Consolidated Land Use Board Agenda

November 04, 2026
5:30 PM
City – County Complex, Community Room

Join Zoom Meeting
https://us02web.zoom.us/j/82934901954?pwd=ADb7WY256wnZbHqgp6Px3qOct09HYK.1

Meeting ID: 829 3490 1954
Passcode: 997821
Phone: 1-669-900-9128

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1. Roll Call
2. Approval of Minutes
   - **A. APPROVAL OF MINUTES FROM MARCH 11, 2026**
3. Public Comment

Individuals are reminded that public comments should be limited to item over which the City Commission has supervision, control jurisdiction, or advisory power (MCA 2-3-202)

4. Planning Items
   - **A. THE RIDGE PLANNED UNIT DEVELOPMENT**
5. Zoning Items
6. Board Comments
7. Adjournment

To ensure that it is passed on to the voting members, written public comment should be submitted before noon the day of any public meeting. This deadline is set to ensure comments reach City Commission, Boards, Committees, and City Staff timely allowing all parties to review comments prior to the start of any public meeting. Comments received after this deadline are not guaranteed to reach the intended persons before the start of the meeting.

LIVINGSTON CONSOLIDATED LAND USE BOARD

REGULAR MEETING MINUTES | MARCH 11, 2026

A regular meeting of the Consolidated Land Use Board was held March 11, 2026, in the Community Room of the City/County Complex at 414 E. Callender Street. Chair Baily Goodwine facilitated the meeting. The meeting was called to order at 5:34 p.m.

1. ROLL CALL

Present: Chair Baily Goodwine, Vice-Chair Becky Moore, Frank O'Connor, Bill Kuba, Becky Bird and Forrest Huisman (remote). Absent: John Kalmon (excused). Non-voting member: City Commissioner Cindy Daniels. Staff present: Jennifer Severson, Planning Director. A quorum was established.

2. APPROVAL OF MINUTES

O'Connor moved to approve the February 11, 2026 meeting minutes, seconded by Goodwine. Motion passed 6-0. Huisman did not attend the meeting and did not vote.

3. GENERAL PUBLIC COMMENT

None.

4. PLANNING ITEMS

None.

5. ZONING ITEMS

A. Chapter 30 Zoning Text Amendment, Light Industrial and Industrial Districts (hearing continued from February 11, 2026)

The Board continued the public hearing from February 11 regarding proposed amendments to the permitted-use table for the Light Industrial (LI) and Industrial (I) zoning districts. Members reviewed the City Commission's December 2025 zoning map decision affecting four parcels on the east side of Livingston, including three Livingston Healthcare-owned parcels and one Watson family-owned parcel. Discussion addressed whether Industrial zoning was appropriate for these properties and the implications of the proposed text changes for medical facilities, assisted living, child care and other uses.

Board members considered the costs and long-term maintenance of utility extensions, potential development near the hospital, floodplain regulations, how the changes to allowed uses on the hospital-owned parcels could affect redevelopment priorities in the downtown area, and consistency with the Growth Policy. Members also discussed the distinction between zoning text and map amendments and expressed concern that the I zoning designation could be overly restrictive compared with LI zoning and the uses allowed on surrounding properties. Staff clarified the relationship between the adopted zoning map and the proposed text amendment, as well as the Board's advisory role to the City Commission.

During the public hearing, Tim Watson discussed the history of his family's property transfers and deed restrictions on the impacted parcels, including restrictions placed on the parcels now owned by the hospital with regards to industrial uses . He also distinguished Livingston

Healthcare's support for changes permitting medical uses from support for the Industrial zoning designation. The Board considered this testimony during deliberations.

Goodwine moved to recommend that the City Commission deny the proposed zoning text amendment and reconsider the zoning map designation of the four large east-side parcels (three owned by Livingston Healthcare and one by the Watson family) as Light Industrial zoning. O'Connor seconded. Roll-call vote: O'Connor, Moore, Bird, Kuba, Huisman and Goodwine voted yes. Motion passed 6-0.

6. BOARD COMMENTS

Bird emphasized the importance of respecting deed restrictions and the intentions of property owners who donate land for public purposes. No action was taken.

7. ADJOURNMENT

The meeting adjourned at 6:58 p.m.

PAM PAYOVICH

RESOLUTION NO. 3792

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF LIVINGSTON, MONTANA, ANNEXING BY THE PETITION OF TED AND GEORGANN WATSON CERTAIN LAND CONTIGUOUS TO THE CITY OF LIVINGSTON LOCATED IN A PORTION OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 9 EAST AND IN PORTIONS OF SECTIONS 7, 8, 18, AND 19, TOWNSHIP 2 SOUTH, RANGE 10 EAST AND PORTIONS OF PUBLIC ROADS IN OR ADJACENT TO SAID ANNEXATION KNOWN AS A PORTION OF MYERS LANE, A PORTION OF THE BOULDER ROAD (SWINGLEY ROUTE) AND A PORTION OF THE UNNAMED COUNTY ROAD RIGHT OF WAY (OLD ROAD TO BILLINGS).

WHEREAS, 7-2-4301 Montana Code Annotated (MCA) authorizes annexation of land which is contiguous to the City of Livingston; and

WHEREAS, that Ted Watson and Georgann Watson, (Watsons), the owners of real property located in a portion of Section 24, T2S, R9E and in portions of Sections 7, 8,18 and 19 of T2S, R10E, and more particularly described by Attachment A which is incorporated by this reference as though fully set forth herein have petitioned the City to be annexed into the City of Livingston; and

WHEREAS, the City of Livingston and Watsons have entered into an Annexation Agreement for planning the provision of municipal services and to provide general guidelines for the urban development of the property, as well as specifying the obligations of the respective parties; and

WHEREAS, 7-2-4211 Montana Code Annotated (MCA) provides that in all annexations the City shall include the full width of any public street or roads, including the rights-of-way that are adjacent to the property being annexed; and

WHEREAS, the following public streets, roads or right-of-way are included in or adjacent to the proposed annexation, i.e.:

1. Myers Lane from its intersection with U. S. Highway 10 East, also know as 89 and located in Section 8, T2S, R10E, Section 7 T2S, R10E , and Section 18 T2S, R10E terminating at the west section line of Section 17, T2S, R10E;
2. Boulder River Road also known as the Swingley Route located in Section 8, T2S, R10E from its intersection with U. S. Highway 10 East, a/k/a Highway 89 to the

Interstate 90 right-of-way; and

3. an unnamed county road right-of-way being a portion of the old road to Billings located in Section 8, T2S, R10E

all as shown on Attachment B which is incorporated by this reference as though fully set forth herein

WHEREAS, following due notice, a public hearing on the proposed annexation was held on October 16, 2006.

NOW, THEREFORE, BE IT RESOLVED, by the City Commission of the City of Livingston, Montana, as follows:

The City Commission hereby annexes the Watson Property described by Attachment A and hereby annexes those portions of public roads located within or contiguous to the Watson Property as described by Attachment B.

PASSED AND ADOPTED by the City Commission of the City of Livingston, this 16th day of October, 2006.

STEVE CALDWELL - Chairman

ATTEST:

Pam Payovich

PAM PAYOVICH
Recording Secretary

APPROVED AS TO FORM:

BRUCE E. BECKER
City Attorney

Attachment A
WATSON ANNEXATION PETITION

Township 2 South, Range 9 East M.P.M

Section 24: All of Lots 8, 9, 12, 13, SE ¼ NE 1/4 , NE ¼ /SE ¼, lying northerly of Interstate 90, together with all accretions.) All of Section 24 lying northerly of Interstate 90 and south and east of the Yellowstone River.

Township 2 South, Range 10 East

Section 7: Lots 2, 3, 4, 5, 6, south of Highway 89 and east of the Yellowstone River. (Otherwise described as all of Section 7, south of Highway 89 and east of the Yellowstone River, together with all accretions; as portion of Lot 2 and all of Lots 3 and 4 east of the river and south of the road; and as Lots 2, 3, and 4, excepting from said lots any portion thereof lying northwesterly of the Northern Pacific (BN) right of way.

Section 8: All that part south of Highway 89, west of the Swingley Route and Northwest of Interstate 90 except part deeded to Arthur P. Lytle, trustee, Book 63, Page 517; and except part deeded to City of Livingston by Deed, Book 63, Page 602 on file in the Park County Clerk and Recorders Office.

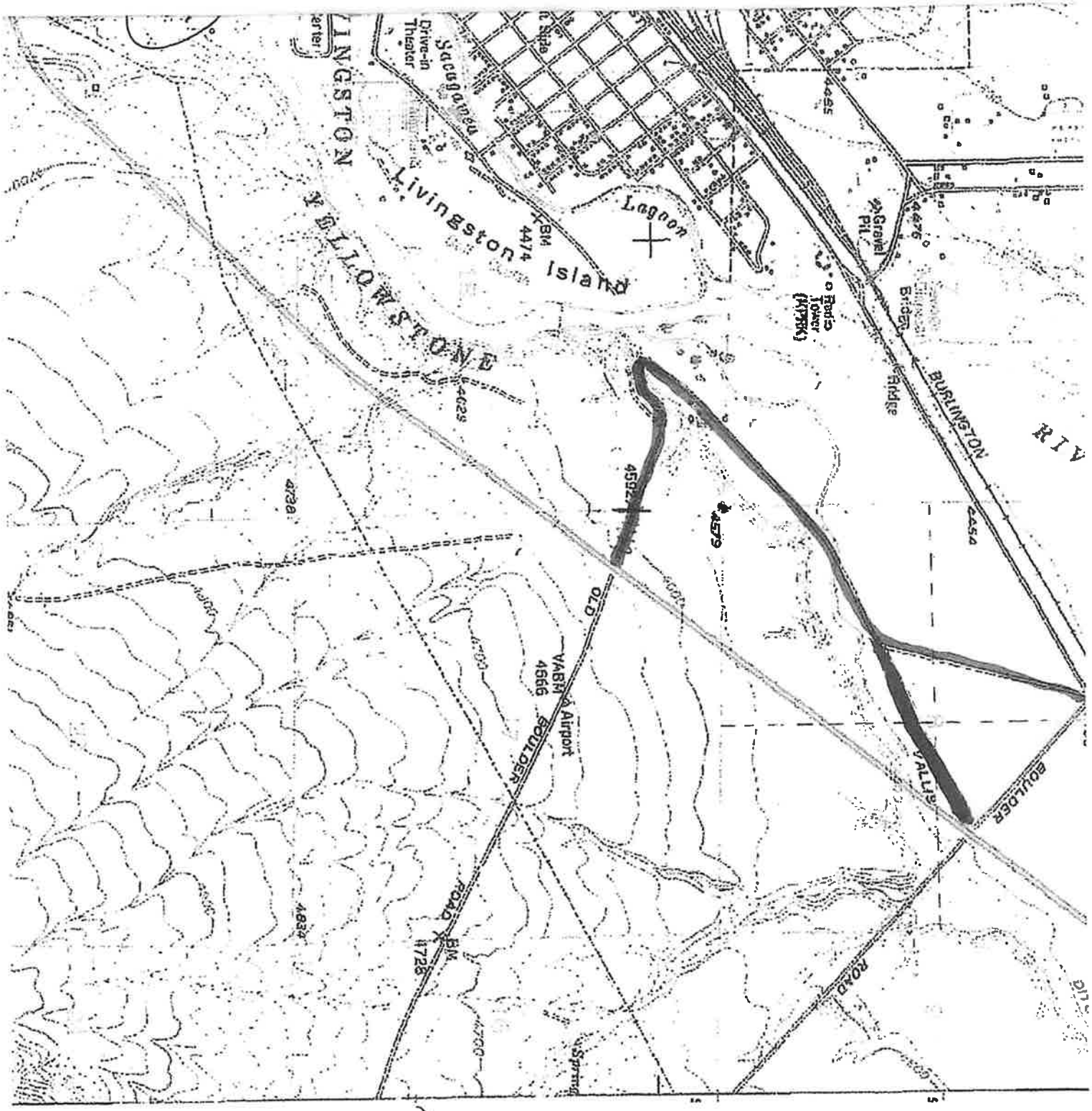
Section 18: Lots 1(known as Lots 9 and 10 in the BLM Survey Book), 4, 5, 8, together with all accretions; E1/2E1/2; SW1/4SE1/4(except portion deeded to the State of Montana For Highway purposes and except that portion lying south and east of Interstate 90 and Lot 10 in the BLM Survey Book also described as the Rock Quarry (9.13?Acres) owned by Park County. (Said property otherwise described as that portion of Section 18 north and west of Interstate 90 and east of the Yellowstone River, and as Lot 8 and all that portion of the E1/2 lying east of the Yellowstone River).

Section 19: Lots 1, 2, 3, 4; E1/2; E1/2W1/2 (all, fractional), together with all accretions, less that portion lying south and east of Interstate 90 and less that portion conveyed to the State of Montana for highway purposes. (Otherwise described as that portion of Section 19, north and west of Interstate 90, less right of way).

All above described property is outlined on Map Attachment A.

That portion of the County Road Right of Way for Myers (aka Meyers) Lane that lies within the above described property and outlined on Map Attachment B.
That portion of a county right-of way that was part of the original road to Billings as outlined on Map Attachment B.
That portion of the Boulder Road (aka Swingley Route) adjacent to the above described property and outlined on Map Attachment B.

All other public rights of way unknown at this time.



Myers (Meyers) Lane
Old Road To Billings
Boulder Road (Swingley Route)

Attachment "B"

RESOLUTION NO. 3792

A RESOLUTION OF THE CITY COMMI[illegible] OF THE CITY OF LIVINGSTON, MONTANA, ANNEXING BY THE PETITION OF TED AND GEORGANN WATSON CERTAIN LAND CONTIGUOUS TO THE CITY OF LIVINGSTON LOCATED IN A PORTION OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 9 EAST AND IN PORTIONS OF SECTIONS 7, 8, 18, AND 19, TOWNSHIP 2 SOUTH, RANGE 10 EAST AND PORTIONS OF PUBLIC ROADS IN OR ADJACENT TO SAID ANNEXATION KNOWN AS A PORTION OF MYERS LANE, A PORTION OF THE BOULDER ROAD (SWINGLEY ROUTE) AND A PORTION OF THE UNNAMED COUNTY ROAD RIGHT OF WAY (OLD ROAD TO BILLINGS).

October 16, 2006

Pam Payovich
RECORDING SECRETARY

Enclosures

1. Copy of original letter to commission 4/25/06
2. Fire Department waiver of protest
3. Petition for annexation
4. Legal description (Attachment "A")
5. Survey of Myers Lane through 1919 rock quarry (Park County property)
6. Partial copy subdivision 139 (City, County land "old Zollman Field")
7. Map showing roads to be annexed (Attachment "B")
8. Petition letter dated 8/14/06
9. Copy annexation Agreement See recorded Res 3783
10. Large map showing annexation area and land ownership (Exhibit "A" enclosures numbers 4 & 10



Too large to scan- filed with Resolution 3783

1.

Ted and Georgann Watson
131 Myers Lane
P. O. Box 433
Livingston, MT 59047

April 25, 2006

Livingston City Commission
414 East Callender
Livingston, MT 59047

Dear Commissioners:

Attached is a conceptual plan for the development of the Watson property. We are proposing that our property be annexed to the City of Livingston and would like input from the City Commission, City of Livingston staff and the public on the proposed plan.

We propose that the annexation of this property would be of great benefit to the City of Livingston. As part of our conceptual plan, the City will receive a riverfront east end entryway park, a deeded public walking trail along the Yellowstone River from highway 10 East (the entryway park) to the area across from the juncture of Sacajawea Park and the Civic Center. The City would also receive a gravel pit that should cover its gravel needs well into the future and a site for a City well and water reservoir tank on the property.

We are proposing a mix of commercial and residential development in the area adjacent to Highway Ten and the Swingly Road. The amount of acreage for each use as proposed on the conceptual plan is subject to discussion and revisions in accordance with the City's requirements for future development.

The current Myers Lane would also be relocated to provide safer ingress and egress to the property. We are also proposing to abandon the road in front of the existing houses and relocate it through the draw as shown on the conceptual plan. Access to the county property would be preserved, but with a different access route.

The Rowland Place, which is adjacent to Interstate 90 and the Yellowstone River, is currently being proposed for a low density Planned Unit Development. As proposed, there would be 37 residences leaving approximately 336 acres of open space. As currently platted, through the thoughtful location of building envelopes and strict covenants, every effort has been made to minimize the impact of the development on Livingston's view shed.

