



City of Helena

CITY OF HELENA

City Commission Meeting

November 17, 2025 - 6:00 PM

City - County Building Room 330 / Zoom Online Meeting; <https://zoom.helenamt.gov/j/36053471/publicmeetings>

1. Call to Order and Roll Call

A. Meeting Rules of Procedure

2. Pledge of Allegiance

3. Presentations

A. Approve the confirmation of Officer Tug Smith

4. Bid Award

A. Curbside Recycling Service Bid Award

5. Communication/Proposals from Commissioners

6. Report of the City Attorney

7. Report of the City Manager

8. Communications from the Helena Citizens Council

9. Regular Items

A. Consider Final Annexation of public right-of-way within the Crossroads at Mountain View Meadows Subdivision

B. Consider approval of the Final Plat for Commercial Phase 4 of the Crossroads at Mountain View Meadows Subdivision, creating 2.39 acres of public right-of-way and a 0.7-acre utility lot.

10. Public Hearings

A. Consideration of a resolution repealing the 2019 City of Helena Growth Policy, as amended, and adopting the 2025 City of Helena Land Use Plan and Future Land Use Map

11. Public Communications

12. Adjournment

It is the policy of the City Commission to take public comment on any action item. For further information on any of the items mentioned above, please contact the City Clerk's Office at 447-8410 or dmclayborn@helenamt.gov.

To read packet information while attending a City Commission Meeting please use the City/County wireless network COMM_MEET during the meeting.

The City of Helena is committed to providing access to persons with disabilities for its meetings, in compliance with Title II of the Americans with Disabilities Act and the Montana Human Rights Act. The City will not exclude persons with disabilities from participation at its meetings or otherwise deny them the City's services, programs, or activities.

Persons with disabilities requiring accommodations to participate in the City's meetings, services, programs, or

activities should contact the City's ADA Coordinator, Anne Pichette, as soon as possible to allow sufficient time to arrange for the requested accommodation, at any of the following:

Phone: (406) 447- 8490

TTY Relay Service 1-800-253-4091 or 711

Email: citycommunitydevelopment@helenamt.gov

Mailing Address & Physical Location: 316 North Park Avenue, Room 445, Helena, MT 59623.

Rules of Procedure:

Good evening and welcome to the City of Helena City Commission Meeting. We appreciate your attendance and participation. To ensure our meetings are productive and respectful, we ask everyone to adhere to the following guidelines:

Decorum and Expectations:

- Please maintain respect towards the Commission, presenters, and other participants. All participants are expected to avoid using profanity or hostile language. Inappropriate behavior or continued disruptions may result in action by the Commission.

Zoom Participation Decorum:

- Please keep your microphone muted unless you are speaking to minimize background noise.
- Use the “Raise Hand” feature if you wish to speak and wait to be recognized by the chair.
- If available to you, please ensure your video is on if you are speaking, to maintain transparency and engagement.
- Participants joining by telephone may raise their hand by pressing *9 and mute/unmute themselves using *6.

Public Comment:

- Public comments will be recognized only during designated periods by the presiding officer.
- State your name for the record when recognized to speak.
- **Each speaker will be given two minutes to make their comments. At two minutes, you will be asked to begin wrapping up. Please keep comments respectful, concise, and non-repetitive.**
- Individuals may speak once per agenda item and during the general comment period at the end of the meeting.
- **Comments will first be taken from people present in the room, followed by online participants.**
- Online participants may also use the Q&A feature to submit written comments.
- **If you ask a question during public comment, it will be recorded but you likely will not receive an answer. The purpose of public comment is for you to share your thoughts on a topic, not ask questions to City staff.**
- Members of the Commission may ask clarifying questions during the comment period.
- **All comments will be recorded in the permanent record. Formal statements can be submitted via the General Public Comment form on the City’s website. Comments on public engagement pages and media are public records under MCA 2-6-1003.**

Montana’s Right to Participate and Right to Know Laws:

- In accordance with Montana’s right to participate law (MCA 2-3-103), the public is encouraged to engage in the decision-making process.
- The right to know law (MCA Article II Section 10) ensures that all meetings are open to the public and that records are accessible. We strive to maintain transparency and accountability in all our proceedings.

Public Meetings and Recordings:

- **Please be aware that all public meetings and recordings are considered public records. These records are accessible to the public at any time.**
- **By participating in this meeting, you acknowledge that your comments and participation will be part of the public record.**

Thank you for your cooperation and for contributing to a respectful and effective meeting.

City of Helena, Montana

To: Mayor Collins and Helena City Commission

From: Brett Petty, Chief of Police

Subject: Approve the confirmation of Officer Tug Smith

Present Situation: Officer Smith has successfully completed his one-year probationary period and per Montana law needs a vote of confirmation from the City Commission.

Background Information:

1. The Helena Police Department has one officer who has successfully completed his one-year probationary-period.
2. Under Montana law, after the end of the probationary period, the appointment of the officer must be submitted to the City Commission for a vote of confirmation.

Proposal/Objective:

1. The Helena Police Department has one officer who has successfully completed his one-year probationary-period.
2. Under Montana law, after the end of the probationary period, the appointment of the officer must be submitted to the City Commission for a vote of confirmation.

Advantage: N/A

Notable Energy Impact: N/A

Disadvantage: N/A

Quasi-Judicial Item: False

Notice of Public Hearing: False

**Staff Recommendation/
Recommended Motion:** Approve the confirmation of Officer Tug Smith.

City of Helena, Montana

To: Mayor Collins and the Helena City Commission

From: Tim Burton, City Manager
Ryan Leland, Public Works Director
Emily Jacobson, Sustainability and Recycling Coordinator

Subject: Curbside Recycling Service Bid Award

Present Situation: Consider awarding the contract for curbside recycling service to Helena Recycling, LLC for a standalone, source separated curbside recycling service at \$22 per month, per subscriber.

Background Information: The current curbside recycling contract with Helena Recycling, LLC provides citizens with subscription based, source-separated, curbside recycling of glass, cardboard, plastics (types 1 and 2), paper, aluminum and tin cans. As part of the current contract, the City is responsible for reimbursing the actual costs of recycling containers, and providing billing services. Current subscription cost is \$16.20 per subscriber per month.

The contract with Helena Recycling, LLC expires on January 2, 2026.

On August 11, 2025, the City released a request for proposal (RFP) for curbside recycling service as a stand-alone operation. This operation would include the contractor assuming all responsibility and cost associated with the curbside recycling program to include billing and containers. The RFP closed on September 5, 2025.

One proposal was submitted, from Helena Recycling, LLC. The proposed subscriber costs are as follows:
Source Separated (glass included): \$22/month per subscriber or
Single Stream: \$24.95/month per subscriber, with an option to add glass for an addition \$12.95/month per subscriber.

Current curbside recycling costs in other Montana cities are as follows:

- Billings: \$28/month per subscriber (source-separated)
- Butte: \$31/month per subscriber (single stream)
- Bozeman: \$20.76/month per subscriber (single stream)
- Missoula: \$24.64/month per subscriber (single stream)

Staff presented this information to the Commission for review at the Administrative meeting on October 1, 2025.

Proposal/Objective: To secure a contractor to continue providing subscription based curbside recycling services for the citizens of Helena.

Advantage: n/a

Notable Energy Impact: n/a

Disadvantage: none expected

Quasi-Judicial Item: False

Notice of Public Hearing: False

Staff Recommendation/Recommended Motion: Motion to award the residential curbside recycling collection contract to Helena Recycling, LLC for source separated curbside recycling at \$22 per month, per subscriber.



AGREEMENT COVERSHEET

Agreement Type: [Agreement Type]

MUNIS Project Number:

Department: Public Works

Division: Solid Waste

Creator: Emily Jacobson

Date Created: 10/15/2025

Contractor / Service Provider: Helena Recycling LLC

Agreement Amount / Value: \$22 per qualified subscriber per month

Budget Funding Source:

Contract ID:

Agreement / Project Start Year: 2025

Purpose / Additional Notes: The purpose of this agreement is to secure a contractor to provide stand alone, source separated, curbside recycling services for qualified residential subscribers.

Department Approval: Ryan Leland {{Sig_es_:signer1:signature}}

Department Approval Date: 10/22/2025

City Attorney Approval: Rebecca Dockter {{Int_es_:signer2:signature}}

City Attorney Approval Date: 10/24/2025

City Manager Approval: Tim Burton {{Int_es_:signer4:signature}}

City Manager Approval Date: 11/5/2025

AGREEMENT FOR SERVICES PREVAILING WAGES

THIS AGREEMENT is made and entered into by and between the **CITY OF HELENA, MONTANA**, a municipal corporation organized and existing under the laws of the State of Montana, 316 North Park Avenue, Helena, Montana, 59623, hereinafter referred to as “City,” and Helena Recycling, LLC, 3 Industry Loop, East Helena, Montana 59635 hereinafter referred to as “Service Provider,” collectively referred to as “Parties.”

RECITALS

1. This is an agreement for professional, technical, architectural, engineering, land surveying, or legal services.
2. Pursuant to § 7-5-4301(2), MCA these types of agreements are exempt from the §§ 7-5-4302 through 7-5-4304, § 7-5-4306, and §7-5-4307, MCA, including bidding requirements.

AGREEMENT

In consideration of the mutual covenants and agreements herein contained, the receipt and sufficiency whereof being hereby acknowledged, the parties hereto agree as follows:

- I. **Definitions:** The following terms are defined as set forth:
“Qualified residential subscriber” is any property that is assessed for City of Helena residential solid waste service and is current on assessments, charges, and fees owed to the City.
“Qualified residential subscriber” is any property owner that lives in a qualified residential property and has signed a subscriber agreement for curbside recycling collection from Helena Recycling, LLC.
- II. **Citizen Charges and Reimbursement:** Helena Recycling, LLC agrees to charge qualified residential subscribers in amounts up to the following table:

2026	\$22
July 1, 2027	\$22.77
July 1, 2028	\$23.57
July 1, 2029	\$24.39

These rates are per month per qualified residential subscriber to which it provides every other week curbside recycling collection for plastics (types 1 and 2), tin, aluminum, glass, paper, and corrugated cardboard. Materials that are considered contamination must not be accepted.

The City currently chooses to subsidize a portion of the cost per month per qualified residential subscriber. Any changes the City chooses to make to the subsidization program will not increase or decrease the total maximum per month per qualified residential subscriber agreed to in this contract. If City subsidization is in place, Helena Recycling, LLC will submit an invoice to the City on a monthly basis.

- III. **Term:** This agreement is effective upon execution by both parties and shall be in full force through June 30, 2029, unless previously terminated as herein provided. At the end of the term, this agreement may be extended until January 1, 2031, if the City notifies Helena Recycling, LLC in writing within 90 days of the end of the applicable agreement term of its intention to extend the term, no later than 2031.
- IV. **Duties of Helena Recycling, LLC:** Nothing herein obligates Helena Recycling, LLC to provide curbside collection of recyclable materials. However, if Helena Recycling, LLC does provide such service to qualified residential subscribers, Helena Recycling, LLC agrees to meet the following obligations and standards set forth by the City:
- A. Store recycling containers and lids associated with its curbside recycling collection services at its property and at its own cost.
 - B. Provide to the City copies of City-approved curbside recycling subscription agreements signed by the owners of the qualified residential properties being served. The curbside recycling subscription agreements must include the names, property addresses, billing addresses, phone numbers, and level of agreed collection services for each qualified residential subscriber to whom Helena Recycling, LLC provides curbside recycling collection.
 - C. The subscriber agreements must contain language obligating the qualified residential subscribers to be responsible for the cost of curbside recycling collection and the cost of any broken/damaged, lost, or stolen containers.
 - D. Provide a list of current qualified residential subscribers to the City who are qualified residential subscribers of Helena Recycling, LLC. Provide a monthly Excel spreadsheet showing all qualified residential subscribers' names, property addresses, billing addresses, phone numbers, and level of agreed collection service for each qualified residential subscriber to whom Helena Recycling, LLC provides recycling collection. Included in the Excel spreadsheet must be the same information for all cancelled subscribers.
 - E. Helena Recycling, LLC shall independently bill customers and process payments on a monthly or quarterly basis for curbside recycling services. Contractor must submit detailed monthly and annual reports to the City including, but not limited to, total number of subscribing households, estimated tonnage collected by material type, service metrics (e.g., missed pickups, customer complaints), and estimated overall diversion rates.
 - F. Establish and maintain a responsive, local (or easily accessible) customer service

system for subscribing residents regarding collection schedules, accepted materials, billing inquiries, missed pickups, damaged bins/carts, and general service inquiries. This includes a dedicated phone number and email address.

- G.** Develop and execute a robust public education and outreach plan to inform Helena residents about the availability of the subscription service, accepted materials, proper preparation, and the benefits of recycling. This plan should include collaboration with the City on promotional efforts.
- H.** Purchase and deliver curbside recycling containers to qualified residential subscribers who desire curbside recycling collection.
- I.** Coordinate curbside recycling collection for qualified residential properties to avoid conflicting with City solid waste collection days.
- J.** Be responsible for all communication between potential customers and current qualified residential subscribers for curbside recycling collection including subscription cost changes.
- K.** Provide the City with monthly or quarterly diversion totals that are categorized by each commodity collected.
- L.** Transport of collected materials to an approved Material Recovery Facility (MRF) or processing facility. Helena Recycling, LLC must identify the proposed MRF(s), provide evidence of existing agreements or demonstrated capacity, and explain their material marketing strategy. Helena Recycling, LLC shall bear all costs associated with processing and marketing of materials and retain all associated revenues.
- M.** Allow only advertising and promotion of the partnership with the City on Helena Recycling, LLC's website as well as other promotional advertising initiated by Helena Recycling, LLC with respect to qualified residential property curbside recycling collection.
- N.** Agrees that the City does not control, and has no responsibility for, the curbside recycling services provided by Helena Recycling, LLC. Helena Recycling, LLC agrees to indemnify, defend, and save the City, its officers, agents, and employees harmless from any and all losses, damage, and liability occasioned by, growing out of, or in any way arising or resulting from any intentional or negligent act on the part of Helena Recycling, LLC or its agents or employees. For this purpose, Helena Recycling, LLC shall provide the City with proof of Helena Recycling, LLC's liability insurance issued by a reliable company or companies for personal injury and property damage in an amount not less than \$1 million per occurrence. The insurance must be in a form suitable to the City.
- O.** Not discriminate in any way or manner for or against any person, firm, corporation, institution, organization, group, or individual on account of race, color, religion, creed, political ideas, sex, sexual orientation, gender identity or expression, age, marital status, physical or mental disability, or national origin in the hiring of persons performing services under this Agreement or in the provision

of such services.

- P. Provide the City with any records and reports the City deems necessary to verify the conscientious discharge of Helena Recycling, LLC's responsibilities pursuant to this agreement.
- Q. Maintain and certify that it is covered by a worker's compensation insurance program with either the State of Montana, a private insurance carrier, or an approved self-insurance plan in accordance with Montana law, that said insurance will continue in effect during the term of this agreement, and that the City has no liability for Helena Recycling, LLC employees' compensation insurance or claims. Helena Recycling, LLC shall provide evidence of such insurance coverage to the City upon execution of this agreement.
- R. For purposes of prevailing wage requirements, the curbside recycling collection performed by Helena Recycling, LLC under this agreement is considered as Non-Construction. The Montana Prevailing Wage Rates for this type of service, attached hereto, are incorporated herein by this reference.

Helena Recycling, LLC shall post a legible statement of all wages and fringe benefits to be paid to Helena Recycling, LLC's employees and the frequency of such payments (i.e., hourly wage employees shall be paid weekly). Such posting shall be made in a prominent and accessible location at Helena Recycling, LLC's primary business location and must be made no later than the first day of work. Such posting may be removed only upon the termination of this agreement.

In performing the terms and conditions of this agreement and the work on the public works project, Helena Recycling, LLC shall give preference to the employment of bona fide residents of Montana as required by §18-2-403, MCA, and as such term is defined by §18-2-401(1), MCA. When making assignments of work, Helena Recycling, LLC shall use workers both skilled in their trade and specialized in their field of work for all work to which they are assigned.

Pursuant to §§18-2-403 and 18-2-422, MCA, Helena Recycling, LLC shall pay wages, benefits, and expenses as set forth herein. Helena Recycling, LLC shall pay all hourly wage employees on a weekly basis. Violation of the requirements may subject Helena Recycling, LLC to the penalties set forth in § 18-2-407, MCA. Helena Recycling, LLC shall maintain payroll records and provide certified copies to the City. Helena Recycling, LLC shall maintain such payroll records during the term of this Agreement, the course of the work on the public works project, and for a period of three (3) years following the date of final completion of the public works project and termination of this agreement.

V. **Responsibilities of the City:**

- A. Approve the size and type of recycling containers and lids; and any stamps or stickers placed on the containers to be used by Helena Recycling for curbside recycling collection for qualified residential properties. Helena Recycling, LLC is

permitted use of existing containers and lids from the previous contract through the end of the useful life of the equipment, at which time it must be properly disposed of.

- B. Verify that each property for which Helena Recycling, LLC desires compensation from the City for curbside recycling collection service is a qualified residential property.
- C. Allow advertising of Helena Recycling, LLC qualified residential property curbside collection services on the City's website, as well as other promotional advertising initiated by the City.

VI. **Modification and Waiver:** This agreement may not be modified, altered, or changed except by mutual written agreement signed by the parties hereto. A waiver of any term or condition of this agreement or of any breach of this agreement shall not be deemed a waiver of any other term or condition of this agreement or any part hereof or of any later breach of the agreement. Any waiver must be in writing.

Further, it is hereby acknowledged that the parties hereto may mutually agree at any time to reopen negotiations pertaining to this entire agreement or any provisions of this agreement.

VII. **Non-Assignability:** This agreement may not be assigned by Helena Recycling, LLC to any person or successor in interest without the express written consent of the City.

VIII. **Termination:** Both parties have the right to terminate this agreement by reason of the other party's default and for the reasons set forth herein. Notice of intent to terminate must be provided by written notice, ninety (90) days prior to termination, sent by registered or certified mail, return receipt requested, to the addresses provided below. Any notice of termination shall specify the basis thereof, including a full description of any alleged events creating the default.

