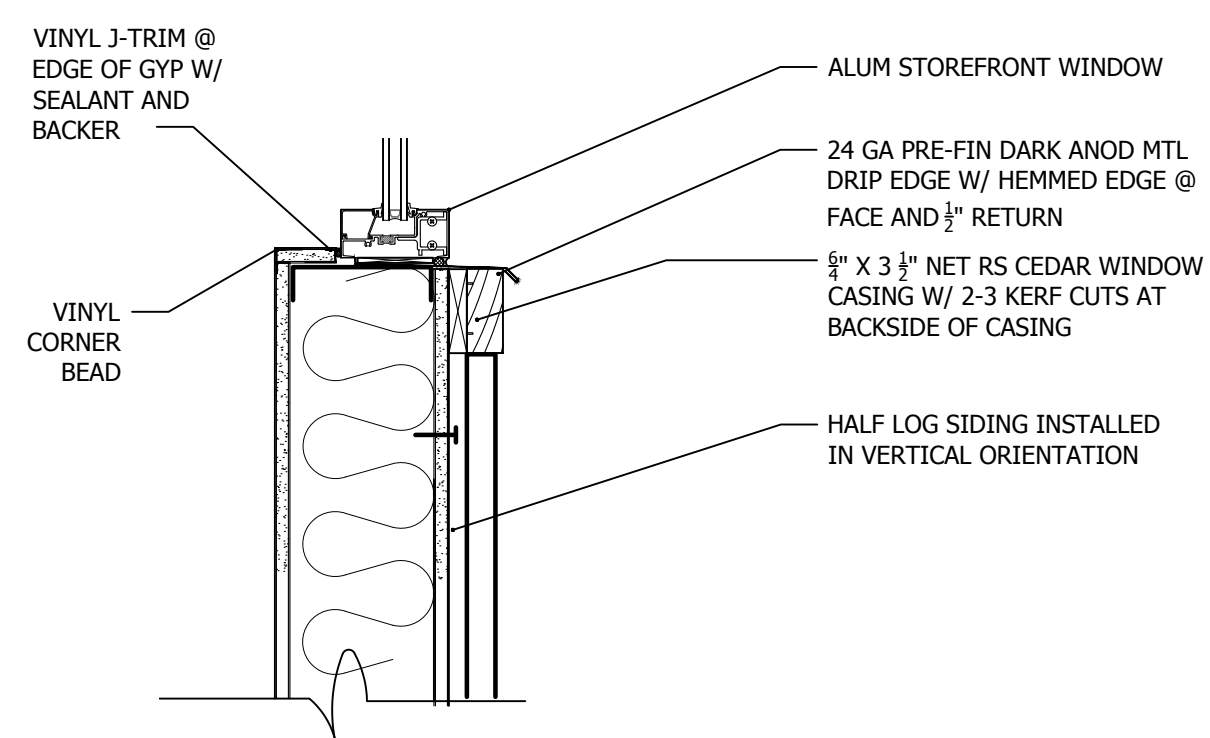
13 @ALUMINUM STOREFRONT-METAL SIDING HEAD DETAIL

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



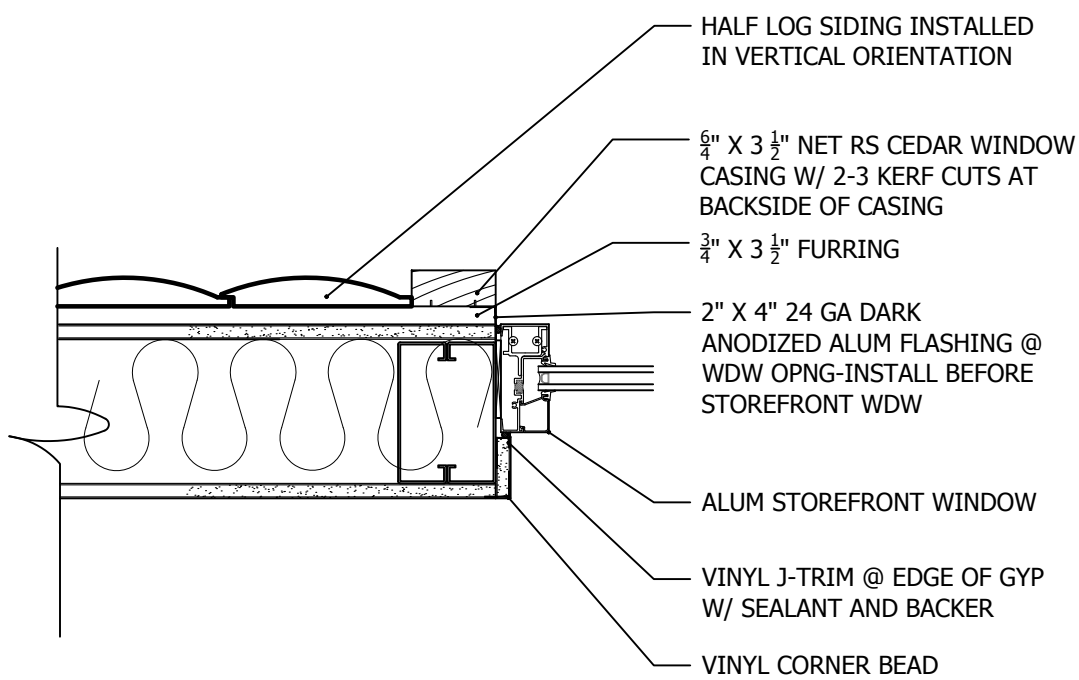
14 @ALUMINUM STOREFRONT-MASONRY HEAD DETAIL