An alternative, and perhaps, better solution to the Planned Unit Development, is a denser condominium development in the south end of the Rowland Place, close to Interstate 90, leaving all of the remaining approximately 336 acres as open space, and presenting virtually no visual impact on Main Street. This type of development would require

cooperation with the City to install sewer and water under the Yellowstone River. This would create a greater tax base benefit for Livingston, and repayment for services supplied would be through impact fees. This solution could conceivably be environmentally less intrusive.

The existing homes and approximately 60 acres surrounding them would also be annexed into the City. Current floodway designation disallows development in this area. This acreage would be sold separately with the mutual understanding that if the designation changes in the future the land may be developed as residential property, according to a development plan agreed upon at this juncture. Again, a win, win situation for the landowner and the City.

This conceptual plan is just that, an idea proposed to the City for discussion, subject to future suggestions, revisions, and modifications. Giving all of us the opportunity to plan the future growth of our City on ± 800 acres of land that is adjacent to an important Montana community and an important western river.

We cordially extend an invitation to the commissioners to tour the property, at their convenience.

Thank you and we hope to have the opportunity to discuss this matter with the Commissioners in the near future.

Sincerely,

Ted Watson

Georgann Watson

Cc: Ed Meese, City Manager
Jim Woodhull, City Planner
Clint Tinsley, Public Works Director
Bruce Becker, City Attorney

(2)

TO THE CHAIRMAN OF TRUSTEES OF RURAL FIRE DISTRICT NO. 1 OF PARK COUNTY AND TO THE BOARD OF COUNTY COMMISSIONERS:

RE: WAIVER OF PROTEST TO ANNEXATION.

We, the undersigned, owners of certain real property located in Park County that is part of Rural Fire District Number 1, do give notice that we have signed a Waiver of Protest of Annexation to the City of Livingston. At the time of annexation we request that our real property, described in attached Exhibit "A", be withdrawn from Rural Fire District No. 1.

This notice shall not become effective until such time as the City of Livingston formally and lawfully completes proceedings for the annexation of the described property. Until such time, by our request and by law, we shall be fully protected with present fire protection as a part of Rural Fire District No. 1. Following the adoption of the Annexation order by the City of Livingston, the real property is automatically, by State law, detracted from the fire district.

This letter and procedure is all pursuant to State law, as amended.

DATE	OWNER'S NAME
July 26th 2006	Ted J. Watson
July 26th 2006	Georgann Watson

(3)

PETITION FOR ANNEXATION

COMES NOW, the undersigned, pursuant to 7-2-4601 (3) Montana Code Annotated, and hereby petition the City Council of the City of Livingston to be annexed into and become a part of the City of Livingston, Montana. In support of the petition, the undersigned hereby states as follows:

1. That the property to be annexed is described by Exhibit A which is attached hereto and incorporated by this reference.

2. That the undersigned hereby state that he/she/they constitute either 50% of the residents in the area to be annexed, or in the alternative, are the owner(s) of more than 50% of the real property described herein.

3. That such land is not used in whole or in part for agriculture, mining, smelting, refining, transportation or any industrial or manufacturing purpose or any purpose incidental thereto.

Dated this 26th day of July, 2006 ~~199~~.

Ted J. Watson

Georgann Watson

STATE OF MONTANA)
: ss.
County of Park)

This instrument was acknowledged before me on the 26th day of July, 2006 by Ted J. Watson and Georgann Watson.

Carole Carey

NOTARY PUBLIC for the State of Montana, residing in Livingston, Montana. My commission expires: 8-15-2008.

(SEAL)

CAROLE CAREY NOTARIAL SEAL STATE OF MONTANA

4.

Attachment A

Township 2 South, Range 9 East M.P.M

Section 24: All of Lots 8, 9, 12, 13, SE ¼ NE 1/4 , NE ¼ /SE ¼, lying northerly of Interstate 90, together with all accretions.) All of Section 24 lying northerly of Interstate 90 and south and east of the Yellowstone River.

Township 2 South, Range 10 East

Section 7: Lots 2, 3, 4, 5, 6, south of Highway 89 and east of the Yellowstone River. (Otherwise described as all of Section 7, south of Highway 89 and east of the Yellowstone River, together with all accretions; as portion of Lot 2 and all of Lots 3 and 4 east of the river and south of the road; and as Lots 2, 3, and 4, excepting from said lots any portion thereof lying northwesterly of the Northern Pacific (BN) right of way.

Section 8: All that part south of Highway 89, west of the Swingley Route and Northwest of Interstate 90 except part deeded to Arthur P. Lytle, trustee, Book 63, Page 517; and except part deeded to City of Livingston by Deed, Book 63, Page 602 as outlined on COS 732 on file in the Park County Clerk and Recorders Office.

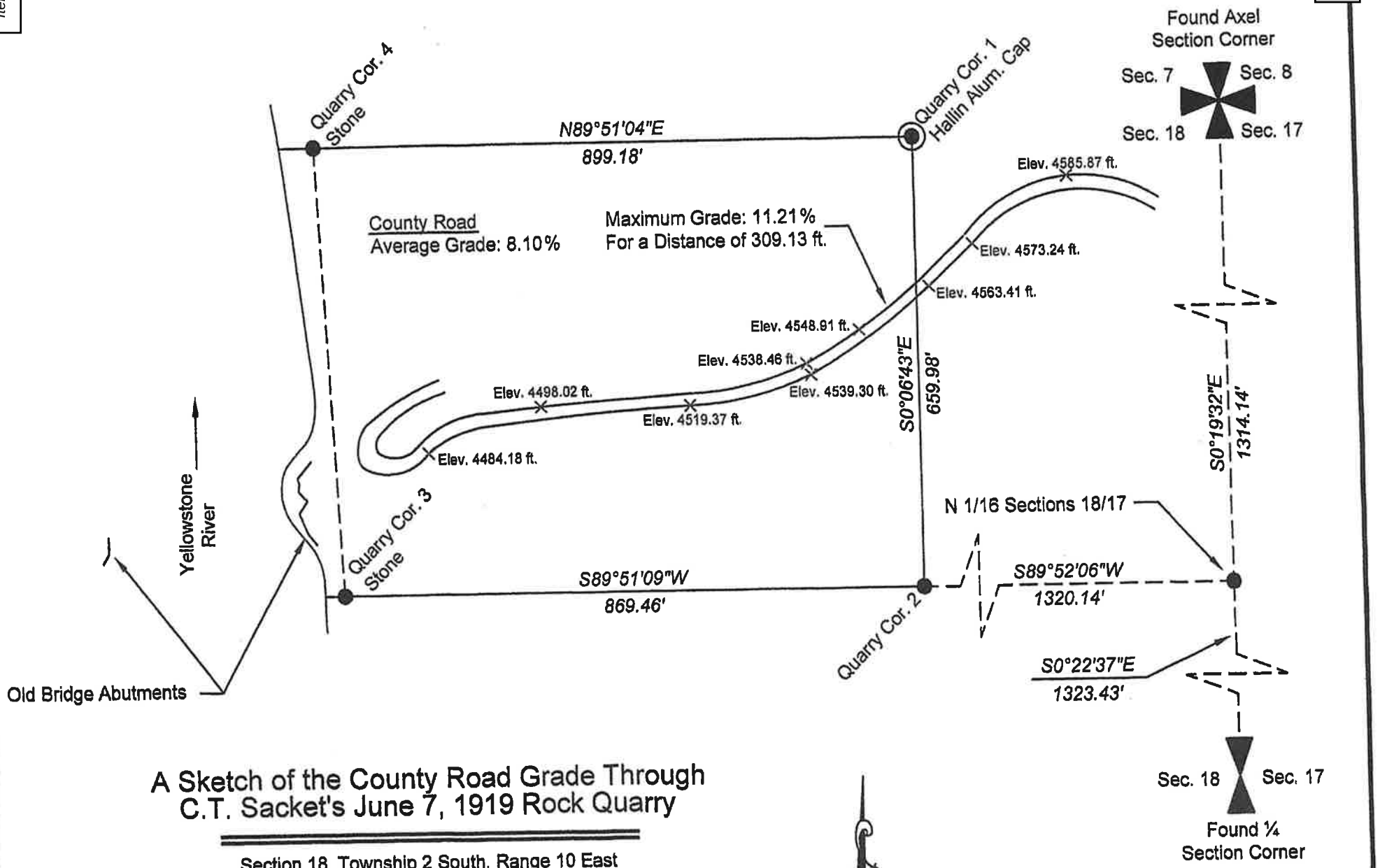
Section 18: Lots 1(known as Lots 9 and 10 in the BLM Survey Book), 4, 5, 8, together with all accretions; E1/2E1/2; SW1/4SE1/4(except portion deeded to the State of Montana For Highway purposes and except that portion lying south and east of Interstate 90 and Lot 10 in the BLM Survey Book also described as the Rock Quarry (9.13?Acres) owned by Park County. (Said property otherwise described as that portion of Section 18 north and west of Interstate 90 and east of the Yellowstone River, and as Lot 8 and all that portion of the E1/2 lying east of the Yellowstone River).

Section 18: Lots 1, 2, 3, 4; E1/2; E1/2W1/2 (all, fractional), together with all accretions, less that portion lying south and east of Interstate 90 and less that portion conveyed to the State of Montana for highway purposes. (Otherwise described as that portion of Section 19, north and west of Interstate 90, less right of way).

All above described property is outlined on Map Attachment A.

That portion of the County Road Right of Way for Myers (aka Meyers) Lane that lies within the above described property and outlined on Map Attachment B.
That portion of a county right-of way that was part of the original road to Billings as outlined on Map Attachment B.
That portion of the Boulder Road (aka Swingley Route) adjacent to the above described property and outlined on Map Attachment B.

All other public rights of way unknown at this time.



A Sketch of the County Road Grade Through C.T. Sacket's June 7, 1919 Rock Quarry

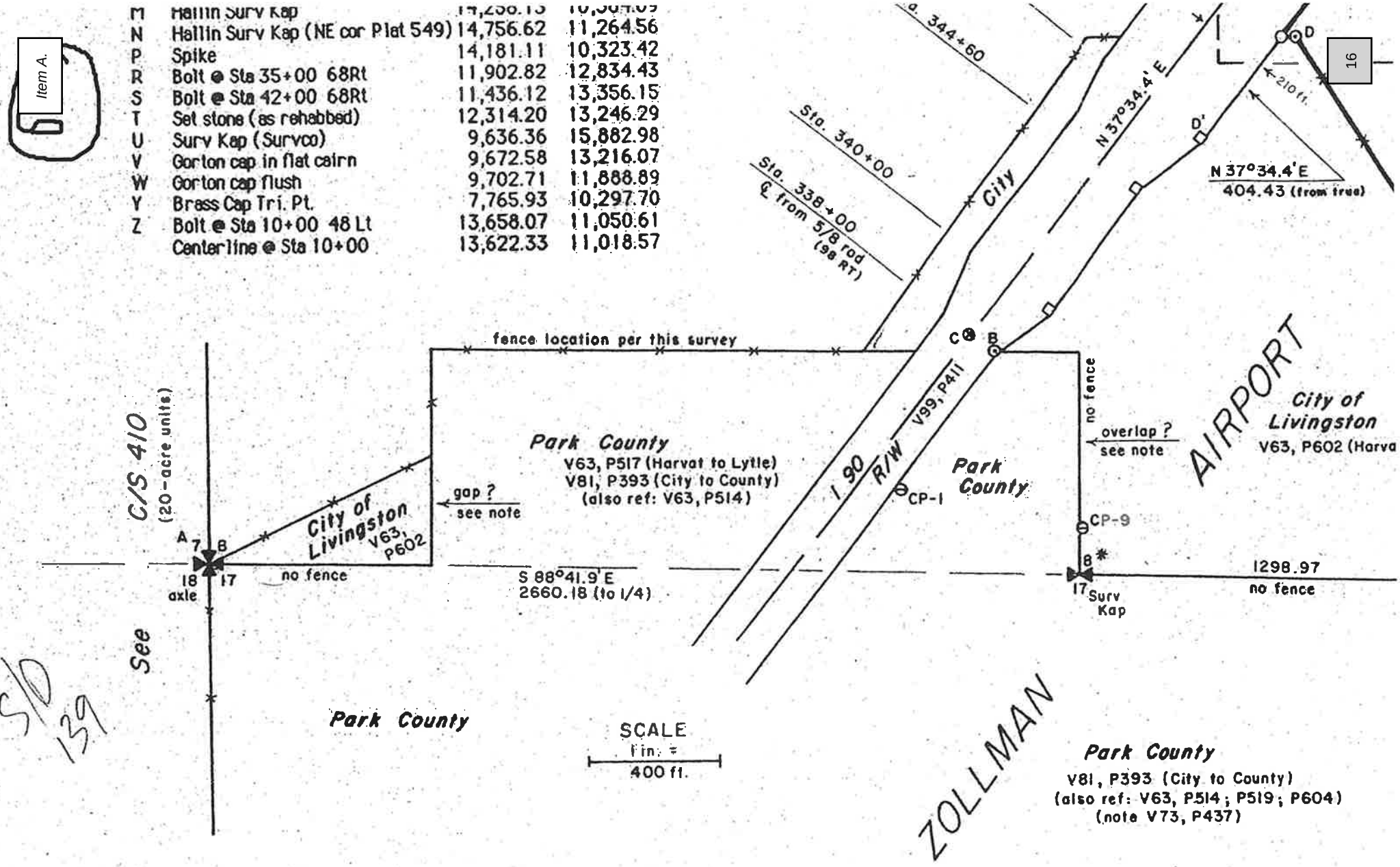
Section 18, Township 2 South, Range 10 East

200 0 200 400 600

SCALE: 1" = 200'

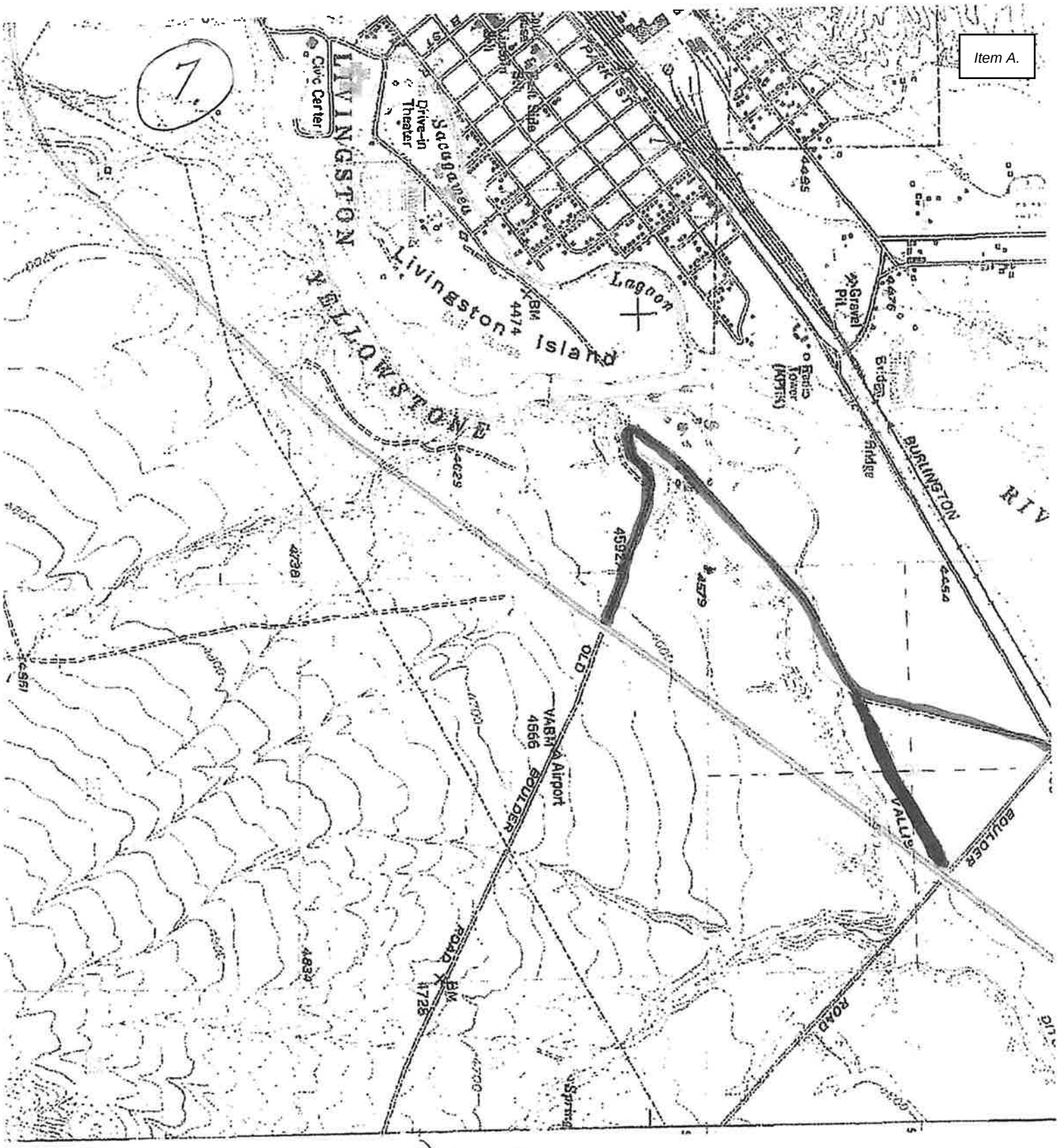
HALLIN & ASSOCIATES
Land Surveyors & Engineers
1318 West Front Street
Livingston, Montana 59047
(406) 222-1303

M	Hallin Surv Kap	14,258.13	10,304.09
N	Hallin Surv Kap (NE cor Plat 549)	14,756.62	11,264.56
P	Spike	14,181.11	10,323.42
R	Bolt @ Sta 35+00 68Rt	11,902.82	12,834.43
S	Bolt @ Sta 42+00 68Rt	11,436.12	13,356.15
T	Set stone (as rehabbed)	12,314.20	13,246.29
U	Surv Kap (Survco)	9,636.36	15,882.98
V	Gorton cap in flat cairn	9,672.58	13,216.07
W	Gorton cap flush	9,702.71	11,888.89
Y	Brass Cap Tri. Pt.	7,765.93	10,297.70
Z	Bolt @ Sta 10+00 48 Lt	13,658.07	11,050.61
	Centerline @ Sta 10+00	13,622.33	11,018.57



LEGEND

⊙	Found monument. See Table of coordinates.
O	Surv Kap set this survey
⊖	70d spike & flasher
□	Concrete right-of-way monument
△	Triangulation Point (Brass cap)
⊗	Unmarked point
PB	Point of Beginning
WC	Witness corner
———	Boundery, this survey



Myers (Meyers) Lane
Old Road To Billings
Boulder Road (Swingley Route)

8.