City of Helena
316 North Park Avenue
Helena, MT 59623
ATTN: City Manager

Helena Recycling, LLC
3 Industry Loop
East Helena, MT 59635

Upon receipt of written notice of termination and/or alleged events of default, the recipient shall have thirty (30) days to cure any default. Failure to cure may result in termination of this agreement. The availability of this remedy shall not bar any action by either party for specific performance of the provisions of this agreement or any other remedy.

Notwithstanding the right to terminate for default, both parties have the right to terminate and withdraw from this agreement for any reason. Notice of intent to terminate and withdraw for any reason other than default must be provided by written notice, one (1) year prior to termination and withdrawal.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the dates stated below.

FOR THE SERVICE PROVIDER

Signed: {{Sig_es_:signer3:signature}} **Dated:** {{Dte_es_:signer2:date}}
By: Insert Service Provider Name, Insert Title

APPROVED AS TO FORM

Signed: {{Sig_es_:signer2:signature}} **Dated:** {{Dte_es_:signer3:date}}
By: **Rebecca Dockter , City Attorney**

FOR THE CITY OF HELENA MONTANA

Signed: {{Sig_es_:signer4:signature}} **Dated:** {{Dte_es_:signer1:date}}
By: **Tim Burton , City Manager**

City of Helena, Montana

To: Mayor Collins and the Helena City Commission

From: Tim Burton, City Manager
Chris Brink, Community Development Director
Travis Goodrich, Planner I

Subject: Consider Final Annexation of public right-of-way within the Crossroads at Mountain View Meadows Subdivision

Present Situation: Consider a resolution for Final Annexation of public right-of-way totaling approximately 2.39 acres, derived from Tract A-1-A-1-A-1-A-1-A-1-A-1-A-1-A-1-A-1-A, created as a result of the Final Plat of Craftsman Village Phase 8 of the Crossroads at Mountain View Meadows Subdivision, Document No. 3427371, containing 125.40 acres, Lewis and Clark County, Montana, into the City of Helena, Montana.

Background Information: Mountain View Meadows, LLC has requested final annexation of public right-of-way associated with the Commercial 4 Final Plat of the Crossroads at Mountain View Meadows Subdivision, located generally north of Alice Street. The right-of-way area totals approximately 2.39 acres and is derived from Tract A-1-A-1-A-1-A-1-A-1-A-1-A-1-A-1-A-1-A, created as a result of the Final Plat of Craftsman Village Phase 8 of the Crossroads at Mountain View Meadows Subdivision, Document No. 3427371, Lewis and Clark County, Montana. The proposed right-of-way is adjacent to the City of Helena and located within the "Urban Standards Boundary Area." Annexation of this right-of-way is consistent with the 2019 City of Helena Growth Policy, which supports annexation of property that is contiguous to city limits and necessary to serve planned development and public infrastructure.

The applicant has met all conditions for annexation as set forth in Resolutions #19911 and #20340, passed by the City Commission on May 7, 2012, and May 22, 2017, respectively, and the right-of-way is now eligible for final annexation into the City of Helena.

Proposal/Objective: Approval of a Final Resolution to annex approximately 2.39 acres of newly created public right-of-way within the Commercial 4 Final Plat of the Crossroads at Mountain View Meadows Subdivision, providing connectivity and infrastructure support for adjacent development areas.

Advantage: Annexation would bring the subject right-of-way within the boundaries of the City of Helena and allow it to be served by all City of Helena services.

Notable Energy Impact: N/A

Disadvantage: N/A

Quasi-Judicial Item: True

Notice of Public Hearing: False

Staff Recommendation/Recommended Motion: Move to approve a resolution for Final Annexation of public right-of-way totaling approximately 2.39 acres, derived from Tract A-1-A-1-A-1-A-1-A-1-A-1-A-1-A-1-A-1-A, created as a result of the Final Plat of Craftsman Village Phase 8 of the Crossroads at Mountain View Meadows Subdivision, Document No. 3427371, containing 125.40 acres, Lewis and Clark County, Montana, into the City of Helena, Montana.



November 7th, 2025

Chris Brink, Director
City of Helena
Community Development Department
316 N. Park Avenue
Helena, MT 59623

**RE: Annexation Request
 Commercial Phase 4 at Mountain View Meadows
 City of Helena Project No. 2218-CMP4
 SEA Project No. 1706-05422**

Dear Mr. Brink:

On behalf of Mountain View Meadows, LLC, we are hereby requesting annexation of Commercial Phase 4 at Mountain View Meadows as shown on the Plat included with the final plat application. In accordance with the Resolution of Intent to Annex No. 19911 as amended by Resolution No. 20340, following is a restatement of each annexation condition with a response of satisfaction pertaining to this subdivision phase.

1. **City Services:** Each annexation phase of the Crossroads Amendment at Mountain View Meadows Subdivision must be adjacent to existing City limits and be served by city approved infrastructure.

Response: This phase is immediately adjacent to the previously final platted phase being Phase A of Aspen Park and is served by City of Helena Public Works Department approved infrastructure including water, sewer, storm, and transportation.

2. **Phases:** A legal description must be provided for each phase of the Crossroads Amendment at Mountain View Meadows Subdivision prior to its annexation.

Response: A legal description is provided on the attached Subdivision Plat.

3. **Fire Station Lot:** The proposed fire station lot must include all the property located west of the drainage and south of Crossroads Parkway and Jeannette Rankin intersection, as shown on the Crossroads Amendment at Mountain View Meadows preliminary plat, to provide a lot more suitable for operation of a Helena Fire Department fire station. This property must be dedicated to the City of Helena with the annexation of the Uplands phase of the Crossroads Amendment at Mountain View Meadows preliminary plat that includes the property described above.

Response: Not applicable to this subdivision phase.

4. **Review of New Construction:** The property owner must submit plans for review by the City of Helena for compliance with City infrastructure, zoning, and other Code requirements, provide construction or remodels after the adoption of this resolution and prior to annexation of the property, and pay all fees for such reviews in the same manner and on the same basis as do owners of properties already in the City.

Response: Prior to construction, plans and specifications for all infrastructures have been submitted to the City for review. The City has issued plan approval under Project No. 2218-CMP4 and infrastructure installation is in process.

5. **Taxes and Assessments:** Taxes and assessments must be paid and current at the time of filing a Resolution of Annexation for each phase.

Response: Taxes have been paid and are current as indicated in the Tax Receipt included in the Final Plat Application.

6. **Notice of Special Districts:** The property owner must waive the right to notification and protest and consent to the alteration of the urban Forest Maintenance District and the Landfill monitoring District to include the property in said districts prior to annexation, pursuant to 7-11-1023 MCA.

Response: A Consent and Waiver of Protest to Alter Special Districts is attached.

7. **Final Plat:** The property owners must meet the conditions of the Crossroads Amendment at Mountain View Meadows Subdivision preliminary plat approval prior to annexation. Annexation of the property is not effective until the final plat of the proposed subdivision has been filed with the Clerk and recorder of Lewis and Clark County, Montana.

Response: The conditions of preliminary plat approval have been met and an explanation of how each condition has been met is included with the Conditions of Approval response section of the Final Plat application.

8. **Completion of Conditions:** The property owners must notify City planning in writing upon completion of the conditions for approval of annexation that must occur on or before the date of completion of conditions for subdivisions of the property and subject to the same time limitations. If the conditions are not completed within that time frame, the City is under no obligation to annex the property and may discontinue any City services to the property, including water and sewer services.

Response: The conditions for approval of annexation have been completed for this subdivision phase and an explanation of how each condition has been met is included with this letter.

Thanks in advance for your prompt attention, please feel free to contact me at (406) 442-8594 if you have any questions or need any additional information.

Sincerely,

STAHLY ENGINEERING & ASSOCIATES, INC.

A handwritten signature in blue ink, appearing to read "Greg Wirth", with a stylized, flowing script.

Greg Wirth, P.E.
Senior Engineer

CC: Mark Runkle (Mountain View Meadows)

Attachments: Special Districts Waivers



Travis Goodrich
Planner I

Community Development Department
316 North Park Avenue, Room 445
Helena, Montana 59623

Phone: 406-447-8490
Direct: 406-447-8448
Email: tgoodrich@helenamt.gov

helenamt.gov

MEMORANDUM

TO: Mayor Wilmot Collins
Members, Helena City Commission
Tim Burton, City Manager

FROM: Travis Goodrich
Planner I

SUBJECT: **Consider a resolution for Final Annexation of public right-of-way totaling approximately 2.39 acres, derived from Tract A-1-A-1-A-1-A-1-A-1-A-1-A-1-A, created as a result of the Final Plat of Craftsman Village Phase 8 of the Crossroads at Mountain View Meadows Subdivision, Document No. 3427371, containing 125.40 acres, Lewis and Clark County, Montana, into the City of Helena, Montana.**

OVERVIEW

GENERAL INFORMATION

MEETING DATE: **City Commission: 6:00 P.M. Monday, November 17, 2025**

Mountain View Meadows, LLC has requested final annexation of public right-of-way associated with the Commercial Phase 4 section of the Crossroads at Mountain View Meadows Subdivision; being a portion of property identified in Resolution #19911 and amended by Resolution #20340.

This phase of the Crossroads at Mountain View Meadows development consists of 2.39 acres of public right-of-way, for a total of 2.39 acres. The right-of-way area is derived from Tract A-1-A-1-A-1-A-1-A-1-A-1-A-1-A-1-A, created as a result of the Final Plat of Craftsman Village Phase 8 of the Crossroads at Mountain View Meadows Subdivision, recorded under Document No. 3427371 in the records of Lewis and Clark County, Montana.

Interim infrastructure acceptance for the associated Commercial Phase 4 improvements was received on October 16, 2025, and the applicant is electing to financially guarantee remaining infrastructure and improvements.

The property is adjacent to existing City of Helena limits and located within the "Urban Standards Boundary Area." Annexation of this right-of-way is consistent with the 2019 City of Helena Growth Policy, which supports annexation of property that is contiguous to city limits, necessary to serve planned development, and within the defined Urban Standards Boundary.

The proposed annexation will allow the right-of-way to be incorporated into the City of Helena for ownership and maintenance and will provide public access, utilities, and infrastructure connectivity serving the adjoining Commercial Phase 4 development and surrounding residential and commercial phases within the Crossroads at Mountain View Meadows Subdivision.

HISTORY: Resolution of Intention to Annex (#19911), May 7, 2012
Pre-zoning to B-2 (General Commercial), R-2 (Residential) and R-3

(Residential) Final Passage on June 4, 2012
Amending Resolution of Intention to Annex (#20340), May 22, 2017

APPLICANTS/OWNERS: Mountain View Meadows, LLC

ENGINEER: Greg Wirth, P.E.
Stahly Engineering & Associates, Inc.

LEGAL DESCRIPTION: A portion of Tract A-1-A-1-A-1-A-1-A-1-A-1-A-1-A of the Final Plat of Craftsman Village Phase 8 of the Crossroads at Mountain View Meadows Subdivision recorded under Document No. 3427371, in the records of Lewis and Clark County, Montana, and located within the south half of Section 26 and the north half and southeast quarter of Section 35, Township 10 North, Range 3 West, P.M.M., Lewis and Clark County, Montana.

GENERAL LOCATION: Proposed ROW North of Alice Street within Commercial 4 of the Crossroads at Mountain View Meadows Subdivision

PRESENT LAND USES: Undeveloped

ADJACENT LAND USES: North: Vacant, Planned Development
East: General Commercial
South: General Commercial
West: Vacant, Planned Development

ADJACENT ZONING: North: Vacant (County - Urban Residential Mixed Use)
East: City of Helena, B-2 (General Commercial)
South: City of Helena, B-2 (General Commercial)
West: Vacant (County - Urban Residential Mixed Use)

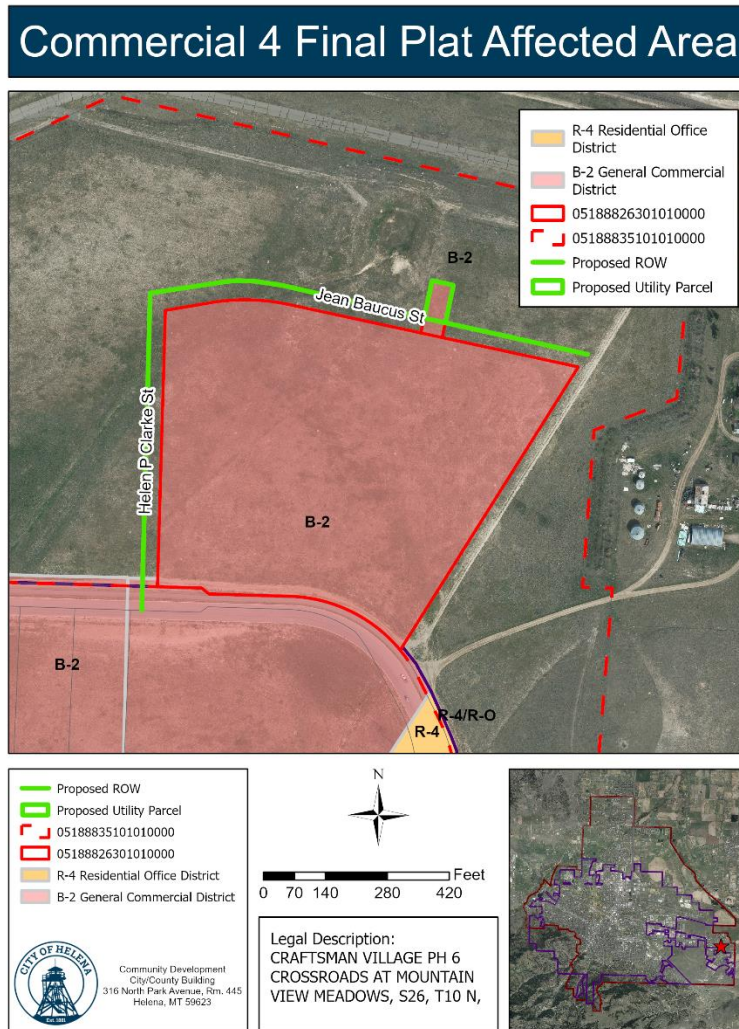
CURRENT ZONING: City of Helena, Pre zoned B-2 (General Commercial)

PRE-ZONING: B-2 (General Commercial)

SIZE: 2.39 Total Acres

VICINITY MAP:

Note: Approximate subject area in affected tract bordered in green.



FINAL ANNEXATION ANALYSIS

The applicant has met all of the conditions for annexation set forth in Resolutions #19911 and #20340 passed by the City Commission on May 7, 2012, and May 22, 2017, respectively, and are now eligible for final annexation into the City of Helena.

RECOMMENDATION and MOTION FOR CONSIDERATION
--

Move to approve a resolution for Final Annexation of public right-of-way totaling approximately 2.39 acres, derived from Tract A-1-A-1-A-1-A-1-A-1-A-1-A-1-A, created as a result of the Final Plat of Craftsman Village Phase 8 of the Crossroads at Mountain View Meadows Subdivision, Document No. 3427371, containing 125.40 acres, Lewis and Clark County, Montana, into the City of Helena, Montana.

Attached:

Final Annexation Request – Applicant

Staff Memo and Annexation Analysis

Draft Resolution of Annexation

Final Plat

Interim Infrastructure Acceptance

Vicinity Map

Financial Guarantee/Letter of Credit

Consent and Waiver

Resolution of Intention to Annex #19911

Resolution of Intention to Annex #20340

Pre-Zone Ordinance #3157

RESOLUTIONS OF THE CITY OF HELENA, MONTANA

Res. No. _____

RESOLUTION NO. _____

A RESOLUTION FOR FINAL ANNEXATION OF PUBLIC RIGHT-OF-WAY WITHIN THE CROSSROADS AT MOUNTAIN VIEW MEADOWS SUBDIVISION

WHEREAS, Mountain View Meadows, LLC, has requested that the property described below be annexed into the City of Helena, which, being described as approximately 2.39 acres of newly created public right-of-way from Tract A-1-A-1-A-1-A-1-A-1-A-1-A-1-A created as a result of the Final Plat of Craftsman Village Phase 8 of the Crossroads at Mountain View Meadows Subdivision recorded under Document No. 3427371, in the records of Lewis and Clark County, Montana, and located within the south half of Section 26 and the north half and southeast quarter of Section 35, Township 10 North, Range 3 West, P.M.M., Lewis and Clark County, Montana, which property is adjacent to existing City limits to the south, is within the "Urban Standards Boundary Area," and is in Lewis and Clark County, Montana;

WHEREAS, the City of Helena desires to annex said property and rights-of-way adjacent thereto, under the provisions of Montana law;

WHEREAS, the City Commission established conditions of

annexation by Resolution #19911 on May 7, 2012;

WHEREAS, the City Commission amended the above-noted conditions of annexation by Resolution #20340 on May 22, 2017; and

WHEREAS, the conditions of annexation associated with Tract A-1-A-1-A-1-A-1-A-1-A-1-A-1-A created as a result of the Final Plat of Craftsman Village Phase 8 of the Crossroads at Mountain View Meadows Subdivision, Document No. 3427371, have been met.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION OF THE CITY OF HELENA, MONTANA:

//

Section 1. The Helena City Commission hereby annexes approximately 2.39 acres of public right-of-way created from Tract A-1-A-1-A-1-A-1-A-1-A-1-A-1-A created as a result of the Final Plat of Craftsman Village Phase 8 of the Crossroads at Mountain View Meadows Subdivision, Document No. 3427371, and located within the south half of Section 26 and the north half and southeast quarter of Section 35, Township 10 North, Range 3 West, P.M.M., Lewis and Clark County, Montana, as shown on Exhibits "A" and "B" attached hereto and by this reference made a part hereof.

Section 2. The boundaries of the City of Helena are hereby extended to include the above-described property.

Section 3. The Clerk of the Commission shall certify, under seal of the City of Helena, the Resolution which shall be filed with the Clerk and Recorder of Lewis and Clark County, and thereafter said annexed property shall be a part of the City of Helena and the City of Helena shall have the power to pass all necessary ordinances pertaining thereto.