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



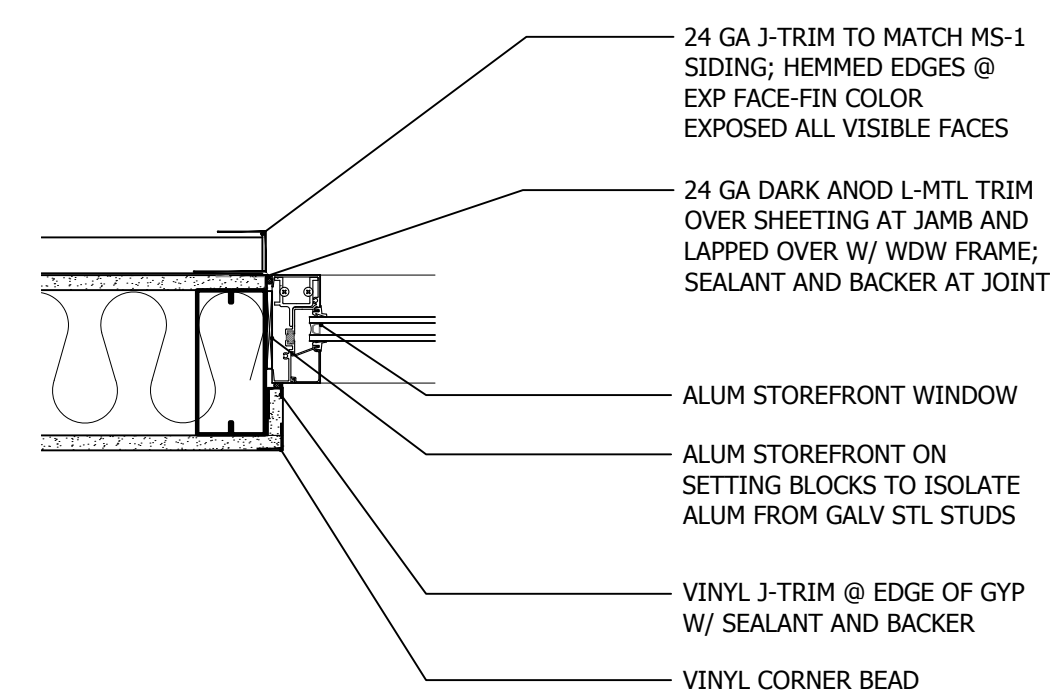
16 @LOG SIDING SILL DETAIL

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



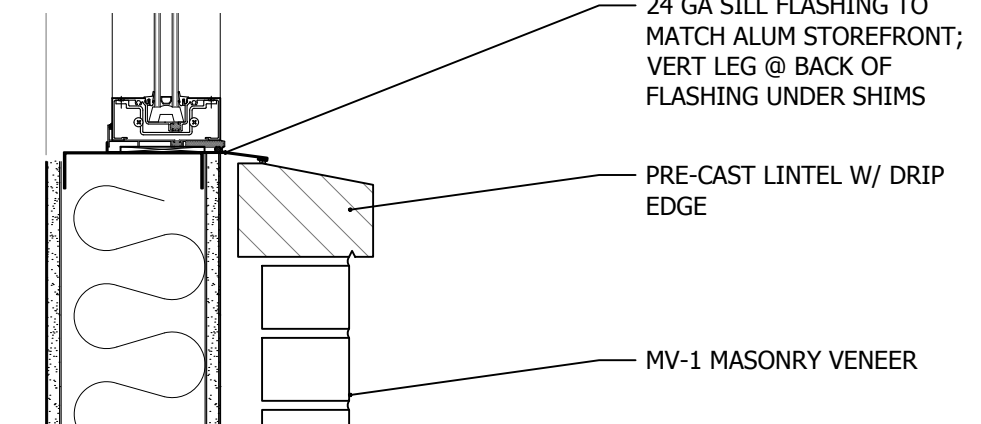
17 @LOG SIDING JAMB DETAIL

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



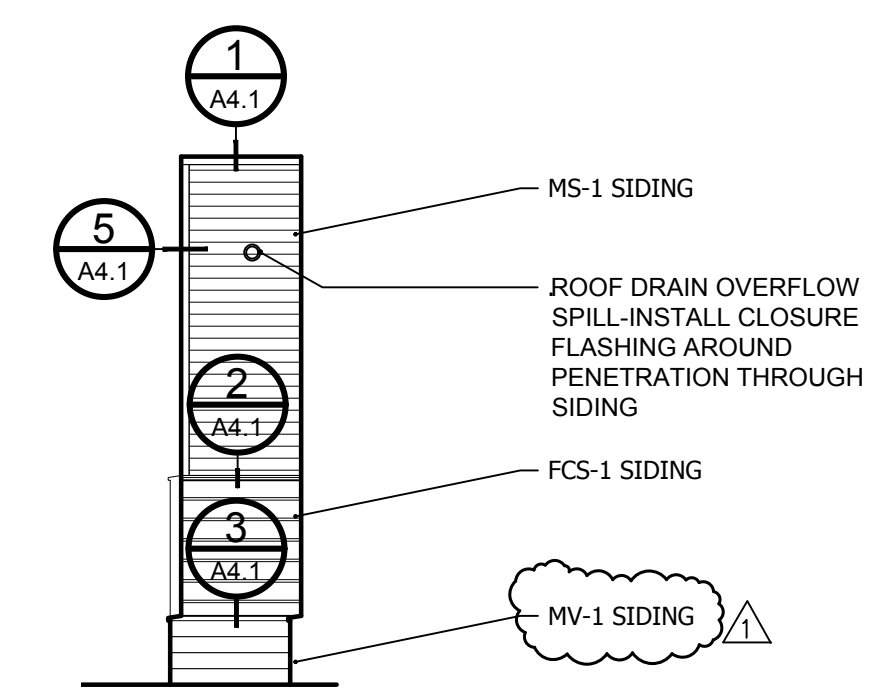
18 @ALUMINUM STOREFRONT-METAL SIDING JAMB DETAIL

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



19 @ALUMINUM STOREFRONT-MASONRY JAMB DETAIL

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



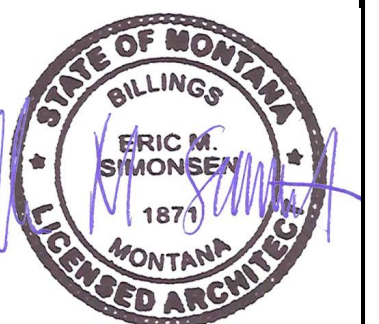
15 PARTIAL WEST EXT ELEVATION

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

EXTERIOR ELEVATIONS

MATERIAL LEGEND:

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



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406.698.5182 C

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

A4.1

PLANTING NOTES:

GENERAL PLANTING REQUIREMENTS:

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

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

SOIL CONDITIONING

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

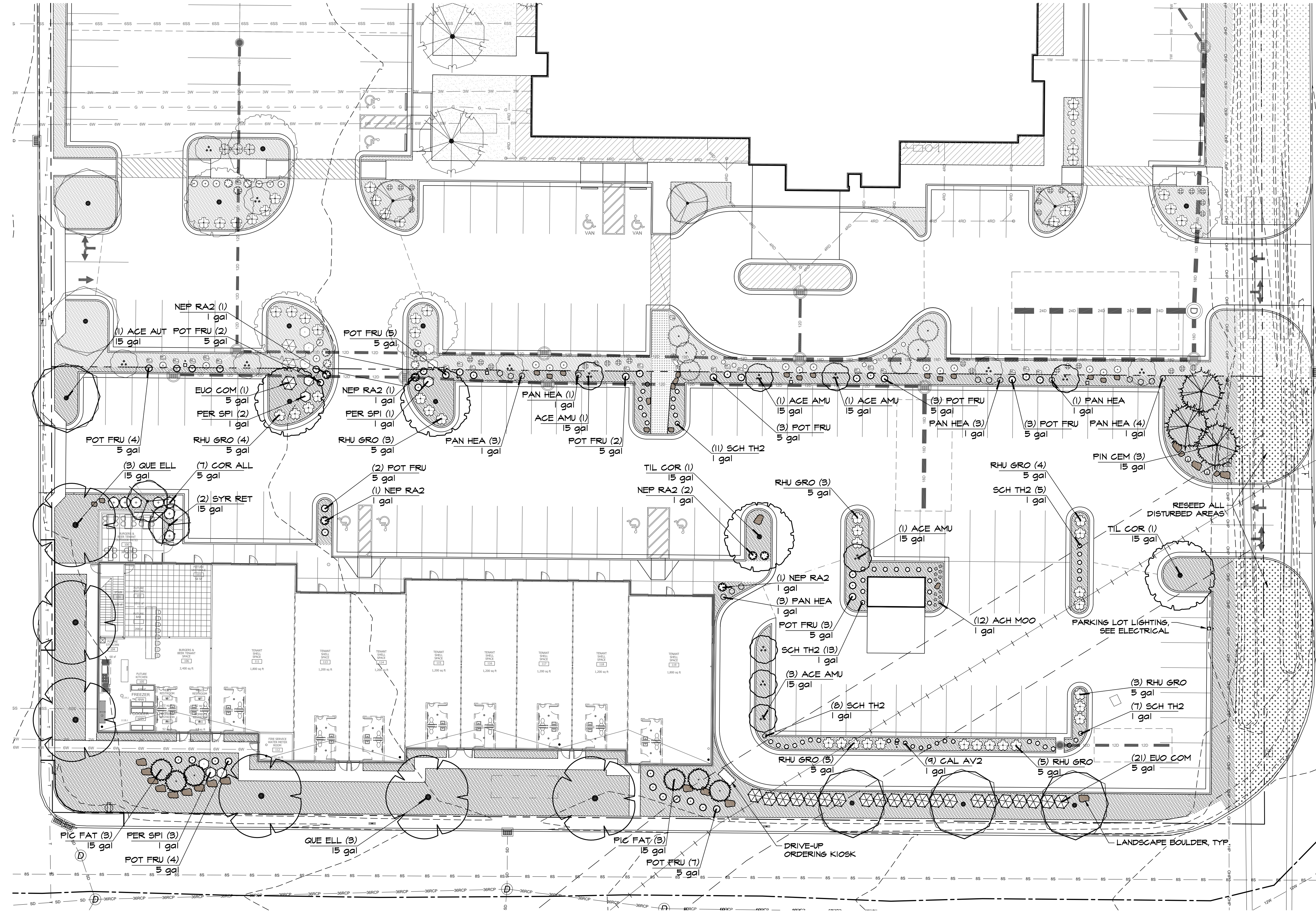
PLANTING

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

OTHER MATERIALS

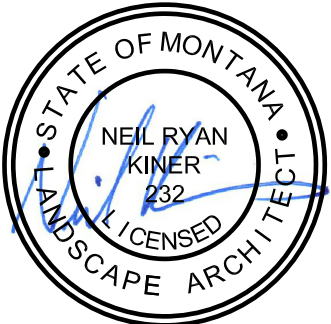
- PLACE ROCK MULCH IN A MANNER THAT MINIMIZES RISK TO PLANTED MATERIAL. DAMAGE FROM MULCH PLACEMENT WILL REQUIRE REPLACEMENT OF DAMAGED MATERIAL.
- ROCK MULCH SHALL BE 'GRIZZLY GREY', AS MINED, CRUSHED, AND SOLD BY HUPPERT BROTHERS CONSTRUCTION, (406) 670-9114.
- GRASS SEED MIX SHALL BE AS FOLLOWS:

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



PLANT SCHEDULE

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

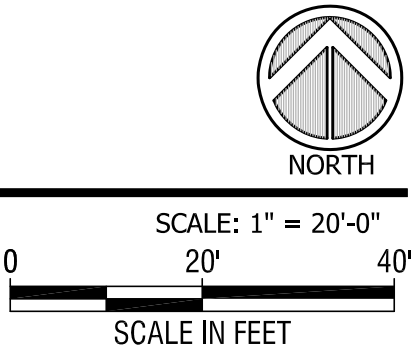


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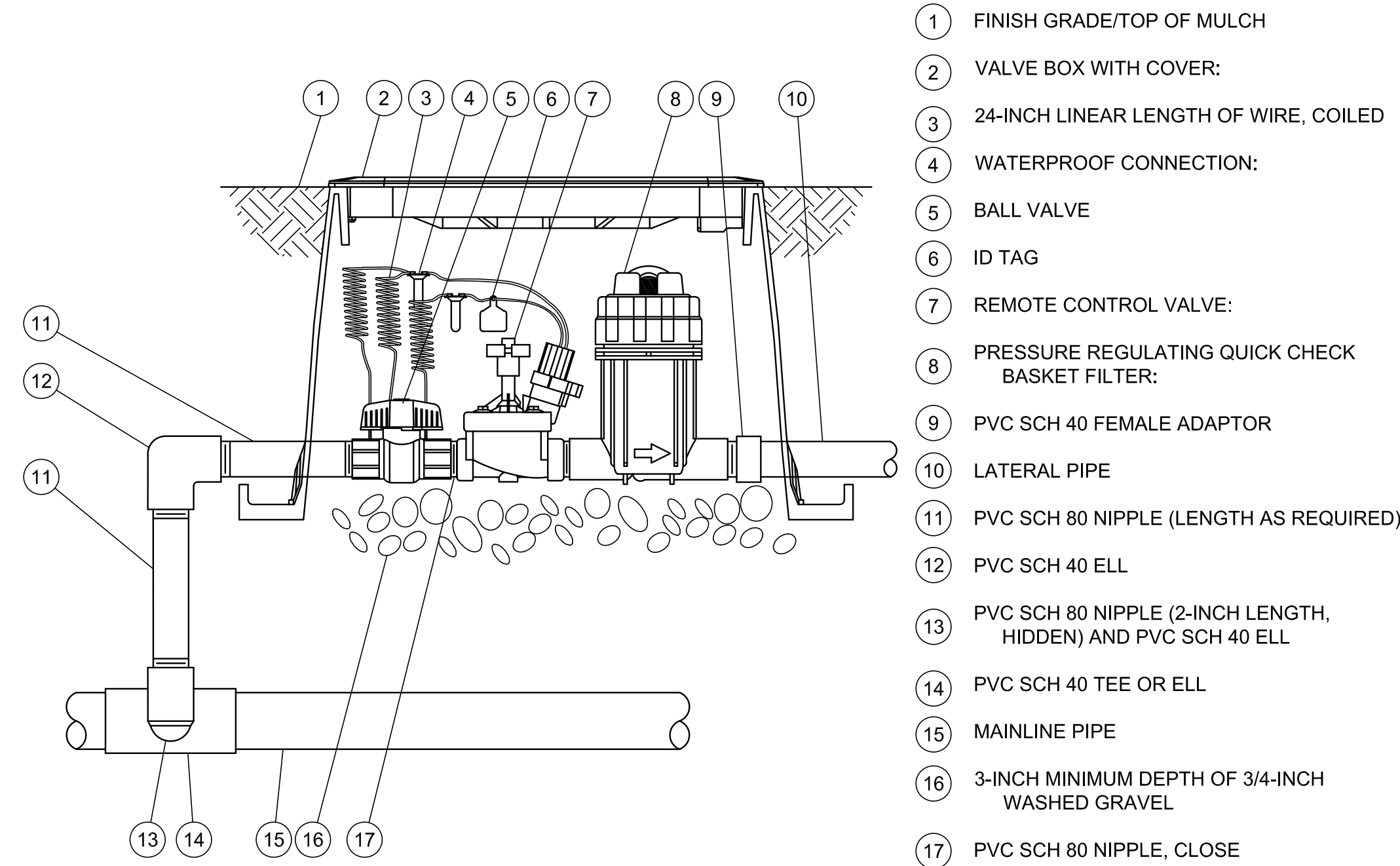