Ted and Georgann Watson
131 Myers Lane
P.O. Box 433
Livingston, MT. 59047

August 14, 2006

Livingston City Commission
414 East Callender
Livingston, MT. 59047

Dear Commissioners:

Please find attached a petition for annexation into the City of Livingston, a portion of lands owned by Ted and Georgann Watson. The property being considered for annexation consists of approximately ±800 acres of land situated east and south of the City of Livingston and bounded by portions of the Yellowstone River, Highway 10 E. (89 North), The Swingley Road (Boulder Road) and US Interstate #90. (See attached map)

The development of this parcel of land, as proposed, shall include a mix of commercial, light industrial, residential, and recreational park and a trail way. (See attached map) The total development of ± 800 acres shall include as much open space as is economically feasible but insures approximately 35% of the total acreage as dedicated open space with a minimum of ridgeline development. In addition to the dedicated open space will be the deeded Riverfront Entryway parkland and the deeded river frontage easement (for a Trail Way) for the benefit of the general public. Further, for the benefit of the City the Watson's will provide a deeded site for a buried water storage reservoir tank, a deeded site or sites to the City that may be developed solely for additional potable water for the benefit of the residents of the City of Livingston (all parties mutually agree that the production of a high volume well cannot be guaranteed and may prove to be impossible if a substantial water source cannot be located through exploration), and a deeded area for a gravel source for the sole benefit of the City of Livingston. The parties understand and agree that the commercial sale of aggregates by a municipality is not allowable by law and shall remain so under this agreement. Both parties also understand that the well sights, reservoir site and gravel source site may be located on other lands owned by Ted and Georgann Watson.

All parties agree that this annexation shall be subject to, and occur simultaneously with, the adoption of the certain annexation agreement existent between the City of Livingston and Ted and Georgann Watson.

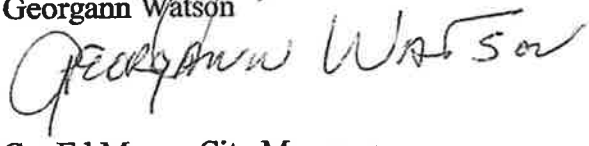
We thank you for taking time to consider this annexation proposal and look forward to working with you in the future to create a product the will benefit the City of Livingston for all time.

Sincerely,

Ted J. Watson



Georgann Watson



Cc: Ed Meese, City Manager
Jim Woodhull, City Planner
Clint Tinsley, Public Works Director
Bruce Becker, City Attorney

Exhibit B
Deed Restrictions

Deed Restrictions to run with the land to be in Warranty Deed for impermissible uses (singular includes the plural and vice versa).

- Industrial uses (as defined by City zoning regulations)
- Junkyards or recycling centers
- Storage Units or Sheds
- Mobile Home Parks or mobile homes
- Fair Grounds, Rodeo Grounds, or Cemeteries
- Recreational Vehicle Parks
- Auto, Recreational Vehicle or Farm Equipment Dealerships
- Feedlots, pig or chicken raising
- Windfarms
- Truck stops, trucking centers, semi truck fueling, or semi truck parking for other than delivery
- Buildings greater than 3 stories in height unless Livingston Healthcare gives specific written approval
- Auto, truck, tire or diesel repair shops
- Warehouses
- Saw or post mills
- Power substation
- State Highway, City, or County impound or maintenance buildings
- Gaming casino (though this does not prohibit gaming machines located in a store where gaming/gambling is not the primary purpose of the store)
- Cell towers
- Vaping, tobacco & tattoo shops (though this does not prohibit sale of vaping or tobacco products at a store where vaping and tobacco products are not the primary products sold by the store)
- Pawn shops
- Outdoor vehicle, equipment or material storage yards

LivingstonMontana.org | PublicComment@LivingstonMontana.org | 406.823.6000

DATE: November 4, 2026

TO: Consolidated Land Use Board

FROM: Jennifer Severson, Planning Director

RE: Staff Report for **The Ridge Planned Unit Development**

Recommendation

Staff requests that the Land Use Board recommend the City Commission approve the creation of The Ridge PUD, in accordance with the Livingston Municipal Code Section 30.45 for Planned Unit Development, by adopting the following motion:

"I move to recommend the City Commission approve the creation of The Ridge Planned Unit Development with conditions as proposed by Staff."

Introduction and History

In November 2023, the City adopted a Planned Unit Development (PUD) Ordinance. A PUD is a zoning district intended to encourage more efficient use of land and public services than is generally attainable under standard zoning. By allowing context-sensitive design that conforms to topography and minimizes site impacts, PUD zoning encourages clustered development, diverse housing types, mixed land uses, and natural resource preservation.

The Ridge PUD is proposed on the same 20-acre parcel on which the Northtown PUD was previously approved in July 2025. Although the total number of residential units remains the same at two hundred forty (240), the new PUD proposal reduces commercial space and traffic volume and increases impervious area and stormwater storage capacity. Because of the modifications proposed, to ensure transparency in the review process, Staff required the applicant to undergo a new PUD review process. A table summarizing the key changes between the PUD approved in 2025 and the current proposed PUD is below:

Summary of Revisions

Item	Northtown PUD	The Ridge PUD	Revision
Project Area	±20 Acres	±20 Acres	No Change
Residential Units	240	240	No Change
Commercial Area	~16,000 SF	~3,000 SF	Reduced ~13,000 SF
Impervious Area	255,173 SF	341,056 SF	+85,883 SF (+34%)
Required Stormwater Storage	20,393 CF	27,256 CF	+6,863 CF
Stormwater Facilities	2 ponds	3 ponds	Revised drainage strategy
Drainage Basins	Single primary basin	8 onsite + 2 offsite	Updated hydrology
Traffic	Previous TIS	17% reduction	Reduced commercial area

Summary

The applicant is proposing a Planned Unit Development (PUD) on property owned by the Northtown Development Corporation. The proposed PUD is located on a vacant 20-acre parcel located near the intersection of N. 9th Street and Scenic Trail. The subject parcel consists of moderately steep terrain, and the PUD has been designed to concentrate, or cluster, the development toward the lower elevations of the property near Scenic Trail to protect views of the mountains to the south. Concentrating development on the southern part of the parcel will also minimize disturbance to steeper areas of terrain in the northern part of the parcel. As proposed, roughly 55% of the parcel (10.9 acres) will remain undeveloped open space. An additional 1.02 acres will be dedicated active park space, resulting in just over 60% of the parcel remaining undeveloped. The parcel is currently zoned R2 - Medium Density Residential (See PUD Site Plan in Figure 1 below).

The PUD will include 240 residential apartments consisting of a mix of 1-bedroom (54), 2-bedroom (102), 3-bedroom (60), and 4-bedroom (24) units distributed among 10 buildings, along with a Leasing Office and Clubhouse building near Scenic Trail; based on the Clubhouse Floorplan (Tab D, Sheet A2.3) in the application materials, Staff anticipates the clubhouse will include common amenities for use by residents of the PUD. There will also be 3,000 sq. ft. of commercial space near the entrance to the PUD from Scenic Trail, providing convenient access from the surrounding neighborhood and for residents within the PUD. As stated in the application materials, all buildings will be fully sprinkled for fire protection.

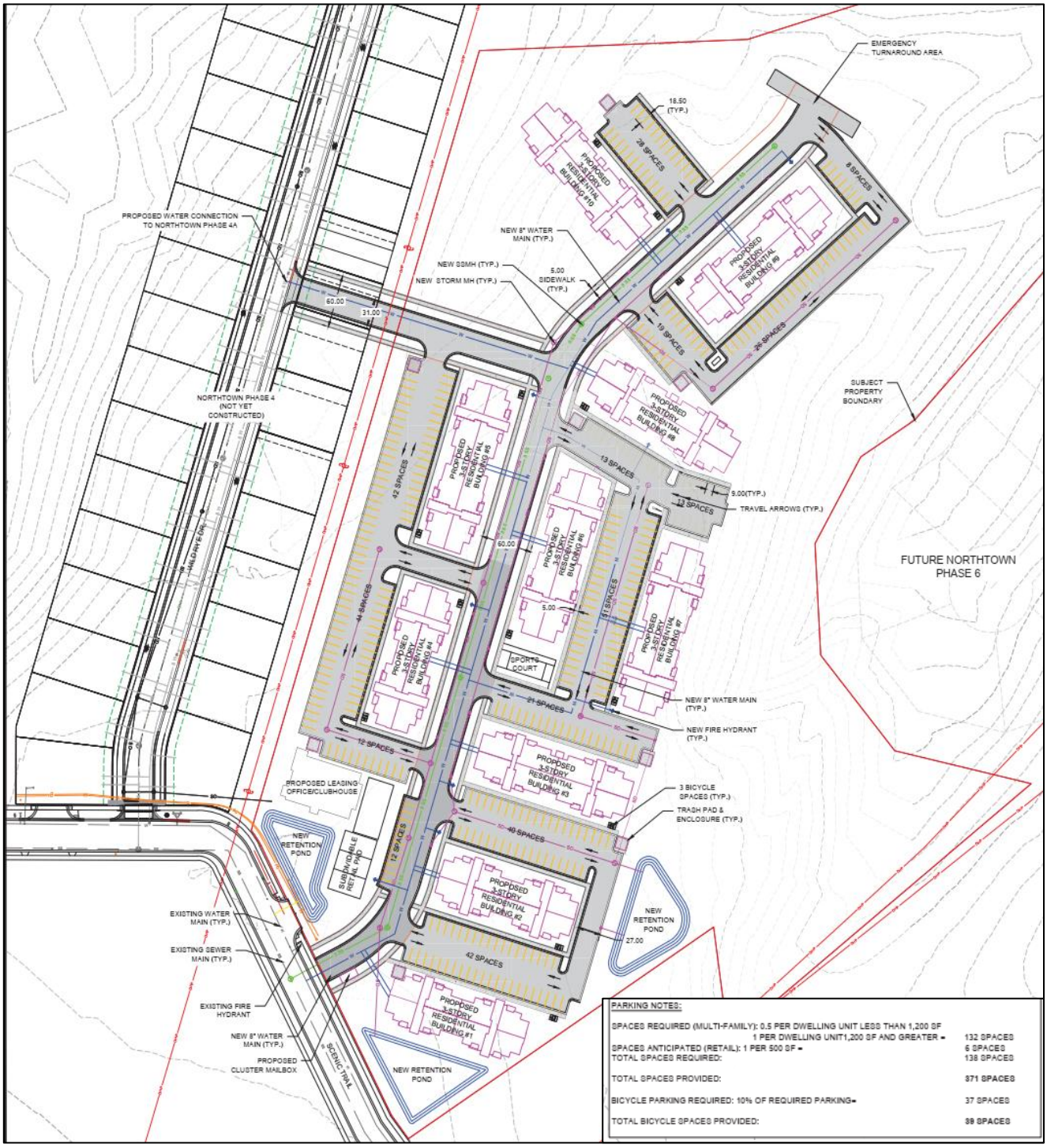


Figure 1. The Ridge Site Plan

D&B Partners and NorthTown Development Corp intend to own and manage The Ridge Apartments PUD Project, under a separate entity. This entity will provide maintenance of the grounds, landscaping, parking lots, sidewalks, entrance drives, and buildings. Activities will include snow removal, lawn mowing, weed mitigation, trail maintenance, a central mail/package facility, garbage collection site at each building, a staffed leasing and management office, and building maintenance. The PUD will be constructed in a single-phase and all required infrastructure improvements will be completed prior to Certificates of Occupancy (COOs) being issued for the residential units or commercial spaces.

Analysis

Referral Comments (see Attachment B)
Livingston Public Works- Comments were provided about adjustments to infrastructure design related to the following: stormwater and drainage, fire safety and emergency access and pedestrian connectivity and requirements for easements and maintenance by the Property Owners Association (POA).

Livingston Fire and Rescue- requested additional fire hydrants be included in the development.

Montana State Historic Preservation Office (SHPO)- the applicant provided a copy of the comments previously issued by this agency for the Northtown PUD from September 2024. Comments confirmed the PUD parcel was included in a previous cultural resources inquiry for the Northtown Subdivision in 2022; this agency confirmed no new cultural inventories or resources have been identified since 2022 and did not express concern that any cultural resources will be impacted by the proposed PUD.

Montana Fish, Wildlife and Parks (FWP)- the applicant provided a copy of the comments previously issued by this agency for the Northtown PUD from September 2024. Comments confirmed that the area proposed for subdivision is used by pronghorn and mule deer as well as a variety of non-game species, including occasional use by black bear and mountain lions. This agency offered comments for consideration during development of neighborhood covenants to mitigate potential impacts the PUD may have on local wildlife (see application packet Tab I for letter from FWP).

No Concerns- Livingston Building and Police Departments

Public Comments– Five public comments were received; all expressed concerns with the application, as proposed. Concerns about impacts to the surrounding neighborhoods related to the following were expressed: increased density, grading, infrastructure demands, stormwater design, design aesthetics, parking, play areas, and traffic. Additionally, impacts to city-wide housing affordability and compliance with the Growth Policy were questioned.

Findings of Fact

As stated in Livingston Municipal Code (LMC) Section 30.45, A PUD shall further *a majority of* the following objectives:

1. ***Protect natural and cultural resources*.** The subject parcel includes steep terrain that is challenging to develop. As proposed, the PUD will cluster development on the southern and western portions of the parcel. This will reduce the amount of earthwork needed compared to spreading development across the entire 20-acre parcel. Furthermore, minimizing the area of disturbance will lessen impacts on existing natural resources. Additionally, the clustered development layout increases the area of undeveloped land available for wildlife passage around the periphery of the developed areas. The developer has stated that any new fencing will be wildlife-friendly and allow safe crossings for wildlife, as allowed by adjoining ranch operations. Native grasses and shrubs will be maintained by the developer in undeveloped areas. No watercourses or wetlands have been identified on the property.

   The subject parcel was included in a previous cultural resource inventory as part of the Northtown Subdivision application in February 2022. A letter from the Montana State Historic Preservation Office dated September 6, 2024 confirmed no new cultural properties or inventories were recorded in the PUD area since the 2022 inquiry (see Attachment A, Tab G). MT SHPO did not indicate any concerns related to cultural resource impacts from the proposed PUD (see Attachment A, Tab G).