**PASSED AND EFFECTIVE BY THE COMMISSION OF THE CITY OF HELENA,
MONTANA, THIS 17th DAY OF NOVEMBER, 2025.**

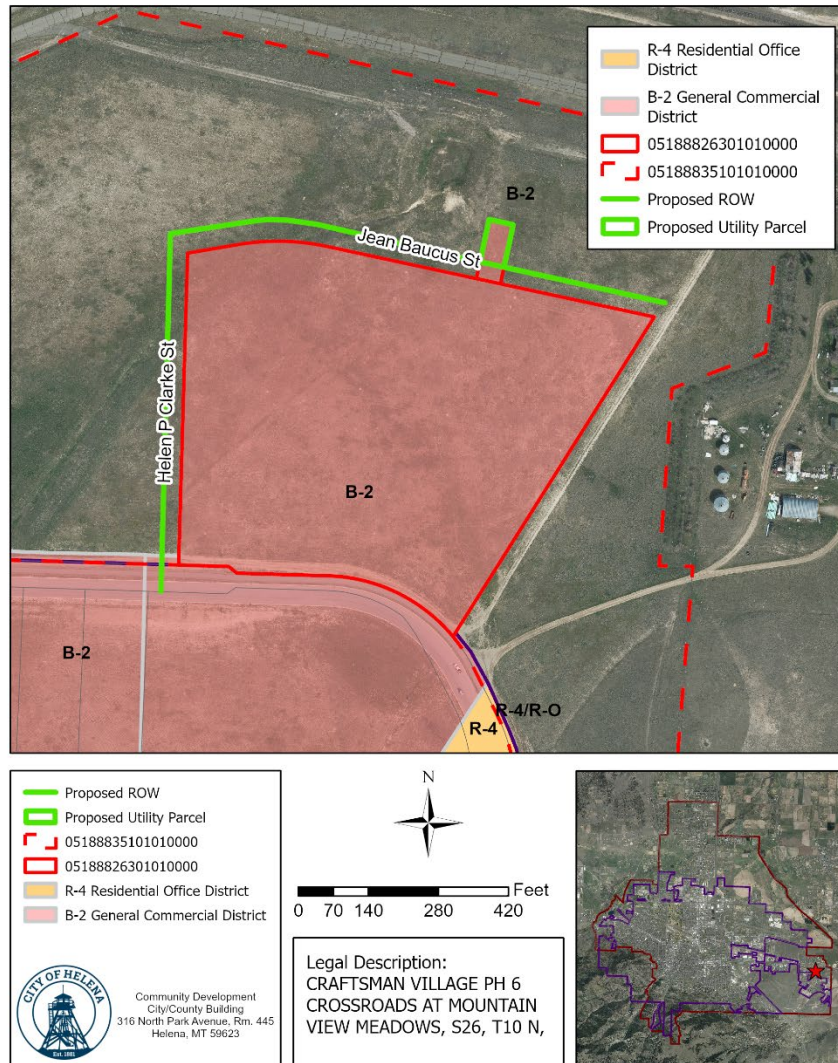
MAYOR

ATTEST:

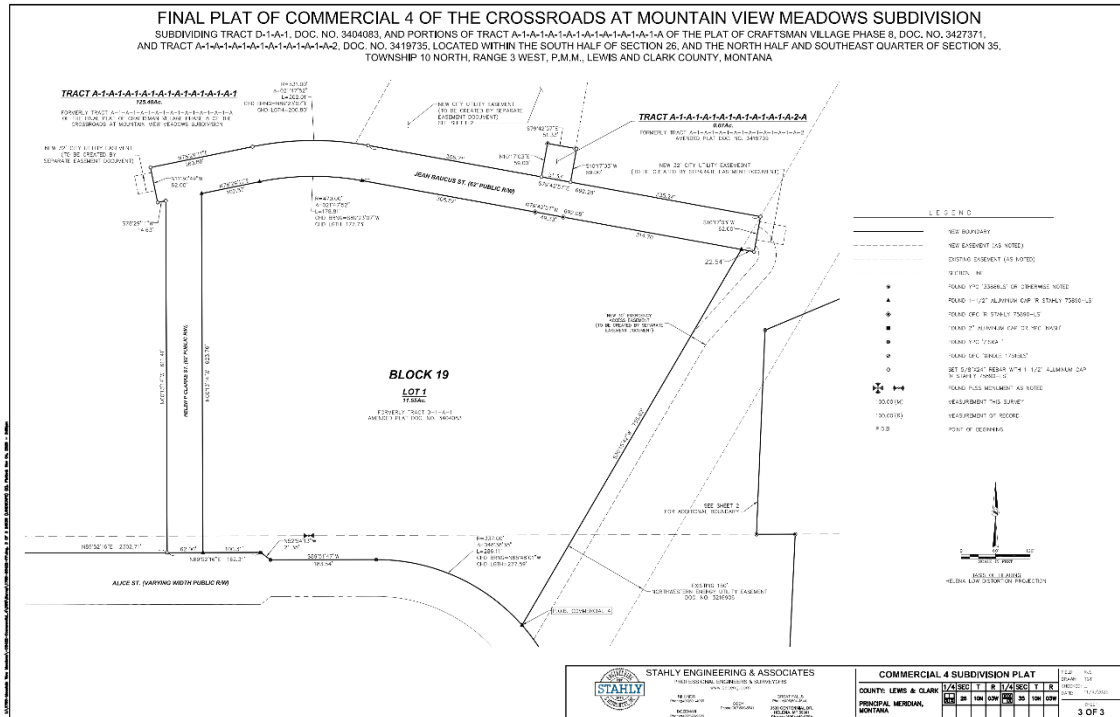
CLERK OF THE COMMISSION

Annexation Exhibit A

Commercial 4 Final Plat Affected Area



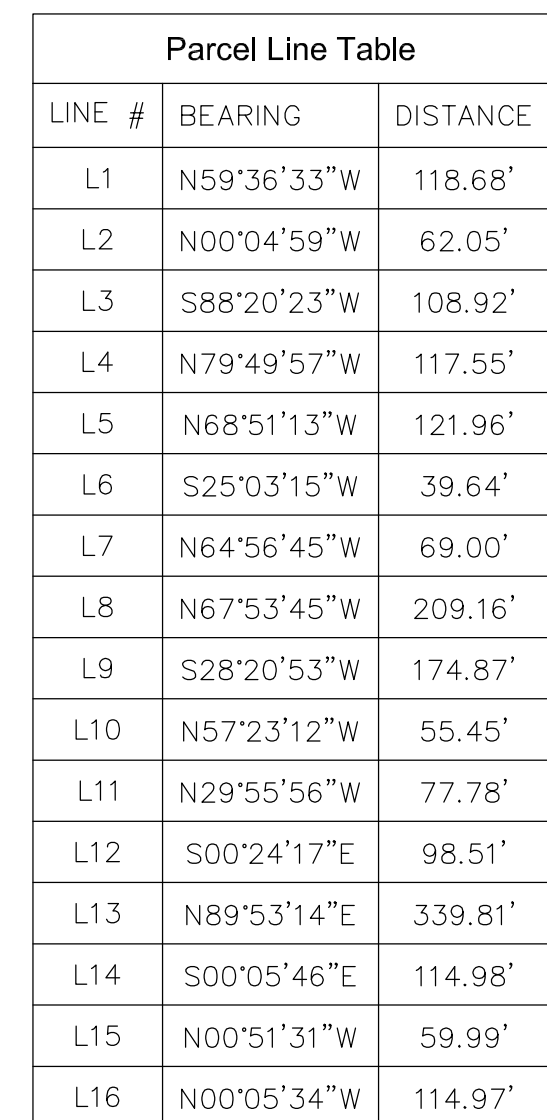
Annexation Exhibit B



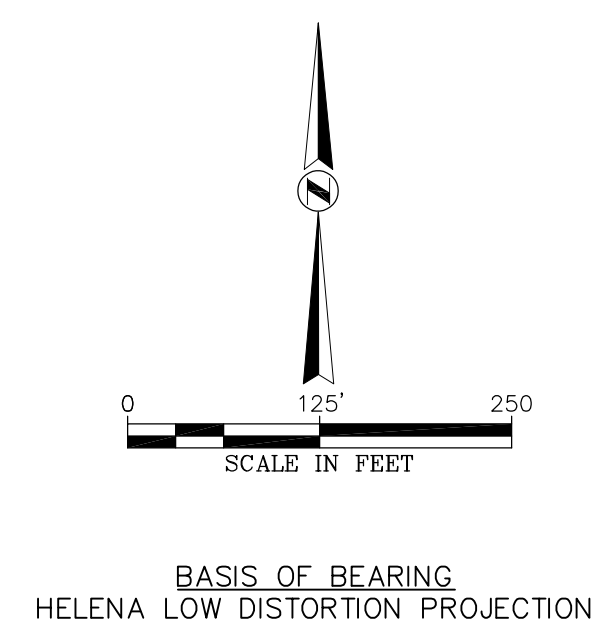
L:\1706-Mountain View Meadows\--05422-Commercial_A\SWQ\Survey\1706-05422-PP.dwg, 1 OF 3 Layout1-24X36 (LANDSCAPE), Plotted: Nov 04, 2025 -- 3:07pm

Page 28 of 361

SUBDIVIDING TRACT D-1-A-1, DOC. NO. 3404083, AND PORTIONS OF TRACT A-1-A-1-A-1-A-1-A-1-A-1-A-1-A OF THE PLAT OF CRAFTSMAN VILLAGE PHASE 8, DOC. NO. 3427371, AND TRACT A-1-A-1-A-1-A-1-A-1-A-1-A-1-A-2, DOC. NO. 3419735, LOCATED WITHIN THE SOUTH HALF OF SECTION 26, AND THE NORTH HALF AND SOUTHEAST QUARTER OF SECTION 35, TOWNSHIP 10 NORTH, RANGE 3 WEST, P.M.M., LEWIS AND CLARK COUNTY, MONTANA

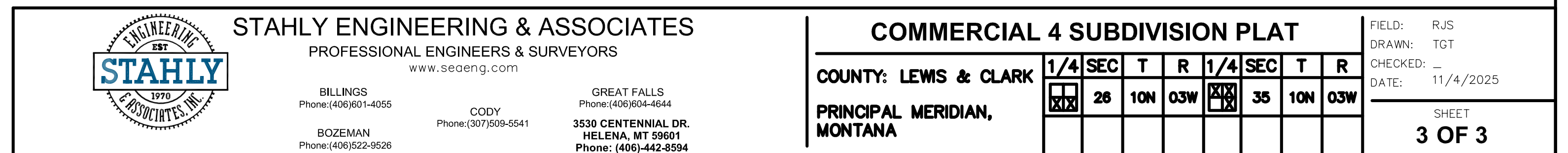


Curve Table					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C1	171.65'	180.00'	054°38'19"	N30°04'02"W	165.22'
C2	57.48'	120.00'	027°26'39"	S43°39'53"E	56.93'
C3	153.26'	180.00'	048°46'59"	N54°19'25"W	148.67'



\\1708-Mountain View Meadows\--06422-Commercial\JWG\Survey\1708-06422-PP.dwg, 2 OF 3 240308 (LANDSCAPE), Plotted: Nov 04, 2025 - 3:08pm

SUBDIVIDING TRACT D-1-A-1, DOC. NO. 3404083, AND PORTIONS OF TRACT A-1-A-1-A-1-A-1-A-1-A-1-A-1-A OF THE PLAT OF CRAFTSMAN VILLAGE PHASE 8, DOC. NO. 3427371, AND TRACT A-1-A-1-A-1-A-1-A-1-A-1-A-1-A-2, DOC. NO. 3419735, LOCATED WITHIN THE SOUTH HALF OF SECTION 26, AND THE NORTH HALF AND SOUTHEAST QUARTER OF SECTION 35, TOWNSHIP 10 NORTH, RANGE 3 WEST, P.M.M., LEWIS AND CLARK COUNTY, MONTANA





Development Services Engineer
316 N. Park Avenue
Helena, MT 59623
406-457-8873

City of Helena

October 16, 2025

Greg Wirth, P.E.
Stahly Engineering
3530 Centennial Drive
Helena, MT 59601

RE: Interim Acceptance of Mountain View Meadows – Commercial 4, COH# 24-03

Dear Mr. Wirth:

This letter is to confirm interim acceptance of Mountain View Meadows – Commercial Phase 4. City of Helena staff reviewed the project, including an on-site inspection. In addition to the punch list provided in the request for interim acceptance, the following items will need to be addressed prior to final acceptance:

1. Several storm water grates are facing the wrong direction,
2. Valley gutters at Jean Baucus and Helen P Clarke and at Helen P Clarke and Alice Street are holding water and need to be reconstructed,
3. The utility stamping on the concrete curbing is incorrectly place, this needs to be on the horizontal portion of the curb,
4. Several fire hydrants were identified as needing to be raised to the correct elevation.
5. Rain gutters and a down spout need to be placed on the pump station building.

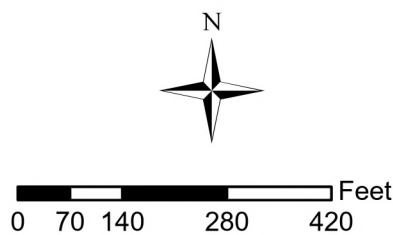
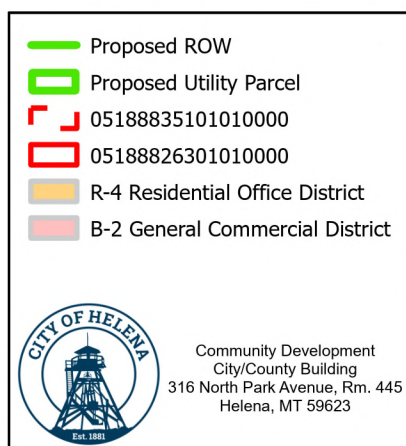
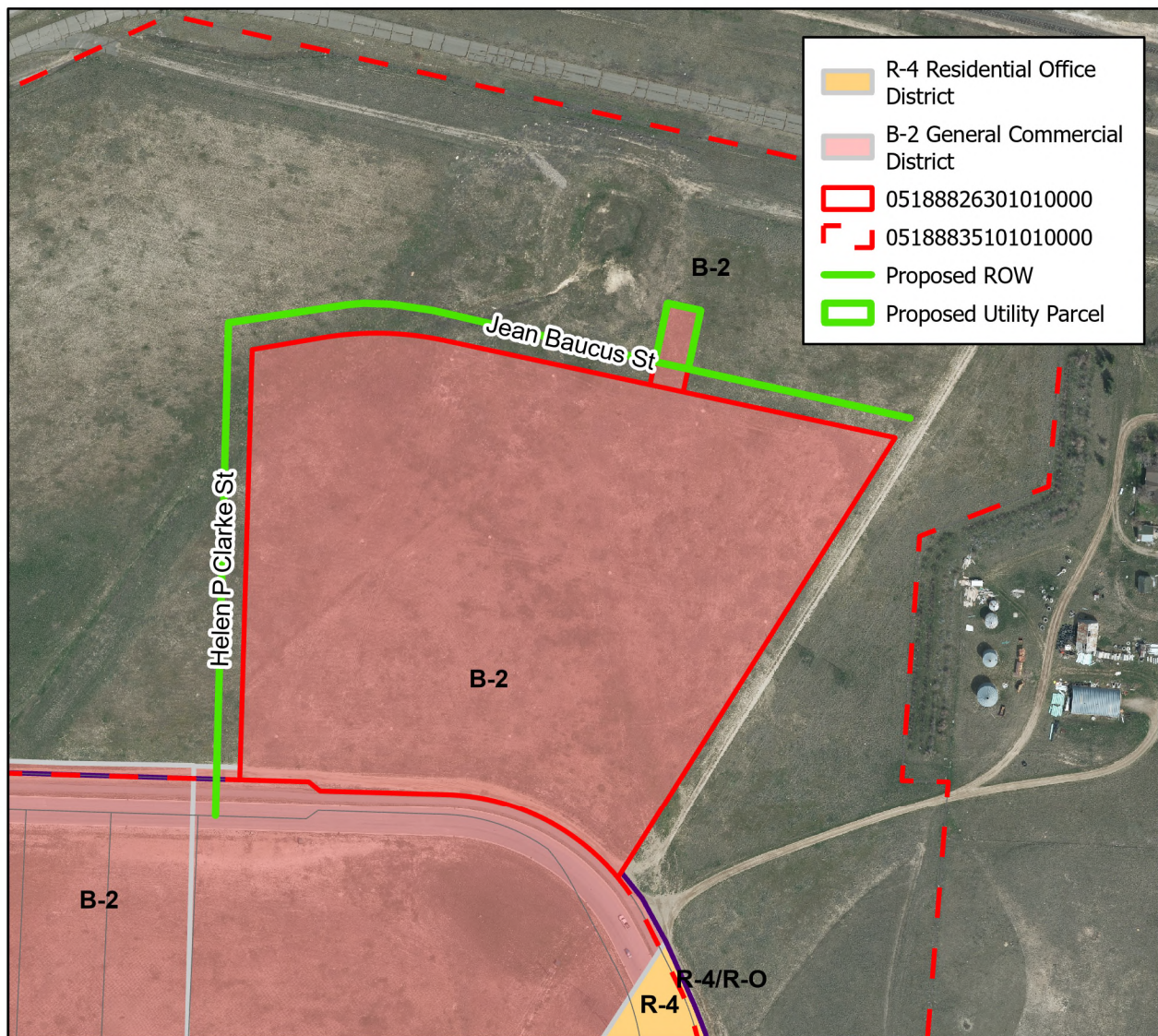
If you have any questions, please contact me at 406-457-8873 or bholling@helenamt.gov.