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WWW.SIMONSENARCHITECT.COM
PROJECT: SOLBERG BUILDING
DRAWING: PLANTING PLAN
PROJECT NUMBER: 201002
DATE: 2020.04.03

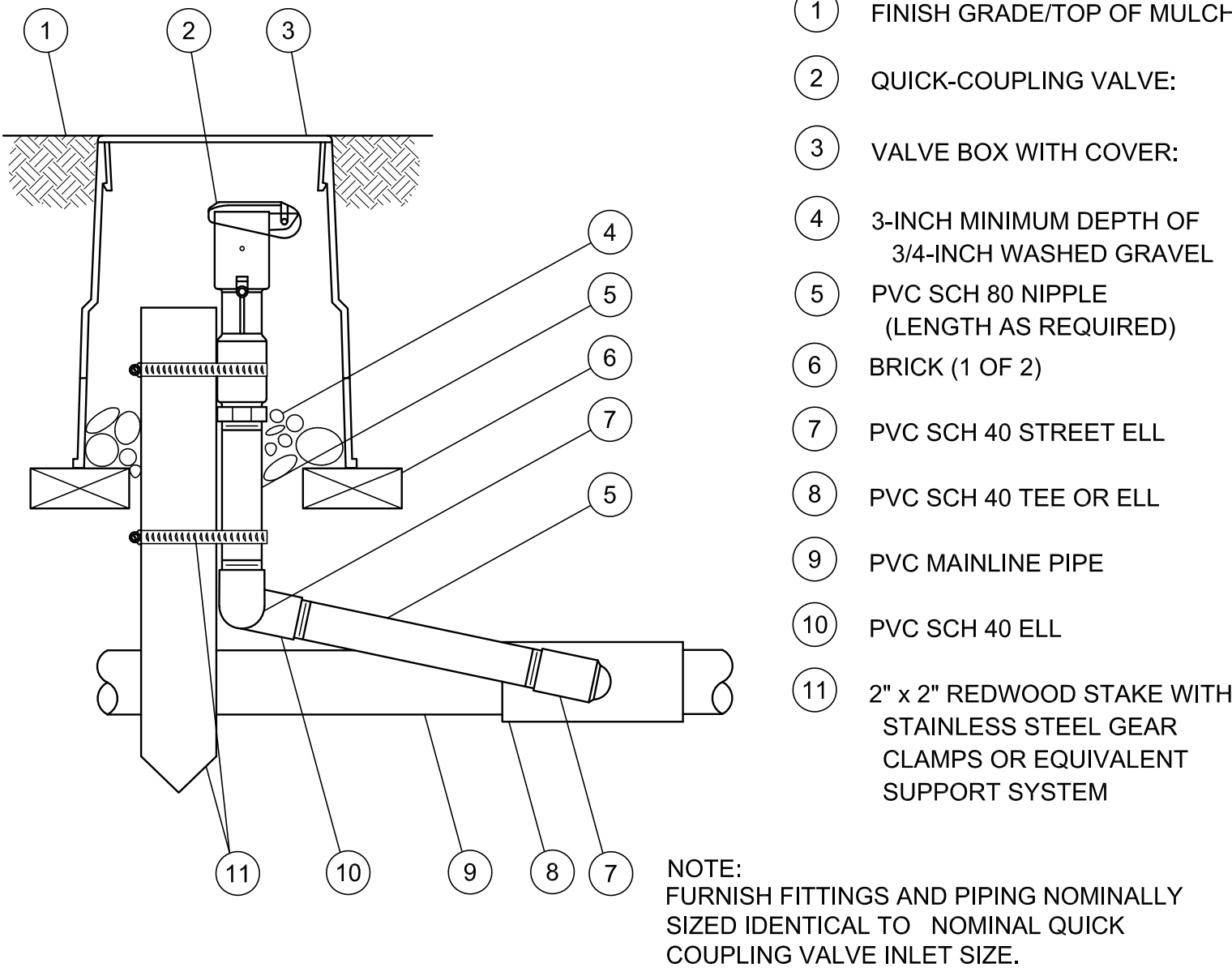
PLANTING PLAN



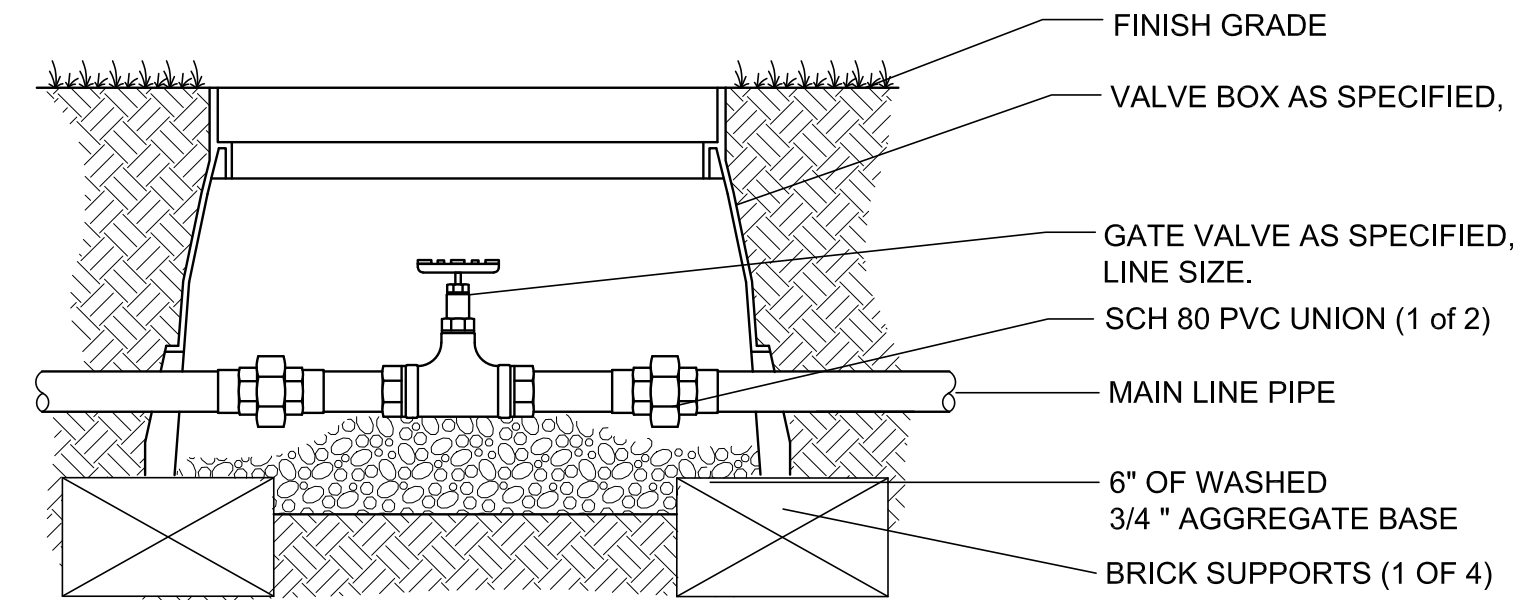
L1.0



1 TURF ZONE VALVE
SCALE: NOT TO SCALE



2 QUICK COUPLER VALVE
SCALE: NOT TO SCALE



NOTE:
1. VALVE TO BE SUPPORTED BY GRAVEL, PROVIDE BLOCK SHIM AS REQUIRED.

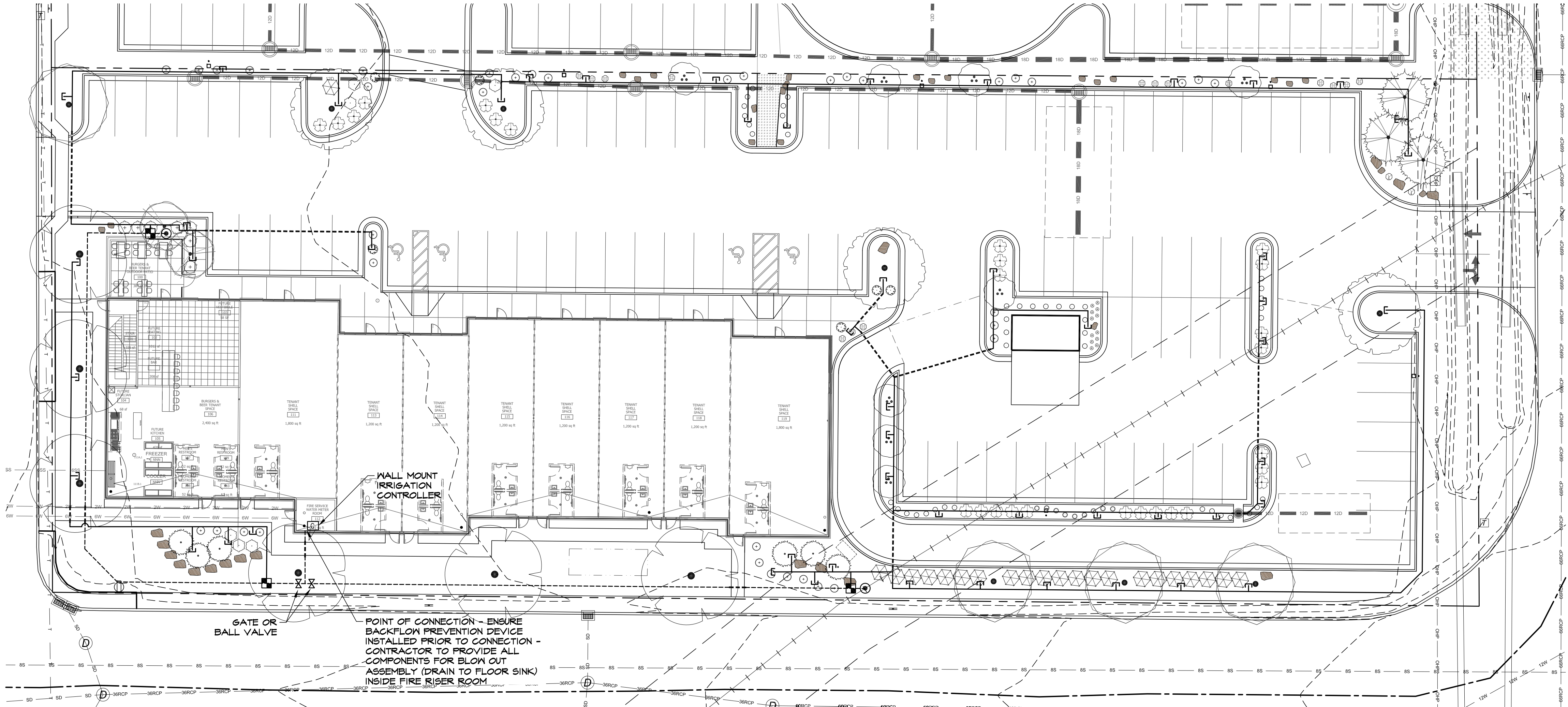
3 ISOLATION VALVE DETAIL
SCALE: NOT TO SCALE

IRRIGATION EMITTER SCHEDULE

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