   Due to the amount of undeveloped land (open space and park area) that will remain on the parcel and the fact that the development is proposed on the lower elevations of the parcel near Scenic Trail, it is not anticipated that the PUD will significantly impact natural viewsheds. Renderings of the PUD at build-out with views toward surrounding mountains from different vantage points within the development can be seen in the application (see Attachment A, Tab G).

2. ***Encourage open space and recreational areas beyond the minimum subdivision requirements*.** The proposed PUD is approximately 20 acres in size. Traditional subdivisions are required to dedicate a minimum of 11% of the total area as parkland; approximately 55% of the PUD parcel (10.9 acres) will remain undeveloped open space, which includes two new trails that will be installed and maintained by the POA (see Attachment C). An additional 1.02 acres will be park space dedicated for uses that may include a playground and picnic area (exact uses to be determined), resulting in just over 60% of the parcel remaining available as open space and for recreational uses. It is unclear from the application if the park space will be available for non-PUD residents. Staff recommends requiring the developer dedicate all open space, park space and trails within the PUD for use by the general public, not just PUD residents.

3. ***Promote a more effective use of land than the base zoning district would allow, resulting in clustered development and a more condensed network of utilities and streets.*** As stated above, the applicant intends to cluster development on the southern and western portions of the parcel. Concentrating development on the lower areas of the parcel will avoid disturbing the steeper terrain on the northern and eastern portions of the parcel. The area needed for utilities and streets for the development will also be reduced since the service area will be more condensed than traditional single-family residential development.

   The developer is not proposing density beyond that which is currently allowed "by right" in the R2 zoning district. The R2 district establishes a minimum lot size of 3,500 square feet and allows two dwelling units per lot, configured either as a duplex or a primary residence with an accessory dwelling unit (ADU). This yields a "by-right" maximum density of 24 units per acre, translating to an allowable total of 480 units across the 20-acre site. The PUD proposes 240 dwelling units on a 20-acre parcel, roughly half of the density that would be allowed if the parcel were developed as a traditional single-family home subdivision. Furthermore, in exchange for dedicating more than 20% of the parcel as undeveloped open space, building height can be increased to 40 feet (four feet above the maximum allowed under traditional R2 zoning). By utilizing extra height, the project can accommodate additional housing units within a compact footprint, while still maintaining a density well below the maximum threshold of 480 units allowed under standard R2 zoning.

4. ***Encourage mixed uses in new developments as a means to improve convenience and access to daily necessities by area residents.*** The proposed PUD will include 3,000 square feet of commercial lease space, to be located near the entrance of the development from Scenic Trail. The remaining buildings in the PUD, except for the 'clubhouse', will consist of residential rental units. Specific details about commercial uses were not included in the application materials. Staff recommends a condition that restricts commercial uses in the PUD to those allowed in Table 30.40-1 in the R2 and Light Mixed Use (LMU) districts (see Attachment C).

5. ***Reduce vehicular trip generation through mixed use development and enhanced multi-modal connectivity.*** It is anticipated that the 3,000 sq. ft. of commercial uses in the PUD would serve PUD residents and would likely be frequented by residents in the adjacent Northtown Subdivision and nearby neighborhoods. Staff anticipates the provision of a few neighborhood-scale commercial uses will reduce vehicular trips within the PUD and surrounding neighborhoods and could result in fewer vehicular trips to the south side of the railroad tracks. The proposed street and sidewalk connection between the PUD and the Northtown Subdivision Phase 4A to the west will also likely facilitate walking and bicycling between the single-family residences in the Subdivision and the commercial amenities in the PUD.

6. ***Encourage affordable/workforce housing development.*** Developer incentives for affordable housing are not being pursued and no designated affordable or workforce housing is

proposed in the PUD. However, it is possible that once construction of the PUD is completed, the addition of 240 residential rental units may reduce market rental rates in the Livingston area.

7. ***Support the adopted City of Livingston Growth Policy.*** The proposed PUD supports the following strategies in the Growth Policy: Strategy 3.1.1.6: Encourage residential developments to provide neighborhood commercial areas serving residents within walking distance. Strategy 3.1.1.8: Reduce urban sprawl through compact development consistent with the Future Land Use Map of this Growth Policy. Strategy 4.1.3.3 Reduce climate disruption through compact growth and increased transportation choices that reduce the need for driving. Objective 5.1.4: Promote a mix of housing within neighborhoods that supports a variety of household income levels, household age groups, and housing types. Strategy 5.1.1.2: Consider implementing the recommendations of the housing action plan; HAP Recommendation #9: General Zoning Reform & Flexible Development Standards- removing barriers to building a variety of housing choices, which allows for homes of all shapes and sizes for people of all incomes.

Additional Considerations

Commercial Uses

The proposal includes 3,000 sq. ft. of commercial space; however, specific details about commercial uses were not included in the application materials. As required by Sec 30.45.C.3, commercial uses in the PUD that would not be allowed "by right" in the R2 zoning district (see Attachment C) must be appropriately scaled and compatible with other uses in the PUD and with respect to the existing surrounding neighborhoods. Commercial uses should be located, designed and operated to serve primarily the needs of residents within the PUD and secondarily persons residing outside the PUD. Commercial development within the PUD may require Site Plan Review prior to issuance of a building permit and/or a business license for those uses. No Light Industrial uses are proposed in the application; therefore, no LI uses are allowed; Heavy Industrial (I) uses are not allowed in PUDs.

Developer Incentives and Public Benefits

The applicant is requesting a maximum building height of 40 feet for buildings in the PUD. As stated in Table 30.41.1-1 in the Livingston Municipal Code, the maximum building height allowed in the R2 zoning district (the current parcel zoning) is 30 feet or 36 feet if roof is greater than or equal to 3:12 pitch. As allowed under Sec 30.45.D.1.i, developers shall be permitted additional building height when providing associated public benefit. As proposed, approximately 55% of the 20-acre PUD parcel (10.9 acres) will remain undeveloped open space, which exceeds the open space public benefit of 20% that is required to receive the additional height developer incentive. The maximum height allowed under this incentive is 40 feet.

Deviations from City Standards

In addition to the additional 40-foot height allowance mentioned above, the applicant is requesting a deviation from the City of Livingston Public Works Design Standards and Specifications that would allow a shallower (4-foot) minimum depth cover of sewer mains than the standard 5-foot cover. Cover depths shallower than 5 feet are allowed with approval by the Public Works Director. However, Public Works Staff have requested the applicant demonstrate the need for this deviation from the Standards (see Email from Keith Waring dated October 30 ,2026 in Attachment B). Staff recommends a condition of approval that the requested deviation be denied unless approved by the Public Works Director.

Zoning Considerations

As stated elsewhere in this staff report, the PUD supports the following Growth Policy goals, objectives and strategies: Strategy 3.1.1.6: Encourage residential developments to provide neighborhood commercial areas serving residents within walking distance. Strategy 3.1.1.8: Reduce urban sprawl through compact development consistent with the Future Land Use Map of this Growth Policy. Strategy 4.1.3.3 Reduce climate disruption through compact growth and increased transportation choices that reduce the need for driving. Objective 5.1.4: Promote a mix of housing within neighborhoods that supports a variety of household income levels, household age groups, and housing types. Strategy 5.1.1.2: Consider implementing the recommendations of the housing action plan; HAP Recommendation #9: General Zoning Reform & Flexible Development Standards- removing barriers to building a variety of housing choices, which allows for homes of all shapes and sizes for people of all incomes.

Staff does not anticipate that the requested height allowance up to 40 feet will adversely affect the public and/or the surrounding neighborhood. The proposed site plan shows adequate buffering between the nearby single-family residential subdivisions and the multi-family development and commercial uses in the PUD. Additionally, the location of commercial uses in the interior of the PUD will buffer these from lower density residential neighborhoods to the west and across Scenic Trail to the south.

Planning Considerations

As described above, the proposed PUD supports the adopted Growth Policy with respect to applicable density and use goals, objectives and/or strategies identified in the Growth Policy. The PUD will establish multimodal connections within and to/from the PUD, including sidewalks and trail connections as discussed above. Additionally, bike racks will be provided for each building to further support alternative transportation modes. There is a fixed Windrider bus stop located at the intersection of Scenic Trail and Prairie Drive, about 1/3 of a mile from the entrance to the proposed PUD from Scenic Trail.

To further encourage transit use and reduce vehicular trips, Staff recommends the developer work with Wind Rider to establish a fixed route stop at the PUD. Staff also recommends the developer be required to install a new bus shelter within the PUD or immediately adjacent to the entrance at

Scenic Trail. The addition of a transit stop and shelter would further Growth Policy Strategy 7.2.3.4 to "collaborate with transportation providers such as Angel Line Senior, Windrider, and Disabled Transportation to promote services throughout the community".

Staff anticipates the size and type of parkland and open space, including the two trail connections proposed by the developer, are adequate for the proposed land uses, densities and dwelling types in the proposed PUD. The applicant will be responsible for future maintenance and conservation of these areas. Staff does not anticipate the PUD will adversely impact the natural environment, critical wildlife or wildlife habitat, agriculture, public health and safety, and local services. The clustering of development near the western and southern portions of the property will help to minimize disturbance to the steeper terrain in the northern and eastern areas of the parcel. There is no active agricultural use of the property.

Due to the significant amount of connected open space that will remain undeveloped within the PUD parcel, especially around the periphery of the developed areas, it is anticipated that existing wildlife travel corridors will remain mostly unobstructed through the development. As stated in the application packet, new fencing installed along the open space boundaries will be wildlife-friendly to allow for continued safe passage of wildlife. Closed receptacle trash storage will be required by the covenants to lessen potential wildlife attractants. Regular property maintenance will mitigate potential bear attractants and maintain a low likelihood of human/bear conflicts.

The Overall Site Plan (Attachment A, Tab D, Sheet C2.0) shows a street and water line connection extending into Phase 4A of the Northtown Subdivision west of the PUD. The plan shows the road and water line extended to the future Wild Rye Drive right-of-way in Phase 4A. However, a Phasing and Easement Exhibit (Attachment A, Tab D, Sheet C1.2) included in the application materials states in NOTE 3 that "Wild Rye is to serve as a private interim access route for the Ridge PUD until the Final Plat of the Northtown Subdivision Phase 4A is approved. The roads and access rights needed to serve the Ridge PUD will be dedicated to the Ridge POA (Property Owner Association) until dedicated to the public with the Northtown Phase 4A Final Plat". Staff recommends a condition of approval that requires the road and water line extension to be completed from the PUD boundary to the Wild Rye right-of-way, then south to Scenic Trail prior to issuance of Certificates of Occupancy for the PUD. A looped road connection to the west will provide a secondary means of access to the PUD, which is critical to ensuring public safety in an emergency. The extension of the road beyond the PUD through Wild Rye Drive to Scenic Drive may be a gravel-surfaced emergency access road until Northtown Subdivision Phase 4A is completed. Final plans for the road and water loop/ extension beyond the PUD must be approved by the Public Works Director and the Fire Chief prior to construction of these.

Finally, the updated Traffic Impact Study (see Attachment A, Tab J) shows an anticipated 11% reduction of anticipated daily vehicular trips generated by the PUD compared with trip estimates provided for the previously approved Northtown PUD. This is likely due to the reduction of commercial space from 12,850 sq. ft. to 3,000 sq. ft. The level of service anticipated at the

intersection of 5th and Front Streets as a result of the traffic generated by the Ridge PUD is anticipated to decrease; however, traffic impacts are less than originally anticipated for the Northtown PUD. The study recommends a turning restriction on westbound left turns from 5th Street onto Front Street during peak traffic times to improve the level of service at this intersection. Staff recommends the PUD developer be required to make improvements to the 5th and Front Street intersection prior to issuance of COOs for the PUD. Prior to installation, the developer must consult with the Public Works Department to determine appropriate improvements.

Fiscal Impact

The developer will be responsible for the cost of installing the infrastructure necessary to support the PUD, and will be required to pay impact fees to support these capacity improvements. Future maintenance of streets and street lights in the PUD will be paid for through a special tax assessment. Finally, additional property tax collected by the City at build-out of the PUD will be significant and will potentially offset expenses incurred by the City as a result of providing services to the PUD.

Strategic Alignment

As described above, the proposed PUD aligns with many strategies in the Growth Policy as well as the Park County Housing Action Plan.

Staff Recommendation

Staff finds the proposed Ridge PUD complies with the requirements of City and State statutes and supports the City's adopted Growth Policy. For the reasons discussed above, Staff recommends the Consolidated Land Use Board recommend the City Commission approve The Ridge PUD with the conditions listed below:

1. The designated POA for the Ridge PUD will be responsible for maintaining the open space, park land trails and these spaces must be dedicated for use by the general public.

2. Commercial development within the PUD may require Site Plan Review prior to issuance of a building permit and/or a business license for the commercial uses.

3. No Light Industrial or Industrial uses are allowed in the PUD.

4. New fencing installed along the Open Space boundaries must be wildlife-friendly to allow for continued safe passage of wildlife.

5. Enclosed trash receptacles and regular property maintenance must be required by the covenants to mitigate potential bear attractants and maintain a low likelihood of human/wildlife conflicts.

6. Native grasses and shrubs will be maintained by the HOA in undeveloped Open Space areas.

7. Commercial uses in the PUD are limited to those allowed in the R2 and LMU zoning districts per LMC Table 30.40-1 (Attachment D).

8. The requested deviation from the City of Livingston Public Works Design Standards and Specifications to allow a 4-foot cover depth for sewer mains is denied unless approved by the Public Works Director.

9. The developer must install a new bus shelter within the PUD or immediately adjacent to the entrance at Scenic Trail Staff.

10. All outdoor lighting in the PUD, other than that required by Public Works for streetlighting, must comply with Dark Sky requirements in Chapter 30, Article VI in the LMC.

11. The PUD Road and water line must be looped through Phase 4A of the Northtown Subdivision to the west via the Wild Rye Drive right-of-way to connect to Scenic Trail. The extension of the road beyond the PUD through Wild Rye Drive to Scenic Drive may be a gravel-surfaced emergency access road until Northtown Subdivision Phase 4A is completed. Final plans for the road and water loop/ extension beyond the PUD must be approved by the Public Works Director and the Fire Chief prior to construction of these.

12. The developer must make improvements to the 5th and Front Street intersection prior to issuance of COOs for the PUD. Prior to installation, the applicant must consult with the Public Works Department to determine appropriate improvements.

13. All comments and concerns expressed in Public Works and Fire Department referral letters (see Attachment B) must be addressed prior to issuance of a building permit for the PUD.

14. Plans submitted for building permit must demonstrate compliance with LMC Sec 30.55 for landscaping requirements.

15. The applicant is subject to the terms, conditions and commitments of record in the application for The Ridge PUD and as approved by the City Commission.

Attachments

- Attachment A: The Ridge PUD Application Materials (weblink, due to document size)
- Attachment B: Referral Agency and Public Comments
- Attachment C: PUD Trails
- Attachment D: Livingston Municipal Code Table 30.40-1 List of Uses

ATTACHMENT B

STAFF REFERRAL COMMENTS

Jennifer Severson

Subject: FW: FW: The PUD application can proceed to public hearing before the Land Use Board

From: Keith <keith.waringcya@gmail.com>
Sent: Friday, October 30, 2026 4:07 PM
To: Jennifer Severson <JSeverson@livingstonmt.gov>
Subject: Re: FW: The PUD application can proceed to public hearing before the Land Use Board

Jennifer,

Regarding the request to place sewer lines shallower than 5': We typically would not approve doing this until we can be convinced that there is no other way to do it correctly. It is not possible to determine if there is justification for a shallower sewer until we actually have the design plans which show all of the plan and profiles which has not been provided at this point. I don't think we have enough information at this point to support or not support a deviation request regarding sewer depth.
kw

On Fri, Oct 30, 2026 at 2:59 PM Jennifer Severson <JSeverson@livingstonmt.gov> wrote:

> Sorry gents- I intended to send this to you after I shared your comments with the applicant. I'm only 21 days behind...
>
> FYI- the public hearing for this PUD goes before the Land Use Board next Wed. Nov 4. I will let you know if any questions come up from the board.
>
> Shannon, I didn't see any comments or concerns expressed about their proposal to deviate from the Design Standards as described below (from their application), so that is what I am including in my Staff Rpt- that you did not express concerns about the deviation from the standards (i.e. they will be allowed to design sewer mains with 4' cover depth). Hope that's what you intended...