Sincerely,

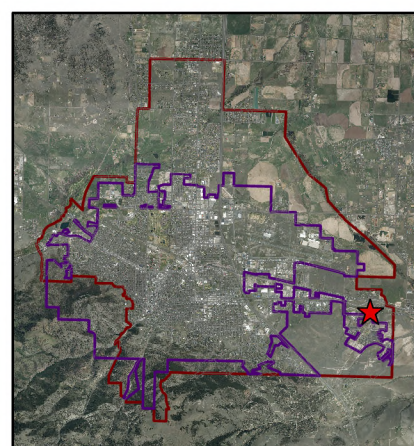
Brian K. Holling, P.E.
Development Services Engineer
City of Helena – Public Works Department

CC: Chris Brink, Community Development Director
Ryan Leland, Public Works Director
Jamie Clark, City Engineer
Kim Mack, Chief Building Official
Lou Antonick, Fire Marshall
David Knoepke, Transportation Systems Director
Trent Scheuer, Utility Maintenance Division Superintendent
Liz Petersen, Stormwater Engineer

Commercial 4 Final Plat Affected Area



Legal Description:
 CRAFTSMAN VILLAGE PH 6
 CROSSROADS AT MOUNTAIN
 VIEW MEADOWS, S26, T10 N,



City Attorney's Office
316 North Park Avenue
Room 203
Helena, MT 59623
(406) 457-8595

AGREEMENT FOR PUBLIC IMPROVEMENTS IN A SUBDIVISION

THIS AGREEMENT is made and entered into this 6th day of November, 2025, by and between **MOUNTAIN VIEW MEADOWS, LLC**, 431 South Alice Street, Helena, Montana 59601 ("Developer"), and the **CITY OF HELENA, MONTANA**, a municipal corporation organized and existing under the laws of the State of Montana, 316 North Park Avenue, Helena, Montana 59623 ("City").

RECITALS

1. Developer owns and has received preliminary plat approval for the subdivision of the following described property ("Property"):

TRACT D-1-A-1, DOCUMENT NUMBER 3404083, TRACT A-1-A-1-A-1-A-1-A-1-A-1-A-1-A-2 PORTION OF TRACT A-1-A-1-A-1-A-1-A-1-A-1-A-1-A-1-A-1-A OF PLAT OF CRAFTSMAN VILLAGE PHASE 8, DOCUMENT NUMBER 3427371, LOCATED WITHIN THE SOUTHEAST AND SOUTHWEST QUARTER OF SECTION 26 AND THE NORTHWEST AND NORTHEAST QUARTER OF SECTION 35, TOWNSHIP 10 NORTH, RANGE 3 WEST, P.M.M., CITY OF HELENA, LEWIS AND CLARK COUNTY, MONTANA; MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF TRACT D-1-A-1, DOCUMENT NUMBER 3404083, BEING ON THE NORTHERLY RIGHT-OF-WAY BOUNDARY OF ALICE STREET, A NON-TANGENT CURVE CONCAVE TO THE SOUTHWEST HAVING A 337.00 FOOT RADIUS, CENTRAL ANGLE OF 48°38'35", AND CHORD THAT BEARS NORTH 65°48'01" WEST, 277.59 FEET;

- **THENCE THROUGH THE FOLLOWING FOUR (4) COURSES ALONG THE RIGHT-OF-WAY:**
 - 1.) **NORTHWESTERLY 286.11 FEET ALONG SAID CURVE;**
 - 2.) **SOUTH 89°51'47" WEST, 183.54 FEET,**
 - 3.) **NORTH 52°54'13" WEST, 21.35 FEET,**
 - 4.) **SOUTH 89°52'16" WEST, 162.31 FEET,**
- **THENCE NORTH 00°13'14" WEST, 611.41 FEET,**
- **THENCE SOUTH 78°29'11" WEST, 14.63 FEET,**
- **THENCE NORTH 11°30'49" WEST, 62.00 FEET,**
- **THENCE NORTH 78°29'11" EAST, 180.88 FEET TO A TANGENT CURVE CONCAVE TO THE SOUTH HAVING A 531.00 FOOT RADIUS, CENTRAL ANGLE OF 21°47'52", AND CHORD THAT BEARS NORTH 89°23'07" EAST, 200.80 FEET;**
- **THENCE EASTER 202.01 FEET ALONG SAID CURVE;**
- **THENCE SOUTH 79°42'57" EAST, 305.71 FEET TO THE WESTERLY BOUNDARY OF TRACT A-1-A-1-A-1-A-1-A-1-A-1-A-2, DOCUMENT NUMBER 3419735;**
- **THENCE THROUGH THE FOLLOWING THREE (3) COURSE ALONG SAID BOUNDARY:**
 - 1.) **NOUTH 10°17'03" WEST, 59.00 FEET,**
 - 2.) **SOUTH 79°42'57" WEST, 51.33 FEET,**
 - 3.) **SOUTH 10°17'03" WEST, 59.00 FEET,**
- **THENCE SOUTH 79°42'57" EAST, 335.24 FEET;**

- **THENCE SOUTH 10°17'03" WEST, 62.00 FEET;**
- **THENCE NORTH 79°42'57" WEST, 22.54 FEET TO THE
EASTERLY BOUNDARY OF TRACT D-1-A-1, DOCUMENT
NUMBER 3404083;**
- **THENCE SOUTH 30°15'42" WEST, 755.62 FEET ALONG SAID
EASTERLY BOUNDARY TO THE POINT OF BEGINNING
(P.O.B.);**

**CONTAINING 14.01 ACRES, MORE OR LESS, ALONG WITH ALL
EASEMENTS.**

**THE ABOVE DESCRIBED TRACT OF LAND IS TO BE KNOWN AS
COMMERCIAL 4 OF THE CROSSROADS AT MOUNTAIN VIEW
MEADOWS SUBDIVISION.**

2. Developer desires to obtain Final Plat approval prior to completion of public improvements required by the preliminary plat approval. Developer agrees to provide a bond or other reasonable security to the City under the provisions of §76-3-507, MCA, and §§ 12-2-15 and 12-2-16, Helena City Code, to ensure construction of these public improvements within a period specified by this Agreement and expressed in the bonds or other security.

3. The public improvements subject to this Agreement and the itemized, estimated costs are contained on Exhibit "A" attached hereto and incorporated herein by this reference.

4. Developer and City enter into this Agreement to guarantee the full and satisfactory completion of public improvements required in the preliminary plat approval which have not been completed as of this date. The parties intend that this Agreement and the bonds or other security relating hereto be provided to satisfy the improvements guarantee requirements for final plat approval of said subdivision.

5. Developer and City attempted to enter into a financial guarantee agreement for the Property described above sometime in or around August 2024. There is no record of the original finalized agreement. Therefore, the parties desire to execute this Agreement for the purpose of creating a new financial guarantee that supersedes and invalidates any prior financial guarantees

for the Property described above between the parties.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual covenants and conditions contained herein, it is hereby agreed as follows:

1. **Description of Property Subdivided:** This Agreement pertains to and includes the Property described above.

2. **Improvements Installed:** Developer agrees to design and install, at Developer's expense, the public improvements shown on Exhibit "A" that are the subject of this Agreement. Developer represents that the estimated cost to design and install is as shown on Exhibit "A." All the improvements described on Exhibit "A" must be completed and approved for final acceptance by the City within one year from the date of this Agreement.

3. **Financial Guarantee:** Developer agrees to financially guarantee the installation of these public improvements in accordance with the provisions of this Agreement. The amount of the financial guarantee is no less than 130% of the estimated total cost of the required improvements as set forth on Exhibit "A." The guarantee must be in the form of a bond or other reasonable security satisfactory to City. The guarantee must allow for funds to be requested against it for a period of not less than 60 days after the required date for final acceptance of the completed improvements. A failure by Developer or Developer's guarantor to maintain a solvent financial guarantee pursuant to the requirements of this section constitutes a default by Developer for purposes of this Agreement. One form of guarantee may not be substituted for another without the consent of the City. The required guarantee is in the form of Account Control Agreement/Money Market Account to the City in the amount of Eighty-One Thousand Seven Hundred Twenty-Three Dollars and Twenty Cents (\$81,723.20). As portions of the public improvements are satisfactorily installed and approved by the City, upon application by Developer, the City will release the amount of the guarantee by the value of the installed improvements and allow Developer to provide a new guarantee for the remaining required public improvements. Upon any partial release of the guarantee, the parties will amend Exhibit "A" to show the type and cost for remaining required public improvements.

4. **Account Control Agreement:** This Agreement will not be considered to be fully

executed until the Account Control Agreement, attached hereto and incorporated herein by this reference, is fully executed.

5. **Recording and Lien:** City may have this Agreement recorded in the office of the Lewis & Clark County Clerk and Recorder at any time after filing of the final plat. Upon the recording of this Agreement, it attaches as a lien upon all real property owned by Developer and contained within the Property. Developer agrees to be responsible for the recording cost.

6. **Inspection:** Representatives of City have the right to enter upon the Property at any reasonable time in order to inspect it and determine if Developer is in compliance with this Agreement, and Developer authorizes the City and its representatives to enter upon and inspect the Property at any reasonable time.

7. **Default:** Time is of the essence of this Agreement. If Developer is in default or fails to fully perform any of its obligations in conformance with the time schedule set forth in this Agreement, subject to force majeure, and such default or failure continues for a period of thirty (30) days after a written notice specifying the default is deposited in the United States mail and addressed to Developer at the address above provided in this Agreement, or such other address as Developer shall provide to City from time to time, during which period Developer fails to commence a cure and proceed thereafter to complete the cure with commercially reasonable diligence, the City may elect to enforce any of the following specified remedies:

(a) Declare the financial guarantee forfeited, secure the complete design, construction, and inspection of the public improvements described herein, and draw upon whatever amounts of the financial guarantee are necessary for the completion of the public improvements. City's representatives, contractors, and engineers have the right to enter upon the Property and perform such work and inspections, and Developer shall permit and secure any additional permission required from third parties to enable them to do so.

(b) Enforce and foreclose liens attaching to the Property through this Agreement, pursuant to law.

(c) Any other remedy provided by law for the enforcement of this Agreement.

8. **Warranty:** Developer warrants against defects in the public improvements installed by Developer for a period of one (1) year from the date of written acceptance or approval

thereof by the City, regardless of any lesser warranty periods provided by Developer's contractors and suppliers.

9. **Governing Law:** This Agreement shall be construed under and governed by the laws of the State of Montana. In the event of litigation concerning this Agreement, venue is in the First Judicial District Court, Lewis & Clark County, State of Montana.

10. **Modifications or Alterations:** No modifications or amendments to this Agreement are valid or binding, unless in writing and signed by the parties hereto.

11. **Invalid Provision:** The invalidity or unenforceability of any provision of this Agreement shall not affect the other provisions hereof, and this Agreement shall be construed in all respects as if such invalid or unenforceable provision were omitted.

12. **No Assignment:** It is expressly agreed that Developer may not assign this Agreement in whole or in part, without prior written consent of the City. The City may assign its rights to the bond or security to a subsequent developer who has acquired the Property and agrees in writing to complete the unfinished improvements. The subsequent developer has the same rights of completion as the City.

13. **Waiver:** No waiver of any provision of this Agreement will be deemed to constitute a waiver of any other provision, nor will it be deemed to constitute a continuing waiver unless expressly provided for; nor will the waiver of any default under this Agreement be deemed a waiver of any subsequent default or defaults of the same type. The City's failure to exercise any obligation under this Agreement will not constitute the approval of any wrongful act by Developer or the acceptance of any improvement.

14. **Indemnification:** Developer hereby expressly agrees to indemnify and hold the City harmless against any and all claims, costs and liability of every kind and nature, for injury to or damage sustained by any person or entity in connection with or on account of the performance of work at the Property and elsewhere pursuant to this Agreement due to any intentional or negligent act, whether by commission or omission, by Developer or Developer's agents, assignees, employees or contractors. Developer further agrees to aid and defend the City in the event that it is named as a defendant in an action concerning the performance of work pursuant to this Agreement, except where such suit is brought by the Developer. Developer is not an agent or

employee of the City.

15. **Successors:** Except as prohibited in Paragraph 10, this Agreement is binding upon and enures to the benefit of the parties hereto and their respective heirs, successors and assigns.

16. **Attorney Fees:** In the event it becomes necessary for either party to this Agreement to retain an attorney to enforce any of the terms or conditions of this Agreement, then the prevailing party shall be entitled to reasonable attorney fees and costs, including the salary and costs associated with the City Attorney's services.

17. **Effect on Prior Agreements:** The parties agree that this Agreement supersedes and invalidates any prior financial guarantee agreement between for the Property described above.

IN WITNESS WHEREOF, the parties have entered into this Agreement the day and year first above written.

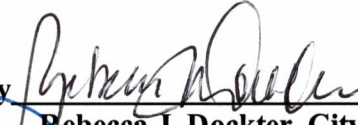
MOUNTAIN VIEW MEADOWS, LLC

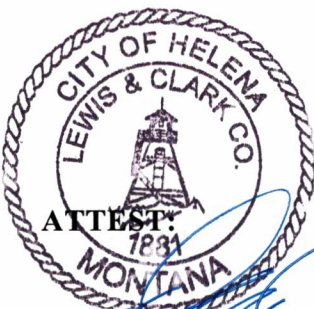

By Mark Runkle, Managing Member

CITY OF HELENA, MONTANA


Tim Burton, City Manager

APPROVED AS TO FORM:


By Rebecca J. Dockter, City Attorney



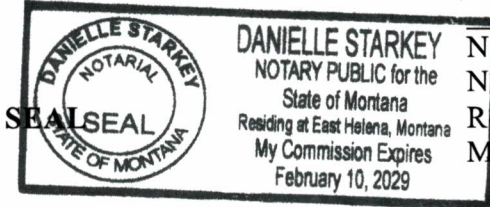
By 
Dannai Clayborn, City Clerk

STATE OF MONTANA)

COUNTY OF LEWIS & CLARK) ss.

On this 5th day of November, 2025, before me, a Notary Public for the State of Montana personally appeared Mark Runkle, the Managing Member of Mountain View Meadows, LLC, known to me or proved to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same in such capacity.

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

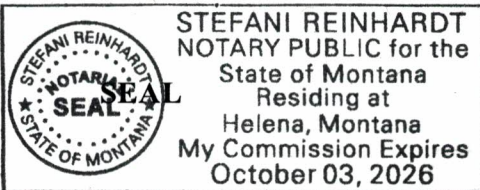


Danielle Starkey
Name: Danielle Starkey
Notary Public for State of Montana
Residing at East Helena, MT
My Commission expires 02/10/2029

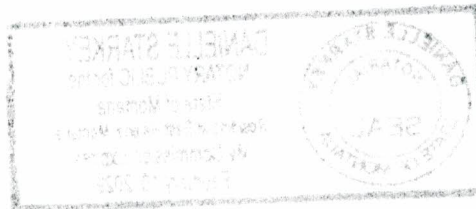
STATE OF MONTANA)
COUNTY OF LEWIS & CLARK) ss.

On this 6th day of November, 2025, before me, a Notary Public for the State of Montana, personally appeared **Tim Burton and Dannai Clayborn**, the City Manager and City Clerk, known to me or proved to me to be the persons whose names are subscribed to the foregoing instrument, and acknowledged to me that they executed the same in such capacities.

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



Stefani Reinhardt
Print Name Stefani Reinhardt
Notary Public for State of Montana
Residing at Helena, Montana
My Commission expires 10/03/26



**Engineers and Land Surveyors**

3530 Centennial Drive, Helena, MT 59601 phone: 406-442-8594
 851 Bridger Drive, Suite 1 Bozeman, MT 59715 phone: 406-522-9526
 2223 Montana Avenue, Suite 201, Billings, MT 59101 phone: 406-601-4055
 219 2nd Avenue South, Suite 302, Great Falls, MT 59405 | phone: 406-604-4644
 1001 12 Street, Cody, WY 82414 | phone: 307-509-5541
 www.seaeng.com

OPINION OF PROBABLE CONSTRUCTION COST**PROJECT:** Commercial Phase 4 at Mountain View Meadows**SEA PROJECT No:** 1706-05422**DATE:** October 7, 2024**SUBDIVISION INFRASTRUCTURE IMPROVEMENTS**

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY (8/2/24)	UNIT PRICE	TOTAL
1	Crushed Base - Secondary Access	Cu. Yd.	310	\$30.00	\$9,300.00
2	Concrete Sidewalk - 4"	Sq. Ft.	2,384	\$8.50	\$20,264.00
3	Concrete Approach - 6"	Sq. Ft.	320	\$15.00	\$4,800.00
4	Signs	Each	6	\$500.00	\$3,000.00
5	Water Valve Adjustment	Each	15	\$500.00	\$7,500.00
6	Manhole Adjustment	Each	8	\$1,000.00	\$8,000.00
7	Storm Pond Outlet Structure	Each	1	\$5,000.00	\$5,000.00
8	Topsoil Replacement and Seeding	Lump Sum	1	\$5,000.00	\$5,000.00
CONSTRUCTION COST					\$62,864.00

Contingency	20% Total Construction Cost	\$12,572.80
Mobilization, Insurance and Bonding	10% Total Construction Cost	\$6,286.40

TOTAL CONSTRUCTION COST	\$81,723.20
--------------------------------	--------------------

Approved By: 
 Development Services Engineer

Date: 10.21.25

ACCOUNT CONTROL AGREEMENT

TO:

James Schaffer Waypoint
Partners

100 Park Ave, STE 425

Orange Village, OH 44122-4242

FROM: Mark L. Runkle, Managing Member Mountain View Meadows, LLC
431 S. Alice Street
Helena, MT 59601

DATE: 11 / 05, 2025

The undersigned Mark Runkle, (herein "Pledgor") and the City of Helena, Montana, entered into a security agreement dated the 05 day of November, 2025, ("Security Agreement") pursuant to which a security interest in Account# TD5-055769 (Mountain View Meadows, LLC) of the Pledgor are granted by the Pledgor to the City of Helena, Montana (the "Pledgee") as security for the performance of that certain Agreement for Public Improvements in a Subdivision dated the ____ day of _____, 2025, by and between Mountain View Meadows, LLC - Mark L. Runkle Managing Member ("Developer"), and the City of Helena, Montana ("City"). In connection therewith, the Pledgors hereby instruct you, the Account Manager, to:

1. Establish an active money market account to be known as "City of Helena, Montana, Secured Party, f/b/o Mountain View Meadows, LLC, Account# TD5-055769".
2. These assets are pledged according to the terms of the Security Agreement. As long as the assets are pledged to Pledgee, Account Manager is hereby directed and instructed that it shall not invade the Assets. Account Manager is further directed and instructed that it shall not, accept any lien or pledge of security interest on the Account. Pledgor herein represents and warrants that the Assets are free and clear of any liens or encumbrances, and agrees that, with the exception of the pledge interest granted to the City of Helena, Montana, by Mountain View Meadows, LLC, developer, no further or additional liens or encumbrances will be placed on the Assets without the express written consent of Pledgee.
3. Maintain on a monthly basis the Assets pledged as described herein.
4. Send duplicate statements of Assets upon request to the

following: For Account known as TD5-055769

The City of Helena, Montana

Attention: Rebecca Dockter, City Attorney 316 N. Park Ave.