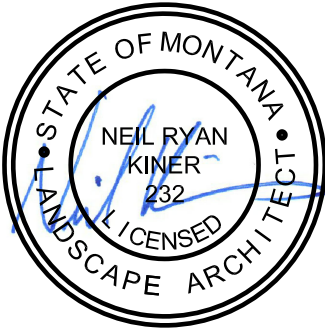
EQUIPMENT SCHEDULE

SYMBOL	MANUFACTURER/PART #	DESCRIPTION
[Symbol]	HUNTER ACADOTS	DRIP ZONE CONTROL VALVE
[Symbol]	HUNTER PRODC	CONTROLLER-WALL MOUNTED IN FIRE RISER ROOM
[Symbol]	APOLLO OR MICO 2.0" BRONZE BALL VALVE	ISOLATION GATE VALVE
[Symbol]	HUNTER HD300DC	QUICK COUPLER VALVE
[Symbol]	CLASS 200 BORN 21 PVC OR POLYETHYLENE PLASTIC PCHMS - 6.75" UNLESS NOTED	LATERAL LINE
[Symbol]	SCHEDULE 40 PVC - 1.31"	MAIN LINE
[Symbol]	4" SCHW PVC 2" LINES FOR WIRES	SLEEVE
[Symbol]	HUNTER HEB-HS EMITTERS	POINT SOURCE DRIP IRRIGATION