2. **Gravity Sewer Main Cover**. Per the City of Livingston Public Works Design Standards and Specifications Policy, Article V Utility Design Criteria, E Alignment, Depth, and Easements, Paragraph 3b, sewer mains "shall have a minimum depth of cover of 5-feet below final grade."

   The Standards do allow for sewer mains to be designed to a shallower depth of cover of 4-feet with approval by the Public Works Director. We request this deviation be applied to a short run of sewer main at the south end of our PUD near the connection to Scenic Trail.

Have a great weekend!

Jennifer Severson – Planning Director

City of Livingston

(406) 222-4903

From: Jennifer Severson
Sent: Friday, October 9, 2026 12:44 PM
To: 'Joe Finley' <jfinley@dbptnrs.com>; Deborah Johnston <Debbie@dbptnrs.com>
Cc: Garrett Schultz <gschultz@headwatersmt.net>
Subject: The PUD application can proceed to public hearing before the Land Use Board

Good Afternoon, City Staff have reviewed the additional information you provided and we are satisfied that concerns and questions have either been addressed, or, they can be addressed through further discussion as the application proceeds through the public hearing process. Comments from Fire and Public Works Departments are attached. Please update the Clubhouse Elevation with max height proposed (email that separately to me and I will swap it out with the current dwg).

I've reached out to the Land Use Board members to determine their availability for a Wed. November 4th public hearing at 5:30 pm. Once I have confirmed a quorum can be present at the meeting, I will let you know and I'll notice it in the Enterprise newspaper.

Let me know if you have any questions.

Jennifer

Jennifer Severson

From: Keith <keith.waringcya@gmail.com>
Sent: Monday, October 5, 2026 11:30 AM
To: Jennifer Severson
Cc: Shannon Holmes; Brad Haefs; Dann Babcox; Adam Ballew
Subject: Re: FW: The Ridge PUD — supplemental response for Consolidated Land Use Board hearing
Attachments: Preliminary Grading.pdf

I have attached my mark-ups on the attached drawings. It is my opinion that all of these items can be handled during final design and that we should just bring these items to their attention at this time. .

Additionally:

1. storm water easement between 4A and Ridge is as far as I can see 4A water on Ridge property. The shown easement will need to be place on Ridge property for storm water to 4A.
2.I added two hydrants that I think we should require. We need to run layout by fire chief.
3. We will need emergency access easements on private roads if they are not going to public access easements on them.
4. Currently, the Ridge is taking responsibility for the storm water from the 4A property. Verify this is what is wanted.
5. I am not clear how the storm water lines behind building 9and between building 6 and 7 is working.
6. Minor sidewalk modifications may be necessary for connectivity?
7. Are roof drains drawing into storm drain directly? Show these drains?
8. I have proposed some minor storm water modifications.
9. Final site grading will need to address water flows especially on the east side.
10. Final storm water report will need to address 100 year overflows. My biggest concern is the overflow of storm pond 3.
11. 4A storm water easement on Ridge property is listed as a City of Livingston Easement. This will be an HOA maintained ditch.
12. Will look for final engineering reports and design plans.
13. I am not understanding the sidewalk situation in the leasable buildings in the sw corner. Hydrant locations and sidewalks for these buildings need to be addressed.
14. Access on Scenic Trail that is not being used will need to be removed and sidewalk and curb poured.
15. If sidewalk is not installed on Scenic Trail along Ridge property frontage, it will need to be installed with this project.

All of these items can be handled in final design.

thanks kw

On Tue, Sep 29, 2026 at 9:29 AM Jennifer Severson <JSeverson@livingstonmt.gov> wrote:

> Good Morning,

FIRE HYDRANT LOCATIONS REQUESTED by LFR Chief Babcox

Hydratnt here? Yes

BUILDING 10
FFE: 4616.00

REFER TO DETAIL A: T-TURN AROUND THIS SHEET

BUILDING 9
FFE: 4617.00

PROPOSED PRIVATE ROAD

hydrant here? Yes

check with fire chief if we need anything back here... Yes

hydrant here? Yes

BUILDING 8
FFE: 4605.00

BUILDING 5
FFE: 4601.00

BUILDING 6
FFE: 4598.00

PROPOSED PRIVATE ROAD

BUILDING 4
FFE: 4594.00

BUILDING 7
FFE: 4598.00

PROPOSED FIRE HYDRANT 100' RADIUS (TYP.)

PROPOSED FIRE HYDRANT (TYP.)

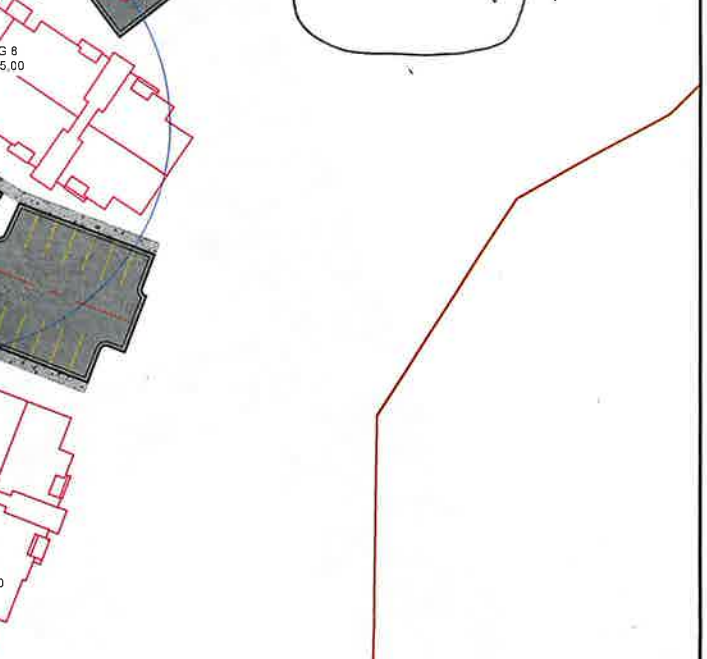
BUILDING 3
FFE: 4593.00

PROPOSED FDC CONNECTION (TYP.)

BUILDING 2
FFE: 4589.50

BUILDING 1
FFE: 4589.00

DAN B Hydrant Here



DETAIL A: T-TURN AROUND
SCALE: 1" = 20'

GRAPHIC SCALE
80 0 40 80
(IN FEET)
1 inch = 40 ft.
11"X17": 1"= 80 ft

EXHIBIT 4 - FIRE ACCESS, HYDRANTS, AND FDCs

VERIFY SCALE
THESE PRINTS MAY BE REDUCED. LINE BELOW MEASURES ONE INCH ON ORIGINAL DRAWING
MODIFY SCALE ACCORDINGLY

HEADWATERS ENGINEERING
1105 REEVES ROAD WEST, SUITE 6, BOZEMAN, MT 59718
HEADWATERSMT.NET 406-581-5730

DRAWN BY: DJH
DATE: 09/11/2026
REVISION DATE: 09/28/2026
PROJECT LOCATION
LIVINGSTON
MONTANA

© HEADWATERS ENGINEERING, INC 2026

THE RIDGE
PUD

HEADWATERS PROJECT NUMBER
2159.001

FIRE HYDRANT EXHIBIT

DRAWING NUMBER
C-1.4

Plot Date: 9/28/2026 3:32 PM
H:\2159\001\ACAD\WORKING\FG MASTER Best Fit 2.dwg

City of Livingston Utility easement.--All city of livingston easements

PROPOSED 20' UTILITY EASEMENT

the rest of the hy-drants are behind the sidewalk

NORTHTOWN SUBDIVISION PHASE 4A

EXISTING OVERHEAD POWER

EXISTING 30' ELECTRICAL EASEMENT

PROPOSED NEW LOT LINE

BUILDING 10
FFE: 4616.00

BUILDING 9
FFE: 4617.00

WILD RYE

PROPOSED 10' UTILITY EASEMENT

PROPOSED 30' UTILITY EASEMENT

PROPOSED WATER MAIN

PROPOSED PRIVATE ROAD

PROPOSED NEW LOT LINE

PROPOSED 20' STORM EASEMENT

move inlet away from hydrant lead

Make sure the power company doesn't place their stuff right on our Hydrant

PROPOSED STORM MAIN

Are roof drains going directly to storm? If so, final plan should show them (all build-ings).

This storm drain have any inlets?

PROPOSED RETAINING WALL (TYP)

BUILDING 8
FFE: 4605.00

PROPOSED SEWER MAIN

PROPOSED SWALE CENTER LINE

BUILDING 5
FFE: 4601.00

where does this inlet drain to?

sidewalk here to con-nect down to other one?

BUILDING 6
FFE: 4598.00

move here?

this inlet should move

Are roof drains going directly to storm? If so, final plan should show them (all build-ings).

This storm drain have any inlets?

shift inlet up and hy-drant down to get rid of unnecesary cross-ing

BUILDING 4
FFE: 4594.00

BUILDING 7
FFE: 4598.00

FUTURE NORTHTOWN SUBDIVISION PHASE 6

awkward hydrant placement for future sidewalk or no side-walk

no sidewalk here

BUILDING 3
FFE: 4593.00

TOP: 4591.00
BTM: 4586.00

conflict with hydrant and storm inlet

BUILDING 2
FFE: 4589.50

approach needs to be taken out.

TOP: 4586.00
BTM: 4584.00

PROPOSED 10' UTILITY EASEMENT

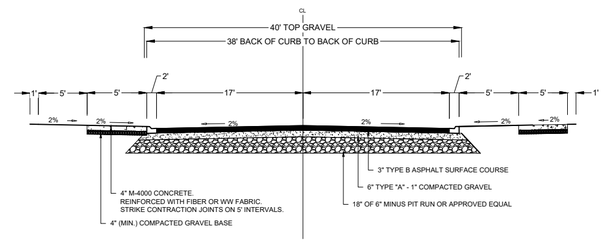
to many crossings here

SCENIC TRAIL

BUILDING 1
FFE: 4589.00

TOP: 4587.00
BTM: 4585.00

Is this sidwalk already constructed? if not it needs to be con-structed with this project.



TYPICAL PRIVATE ROAD SECTION

1. Public access/emergency vehicle easements will need to be provided.
2. Sidewalk hc ramps and conectivity seems like it could use some work.

GRAPHIC SCALE
80 0 40 80
(IN FEET)
1 inch = 40 ft.
11"X17": 1"= 80 ft

EXHIBIT 1 - REVISED PUD SITE AND UTILITY LAYOUT

Plot Date: 9/28/2026 3:32 PM
H:\2159\001\ACAD\WORKING\FG MASTER Best Fit 2.dwg

VERIFY SCALE
THESE PRINTS MAY BE REDUCED. LINE BELOW MEASURES ONE INCH ON ORIGINAL DRAWING.
MODIFY SCALE ACCORDINGLY

HEADWATERS ENGINEERING
1105 REEVES ROAD WEST, SUITE 6, BOZEMAN, MT 59718
HEADWATERSMT.NET 406-581-5730

DRAWN BY: DJH
DATE: 08/03/2026
REVISION DATE: 09/28/2026
PROJECT LOCATION
LIVINGSTON
MONTANA

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THE RIDGE
PUD

HEADWATERS PROJECT NUMBER
2159.001

SITE PLAN

DRAWING NUMBER
C-1.0

FUTURE NORTHTOWN SUBDIVISION PHASE 5

FUTURE NORTHTOWN SUBDIVISION PHASE 4B

FUTURE NORTHTOWN SUBDIVISION PHASE 6

note: if water extension is required this chunk of asphalt will be dug up in the future

EXISTING 30' NWE ELECTRICAL EASEMENT

Pretty sure this is HOA storm water and easement

All private roads will need to have public/ or at least emergency access easements on them.

BUILDING 10

PROPOSED 20' CITY OF LIVINGSTON STORM EASEMENT

PROPOSED 30' CITY OF LIVINGSTON UTILITY EASEMENT

PROPOSED 10' NWE UTILITY EASEMENT

BUILDING 9

PROPOSED PRIVATE ROAD

*WILD RYE (REFER TO NOTE 3) (PRIVATE ROAD)

NORTHTOWN SUBDIVISION PHASE 4A

BUILDING 8

EXISTING 30' NWE ELECTRICAL EASEMENT

BUILDING 5

Pretty sure this is HOA storm water and easement

BUILDING 6

PROPOSED 20' CITY OF LIVINGSTON UTILITY EASEMENT

THE RIDGE PUD

BUILDING 7

PROPOSED 20' CITY OF LIVINGSTON STORM EASEMENT

BUILDING 4

PROPOSED PRIVATE ROAD

PROPOSED 10' NWE UTILITY EASEMENT

BUILDING 3

FUTURE NORTHTOWN SUBDIVISION PHASE 6

Ridge is going to be responsible for maintaining this even though it is Phase 4A water?

PROPOSED STORM POND 3 TO BE OWNED AND MAINTAINED BY THE RIDGE PUD

PROPOSED STORM POND 1 TO BE OWNED AND MAINTAINED BY THE RIDGE PUD

BUILDING 2

STORM POND 3

SCENIC TRAIL (PUBLIC ROAD)

PROPOSED 30' CITY OF LIVINGSTON UTILITY EASEMENT

BUILDING 1

STORM POND 2

PROPOSED STORM POND 2 TO BE OWNED AND MAINTAINED BY THE RIDGE PUD

NOTE:

1. LOTS IN THE NORTHTOWN SUBDIVISION PHASE 4A THAT CONTAIN PART OF THE 20' STORM EASEMENT MAY NOT ALTER THE GRADING WITHIN THE EASEMENT. RETAINING WALLS MAY BE USED ON SAID LOTS TO INCREASE THE BUILDABLE AREA, HOWEVER, THE GRADE FROM THE BOTTOM OF THE RETAINING WALL TO THE 20' EASEMENT MAY NOT EXCEED A SLOPE OF 3:1.

2. THE HATCHED AREA SHOWS THE PHASE PROPOSED TO BE BUILT

3. WILD RYE IS TO SERVE AS A PRIVATE INTERIM ACCESS ROUTE FOR THE RIDGE PUD UNTIL THE FINAL PLAT OF NORTHTOWN SUBDIVISION PHASE 4A IS APPROVED. THE ROADS AND ACCESS RIGHTS NEEDED TO SERVE THE RIDGE PUD WILL BE DEDICATED TO THE RIDGE PUD POA UNTIL DEDICATED TO THE PUBLIC WITH THE NORTHTOWN PHASE 4A FINAL PLAT.

LEGEND:

PHASE BOUNDARY LINE

PHASE BOUNDARY BETWEEN THE RIDGE PUD AND NORTHTOWN PHASE 4A

CONSTRUCTION AREA

N

GRAPHIC SCALE
160 0 80 160
(IN FEET)
1 inch = 80 ft.
11"X17": 1"= 160 ft

EXHIBIT 2 - PHASING, ACCESS AND EASEMENTS

VERIFY SCALE
THESE PRINTS MAY BE REDUCED. LINE BELOW MEASURES ONE INCH ON ORIGINAL DRAWING.
MODIFY SCALE ACCORDINGLY

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1105 REEVES ROAD WEST, SUITE 6, BOZEMAN, MT 59718
HEADWATERSMT.NET 406-581-5730

DRAWN BY: DJH
DATE: 09/28/2026
REVISION DATE:
PROJECT LOCATION
LIVINGSTON
MONTANA

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THE RIDGE PUD

HEADWATERS PROJECT NUMBER
2159.001

PHASING AND EASEMENT EXHIBIT

DRAWING NUMBER
C-1.2

Plot Date: 9/28/2026 3:32 PM
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BUILDING 10
FFE: 4616.00

BUILDING 9
FFE: 4617.00

BUILDING 8
FFE: 4605.00

BUILDING 7
FFE: 4598.00

BUILDING 6
FFE: 4598.00

BUILDING 5
FFE: 4601.00

BUILDING 4
FFE: 4594.00

BUILDING 3
FFE: 4593.00

BUILDING 2
FFE: 4589.50

BUILDING 1
FFE: 4589.00

PROPOSED RETAINING WALL

PROPOSED RETAINING WALL

PROPOSED RETAINING WALL

PROPOSED SWALE

PROPOSED RETAINING WALL

PROPOSED RETAINING WALL

PROPOSED RETAINING WALL

PROPOSED RETAINING WALL

TOP: 4591.00
BTM: 4586.00

TOP: 4586.00
BTM: 4584.00

TOP: 4587.00
BTM: 4585.00

catching water here...

will need to handle water draining into building....

incomplete grading plan...