Helena, MT 59623

Mark L. Runkle, Managing Member Mountain View Meadows, LLC 431 S. Alice Street

Helena, MT 59601

The Pledgor and the Pledgee agree that the only instructions that shall be given to Account Manager with respect to or in connection with the Account shall be given by an authorized officer of the City of Helena, Montana. Pledgor shall not instruct Account Manager to deliver, and Account Manager is hereby instructed not to deliver, any cash, or proceeds on, such funds out of the Account, that would reduce the value of the account TDS-055769 to less than -- \$81,723.20 -- to anyone other than Pledgee, City of Helena, Montana.

Upon written notice by an Authorized Officer of Pledgee, Account Manager shall comply with the instructions of Pledgee without the consent of, or notice to, Pledgors or any other person (it being understood and agreed that Account Manager shall have no duty or obligation whatsoever of any kind or character to have knowledge of the terms of the Security Agreements or to determine whether or not an event of default exists).

Pledgor agrees to indemnify and hold harmless Account Manager, its affiliates, officers, and employees, from and against any and all claims, causes of action, liabilities, lawsuits, demands, and/or damages, including, without limitation, any and all court costs and reasonable attorneys' fees, that may result by reason of Account Manager complying with such instructions of Pledgee.

So long as this Agreement remains in effect, Pledgee shall be entitled to receive duplicates of all notices and statements of accounts that Pledgors of such accounts is entitled to receive.

As used in this Agreement, the term "Authorized Officer of Pledgee City of Helena, Montana" shall refer to James R. Schaffer, Jr P r e s i d e n t , Waypoint Partners designate a replacement of any of its Authorized Officers, written notice of such replacement shall be given to Account Manager.

Except with respect to the obligations and duties as set forth herein, this Agreement shall not impose or create any obligations or duties of Account Manager greater than or in addition to the customary and usual obligations and duties of Account Manager to Pledgor, except and to the extent that Account Manager shall henceforth accept instructions in connection with the Account# TDS-055769 as provided in this Agreement.

This Agreement shall be binding and shall inure to the benefit of the heirs, successors, and assigns of the respective parties hereto and shall be construed in accordance with the laws of the State of Montana without regard to conflict of law principles and the rights and remedies of the parties shall be determined in accordance with such laws.

Account Manager is hereby directed by Pledgor to treat all funds at any time held by Account Manager in the referenced Account as financial Assets.

This Agreement is provided by Pledgor in accordance with the provisions of Article 9 of the Uniform Commercial Code to perfect and give notice of Pledgee's security interest in and to the account referenced herein. Pledgor confirms the first and exclusive priority of the Pledgee's security interest in the Assets. Account Manager is hereby directed to maintain all necessary entries or notations in its books and records to reflect the Pledgee's security interest in the Assets.

If any term or provision of this Agreement is determined to be invalid or unenforceable, the remainder of this Agreement shall be construed in all respects as if the invalid or unenforceable term or provision were omitted. This Agreement may not be altered or amended in any manner without the express written consent of the Pledgor and the Pledgee.

The Pledgor and Pledgee acknowledge and agree that this Agreement supplements the Pledgor's existing Client Agreements with Account Manager and, except as expressly provided herein, in no way is this Agreement intended to abridge any rights that Account Manager might otherwise have.

IN WITNESS WHEREOF, Pledgors and Pledgee have caused this Agreement to be executed by their duly authorized officers all as of the day first written above.

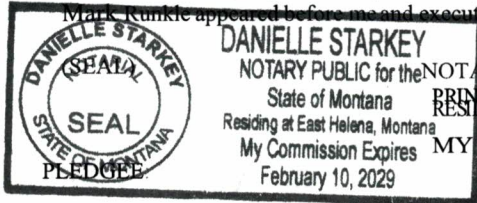
PLEDGOR:

Mark L. Runkle, Managing Member Mountain View Meadows, LLC

Mark L. Runkle

The undersigned Notary Public for the State of Montana hereby certifies that the person known to me to be

Mark Runkle appeared before me and executed the above Account Control Agreement on the 15th day of August, 2024.



NOTARY PUBLIC FOR THE STATE OF MONTANA

PRINT NAME

RESIDING AT

MY COMMISSION EXPIRES: 02/10/2029

Danielle Starkey

THE CITY OF HELENA, MONTANA

By:

Jim Burton

Print Name:

Title:

City Manager

Date:

11-6-25

APPROVED AS TO FORM AND CONTENT: By:

Rebecca Dockter

Rebecca Dockter, City Attorney
City of Helena, MT

RECEIPT OF A COPY OF THIS ACCOUNT CONTROL AGREEMENT IS HEREBY ACKNOWLEDGED BY:

ACCOUNT MANAGER:

James R. Schaffer, Jr

By: *James R. Schaffer, Jr*

Print Name: James R. Schaffer, Waypoint Partners

Date: 11/05/2025

Title: President

City Attorney's Office
316 North Park Avenue
Room 203
Helena, MT 59623
(406) 457-8595

CONSENT AND WAIVER OF PROTEST TO ALTER SPECIAL DISTRICTS

THIS CONSENT is made and entered into this 7 day of November, 2025, by and between **MOUNTAIN VIEW MEADOWS, LLC, d/b/a R and D PARTNERS**, 431 South Alice Street, Helena, Montana 59601, (“Owner”), and the **CITY OF HELENA, MONTANA**, a municipal corporation organized and existing under the laws of the State of Montana, 316 North Park Avenue, Helena, Montana 59623 (“City”).

RECITALS

1. Owner applied to have the following property (“Property”) annexed into the City of Helena:

Jean Baucus Street and Helen P Clarke Street rights-of-way of the Final Plat of Commercial 4 of The Crossroads at Mountain View Meadows, filed under Document Number _____, in the records of the Clerk and Recorder of Lewis and Clark County, Montana in Lewis and Clark County, Montana.

2. The City created the Urban Forest Maintenance District and the Landfill Monitoring District pursuant to § 7-11-1023, MCA. The boundaries of those special districts will be altered to include the Property.

3. As a condition of annexation and receipt of City services, Owner consents to and waives the right to protest the alteration of the boundaries of the Urban Forest Maintenance District and the Landfill Monitoring District in order to include the Property within those districts.

CONSENT AND WAIVER

1. **Binding Covenant**: Owner agrees that this Consent constitutes covenants that run with the property described above, and the benefits and burdens hereof are binding upon and inure to the benefit of all successors in interest to all parties hereto. Owner further agrees that this Consent may be recorded with the Clerk and Recorder of Lewis & Clark County, Montana, and encumbers the Property.

2. **Consent and Waiver:** Owner agrees and consents to and waives the right to protest the alteration of the boundaries of the Urban Forest Maintenance District and the Landfill Monitoring District to include the Property within those districts.

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

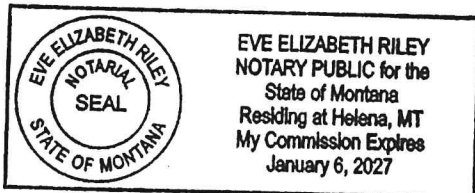
MOUNTAIN VIEW MEADOWS, LLC

By: Mark L. Runkle
Mark L. Runkle, Managing Member

STATE OF MONTANA)
ss.
COUNTY OF LEWIS AND CLARK)

On this 7th day of November, 2025, before me, the undersigned, a Notary Public for the State of Montana, personally appeared **Mark L. Runkle**, the managing member of Mountain View Meadows, LLC, known to me or proved to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same in such capacity.

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



Eve Elizabeth Riley
Notary Public for State of Montana
Residing at Helena, Montana
My Commission expires Jan 6, 2027

RESOLUTIONS OF THE CITY OF HELENA, MONTANA

RESOLUTION NO. 19911

A RESOLUTION OF INTENTION TO ANNEX CROSSROADS AMENDMENT AT MOUNTAIN VIEW MEADOWS SUBDIVISION, DESCRIBED AS TRACT D-1-A OF AMENDED PLAT OF PHASE A OF ASPEN PARK AT MOUNTAIN VIEW MEADOWS, SHOWN ON COS #3173426; THE WESTERN PORTION OF TRACT C-2-A-1-A-1-A-1-A ON THE PLAT OF ANTELOPE TRACE PHASE OF CROSSROADS AT MOUNTAIN VIEW MEADOWS, SHOWN ON COS #3173428; TRACT A-1 SHOWN ON COS #3015742; PORTIONS OF TRACT A-1-A-1-A-1 ON THE PLAT OF CRAFTSMAN VILLAGE PHASE 1 OF THE CROSSROADS AT MOUNTAIN VIEW MEADOWS SUBDIVISION, SHOWN ON COS#3200059; TRACT B-2 SHOWN ON COS #3140554; OFF-SITE PARKLAND AREA; AND THE FULL WIDTH OF THE ADJACENT PORTIONS OF THE RIGHTS-OF-WAY OF U.S. HIGHWAY 12, ROUTE 240, AND CROSSROADS PARKWAY, ALL LOCATED IN LEWIS AND CLARK COUNTY, INTO THE CITY OF HELENA, MONTANA AND ESTABLISH CONDITIONS FOR ANNEXATION

WHEREAS, **R and D Partners, LLC**, the legal owners of Crossroads Amendment at Mountain View Meadows Subdivision, described as Tract D-1-A of Amended Plat of Phase A of Aspen Park at Mountain View Meadows, shown on COS #3173426; the western portion of Tract C-2-A-1-A-1-A-1-A on the Plat of Antelope Trace Phase of Crossroads at Mountain View Meadows, shown on COS #3173428; Tract A-1 shown on COS #3015742; portions of Tract A-1-A-1-A-1 on the Plat of Craftsman Village Phase 1 of the Crossroads at Mountain View Meadows Subdivision, shown on COS #3200059; and off-site parkland area; and **International Church of the Four Square Gospel**, the legal owner of Tract B-2 shown on COS #3140554; all in Lewis and Clark County, Montana, generally located south of U.S. Highway 12, east of Crossroads Parkway, southwest of East Helena, west of Highway

RESOLUTIONS OF THE CITY OF HELENA, MONTANA

Resol. No. 19911

282, and north of the Jefferson County line, which property is currently located adjacent to the existing City limits, have requested that the City of Helena annex said property; and

WHEREAS, the City of Helena has previously approved Resolution of Intention to Annex No. 19627 that set conditions for annexation of property that is included in this current resolution of intention; and

WHEREAS, a portion of the property discussed in Resolution of Intention to Annex No. 19627 has subsequently been annexed into the City of Helena; and

WHEREAS, the property owners now desire to annex property not considered in Resolution of Intention to Annex No. 19627; and

WHEREAS, the property owners desire to amend the Crossroads at Mountain View Meadows preliminary plat that was previously approved and was the basis for conditions of annexation under Resolution of Intention to Annex No. 19627; and

WHEREAS, Resolution of Intention No. 19191 to annex Aspen Park at Mountain View Meadows Subdivision conditioned annexation upon the dedication of a fire station lot acceptable to the Helena Fire Department; and

RESOLUTIONS OF THE CITY OF HELENA, MONTANA

Resol. No. 19911

WHEREAS, the need for a fire station lot is further supported by annexation of property under consideration of the current resolution of intention to annex; and

WHEREAS, a fire station lot that meets the approval of the Helena Fire Department has not been dedicated to the city; and

WHEREAS, the property owners have proposed to dedicate Lot 1 in Block 7, as shown on the proposed Crossroads Amendment at Mountain View Meadows preliminary plat, to the City of Helena for use as a fire station; and

WHEREAS, the City of Helena desires to annex the above-described property and the full width of the rights-of-way of U.S. Highway 12, Route 240, and Crossroads Parkway adjacent to said property under the provisions of Montana law; and

WHEREAS, the owners of the property in the territory to be annexed have signed a written application requesting annexation pursuant to statute to the City of Helena; and

WHEREAS, the governing body need not submit the question of annexation to the qualified electors, and has approved the application upon its merits; and

RESOLUTIONS OF THE CITY OF HELENA, MONTANA

Resol. No. 19911

WHEREAS, the annexation of the property and adjacent rights-of-way more particularly described above appears to be in the best interests of the present owners of the property and the City of Helena, Montana.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION OF THE CITY OF HELENA, MONTANA, AS FOLLOWS:

Section 1. It is the intention of the Helena City Commission to annex Tract D-1-A of Amended Plat of Phase A of Aspen Park at Mountain View Meadows, shown on COS #3173426; the western portion of Tract C-2-A-1-A-1-A-1-A on the Plat of Antelope Trace Phase of Crossroads at Mountain View Meadows, shown on COS #3173428; Tract A-1 shown on COS #3015742; portions of Tract A-1-A-1-A-1 on the Plat of Craftsman Village Phase 1 of the Crossroads at Mountain View Meadows Subdivision, shown on COS #3200059; and off-site parkland area; and Tract B-2 shown on COS #3140554, all in Lewis and Clark County, Montana, generally located south of U.S. Highway 12, east of Crossroads Parkway, southwest of East Helena, west of Highway 282, and north of the Jefferson County line, and the full width of the rights-of-way of U.S. Highway 12, Route 240, and Crossroads Parkway, all in Lewis and Clark County, Montana, as

RESOLUTIONS OF THE CITY OF HELENA, MONTANA

Resol. No. 19911

shown on Exhibit "A" attached hereto and by this reference made a part hereof.

This annexation will only be effective upon completion of rezoning of the property and the following conditions:

1. **City Services:** Each annexation phase of the Crossroads Amendment at Mountain View Meadows Subdivision must be adjacent to existing City limits and be served by city approved infrastructure.

2. **Phases:** A legal description must be provided for each phase of the Crossroads Amendment at Mountain View Meadows Subdivision prior to its annexation.

3. **Fire Station Lot:** The proposed fire station lot must include all of the property located west of the drainage and south of the Crossroads Parkway and Jeanette Rankin Way intersection, as shown on the Crossroads Amendment at Mountain View Meadows preliminary plat, to provide a lot more suitable for operation of a Helena Fire Department fire station. This property must be dedicated to the City of Helena with the annexation of the first phase of the Crossroads Amendment at Mountain View Meadows preliminary plat.

/

/

RESOLUTIONS OF THE CITY OF HELENA, MONTANA

Resol. No. 19911

4. **Review of New Construction:** The property owner must submit plans for review by the City of Helena for compliance with City infrastructure, zoning, and other Code requirements, provide proof of compliance with all building and fire codes for all new construction or remodels subsequent to the adoption of this resolution and prior to annexation of the property, and pay all fees for such reviews in the same manner and on the same basis as do owners of properties already in the City.

5. **Taxes and Assessments:** Taxes and assessments must be paid and current at the time of filing a Resolution of Annexation for each phase.

6. **Notice of Special Districts:** The property owner must waive the right to notification and protest and consent to the alteration of the Urban Forest Maintenance District and the Landfill Monitoring District in order to include the property in said districts prior to annexation, pursuant to §7-11-1023, MCA.

7. **Final Plat:** The property owners must meet the conditions of the Crossroads Amendment at Mountain View Meadows Subdivision preliminary plat approval prior to annexation. Annexation of the property is not effective until the final plat of the proposed

RESOLUTIONS OF THE CITY OF HELENA, MONTANA

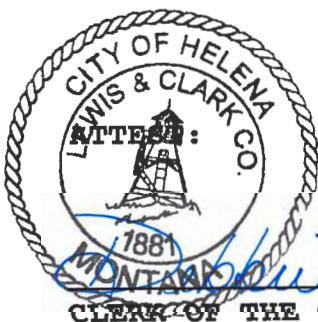
Resol. No. 19911

subdivision has been filed with the Clerk and Recorder of Lewis and Clark County, Montana.

8. Completion of Conditions: The property owners must notify City Planning in writing upon completion of the conditions for approval of annexation that must occur on or before the date of completion of conditions for subdivision of the property and subject to the same time limitations. If the conditions are not completed within that time frame, the City is under no obligation to annex the property and may discontinue any City services to the property, including water and sewer service.

Section 2. It is the intention of the Helena City Commission to supersede the conditions of annexation set by Resolution of Intention to Annex No. 19627.