IRRIGATION SYSTEM NOTES:

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



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



SCALE: 1" = 20'-0"
0 20' 40'
SCALE IN FEET

L2.0

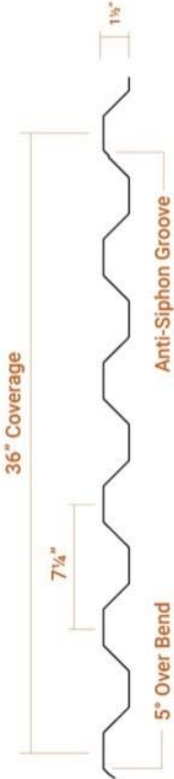




24 Gauge Colors



Panel Profile



Product Applications

Metal Roofing, Siding, Interior and Accent

- Suitable for regions prone to hail.
- Suitable for regions prone to high snow volume.
- Suitable for regions prone to high winds.
- Suitable for regions prone to extreme temperatures.
- Available in Cool Roof certified colors.
- Suitable for Rainwater Harvesting.
- Roofing applications require a bead mastic on the overlap.
- Can be installed over open purlin or solid substrate.
- A quality high temperature, ice and water underlayment on all roofing applications is recommended.







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



Vintage 7.2 Siding on Commercial Building

File Attachments for Item:

5. Growth Management Policy Update

CHAPTER 7: FUTURE LAND USE

Overview:

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

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

Residential Districts

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

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

Vacant Land

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

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

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

Development Standards

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

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

Extraterritorial Zoning

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

Infrastructure Extension

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

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

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

Future Land Use Goals and Objectives

Goal 1: Conserve open space and traditional land uses

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

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

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

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

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

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

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

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

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

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

CHAPTER 7.5: ANNEXATION

Overview

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

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

Purpose

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

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

Importance

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

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

Priority Areas

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

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

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

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

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

Annexation Policies

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

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

Infrastructure Extension

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

Annexation Goals

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

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

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

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

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

CHAPTER 8: HOUSING

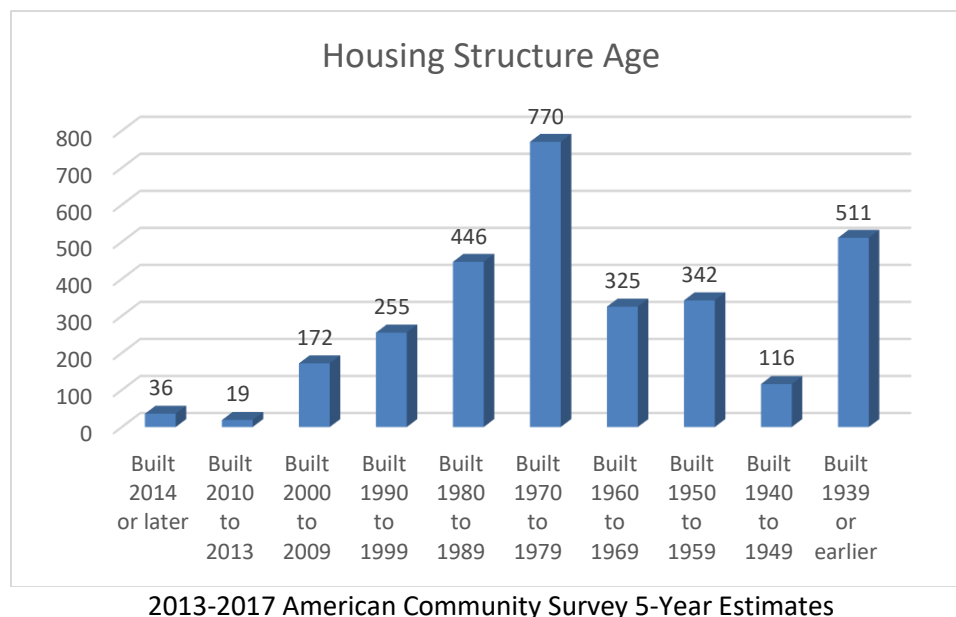
Overview

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

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

Households and Housing Units

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



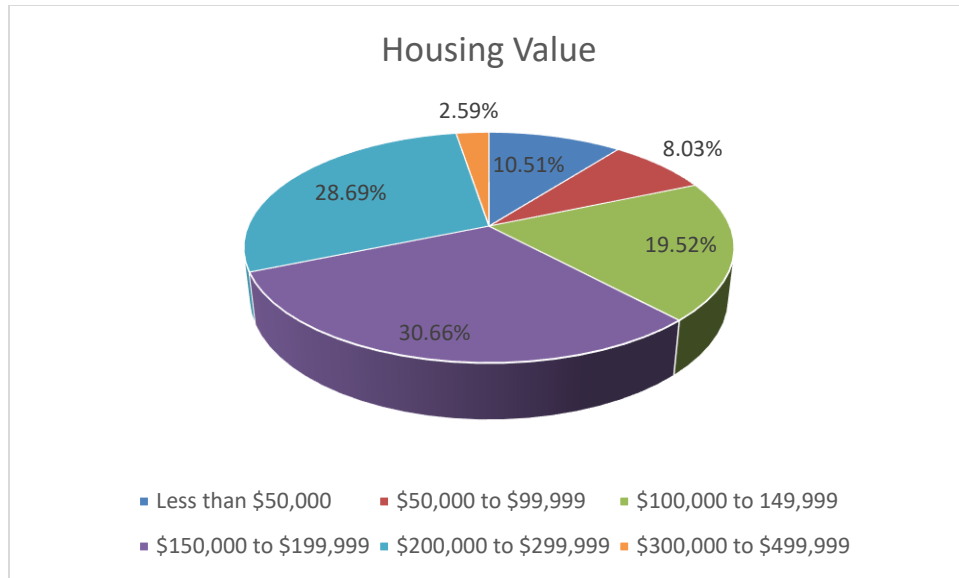
65% of Laurel’s housing stock is made up of detached single-family homes. Mobile homes make up the next greatest share of housing at 15% of units. This proportion of detached single-family homes has been the norm for Laurel and many other cities and towns throughout the United States. A growing trend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