Make sure drains to street.

all these contours should have a connecting contour....

PROPOSED CUT AND FILL FOR PROPOSED SWALE:

CUT: 2,041 CU YD

FILL: 203 CU YD

NET: 1,838 CU YD (CUT)

PROPOSED CUT AND FILL FOR NORTHTOWN PHASE 4A LOTS 70' FROM FROM FRONT OF LOT TO SWALE EASEMENT:

CUT: 812 CU YD

FILL: 71 CU YD

NET: 741 CU YD (CUT)

PROPOSED CUT AND FILL FOR THE RIDGE PUD:

CUT: 58,903 CU YD

FILL: 66,616 CU YD

NET: 7,712 CU YD (FILL)

GRAPHIC SCALE
80 0 40 80
(IN FEET)
1 inch = 40 ft.
11"X17": 1"= 80 ft

EXHIBIT 3 - PHASE 4A - RIDGE GRADING AND SWALE

VERIFY SCALE

THESE PRINTS MAY BE REDUCED. LINE BELOW MEASURES ONE INCH ON ORIGINAL DRAWING.

MODIFY SCALE ACCORDINGLY

Plot Date: 9/28/2026 3:32 PM
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HEADWATERS ENGINEERING
1105 REEVES ROAD WEST, SUITE 6, BOZEMAN, MT 59718
HEADWATERSMT.NET 406-581-5730

DRAWN BY: DJH
DATE: 07/20/2026
REVISION DATE: 09/28/2026
PROJECT LOCATION
LIVINGSTON
MONTANA

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THE RIDGE
PUD

HEADWATERS PROJECT NUMBER
2159.001

PRELIMINARY GRADING PLAN

DRAWING NUMBER
C-1.3

PUBLIC COMMENTS

From: Lulu Herrera
To: Jennifer Severson
Subject: North Town PUD/ridges public comment
Date: Wednesday, September 23, 2026 2:10:53 PM

Hi Jen,

Please submit my public comment on the previous North Town PUD, now I believed called the ridges PUD.

With the significant increase in hardened surfaces and the addition of another building, coupled with the major grading that alters significant portions of the hillside, does the development plan still comply with the 20% open spaces height variance that the developer is requesting? A map needs to provided to analize this accuracy. It should overlay graded terrain/ altered terrain, which would be considered no longer natural, with steep slopes of 25%+, to confirm that the developer and city are complying with requested sub division regulations and PUD regulations.

Has The park space been reduced? If so, why with increased residential capacity?

Please explain how park land and open space, trail infrastructure adhere to the PUD policy for a development that can house approximately 1000 people.
Policy states: "The size and type of parkland and open space and demonstration of its adequacy for the land
use, densities and dwelling types proposed in the PUD, as well as the proposal for maintenance
and conservation of the areas.

The development should provide amenities for the anticipated 1000 people now living north of the tracks. This is a greater population than Clyde Park and wilsall combined. This should include increased retail space, allowing for additional amenities and adequate parks and open space and trails for the residents. More trails and access to trails is the number one request in both the Parks Master Plan and Active Transportation and Trails plan (a plan called in the growth policy to be implemented)

The trail under the power line absolutely needs to be platted and connect to the future plats as future plats are not approved and should be built around existing infrastructure. This trail called for in the arks Master Plan and Active Transportation and Trails plan.

All trails should be platted and treated as critical infrastructure. The power line teail so should be built prior or in conjunction and treated as critical infrastructure being built with other public works infrastructure. All Trails within the PUD need be platted as public accessible in perpetuity. Additional trails should be built on conjunction with building construction and should be a condition of phase 1 completion.

Please explain how the PUD is adhering to the PUD requirement:
"The PUD will not adversely impact the natural environment, critical wildlife and habitat, agriculture, public health and safety, and local services."
This especially considering the larger infrastructure project, higher density, and traffic and safety concerns.

Additionally, I believe there should

The proposed development is not adhering to the character of Livingston (pointed to in the a growth policy), specifically for the north side hills. There is significant excavation to flatten. The natural terrain in the area as opposed to working with the existing terrain and creating a development that fits within the view shed.

The elimination of studio apartments has removed an affordable option for single workers in the community wishing to live without roommates.

I would like to see walk ability and transportation infrastructure surrounding the entire perimeter of the development for safety moving through and across this property.

I would like to request the elimination of he pickle ball court. This is a very loud recreational activity and has created numerous complaints across the nation. The Northside carries sound and this will be a significant impact to all neighbors, not just those living nearby. An example is a dog barking in phase 1 North Town housing can be hear at the soccer field.

Best,
Lulu Herrera
1110 W reservoir st
Livingston MT 59047
4046-595-5421

The Ridge PUD - Public Comment

Lynn Chan – 9th September 2026
5, Old Crevice Road, Jardiner,
Gardiner, MT 59030
406 223 6626

Comments sent to:
Jennifer Severson, AICP
Planning Director,
220 East Park Street
Livingston, MT
JSeverson@LivingstonMontana.org and PublicComment@LivingstonMontana.org

Comments

SUMMARY

- I realize this design is still in concept design, but I feel it needs a lot of "scope" decisions to present a more desirable and comfortable "small town" ambiance with both social and visual connection to Livingston and what gives Livingston its "sense of place" and character. This can be done while meeting the project goals for affordable, low maintenance, consolidated rental housing.
- Buildings could be more inviting with a variety of facades set forward and back in their blocks, different heights and roof lines, window designs with more natural light, different materials. The outdoor areas could offer shared spaces, communal gardens, and pedestrian-scale sitting areas.
- Trees should be shown in concepts, otherwise it makes us think they are secondary to the design - which they should not be.
- I understand there is a limit to the price point as all this makes things more expensive to build but, in the end, it is a failure if no one wants to live there and the building is not occupied.

SITE GRADING

- The existing grades are impossible to read as the contours are not labelled and have been eliminated in places by other CAD layers including roads and parking. Please show these.
- There is significant cut on the site to flatten it – over 20 feet in places. That's an incredible amount of soil being moved at great expense. Could there be an effort to leave more of the natural grades (undulating) in the open areas while maintaining drainage? I realize this will be limited with the large footprints and large amount of hardscape but I think it can be more respectful to the site than the plan presented.
- The cut slope above and fill slope below the site are very engineered and present no attempt to blend with natural surrounding grades at all. This will be extremely ugly. Please make all the slopes more organic and natural, varying them where possible, to blend with surrounding land and topography.

STORMWATER

- Retention on-site is the best practice (required in some states). Please assess possible storm events (changing climate conditions) and potential storm water runoff of all the hard surfaces, particularly if there is any likelihood of relying on the Livingston Ditch to carry this capacity.
- The retaining ponds are very engineered and will appear as man-made structures not natural depressions. Please make these more organic and planted to provide inviting outdoor spaces, shade etc.? Maybe consider fences to limit bike riding in some areas and provide safe places for play, gardens etc.
- There does not seem to be any positive drainage at foundations. I assume foundation drains will take care of the storm water if finished grades will not? Please assess drainage around foundations and make sure it meets building code requirements.
- Porous pavement was mentioned in the meeting – great idea! In addition to helping with stormwater, it would also present an alternative pavement pattern and material to visually break up the hard surfaces.

BUILDING EXTERIORS

- Earlier designs seemed to be more aesthetic and in keeping with Livingston by using steeper and differing roof styles. The building blocks presented in this concept are pretty much all the same and appear utilitarian. They are very massive with little to break the monotonous and repetitive impression. The windows are all the same, the roof is one unbroken low-pitched gable – the small roof awnings don't really help – they just seem to create drainage issues! I fear the building blocks will follow the

destiny of so many large building blocks and be blighted within a few decades – let's not build quantity over quality – make them look inviting! Could this be worked on? I am wondering about something that is more in keeping with Livingston downtown with different roof lines and facades, some wider pavements in places and some less, colors that are in keeping with the brick and stone.

- Will the middle apartments be cheaper rent as they have very few windows? I would not want to live in them. The living room spaces have only one small window that is shaded by the tiny porch and wall, so they will have next to no natural light. Please consider changing this.
- Illustrate how the landscape will be used and managed. Will it be managed? If not, it will be bare soil and weeds. Much as I hate using more water it will be needed to get plants/trees established and likely keep them alive in the long term. Consider where irrigated areas will be if they need to be limited and how they will be managed and used. Tree-lined streets are a must for pedestrian friendly spaces. Natural grass areas will be great, but they too will need to be seeded and possibly fenced to get them established successfully.
- There are native grasses on the site now – will there be any vegetation management to include topsoil stripping saving and return to natural areas? Realizing this is an extra step, but it could save money by getting vegetation established and is a common practice.
- Will there be any invasive species (weed) management required by the owner/landlord? Suggest a plan to include before, during and after construction as well as on-going.
- Indicate trail connections and show how they will work with the sidewalks.
- Suggest the sidewalks connect to the curb and gutter where they follow parking – not with a space between. Otherwise, you are designing a weed strip in between the two hard surfaces. Where possible I suggest meandering the sidewalks, so the site is not so rigid.
- Dark roofs are shown in the concept elevations – please consider lighter roofs that are more reflective, as they will be more energy efficient and create less of a heat island.
- Solar ready – I hope you are considering PV for this site and likely on the building roofs. I assume each apartment will be metered separately and pay separately which will make interconnection and net metering tricky between all tenants but talk with Northwestern Energy about options – their net-metering is good for up to 50kW on one meter. I am sure it can be done – it should be done. Several states now require PV on all new housing units.

- I assume there will be gutters as several of the roofs drain right over the entrance ways. Please look at this for both rain and snow.
- I appreciate the conversation noting the City's outdoor lighting ordinance. Please minimize outdoor lighting and in addition to fully shielded fixtures use amber colors to minimize light pollution. At the very least nothing over 2700K is a best practice now.

PARKING

- The number of spaces is an impossible task; there will never be enough, and I agree to set some parameters and not try to build it out to accommodate the worst-case scenario. If these are rented spaces, could you consider managing parking to one space per adult occupant as part of the lease? Could the parking spaces around the buildings be limited and then there is a separate stand-alone parking area for additional vehicles to reduce the hardscape around the buildings?
- Watch dead ends in parking areas. I realize it is a necessity sometimes, but they don't work well – try to avoid. If you use them the end part needs to be longer to allow the end car to pull back.
- Indicate the ADA spaces and accessible routes.
- EVSE – stub this out to the curb in the contract at the very least. Charging electric vehicles is going to be a need – it is becoming more popular. It only needs to be Level 2 to charge overnight – not fast charge – so a dedicated 240v circuit for each or per pair. Remember at least one EVSE parking space must be ADA.
- Transit stops – this is a must regardless of whether the existing company says it will have a stop there. Transit stops will likely become more popular as Livingston develops its public transport, and they can also be used by occupants as available pick-up and drop-off points and act as a community hub. They don't have to be next to everyone's front door – people can walk to one stop.

INTERIOR BUILDINGS

- Accessibility – if the floor plan shown represents the ground floor it needs to be changed to make the bathrooms accessible – they are not. All units should be Type B, ADA compliant with accessible circulation and an accessible route to a dedicated parking space.
- The living room spaces will be very dark – they have only one small window to the covered porch – not very inviting or comfortable. At least consider moving the tiny storage area to outside the master bedroom and having a larger porch and larger window for the living area.

- Consider re-designing the porch areas e.g. make the solid walls railings instead to look more aesthetic and allow more natural light inside – walls will create an unusable tiny space; no-one will use them as you can't see out when you sit down!
- Bike storage – I think this is a must on site somewhere. Many building blocks like this have bike racks (bike storage areas) immediately inside the main entrance area – just needs somewhere safe and out of the weather.

That's all I've got for now – thanks for doing this, I totally support it and hope it turns out well. Hope you will bring in other professional services people on your team to provide some design input. Thank you for the opportunity to comment.

Sincerely,



September 22, 2026

Ms. Jennifer Severson
City of Livingston
Department of Planning
220 E Park St
Livingston, MT 59047

Hand Delivered

RE: Ridge PUD

Dear Ms. Severson,

My wife and I are longtime residents of Livingston and live relatively close to the proposed project (1115 Sweetgrass Lane). We'd like to congratulate the owners and developers on presenting a project that we believe would be an overall positive for the City of Livingston. Providing affordable homes for working families and singles is an important goal. The city needs to move on and plan for the future. Personally, the prospect of more families and kids in the area is exciting, we love to be around children.

We do have concerns and they can be broken down into a few categories.

Density, Aesthetics and Safety.

Overall, the plans for the Ridge project are pleasing. The project includes 540 bedrooms (240 units), as proposed. A reasonable assumption would be that one third of the bedrooms would be occupied by couples (2 individuals), with the remaining bedrooms occupied by one. This means that there could easily be 720 new residents of Livingston, living on 20 acres, and this equates to 36 residents per acre. Population density for the entire town is between 2.5 – 3 residents per acre. Obviously, the project does not fit well into the overall character of the city and the area in terms of population density.

I have not seen any information presented by the developers that would indicate where the new residents/tenants will come from. The city of Livingston has approximately 9300 residents. A fully rented project would push the population over 10,000 – an increase of nearly 8% in one project! These are not low-income subsidized units, that could draw tenants away from other housing. We understand that there is endogenous growth in Livingston and spill over from Bozeman, which would add new tenants. However, the worst that could happen is for the project to become not economically viable and experience significant vacancies. Lacking funds, the owner or future owners might let the project fall into disrepair and eventually be a blight on the neighborhood.

There are no areas in the July 20, 2026 site plan for children to play. Are the developers thinking that the kids will play in the hills and trails? Maybe kids could play in the paved parking areas, the trails, or on the street? There should be a designated area in the actual plan for this, not just a mention by the developer in a public meeting (as I believe there was in the last meeting).

More on safety below.

Parking.

We would anticipate that there will be approximately 480 vehicles or two vehicles per unit. Some units may only have one vehicle. A four-bedroom unit occupied by four single individuals could have four vehicles and there will be commercial activities. This is Montana after all. It is common to drive most places and to have multiple vehicles, recreation vehicles, power and drift boats. There are 371 parking spaces provided in the

current plan. I've attached a photo taken of Scenic Trail next to the Fjell condominiums. We drive Scenic Trail daily and attest that this is typical for the on-street parking. On that day in mid-September, there were five vehicles and a boat parked on the street. On other days there are additional vehicles parked on the street. There are currently 20 condominiums. The Fjell units all have two-car garages and modest driveways. The easy math: if there are six street parking spaces needed for twenty families, plus the one or two vehicles parked in the garages, it easily computes to two or more vehicles per unit.

There will be spillover parking on to Scenic Trail and it may be significant. As stated in the PUD plan, Scenic Trail is 40 feet wide, with sidewalks and boulevards and this apparently means that it is suitable for arterial traffic and some parking. However, the street has a 90-degree turn within a few feet of the project's entrance, that is very narrow. It is not hard to imagine a situation where there is parking on both sides of the street, kids playing and biking around, providing a fertile condition for accidents. Whether or not emergency vehicles can navigate the street and corner adequately is up to the fire marshal, of course. Emergency access should be considered with the fact that there will be on-street parking.

It has been mentioned in public meetings that each unit will have assigned parking and that parking would be supervised. This would have a positive effect on the situation. I don't believe the project can legally limit the number of vehicles that a tenant can own and operate. As the years go by, managers come and go and projects get sold to new owners wanting good returns on their money, the focus on controlling traffic and parking will take a back seat. Given the entire situation, it is easy to see that parking will become problematic.

Density and Parking Conclusion. For these reasons, we believe that the variance or deviation of the Livingston Zoning Regulations regarding building height should not be granted. There was a reason that the regulations limited heights of buildings and a variance shouldn't be given without real study and input. The project could be built with two stories instead of three, alleviating some of these issues. Or the developers could enter into an agreement that would specify that the project would be built in phases, with each phase being built and dependent on actual rental results and income. We understand that such changes would affect the economics of the project. At the very least, there should be open grass areas, such as in Ridgeview Trails subdivision.

Traffic.

I believe I can speak for every resident of the north side of Livingston in stating this: **the railroad crossing issues are problematic and need to be resolved.** We've read the March 2025 report and letter updates prepared by Abelin Traffic Services, Inc. As a professional, Mr. Abelin has undoubtedly done due diligence and has probably driven through the area. I'm guessing, however, that he has never driven children to school at 7:45 on a weekday morning and ended up waiting for a coal train!