**PASSED AND EFFECTIVE BY THE COMMISSION OF THE CITY OF HELENA,
MONTANA, THIS 7th DAY OF MAY, 2012.**



James E. Smith
MAYOR

Shirley Havens
CLERK OF THE COMMISSION

Exhibit A

RESOLUTIONS OF THE CITY OF HELENA, MONTANA

RESOLUTION NO. 20340

A RESOLUTION AMENDING RESOLUTION OF INTENTION NO. 19911 TO DEFER THE DEDICATION AND TRANSFER OF THE FIRE STATION LOT TO A LATER PHASE OF THE UPLANDS OF CROSSROADS AT MOUNTAIN VIEW MEADOWS SUBDIVISION IN LEWIS AND CLARK COUNTY INTO THE CITY OF HELENA, MONTANA

WHEREAS, Resolution No. 19191 conditioned the annexation of Aspen Park at Mountain View Meadows Subdivision upon the dedication and transfer of a property suitable for a fire station to be constructed thereon ("fire station lot"); and

WHEREAS, different locations and properties have been proposed to serve as a location for a future fire station; and

WHEREAS, Resolution No. 19911 amended that condition by deferring dedication and transfer of a suitable fire station lot to coincide with the annexation and concurrent final plat of the first phase of the Crossroads Amendment at Mountain View Meadows Subdivision; and

WHEREAS, R and D Partners, LLC (now known as Mountain View Meadows, LLC), the legal owner of property known as Crossroads Amendment at Mountain View Meadows Subdivision now requests that the City annex and approve a concurrent final plat of a portion of the Uplands Phase 1 which is the first phase of the Crossroads Amendment at Mountain View Meadows Subdivision;

RESOLUTIONS OF THE CITY OF HELENA, MONTANA

Resol. No. 20340

WHEREAS, R and D Partners, LLC, has proposed to further defer the dedication and transfer of the fire station lot until the property encompassing the fire station lot is provided with legal and physical access and city water and wastewater services as part of annexation and final plat of the phase encompassing the fire station lot.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION OF THE CITY OF HELENA, MONTANA, AS FOLLOWS:

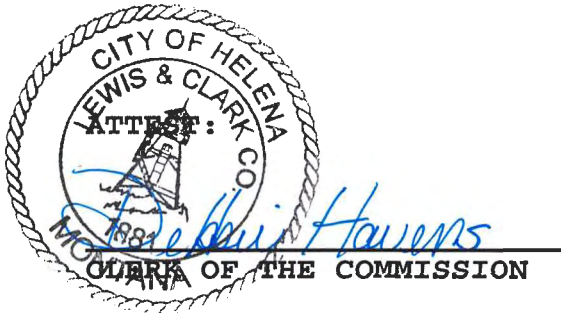
Section 1. The Helena City Commission hereby amends Resolution of Intention No. 19911, specifically condition 3, as follows:

The proposed fire station lot must include all of the property located west of the drainage and south of the Crossroads Parkway and Jeanette Rankin Way intersection, as shown on the Crossroads Amendment at Mountain View Meadows preliminary plat, to provide a lot more suitable for operation of a Helena Fire Department fire station. This property must be dedicated to the City of Helena with the annexation of the Uplands phase of the Crossroads Amendment at Mountain View Meadows preliminary plat that includes the property described above.

RESOLUTIONS OF THE CITY OF HELENA, MONTANA

Resol. No. 20340

PASSED AND EFFECTIVE BY THE COMMISSION OF THE CITY OF HELENA,
MONTANA, THIS 22nd DAY OF MAY, 2017.




MAYOR

ORDINANCES OF THE CITY OF HELENA, MONTANA

ORDINANCE NO. 3157

AN ORDINANCE PREZONING TO B-2 (GENERAL COMMERCIAL), R-3 (RESIDENTIAL), AND R-2 (RESIDENTIAL) THAT PROPERTY LEGALLY DESCRIBED AS A PORTION OF TRACT C-2-A-1-A-1-A-1-A AMENDED PLAT OF PHASE A OF ASPEN PARK AT MOUNTAIN VIEW MEADOWS SUBDIVISION (COS #3173428) IN LEWIS AND CLARK COUNTY, PRIOR TO ANNEXATION INTO THE CITY OF HELENA, MONTANA

WHEREAS, R and D PARTNERS, LLC, the owners of the following-described property, have requested that the City of Helena pass an ordinance, pursuant to Helena City Code Section 11-2-8(D), for:

A prezoning designation of General Commercial (B-2) for Lots 1-3 in Block 28 and Lots 1-3 in Block 61; R-3 (Residential) for Lots 4-23 in Block 61; and R-2 (Residential) for the southern portion of Lot 1 in Block 9, Lots 1-4 in Block 22, Block 27, Lots 4-15 in Block 28, Blocks 48, 49, 53-56, Lots 1-9 and 23-31 in Block 57, Lots 1 and 17 in Block 58, Blocks 59 and 60, and Lots 24-34 in Block 61, shown on the proposed preliminary plat of the Crossroads Amendment at Mountain View Meadows Subdivision, being Exhibit "A" attached hereto and more particularly described by metes and bounds on Exhibit "B" attached hereto, in Lewis and Clark County, Montana, which property is generally located west of Alice Street and north of Runkle Parkway, adjacent to the existing city limits.

WHEREAS, on April 10, 2012, the Helena Zoning Commission recommended **APPROVAL** of the requested prezoning as mentioned above; and

ORDINANCES OF THE CITY OF HELENA, MONTANA

Ord. No. 3157

WHEREAS, the Helena City Commission held a public hearing on this requested rezoning on **May 7, 2012**, staff recommended **APPROVAL** of this request, and in considering said rezoning, the Commission gave due consideration to the matters set forth in Section 76-2-304, MCA.

NOW, THEREFORE, BE IT ORDAINED BY THE COMMISSION OF THE CITY OF HELENA, MONTANA:

Section 1. That the above-described property is hereby granted a rezoning designation of:

General Commercial (B-2) for Lots 1-3 in Block 28 and Lots 1-3 in Block 61; R-3 (Residential) for Lots 4-23 in Block 61; and R-2 (Residential) for the southern portion of Lot 1 in Block 9, Lots 1-4 in Block 22, Block 27, Lots 4-15 in Block 28, Blocks 48, 49, 53-56, Lots 1-9 and 23-31 in Block 57, Lots 1 and 17 in Block 58, Blocks 59 and 60, and Lots 24-34 in Block 61, shown on the proposed preliminary plat of the Crossroads Amendment at Mountain View Meadows Subdivision, being Exhibit "A" attached hereto and more particularly described by metes and bounds on Exhibit "B" attached hereto, in Lewis and Clark County, Montana, which property is generally located west of Alice Street and north of Runkle Parkway, adjacent to the existing city limits.

ORDINANCES OF THE CITY OF HELENA, MONTANA

Ord. No. 3157

This property is a portion of that undeveloped property shown on Certificate of Survey Number 3173428, which is shown on Exhibit "C" attached hereto, all in Lewis and Clark County, Montana.

FIRST PASSED BY THE COMMISSION OF THE CITY OF HELENA, MONTANA,
THIS 7th DAY OF MAY, 2012.



James E. Smith
MAYOR

FINALLY PASSED BY THE COMMISSION OF THE CITY OF HELENA,
MONTANA, THIS 4th 21st DAY OF MAY, 2012. June



James E. Smith
MAYOR

Exhibit A
Rezoning B-2, R-3 and R-2

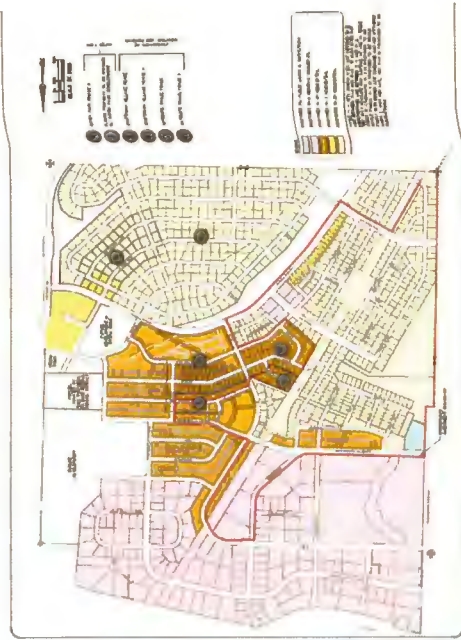
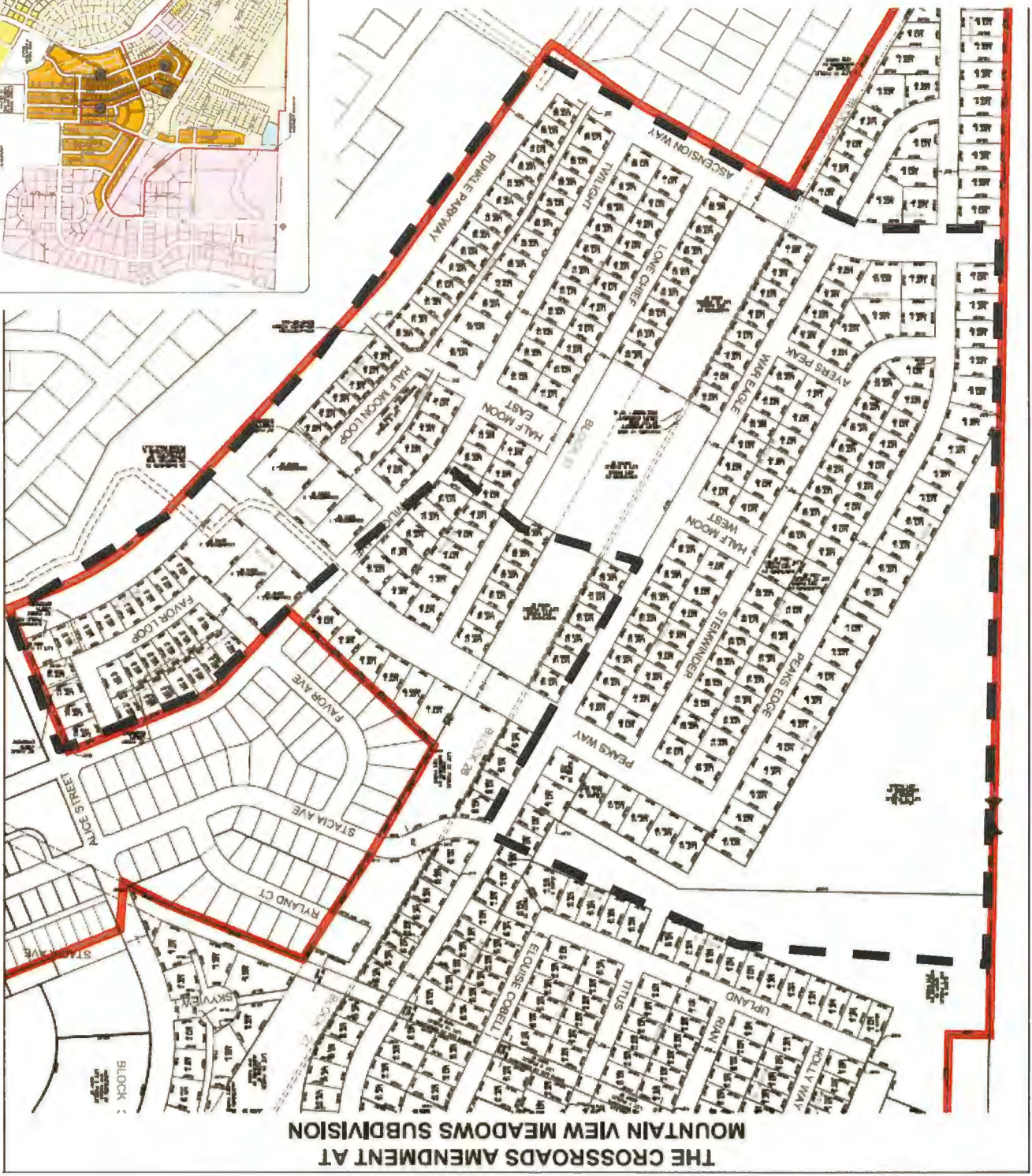


Exhibit B

**THE CROSSROADS AMENDMENT AT MOUNTAIN VIEW MEADOWS SUBDIVISION
ZONING MAP**

PORTIONS OF TRACT C-2-A-1-A-1-A-1-A OF AMENDED PLAT OF PHASE A OF ASPEN PARK AT MOUNTAIN VIEW COS 3173428
AND TRACT 2-A-1 OF ANTELOPE TRACE PHASE 2 OF CROSSROADS AT MOUNTAIN VIEW MEADOWS SUBDIVISION COS 3206220
AND TRACT 2-A-2 OF ANTELOPE TRACE PHASE 2 OF CROSSROADS AT MOUNTAIN VIEW MEADOWS SUBDIVISION COS 3206220
AND PORTIONS OF TRACT 1 OF PLAT OF ANTELOPE TRACE PHASE OF CROSSROADS AT MOUNTAIN VIEW MEADOWS SUBDIVISION COS 3173428
AND PORTIONS OF REMAINDER TRACT A-1-A-1-A-1 OF PLAT OF CRAFTSMAN VILLAGE PHASE 1 OF THE CROSSROADS AT MOUNTAIN VIEW MEADOWS SUBDIVISION COS 3200059
AND PORTIONS OF LOT 3 BLOCK 40 OF PLAT OF CRAFTSMAN VILLAGE PHASE I OF THE CROSSROADS AT MOUNTAIN VIEW MEADOWS SUBDIVISION COS 3200059
AND PORTIONS OF TRACT D-1-A (ALICE STREET R.O.W.) OF PLAT OF AMENDED PLAT OF PHASE A OF ASPEN PARK AT MOUNTAIN VIEW MEADOWS SUBDIVISION COS 3173
AND PORTIONS OF TRACT B-2 OF COS 3140584
LOCATED IN SECTION 35
TOWNSHIP 10 NORTH, RANGE 3 WEST, P.M.M.
LEWIS AND CLARK COUNTY, MONTANA

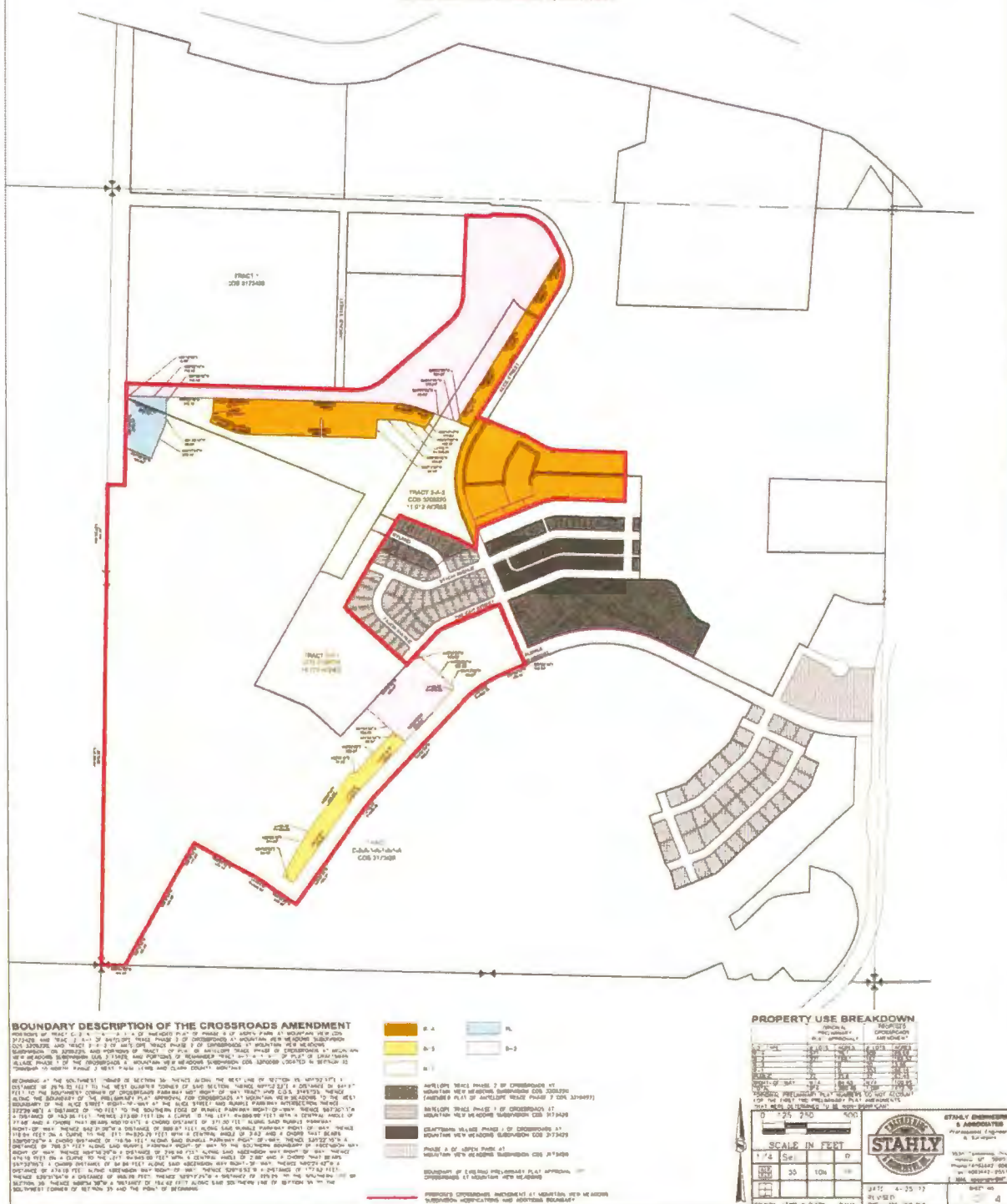
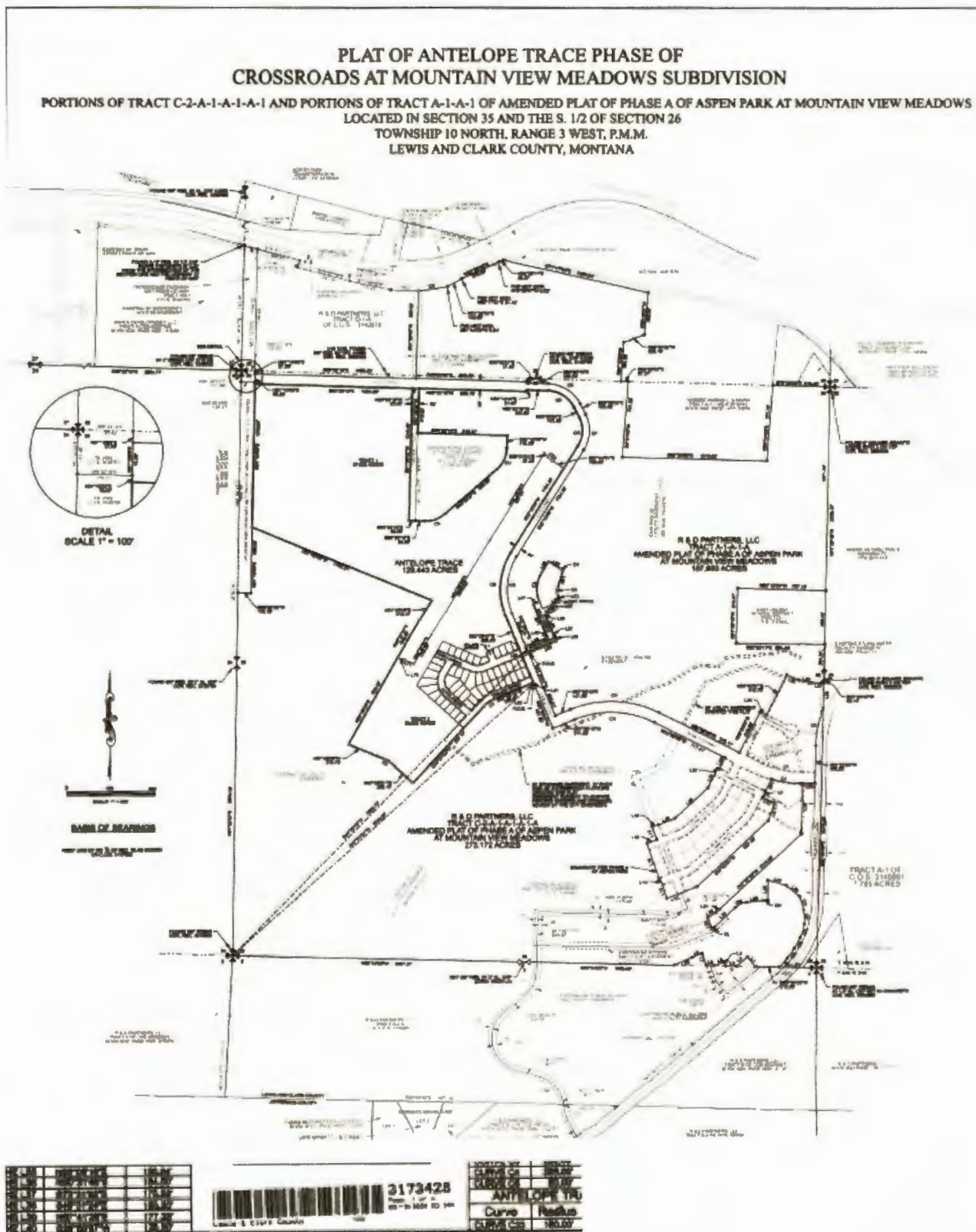