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

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

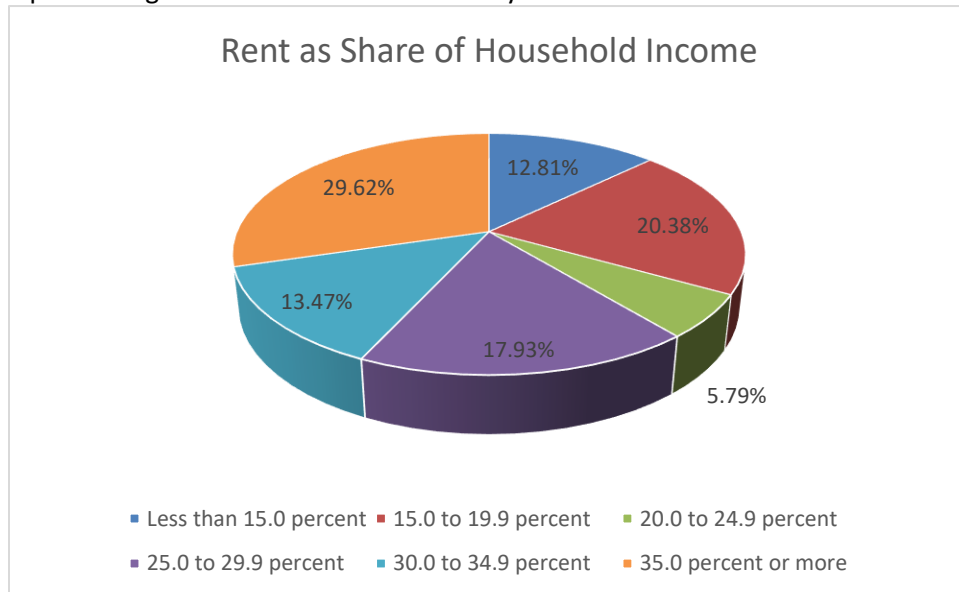
Housing Affordability

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



2013-2017 American Community Survey 5-Year Estimates

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



2013-2017 American Community Survey 5-Year Estimates

Housing Programs and Incentives

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

Montana Housing Support Programs

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

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

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

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

Community Land Trust

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

Inclusionary Zoning

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

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

Housing Goals and Objectives

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

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

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

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

CHAPTER 9: INFRASTRUCTURE

Overview

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

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

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

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

Wastewater System

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

Water System

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

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

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

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

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

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

Stormwater System

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

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

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

Solid Waste Services

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

Infrastructure Goals and Objectives

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

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

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

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

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

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

CHAPTER 10: TRANSPORTATION

Overview

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

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

Local Routes & Maintenance

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

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

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

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

State Highways

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

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

Federal Highways

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

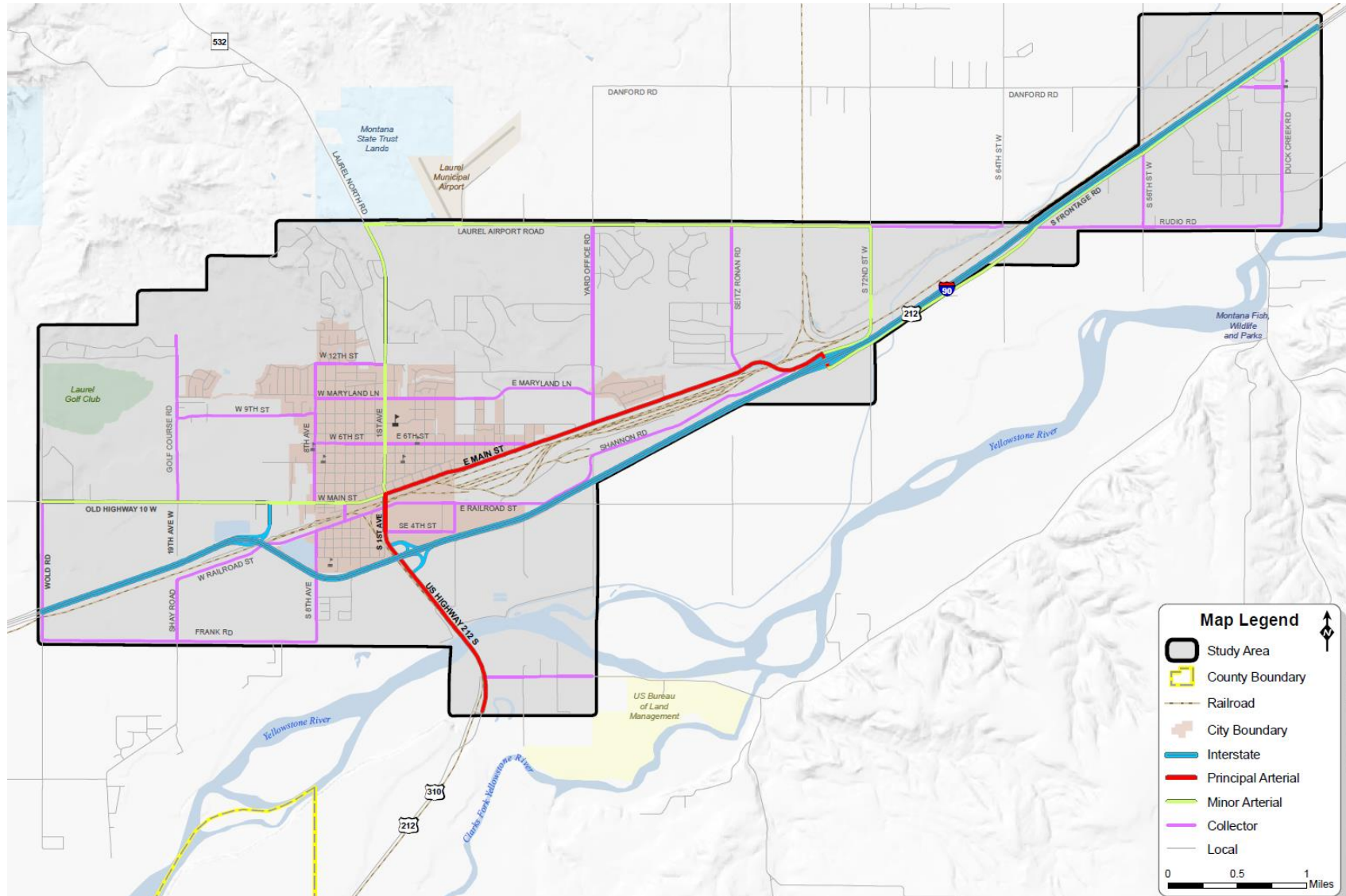
The Montana Department of Transportation is currently constructing a North facing on/off ramp West of Laurel to connect approximately to 19th Ave West. This project is ongoing and is expected to alleviate some access issues and provide new development opportunities for the city. This project is also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

Railroad

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

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

Laurel Roadway Classification Map



Roadway Classifications

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

Public Transportation

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

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

Funding Sources

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

- ❖ Road Safety

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

Federal Agencies with available grants include:

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

Transportation Goals and Objectives

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

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

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

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

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

Goal 3: Connect Transportation Decisions with Land Use Decisions

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

CHAPTER 11: ECONOMIC DEVELOPMENT

Overview

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

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

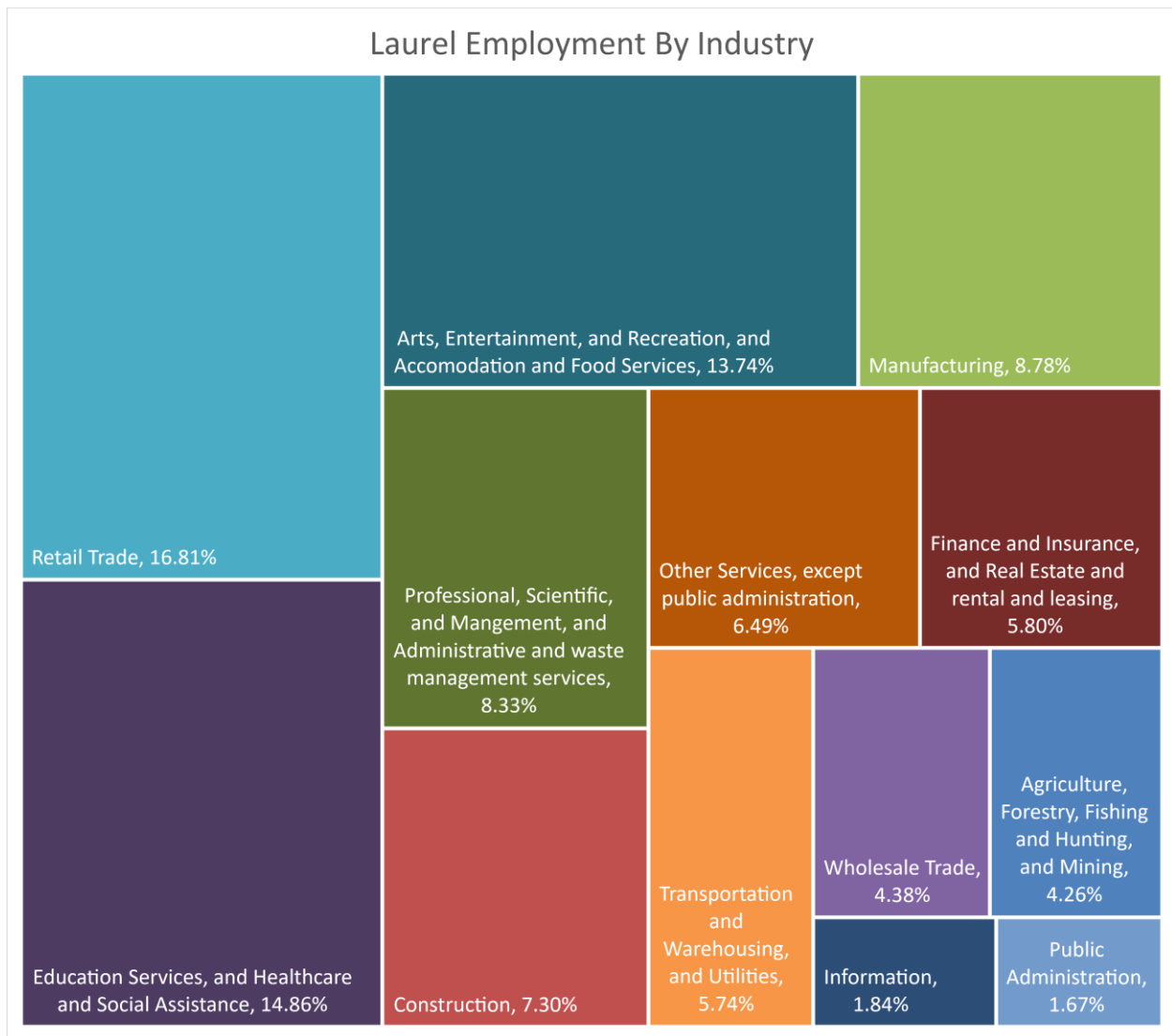
An important point to note is that Laurel would be the center of economic development and business activities if it were in any other county in the state. Laurel can once again become a community where small businesses thrive, the downtown is healthy, and entrepreneurs take the risk to open a business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

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

The Local Economy

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

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



2013-2017 American Community Survey 5-Year Estimates

Economic Development Organizations

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

Big Sky Economic Development Agency

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

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

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

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

Beartooth Resource Conservation & Development

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

Economic Development Objectives and Policies and Strategies

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

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

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

Goal 2: Create a resilient local economy

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

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

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

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

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

CHAPTER 13: RECREATION PLAN

Overview

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

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

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

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

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

City Parks

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

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

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

Parks Funding, Governance, and Operations

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

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

Community Sponsored Events

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

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

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

Recreation Objectives and Policies and Strategies

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

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

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

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

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

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

File Attachments for Item:

6. Growth Management Policy Update Schedule

Laurel Growth Management Policy Update 2020 - Meeting Schedule				
Date	Purpose	Chapters	Outcome	Notes
Wednesday, December 11, 2019	Approve Sched, Agencies, Taskings	N/A - Initial Visioning Discussion	Send Invites to Agencies	
Wednesday, January 8, 2020	Disc: Chapters 1&3	Intro/Purpose, Comm. Goals	Work Session	
Wednesday, February 12, 2020	Disc: Chapters 4&5	Comm. Profile, Employment Forecast	Work Session	
Wednesday, February 26, 2020	Disc: Chapter 6	Land Use	Work Session	
Wednesday, March 11, 2020	Disc: Chapter 7	Future Land use	Work Session	
Wednesday, March 25, 2020	Disc: Chapter 8	Housing	Work Session	
Wednesday, April 8, 2020	Disc: Chapter 9	Infrastructure	Work Session	
Wednesday, April 22, 2020	Disc: Chapter 10	Transportation	Work Session	
Wednesday, May 13, 2020	Disc: Chapter 11	Economic Development	Work Session	
Wednesday, May 27, 2020	Disc: Chapters 12&13	Public Services/Facilities & Recreation Plan	Work Session	
Wednesday, June 10, 2020	Disc: Chapters 3, 14, 15	Comm. Goals & Natl Resources & Implementation	Work Session	
Wednesday, June 24, 2020	Review Document	N/A	Schedule Public Hearing	
Wednesday, July 8, 2020	Public Hearing	N/A	Resolution Adoption	
Wednesday, August 12, 2020	Public Hearing	N/A	Resolution of Intent to City/County	
Wednesday, September 30, 2020	Final Adopton	N/A	Adoption of New GMP	