The plans mention that the center of town is easily accessible (1/2 mile) by foot and bicycle. However, there are no bicycle lanes, most streets don't have sidewalks and there is a railroad crossing! Further, the wind is prevalent here (it feels trite to mention it) and the Montana winters can last for 4-5 months. Relying on foot and bicycle traffic to reduce vehicle traffic amounts to nonsense.

In the March 2025 detailed report, Mr. Abelin states that with an estimated 1812 Trips Per Day (TPD), that the Level of Service (LOS) for 5th Street drops to a "D" rating. He further states that if the developer was able

to pare the additional TPD from the project back to 700, then 5th Street would maintain its "C" rating. The letter dated July 10, 2026 states that the expected TPD has now dropped to 1520. In the last paragraph, the letter states that the estimated LOS has improved from a "D" to a "C" rating because of this reduction. This appears to contradict the statement in the March 2025 report.

The description of a LOS "D" rating according to the MT Dept of Transportation (MDOT) includes: "…Speed and maneuvering space are severely limited. Intersections experience extensive delays, but, regular signal cycles prevent infinite backups." We won't mention the "E" or "F" ratings that deal with absolute gridlock. The point we are making is that in an area rated as a "D," drivers realize that there are delays and begin taking chances. They attempt to make quick turns to get further to the front of the line or change course onto Front or Chinook Streets in order to take the B Street underpass. Such driver behavior leads to accidents and public safety issues.

Mr. Abelin's conclusion of minimal disruptions seems to rely, at least partially, on left-turn restrictions on Front Street and a potential RR underpass. Both of these changes seem far-fetched to residents of the north side that have dealt with the situation for years.

There are a couple of other issues with the traffic analysis that we'd like to point out. The first is the growth in Average Daily Traffic data on 5th Street between Park and Front Streets. The report states that the average increase over the past ten years is .8% (less than 1%) percent. This is obviously incorrect. The population of Livingston from 2015 – 2024 grew from approximately 7400 to 9400, a total increase of 25%. If a simple annual average was computed it would be 2.5% per year. A good part of this growth, if not most of it, was on the north side. Traffic should have grown on that crucial one block of 5th Street, at least 2.5% per year and probably more, since the preponderance of growth is in the affected area.

Digging deeper into the figures used in the report, the MDOT station that was used was "060021G" – 5th Street. According to a discussion with the MDOT - Traffic Count Data System (TCDS) collection specialist, the 010021G location is a Federally required railroad crossing collection station. This station (or location) only collects actual crossing data once every six years. The station code "34-2A-023" could have been chosen for the analysis. Actual data at this station is collected once every three years. The actual volume data[1] for this station was 6292 on August 20, 2019 and 7098 on July 22, 2024. That is a 12.8% increase in five years, or 2.56% per year. This we believe is a problem in the traffic analysis that should be addressed.

More troubling, perhaps, is the fact that the data utilized is only collected by the MDOT for each station one day every three years. Due to weather considerations, the data for the both stations is typically collected in late June through August. The collection days do not account for school traffic. School buses and parents frantic to take kids to school, add a very significant number of vehicles. School traffic has grown over the last ten years and will obviously grow again as a result of this development.

The traffic report barely mentions railroad traffic. There are currently 15-25 trains per day, mostly in the daylight hours. There are 4-6 westbound coal or grain trains per day. These trains stop and wait in Livingston, for helper locomotives, in order to pull over the Bozeman pass. It is not just the coal/grain trains that wait, other trains if considered heavy enough will wait for helpers. It is not unusual for one of these trains to be blocking 5th Street near 8:00 AM for 10-15 minutes. I've included 3 photos taken on September 14, 2026 showing. The first shows 5th Street traffic backed up to Gallatin Street. The other two photos show Chinook Street backed up to 9th Street and Washington School. Just a regular day for north side residents.

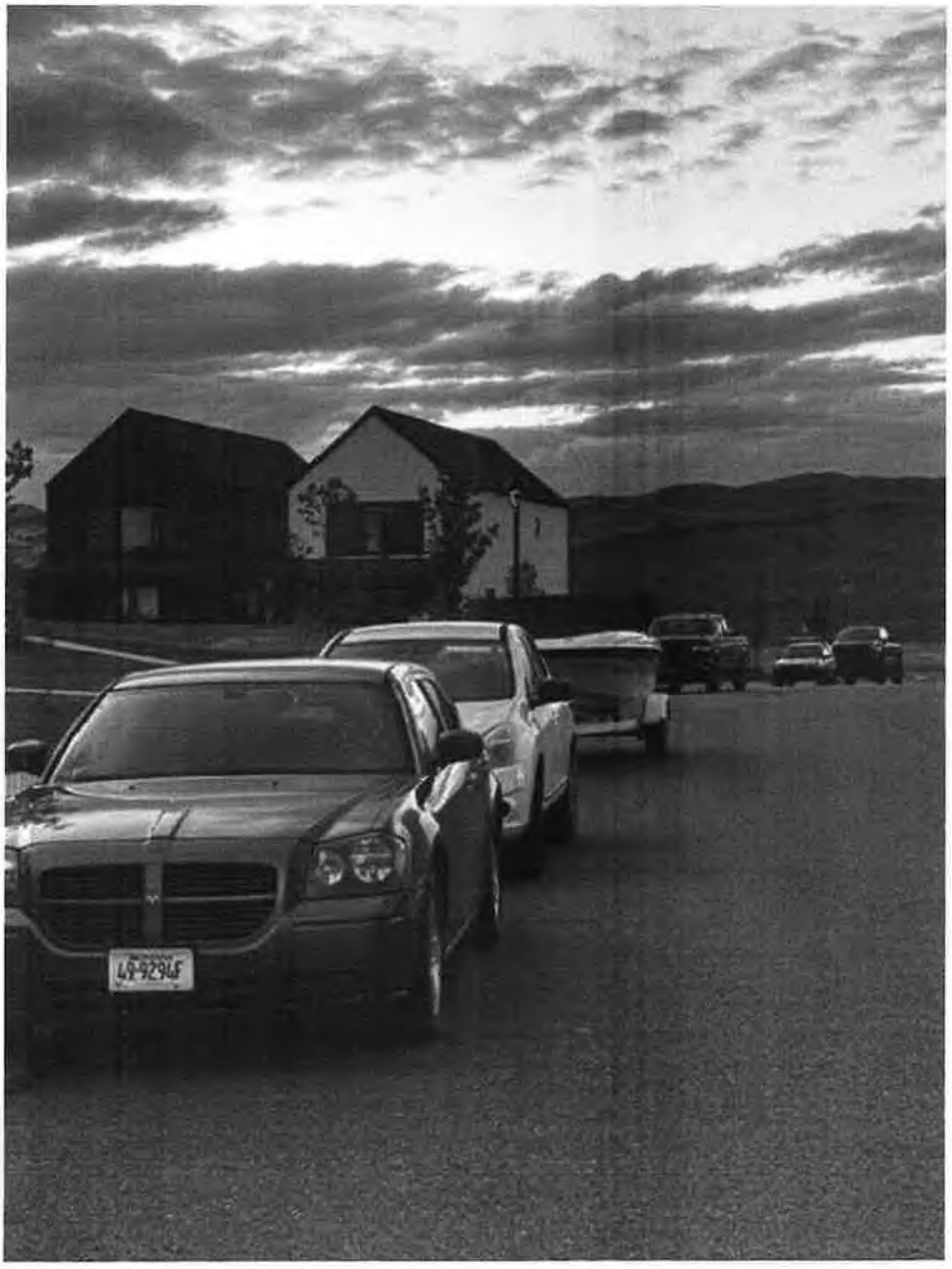
Traffic Conclusion. We understand that one project and one developer should not be responsible for the costs of the ultimate traffic fix, a new railroad underpass. Most Livingston residents know the history of proposed underpasses - failed attempts, studies, consultants, and grants that have lapsed. It is time to do take action on this for the future of Livingston. We believe that **no further development on the north side should be approved,** including the Ridge PUD, without locked-in plans in place for an underpass. The planning board has the responsibility to look at the overall context of the area and turn down any request that doesn't make sense for all stakeholders at the current time.

Thanks for your consideration.

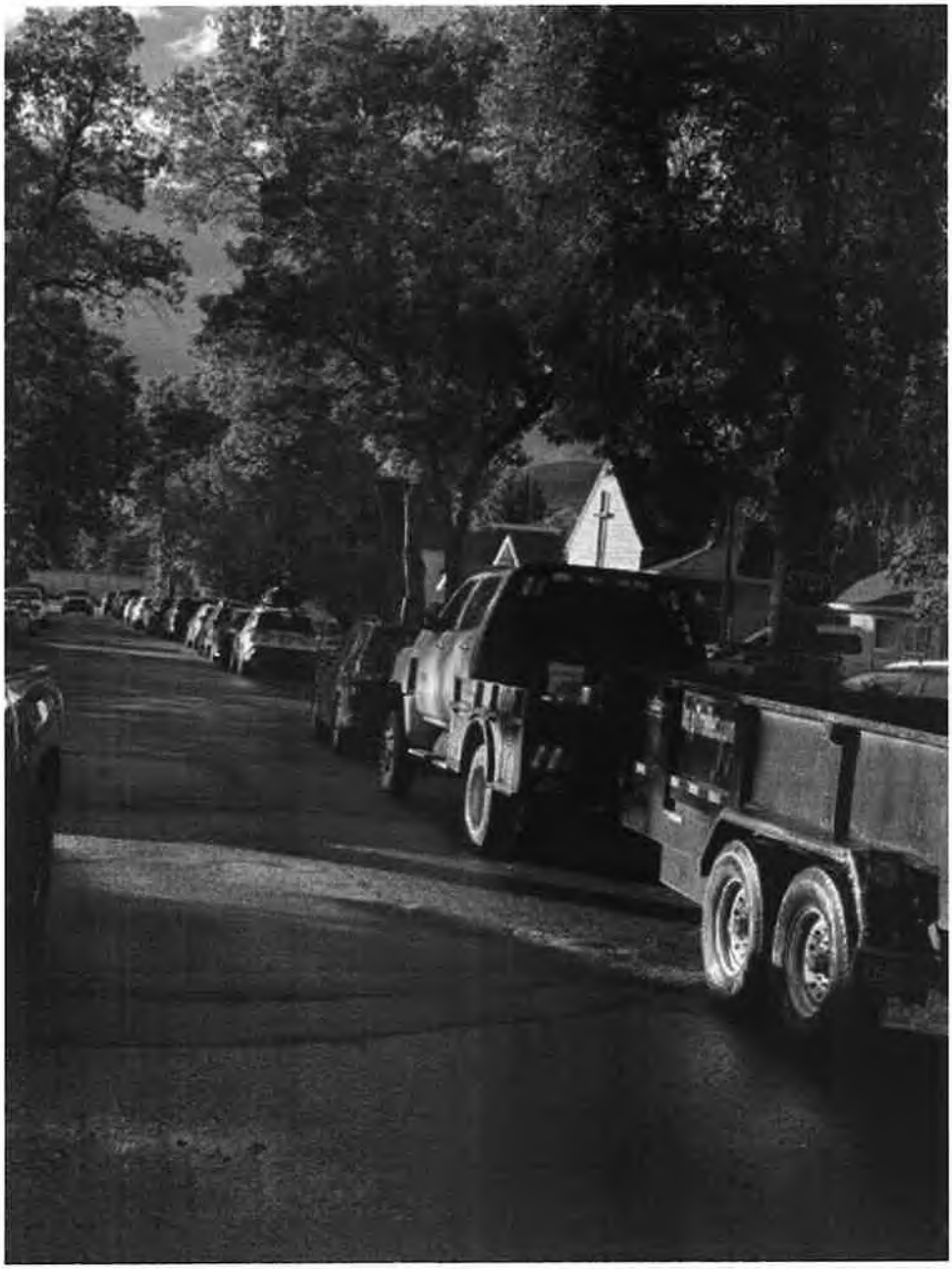
Sincerely,

Robert N Storey
Deborah L Certier

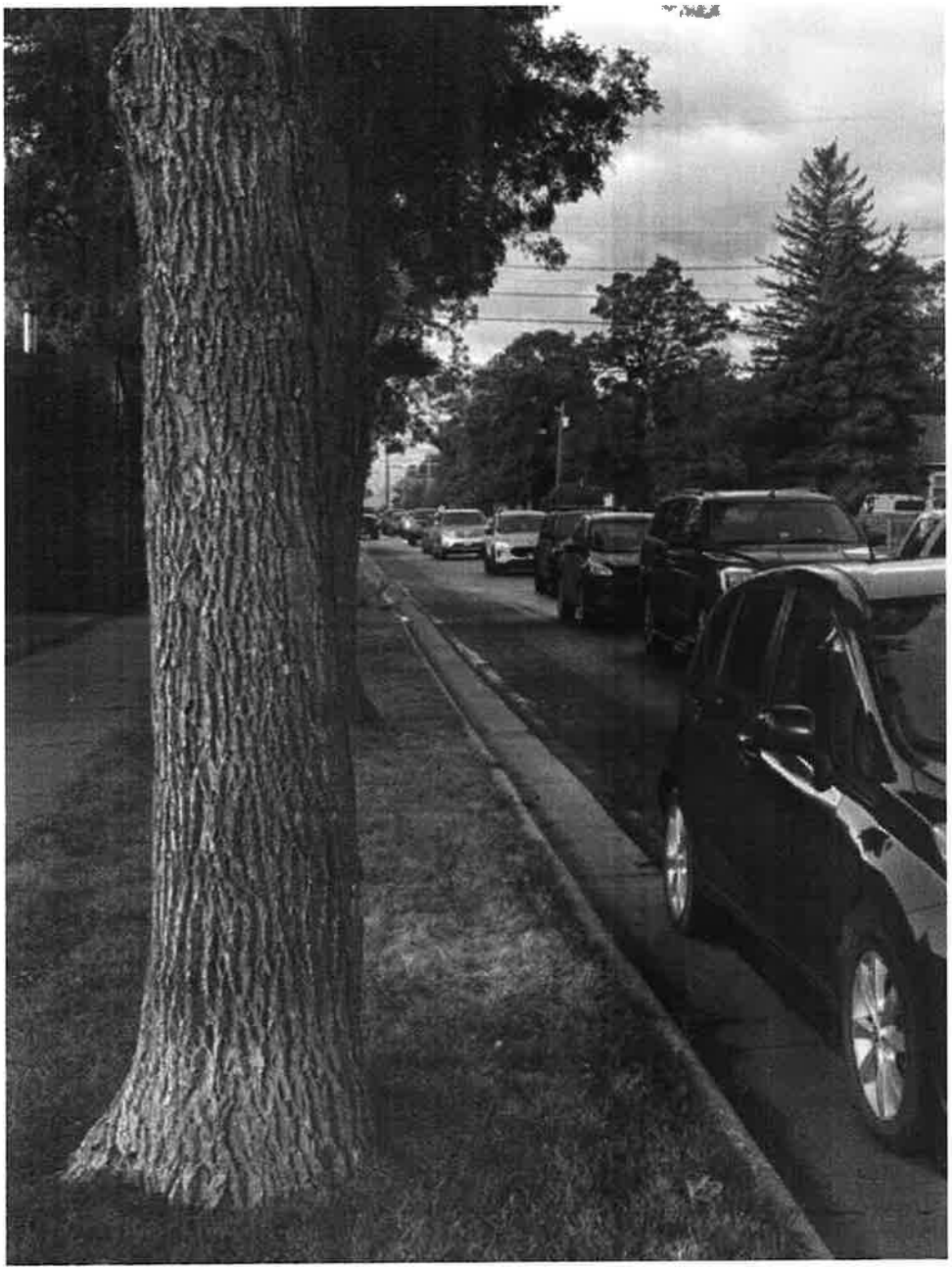
[1] We've used the actual volume counts from the TCDS for this analysis. The MDOT uses the actual counts to compute an Average Annual Daily Traffic (AADT) statistic. In using the TCDS online system, the reports generated for each location will typically lead with the AADT statistic. The AADT statistics were used in the Abelin analysis and report. In computing the AADT, the department uses an averaging technique to make the counts comparable to sites throughout the state. Additionally, the MDOT applies an annual growth factor of ½% to 1% to the actual counts, to arrive at the AADT for each year. The department figures that the ½ to 1% is a good average annual growth rate for traffic throughout the state.