Exhibit C

Prezoning to B-2, R-3, and R-2



City of Helena, Montana

To: Mayor Collins and the Helena City Commission

From: Tim Burton, City Manager
Chris Brink, Community Development Director
Travis Goodrich, Planner I

Subject: Consider approval of the Final Plat for Commercial Phase 4 of the Crossroads at Mountain View Meadows Subdivision, creating 2.39 acres of public right-of-way and a 0.7-acre utility lot.

Present Situation: Present to members of the City Commission the final plat for Commercial Phase 4 of the Crossroads at Mountain View Meadows Subdivision.

Background Information: Mountain View Meadows, LLC has requested final plat approval of the Commercial Phase 4 section of the Crossroads Amendment to the Mountain View Meadows Subdivision. The subject property is generally located at the Northwest corner of Jean Baucus Street and Helen P Clarke Street in Lewis and Clark County, Montana. The request for final plat is required to allow for the development of 2.39 acres of Public Right-Of-Way and a 0.7 acre utility lot for a total of 3.09 acres.

The Commercial Phase 4 development is part of a larger multi-phase development within the Crossroads Amendment of the Mountain View Meadows (MVM) subdivision. The property was originally platted as part of Crossroads at Mountain View Meadows subdivision on May 7, 2012. A portion of the area which makes up Commercial Phase 4 has already been annexed into the City of Helena and is zoned B-2 (General Commercial).

Parkland dedication will not be required according to 76-3-621(3a) MCA: "Parkland is not required for this subdivision as the resulting parcels are larger than 5 acres". Therefore, meeting the parkland dedication requirement for Final Plat.

Interim infrastructure acceptance was received on October 16, 2025 and the applicant is electing to financially guarantee infrastructure and improvements not subject to interim acceptance.

All conditions of approval for the preliminary plat have been met, and the subdivision analysis within the staff memorandum provides a list of the conditions and how the developer has met each condition.

Proposal/Objective: The approval of the final plat of the Commercial Phase 4 Peaks of the Crossroads at Mountain View Meadows Subdivision.

Advantage: This utility lot and right-of-way within the Crossroads at Mountain View Meadows Subdivision will provide the necessary infrastructure to support nearby housing developments, including the much-needed housing stock provided by The Confluence Apartments. The Final Plat is located adjacent to existing City limits and services and lies within the Urban Standards Boundary identified in the 2019 City of Helena Growth Policy.

Notable Energy Impact: By dedicating right-of-way and a utility lot to support a lift station, residents of the Confluence Apartments and other nearby housing developments will be better able to utilize City infrastructure and reduce vehicle miles traveled. These outcomes reflect the aspirations expressed in the 2019 Growth Policy to promote housing near existing services and developed areas.

Disadvantage: Potential impacts include a minor increase in demand on City services associated with the addition of new public right-of-way and utility

infrastructure. This will result in modest increases in long-term maintenance and operational costs for departments such as Public Works, Police, and Fire. However, not approving the Final Plat would delay needed infrastructure improvements and could affect the timing of future annexations within the Mountain View Meadows Subdivision.

Quasi-Judicial Item:

True

Notice of Public Hearing:

False

**Staff Recommendation/
Recommended Motion:**

Move to approve the Final Plat for Commercial Phase 4 of the Crossroads at Mountain View Meadows Subdivision, creating 2.39 acres of public right-of-way and a 0.7-acre utility lot.



Final Plat Application

Commercial Phase 4 at Mountain View Meadows

Submitted to:

City of Helena
Community Development and Planning
316 North Park Avenue
Helena, Mt 59623

Prepared for:

Mountain View Meadows, LLC
Attn: Mark Runkle
431 South Alice Street
Helena, MT 59601

September 2025

Prepared by:



Engineers and Land Surveyors

3530 Centennial Drive
Helena, MT 59601
(406) 442-8594
www.seaeng.com



September 24, 2025

Chris Brink, Director
City of Helena
Community Development Department
316 N. Park Avenue
Helena, MT 59623

**RE: Final Plat Application
Commercial Phase 4 at Mountain View Meadows
SEA Project No. 1706-05422**

Dear Mr. Brink:

Please find enclosed the Final Plat Application and supporting information for the subject project for your review and approval according to the Preliminary Plat Approval and corresponding Conditions of Approval approved by the City of Helena Commission on May 7, 2012.

Please note on the date of this application, infrastructure installation is nearing completion and interim acceptance will be requested from the Public Works Department. This application is submitted to initiate the final plat review and to expedite the subdivision completion.

Further, the remaining infrastructure improvements will be financially guaranteed to allow final platting. The financial guarantee and public improvements agreement is being coordinated directly with the Public Works Department and Attorney's Office; a completed agreement will be provided upon receipt.

Please feel free to call me at (406) 442-8594 if you have any questions or need any additional information, thanks in advance for your prompt attention.

Sincerely,

STAHLY ENGINEERING & ASSOCIATES, INC.

A handwritten signature in blue ink, appearing to read "Greg Wirth", is written over a faint, light blue circular stamp.

Greg Wirth, P.E.
Senior Engineer

Cc: Mark Runkle (Mountain View Meadows)

PLAT OF COMMERCIAL PHASE 4 AT MOUNTAIN VIEW MEADOWS

FINAL PLAT APPLICATION

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Engineers and Land Surveyors

3530 Centennial Drive

Helena, MT 59601

(406) 442-8594

www.seaeng.com

**PLAT OF COMMERCIAL PHASE 4
AT MOUNTAIN VIEW MEADOWS**

FINAL PLAT APPLICATION

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Engineers and Land Surveyors
3530 Centennial Drive
Helena, MT 59601
(406) 442-8594
www.seaeng.com

1.0 FINAL PLAT APPLICATION



SUBDIVISION FINAL PLAT APPLICATION

Community Development Department, Planning Division

316 North Park Avenue, Room 445, Helena, MT 59623

406-447-8490; citycommunitydevelopment@helenamt.gov

Date received:

The final plat application and all supporting documents must be submitted to the city at least sixty (60) working days prior to the expiration of subdivision preliminary plat approval.

PROPERTY OWNER: *Primary Contact?* **No**

Name: **Mountain View Meadows, LLC** Primary Number: **406-431-7305**
ATTN: Mark Runkle
Address: **431 South Alice Street** Other Phone: **None**
Helena, MT 59601
Email: **markrunkle@hotmail.com**

APPLICANT (If different from property owner): *Primary Contact?* **No**

Name: **Same as owner** Primary Number: **Same as owner**
Address: **Same as owner** Other Phone: **Same as owner**
Email: **Same as owner** Company: **Same as owner**

AUTHORIZED REPRESENTATIVE: *Primary Contact?* **Yes**

Name: **Stahly Engineering & Associates** Primary Number: **406-442-8594**
ATTN: Greg Wirth, PE
Address: **3530 Centennial Drive** Other Phone: **None**
Helena, MT 59601
Email: **gwirth@seaeng.com**

X Name of subdivision **Commercial Phase 4 at Mountain View Meadows Subdivision**

X Date of preliminary plat approval **May 7, 2012**

X Have all the conditions of preliminary plat approval been satisfied and required improvements installed?

___ yes **X** no If not, indicate conditions or improvements that remain:

See Conditions of Approval Response Memo. Infrastructure installation is ongoing. A public improvements agreement will be coordinated with City Public Works Department and provided upon completion.

X Geocode **05-1888-35-1-01-01-0000**

X Submit proof of current paid taxes **Tax receipt included in application**

I HEREBY CERTIFY AND ACKNOWLEDGE THE STATEMENTS IN THIS APPLICATION AND ANY ATTACHED INFORMATION ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

Signed: 
Property Owner

Date: **8/29/25**

Applicant: _____
(If different from Owner)

Date:

FINAL SUBDIVISION PLAT CHECKLIST

After approval of the preliminary plat by the City Commission, the subdivider may present a final plat to the City Commission for approval. Portions of an approved preliminary plat will not be approved for final plat unless the portion has been reviewed as a part of a phased development and the portion represents an entire phase.

Prior to submitting a final plat application:

1. The applicant must submit a certificate of title, a title insurance policy, or a report from a title insurance company on the condition of title to the property proposed for subdivision that identifies the owners of record of the property, lienholders or claimants of record, encumbrances, easements and restrictions of record, and all other conditions of title of public record, and accompanied by a guarantee of the accuracy of the report from the title insurance agent or its underwriter;
2. When the park dedication is in the form of a cash donation, the applicant must provide one of the following to verify the fair market value of the unsubdivided, unimproved land:
 - a. A comparative market analysis performed by a licensed realtor;
 - b. A raw land appraisal by a licensed appraiser; or
 - c. The sale price of the property being subdivided if it was purchased within one year of the date of the subdivision final plat application submittal.
3. The applicant must submit documentation verifying park dedication is in compliance with required benefits stated in 76-3-621, Montana Code Annotated, and assures long term protection of lands used for meeting the required park dedication when ownership of the property is not transferred to the City of Helena.

The following information must be indicated on the final subdivision plat or provided in supplements submitted with the final plat application. The plat must comply with all applicable state laws and information must be consistent with the Administrative Rules of Montana and the Helena City Codes. Omission of any of this information may delay the processing of the final plat application.

The final plat application and all supporting documents must be submitted to the city at least sixty (60) working days prior to the expiration of subdivision preliminary plat approval. The final plat application must contain the following:

Please provide all the information requested in this application. An incomplete application may delay the review of your request. Please provide responses to each application checklist item below in a separate document. Please Note: "N/A" is not an acceptable answer alone and requires an explanation if used.

Application Checklist:

Provide:

- X** 1. The signed final plat application and application fee;

Signed Final Plat Application included within this application, \$1,050 City application fee and \$200 County survey review fee will be provided by the owner.

- X** 2. Written summary and supporting documentation verifying how each condition of preliminary plat approval has been satisfied;

Conditions of Approval Response Memo included in this application

- X** 3. Written consent to subdivide from lien holders or claimants of record;

There are no known lien holders or claimants or record for the subject property.

- X** 4. Approval from the Public Works Department indicating acceptance of installed infrastructure

Public Works Department approval will be provided upon receipt.

- X** 5. Signed public improvements agreement and approved financial guarantee when applicable;

Infrastructure installation is ongoing. A public improvements agreement will be coordinated with City Public Works Department and provided upon completion.

- X** 6. Montana Department of Environmental Quality (DEQ) municipal facilities exemption form (applicant is responsible for submitting signed form to DEQ and payment of fee) or subdivision approval from DEQ, if applicable;

DEQ Municipal Facilities Exemption provided with this application

- X** 7. Indication of how the parkland requirement has been met:
parkland dedication ____ cash in lieu payment ____ or parkland not required **X**.
Verification from the City Parks and Recreation Department must be submitted for any parkland dedication and improvements or payment of cash in lieu thereof. If met by cash, payment to the City must be made prior to final plat approval.

According to 76-3-621 MCA subsection 3a, parkland is not required for this subdivision as the resulting parcels are larger than 5 acres.

- N/A** 8. Deeds conveying title to the City for dedicated properties such as parks and stormwater facilities;

Deed conveying title to the City for Tract A-1-A-1-A-1-A-1-A-1-A-1-A-2-A included in this application.

- X** 9. A plat showing any public utility easements within the subdivision with the correct dimensions and location, and any signed easement agreements to the City for any city utilities not in rights-of-way;

Proposed City Utility Easements are shown on the Final Plat, signed easement agreement included in this application

- X** 10. When ownership of infrastructure improvements that are intended to be transferred to the City affect a third-party easement, documentation from that entity verifying the work within their easement is in compliance with their easement;

Documentation from Northwestern Energy is included in this application

- N/A** 11. A copy of MDT access permit or agreement for highway intersection and other required MDT Access;

No streets created by this plat intersects MDT right-of-way

- X** 12. A petition to create a lighting district when applicable;

Lighting district petition provided with this application. Mountain View Meadows will coordinate directly with the City Finance Department to amend the lighting district.

- X** 13. A legal description of the subject property; a copy of the last recorded conveyance document for the subject property; copies of the existing plat of record;

Existing plat of record and conveyance document provided with this application

- X** 14. Verification that an examining land surveyor has reviewed and approved the final plat;

Final plat is provided with this application for routing to the County Survey Review Committee and Examining Land Surveyor by the City Planning Department.

N/A 15. Any resolutions or ordinances cited on the final plat;

No resolutions or ordinances are needed to be cited on the final plat

X 16. Addressing Coordinator approval of street names;

Addressing approval is provided with this application

X 17. Information on the disposition of any water rights associated with the property;

Any water rights will be retained by the owner

X 18. Verification that all taxes and assessments on the property have been paid in full;

Tax receipt included in application

X 19. Five (5) 11-inch by 17-inch paper copies and one electronic copy of the final plat, including the Conditions of Approval sheet; and

Provided with this application

X 20. After review and City Commission approval, the applicant must submit three (3) mylars and one electronic PDF of the final plat, completed in accordance with the uniform standards for final subdivisions plats including the Conditions of Approval sheet for signatures.

Filing copies to be provided upon City Commission Approval

The City will not accept, begin processing, or schedule any actions on a final plat submittal until a complete application, payment of fee(s), and copies of the final plat have been received. If the city determines that the final plat differs materially from the approved or conditionally approved subdivision preliminary plat, the subdivider will be required to submit an amended preliminary plat application.

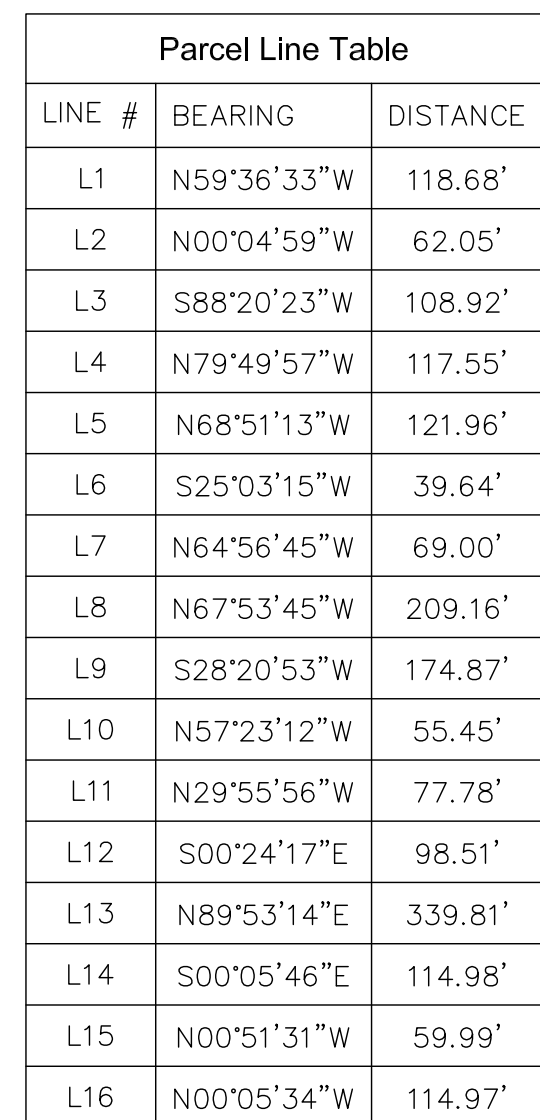
The applicant is responsible for filing the approved and signed final plat and all related documentation (easements, deeds, DEQ Municipal Facilities approval, etc.) with the County Clerk and Recorder and the payment of any related charges.

IT IS THE POLICY OF THE CITY COMMISSION NOT TO ACT ON A PROPOSAL IF THE APPLICANT/ APPLICANT'S REPRESENTATIVE IS NOT PRESENT AT THE COMMISSION MEETING.