SCENIC TRAIL

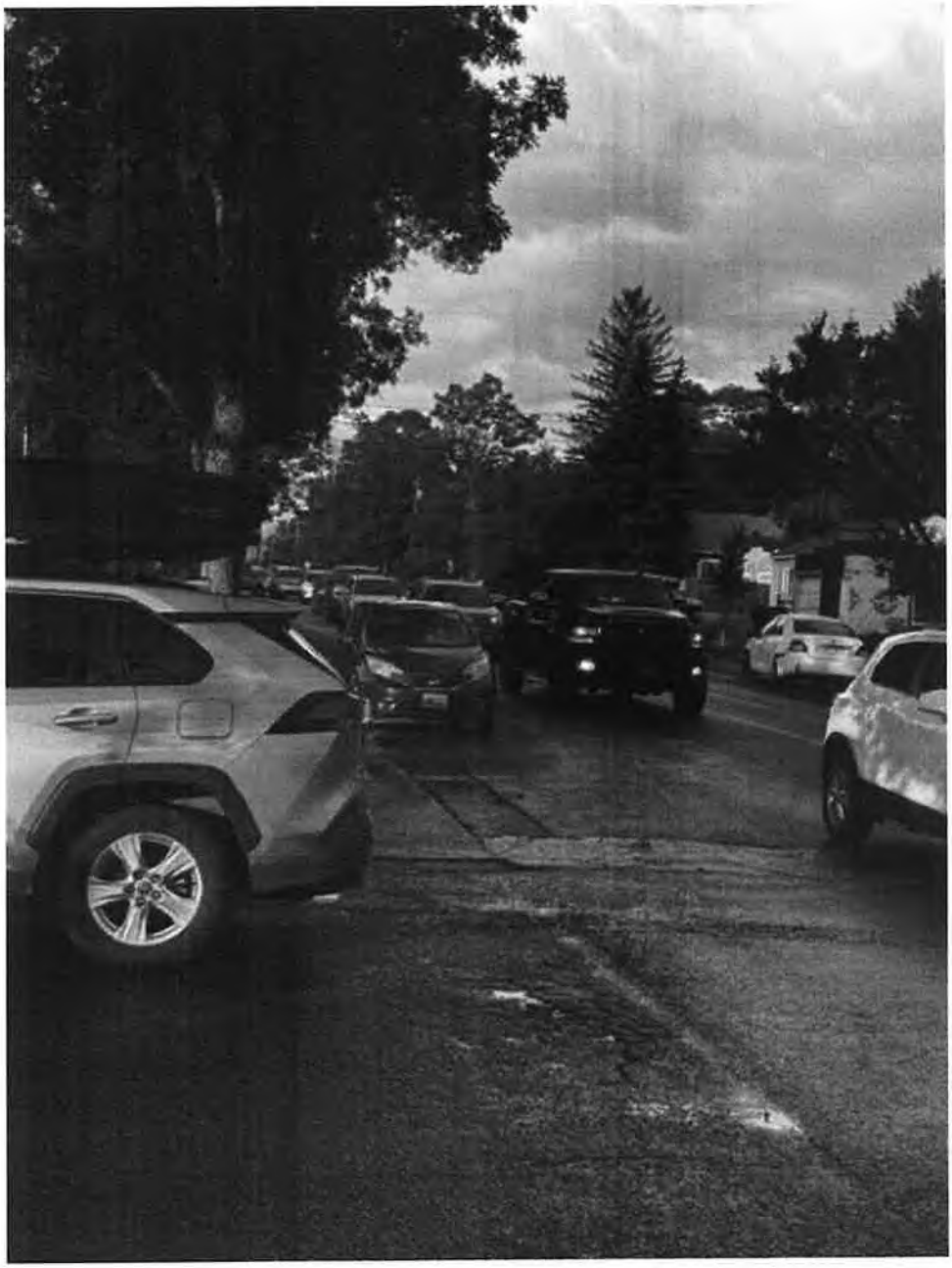


5th ST
7:45 AM 9/14/22



CHINOOK ST

9/14/26



CHINOOK
9/14/26

From: Ryan Orwig
To: Jennifer Severson
Subject: The Ridge Questions
Date: Wednesday, September 2, 2026 12:05:23 PM

Hey Jennifer,

I'm reaching out because I was at the town council meeting last week to listen to the discussion about The Ridge complex in Northtown and I had a couple questions.

1. 750-1000 people seems like a lot of folks to add to Livingston. Have we done a study to confirm the need for housing for 750-1000 people in Livingston?

2. I live in the Northtown HOA and I'm curious if The Ridge will be part of that subdivision or if it'll be its own entity. If it's part of the HOA, what kind of increase to HOA dues are we to expect?

3. Someone at the meeting mentioned adding solar energy to help offset the power needed for The Ridge. As a local solar energy contractor, I'd like to throw my hat into the ring with my 14 years of experience and deep knowledge of how to interface all things solar into this project. If you could pass my contact details over to D&B, I'd greatly appreciate it.

Thank you for your time!

Ryan Orwig
Owner/Operator
406-661-7346



LivingstonMontana.org | PublicComment@LivingstonMontana.org | 406.823.6000

DATE: 09/02/2026

YOUR NAME: Jane Jarrett

RE: The Ridge PUD- Public Comment

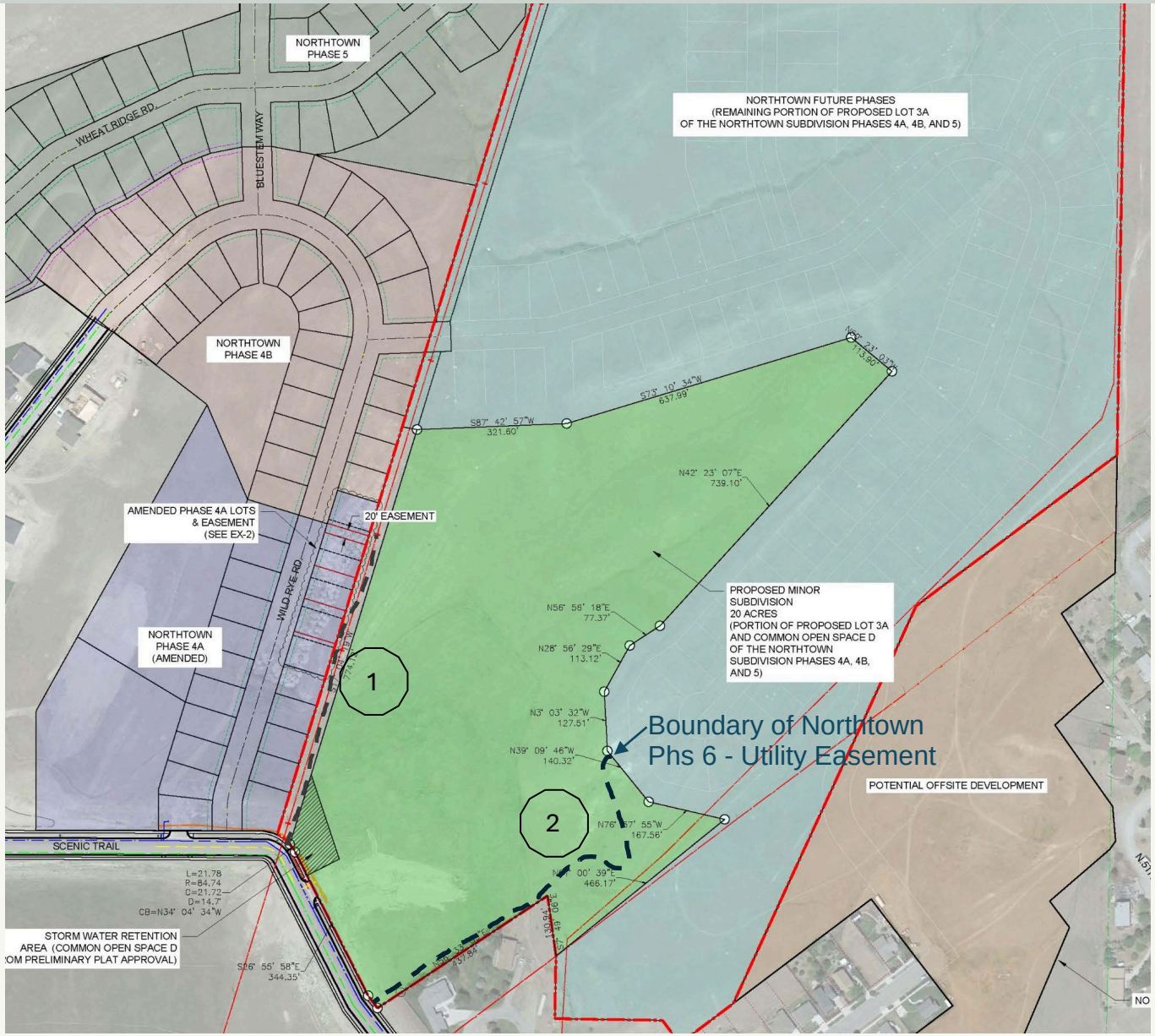
I'm a longtime resident of Livingston. I oppose this new high density development. It doesn't resolve the increase traffic flow crossing the railroad access. Yes it provides fire hydrants but is there water? Where is the water source providing an additional 700 residents. Is there restrictions on short term rentals? The last few yrs. shows out of state purchasing properties for their own vacation use then airbnb for the remaining months. Is there any restriction on rent control for employee housing?? This development is huge impact the ambiance of our historic town. This high rise bldgs ruins our Montana way of life.

Dave Jarrett

Livingston, Montana

ATTACHMENT C

Trails and Connectivity



Public Trails

The trail network connects The Ridge with surrounding open space and future Northtown development.

1. Trail along the existing overhead power easement.
2. Trail from Scenic Trail to Northtown Phase 6.

-Natural surfacing
-3 to 5 feet wide
-Gradually graded across steep slopes

ATTACHMENT D

CBD / Central Business District: The CBD is the historic downtown and contiguous commercial core of the City, and is intended to support a dense, walkable mix of commercial, civic, cultural, and residential uses. Medium-rise buildings without setbacks are encouraged to promote an urban form. Residential uses include upper-story apartments and high-density housing integrated with ground-floor retail or office uses. Vehicular parking requirements are reduced to encourage pedestrian activity and redevelopment.

Article IV. District Regulations

Sec. 30.40. List of uses.

Table 30.40-1 designates a list of uses permitted within a zoning district. Designated uses shall be permitted only in the zones indicated. In the case of a use not specifically mentioned in the list of uses in Article IV of this Chapter, the decision regarding whether the proposed use of a structure is allowable in a specific zone shall be made by the Zoning Administrator, such decisions shall be based upon the most compatible uses contained in Article IV of this Chapter.

A = Allowed by Right
C = Conditional Use Permit Required
N = Not Allowed

Table 30.40-1 List of Uses

	R1	R2	LMU	HMU	CBD	GC	LI	I	PC
Residential Uses									
One (1) Family Dwelling	A	A	A	A	N[1]	N[1]	N	N	N
Two (2) Family Dwelling	A	A	A	A	N[1]	N[1]	N	N	N
Multifamily Dwelling (3+ units)	N	A	A	A	A	A	A	N	N
Co-Living Housing	N	A	A	A	A	A	A	N	N
Accessory Dwelling Unit (ADU)	A	A	A	A	N[2]	N[2]	N[2]	N[2]	N[2]
Community Uses									
Church	A	A	A	A	A	A	A	A	A
School- Public, Private, and Parochial	A	A	A	A	C	A	C	N	A
School, Trade	N	N	C	N	N	A	A	A	N
Hospital/ Institution	N	N	C	C	N	C	A	N	C
Medical/ Dental Clinic	N	N	A	A	A	A	A	C	N
Adult Foster Care Center	C	A	A	A	A	A	A	N	N
Assisted Living	N	C	A	A	A	A	A	N	N

[1] Any number of residential units may be established within, or attached to, an existing building in these districts. No new residential structures may be built unless they meet the definition of Multifamily (3 or more units).
[2] New ADUs are allowed only if a single-family residential use already exists on the parcel.

	R1	R2	LMU	HMU	CBD	GC	LI	I	PC
Child Care Center	A	A	A	A	A	A	A	N	N
Armory	N	N	N	N	N	N	N	N	A
Cemetery	N	N	N	N	N	N	N	N	A
Government Office	N	N	A	N	A	A	A	N	A
Public Recreation Facility	N	N	C	C	A	A	A	A	A
Community Garden	A	A	A	A	C	A	A	N	A
Emergency Shelter	N	N	N	C	C	A	C	C	A
Utility Substation	C	C	C	C	C	C	C	C	C
Wireless Communication Facility	C	C	C	C	C	C	C	C	C
Public Safety Facility	A	A	A	A	A	A	A	A	A
Commercial Uses									
Radio Station	N	N	A	C	A	A	A	A	A
Veterinarian Clinic	N	N	A	N	N	A	A	A	N
Kennel/ Cattery	N	N	N	N	N	A	A	A	N
Laundromat	N	C	A	A	A	A	A	N	N
Short-Term Rental – Type I	A	A	A	A	A	A	N	N	N
Short-Term Rental – Type II	A	A	A	A	A	A	N	N	N
Motel/ Hotel	N	N	C	N	A	A	A	N	N
Bed and Breakfast	N	C	A	A	A	A	A	N	N
Campground/ Recreation Vehicle (RV) Park	N	N	N	N	N	A	A	N	N
Business and Professional Office	N	C[3]	A	A	A	A	A	A	C
Retail	N	C	A	C	A	A	A	C	N
Large-scale Retail	N	N	N	N	C	C	C	C	N
Personal Service Store	N	C	A	C	A	A	A	C	N
Tattoo/ Body Piercing Studio	N	N	A	C	A	A	A	C	N
Alcohol Producing Business	N	N	A	C	A	A	A	N	N
Eating and Drinking Establishment (Sit-Down)	N	N	A	C	A	A	A	N	N
Mobile Food Vendor Park /Food Truck Park	N	N	C	C	A	A	C	C	N
Drive-Through Restaurant	N	N	C	N	N	A	A	A	N
Drive-Through Business (Other)	N	N	A	C	N	A	A	A	N
Bank (No Drive-Through)	N	N	A	C	A	A	A	A	N
Gasoline/ Service Station	N	N	C	N	N	A	C	A	N
Auto Repair Garage	N	N	C	N	C	A	A	A	N
Theater/ Entertainment Venue	N	N	C	N	A	A	A	N	C
Health and Exercise Establishment	N	C	A	A	A	A	A	C	C

[3] See Section 30.54 for home occupation requirements

	R1	R2	LMU	HMU	CBD	GC	LI	I	PC
Sexually Oriented Business	N	N	N	N	N	C	A	A	N
Casino	N	N	A	N	A	A	A	N	N
Firework Stand	N	N	N	N	N	N	N	N	N
Marijuana Retail Facility	N	N	C	C	C	A	A	A	N
Light Industrial / Industrial Uses									
Mortuary	N	N	C	N	C	A	A	A	N
Wholesale Business	N	N	N	N	C	A	A	A	N
Commercial Greenhouse	N	C	C	C	N	A	A	A	N
Auto Salvage and Storage	N	N	N	N	N	N	A	A	N
Warehouse and Enclosed Storage	N	N	N	N	N	A	A	A	N
Machine Shop	N	N	N	N	N	A	A	A	N
Artisan Manufacturing	N	A	A	A	A	A	A	A	N
Limited Manufacturing	N	C	A	A	A	A	A	A	N
General Manufacturing	N	N	C	N	N	N	A	A	N
Intensive Manufacturing	N	N	N	N	N	N	C	A	N
Transportation Terminal	N	N	N	N	A	A	A	A	N
Travel Plaza/ Truck Stop	N	N	N	N	N	A	C	N	N
Open-Air Stadium, Sports Arena, and Amphitheater	N	N	C	N	N	A	A	N	C
Lumberyard	N	N	N	N	N	C	A	A	N
Marijuana Production Facility	N	N	N	N	N	N	A	A	N
Wind-Power Generator	N	N	N	N	N	N	C	C	N

Sec. 30.41. Development Standards.

Sec. 30.41.1. Residential development standards.

Table 30.41.1-1. Residential Development Standards

Zoning District	Low Density Residential (R1)	Med. Density Residential (R2)	High Density Residential - Mixed Use (HMU)	Light Mixed Use (LMU)
Minimum Lot Size	7,000 square feet	3,500 square feet	1,150 square feet	N/A