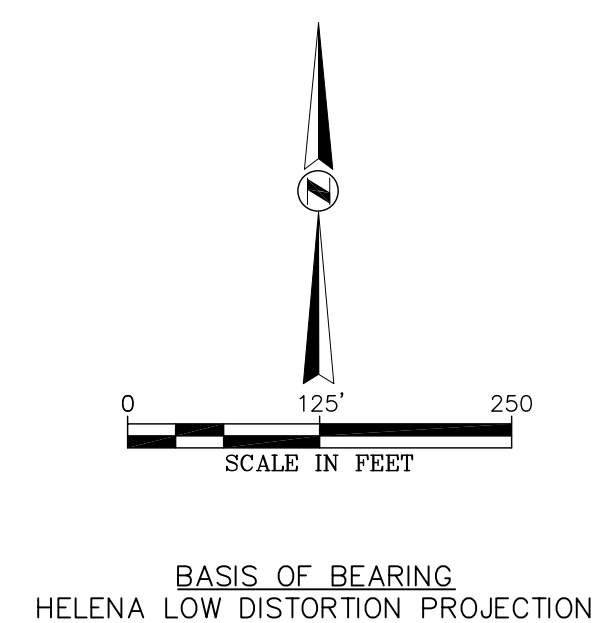
City Planning Staff represents the City; staff cannot answer questions for the applicant

2.0 FINAL PLAT

SUBDIVIDING TRACT D-1-A-1, DOC. NO. 3404083, AND PORTIONS OF TRACT A-1-A-1-A-1-A-1-A-1-A-1-A-1-A OF THE PLAT OF CRAFTSMAN VILLAGE PHASE 8, DOC. NO. 3427371, AND TRACT A-1-A-1-A-1-A-1-A-1-A-1-A-1-A-2, DOC. NO. 3419735, LOCATED WITHIN THE SOUTH HALF OF SECTION 26, AND THE NORTH HALF AND SOUTHEAST QUARTER OF SECTION 35, TOWNSHIP 10 NORTH, RANGE 3 WEST, P.M.M., LEWIS AND CLARK COUNTY, MONTANA



Curve Table					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C1	171.65'	180.00'	054°38'19"	N30°04'02"W	165.22'
C2	57.48'	120.00'	027°26'39"	S43°39'53"E	56.93'
C3	153.26'	180.00'	048°46'59"	N54°19'25"W	148.67'



\\1708-Mountain View Meadows\Commercial\DWG\Survey\1708-05422-PP-F.dwg, 2 OF 3 24338 (LANDSCAPE), Plotted: Sep 23, 2025 - 2:33pm

LEGEND

100.00'(M)

100.00'(R)

NEW BOUNDARY

NEW EASEMENT (AS NOTED)

EXISTING EASEMENT (AS NOTED)

SECTION LINE

FOUND YPC '33886LS' OR OTHERWISE NOTED

FOUND 1-1/2" ALUMINUM CAP 'R STAHLY 75890-1

FOUND OPC 'R STAHLY 75890-LS'

FOUND 2" ALUMINUM CAP OR YPC 'NASH'

FOUND YPC 'ZISKA '

FOUND OPC 'WINDLE 17515LS'

SET 5/8"x24" REBAR WITH 1-1/2" ALUMINUM CAP 'R STAHLY 75890-LS'

FOUND PLSS MONUMENT AS NOTED

MEASUREMENT THIS SURVEY

[illegible]

STAHLY ENGINEERING & ASSOCIATES
PROFESSIONAL ENGINEERS & SURVEYORS
www.seaeng.com

BILLINGS
Phone:(406)601-4055

BOZEMAN
Phone:(406)522-9526

CODY
Phone:(307)509-5541

GREAT FALLS
Phone: (406) 604-4644
3530 CENTENNIAL DR.
HELENA, MT 59601
Phone: (406) 442-8594

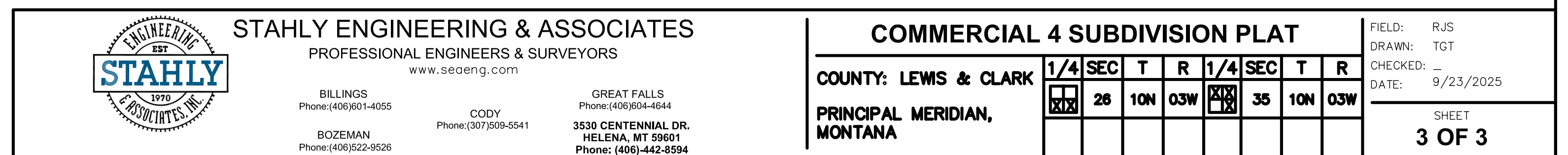
COMMERCIAL 4 SUBDIVISION PLAT

COUNTY: LEWIS & CLARK
PRINCIPAL MERIDIAN,
MONTANA

FIELD: RJS
DRAWN: TGT
CHECKED: —
DATE: 9/23/2025

SHEET
2 OF 3

SUBDIVIDING TRACT D-1-A-1, DOC. NO. 3404083, AND PORTIONS OF TRACT A-1-A-1-A-1-A-1-A-1-A-1-A-1-A OF THE PLAT OF CRAFTSMAN VILLAGE PHASE 8, DOC. NO. 3427371, AND TRACT A-1-A-1-A-1-A-1-A-1-A-1-A-1-A-2, DOC. NO. 3419735, LOCATED WITHIN THE SOUTH HALF OF SECTION 26, AND THE NORTH HALF AND SOUTHEAST QUARTER OF SECTION 35, TOWNSHIP 10 NORTH, RANGE 3 WEST, P.M.M., LEWIS AND CLARK COUNTY, MONTANA



3.0 CONDITIONS OF APPROVAL



Conditions of Approval of commercial Phase 4 at Mountain View Meadows

Date: August 29thth, 2025
Subject: Commercial Phase 4 at Mountain View Meadows
Final Plat Application
City of Helena Project No. 2218-CMP4
SEA Project No. 1706-05422
From: Greg Wirth, PE

The following information is provided in response to each Condition of Approval according to the Findings of Fact and Preliminary Plat Approval for the subject project, approved by the City Commission on May 7, 2012

Local Services

1. Each phase must provide adequate infrastructure including water, sewer, and access that is not dependent on a future phase. The phases must be sequenced so that phases are adjacent to a previously final platted phase.

Response: This phase provides all required and City of Helena Public Works Department approved infrastructure including water, sewer, and access which is not dependent on a future phase. This phase is immediately adjacent to the previously final platted phase being Phase A of Aspen Park.

Transportation

2. The intersection of Highway 282 and Runkle Parkway must be improved in accordance with City-approved plans prior final plat approval for any future phases.

Response: The improvements for the Highway 282 and Runkle Parkway intersection under City Project 06-43 have been installed and accepted by the City of Helena.

3. Each phase of the Crossroads Amendment must demonstrate that an adequate transportation network will be provided that maintains a level of service (LOS) in compliance with City standards prior to approval of the final plat for that phase.

Response: Abelin Traffic Services updated the traffic study in November 2011 for the entire subdivision. Additionally, several recent traffic studies have been submitted to the City showing the existing transportation network in the vicinity is adequate and will continue to maintain a level of service in compliance with City standards with the minimal traffic generated from this phase.

4. War Eagle Street must be developed to a minimum collector street standard and adequate right-of-way width dedicated to the City in compliance with sections 12-4-2 (A) of the City Subdivision Regulations.

Response: War Eagle is not a part of this phase.

5. The final plat must indicate that direct vehicular access is prohibited onto Runkle Parkway and Alice Street for lots located in an R-2, R-3 or R-4 zoning district.

Response: This phase is not located in R-2, R-3, or R-4 zoning districts.

6. Some proposed street names are not acceptable; revisions to the proposed street names must be resubmitted to the City-County Addressing Coordinator for approval.

Response: The proposed street names have been approved by the City-County Addressing Coordinator.

7. Street identification signs must be installed at all intersections prior to final plat approval to facilitate emergency access and response.

Response: Street identification signs have been installed at all intersections.

8. Bicycle/pedestrian paths are part of the non-motorized transportation system and must be located in minimum 20-foot wide right-of-way. Bicycle/pedestrian paths must be installed or financially guaranteed by the developer in accordance with the City approved design at the time of final plat for each phase.

Response: Sidewalks along the frontage of each lot will be installed by each individual lot owner in conjunction with the building permit.

9. The 25-foot wide pedestrian access between Lots 5 and 6 and between Lots 10 and 12, Block 21, must be removed from the parkland dedication.

Response: Lots 5, 6, 10 and 12, Block 21, are not part of this phase.

Water and Wastewater

10. Sewer upgrades must be installed for the sewer main located south of Centennial Drive. The first phase of upgrades approved under City Project 11-16 Crossroads at Mountain View Meadows Commercial Phase I must be installed and accepted by the City of Helena prior to any further infrastructure approval for Mountain View Meadows. All other future off-site upgrades must be installed per the city approved engineering report.

Response: The first phase of upgrades approved under City Project 11-16 have been installed, tested, accepted and approved by the City of Helena. This subdivision phase does not require any off-site sanitary sewer upgrades.

11. All city-owned and maintained infrastructure must be in ROW or in a minimum 20-foot wide exclusive access and maintenance easement to the City per City Codes 6-2-6 and 6-3-4.

Response: All city-owned and maintained infrastructure is in ROW or exclusive maintenance easements.

12. Water and sewer mains must be extended in compliance with Helena City Codes 6-2-6 and 6-3-4 to provide future connection to adjacent property.

Response: Water and sewer mains have been extended through this phase.

13. Infrastructure plans must be submitted to the Public Works Department for review and approval prior to construction.

Response: Infrastructure plans were submitted to the Public Works Department for review and approval prior to construction.

Stormwater

14. Stormwater infrastructure, including basins, serving more than one lot must be located in ROW, on City owned lots that have adequate access, or if located on private land, must be located within an easement granted to the City that allows for access and maintenance and restricts any encroachments.

Response: Stormwater infrastructure for this phase is located within ROW, or within easements granted to the City of Helena allowing for access and maintenance.

Parks

15. The subdivision must provide parkland acceptable to the City and lands intended for City ownership must be maintained and noxious weeds removed prior to these lands being transferred to City ownership.

Response: According to 76-3-621 MCA subsection 3a, parkland is not required for this subdivision as the resulting parcels are larger than 5 acres.

16. Improvements on property intended for City park or open space land must be approved by the City prior to installation to assure they are in accordance with City standards.

Response: There are no improvements on property intended for City parks or open space with this phase.

17. A minimum 20-foot wide ROW must be provided connecting Jumping Crane Open Space to War Eagle Street.

Response: War Eagle Street is not a part of this phase.

Natural Environment

18. Stormwater detention basins must be constructed in accordance to all required permits and encroachment into stormwater drainages must be restricted.

Response: Stormwater detention basins for this phase have been constructed according to all required permits phases and there are no encroachments into stormwater drainages for this phase.

Wildlife and Wildlife Habitat

19. Wetlands and the drainage in Blocks 6, 7, and 9 within the subdivision must be preserved as an open channel except for street and trail crossings.

Response: This phase is not located in Blocks 6, 7, or 9.

CONDITIONS OF APPROVAL CERTIFICATION

We, the undersigned, do hereby certify, as owners of the property that the text and/or graphics shown on this conditions of approval sheet or face of plat represents requirements by the governing body for final plat approval and that all conditions have been satisfied. The information shown is current as the date of this certification, and changes to any land-use restrictions or encumbrances may be made by amendments to covenants, zoning regulations, easements, or other documents as allowed by law or by local regulations pursuant to 24.183.1107(4) A.R.M.

BY: Mark L Runkle
Mountain View Meadows, LLC

STATE OF MONTANA

County of Lewis and Clark

On this 24th day of September, 2025,

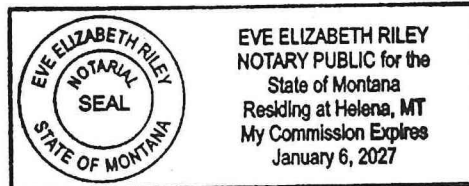
Before me personally appeared

Mark Runkle,

known to me to be the person whose name is
subscribed to the above instrument, and
acknowledged to me that he executed the same.

Eve Elizabeth Riley

Notary Public for the State of Montana.





Community Development Department
Planning Division
316 N. Park
Helena, MT 59623
Telephone: 447-8459 Fax: 447-8460
E-mail: lgengler@ci.helena.mt.us

City of Helena

May 23, 2012

R and D Partners LLC,
3612 E Highway 12
Helena MT 59601

Subject: Crossroads Amendment at Mountain View Meadows Subdivision Findings of Fact

Dear Mr. Runkle,

Attached are the Findings of Fact for the Crossroads Amendment at Mountain View Meadows subdivision and a copy of the preliminary plat that were approved by the City Commission on May 7, 2012. The final plat for this subdivision must be filed within three years of this approval or an extension must be granted under 76-3-610 Montana Codes Annotated (MCA) to extend the filing date. Please keep these items for your records.

If you have any questions please give me a call at 447-8459.

Sincerely,

Lucy Morell-Gengler
City of Helena Planning

Enclosures:
Findings of Fact and
Resolution of Intention to Annex

cc
International Church of the Four Square Gospel
Tyler Emmert, Stahly Engineering and Associates

RECEIVED

MAY 8 2012

FINDINGS OF FACT

City Comm. Dev. Dept.

Crossroads Amendment at Mountain View Meadows Major Subdivision Preliminary Plat

On Tuesday, April 17, 2012, the Consolidated Planning Board held a public hearing on the preliminary plat for the Crossroads Amendment at Mountain View Meadows Major Subdivision creating 956 lots from approximately 442 acres located in B-2 (General Commercial), R-4 (Residential-Office), R-3 (Residential), R-2 (Residential) and PLI (Public Lands and Institutions) Districts.

The proposed subdivision is legally described as Portions of Tract C-2-A-1-A-1-A-1-A and D-1-A of Amended Plat of Phase A of Aspen Park at Mountain View Cos #3173426; Tracts 2-A-1 and 2-A-2 of Antelope Trace Phase 2 of Crossroads at Mountain View Meadows Subdivision COS #3206220; Tract 1 of Plat of Antelope Trace Phase of Crossroads at Mountain View Meadows Subdivision COS #3173428; Tract A-1 COS #3015742; Block 40 and portions of remainder Tract A-1-A-1-A-1 of Plat of Craftsman Village Phase 1 of the Crossroads at Mountain View Meadows Subdivision COS #3200059; and Tract B-2 of COS #3140554; (all COS filed in Lewis and Clark County, Montana); generally located south of Highway 12, east of Crossroads Parkway, west of Highway 282, and southwest of East Helena in Helena and Lewis and Clark County.

In compliance with §12-2-9, Helena City Code, the Planning Board recommended that the Helena City Commission conditionally approve the Crossroads Amendment at Mountain View Meadows major subdivision preliminary plat.

On Monday, May 7, 2012, the Helena City Commission held a public hearing to review the Crossroads Amendment at Mountain View Meadows major subdivision preliminary plat. The City Commission considered the public testimony, staff report and related information, and the Planning Board recommendation. The City Commission evaluated the subdivision proposal and considered the subdivision review criteria set forth in §76-3-608, MCA and the City of Helena's Subdivision Regulations in Title 12, Chapter 1, Helena City Code. This review also included documents and information submitted by the applicant in the application for preliminary plat approval, proposed preliminary plat, Environmental Assessment ("EA"), Traffic Impact Study ("TIS") and the preliminary stormwater plan.

Based upon this review and after considering the applicant's preferences for mitigations of impacts from this subdivision, the City Commission makes the following Findings and Conclusions:

1. Impact on Agriculture and Agricultural Water User Facilities

Findings:

A. Chapter 12 of the Helena 2011 Growth Policy, Subdivision Review states:

"Agriculture is defined as the use of land for growing, raising, or marketing of plants or animals to produce food, feed, and fiber commodities. Examples of agricultural activities include, but are not limited to, cultivation and tillage of the soil, dairying, growing and harvesting of agricultural or horticultural commodities; and raising livestock, fur-bearing animals, or poultry. Agriculture does not include gardening for personal use, keeping house pets, kenneling, or landscaping for aesthetic purposes."

Agricultural water user facilities are defined as facilities that provide water for irrigation and stock watering for the production of agricultural goods. They include, but are not limited to, reservoirs, ponds, ditches, pipes, and other water conveying facilities."

- B. According to the application, "Historically, the property was used for grain production and winter pasture. Within the last decade, the property has been sold for development and agricultural use has ceased. With recent infrastructure and development, the property has already been removed from the agriculture land base, making the effect on agriculture by this proposed planned development negligible."

"Growth within Mountain View Meadows, coupled with the economies of scale provided by the large project, should help relieve growth pressures in the County."

"The proposed project lies directly west of and adjacent to agricultural property. The adjacent agricultural use is not offensive (i.e. dairy farms have an offensive odor) and as such the continued use of the adjacent property as agricultural land should not be impacted by the proposed project."

- C. These comments are consistent with the Growth Policy statement: *Subdivision in accordance with City of Helena zoning and the provision of City services will promote the preservation of agricultural lands by providing a location for development in a dense and efficient manner, thereby reducing the pressure to change agricultural lands to non-agricultural uses in the County.*
- D. According to the application "Water Right Number 411 103008 00, owned entirely by the developer, is associated with the land and not included as part of the development. The owner retains future options on the right. The right is for an unnamed spring, included 9.0 acre-feet and historically used for cattle.

The drainage that runs through the north-west corner of the proposed development is associated with the water right... The spring is currently ponded just south of Alice Street and then again just south of Highway 12. The pond south of Alice will be maintained as an aesthetic feature for future development. The owner is retaining the water right and could possibly use it for summer irrigation. This similar use, taking place during a similar time of year, in a similar area would mitigate impacts associated with development around the drainage."

- E. In general the Growth Policy discourages retaining water user facilities in the City limits. The natural spring located in the north-west corner of the Crossroads subdivision in addition to being a water user facility also contains wetlands and a constructed pond that provides wildlife habitat is being retained.

Conclusion:

This proposal will not significantly impact agricultural production or agricultural water user facilities.

2. Impact on Local Services

Findings:

- A. Chapter 12 of the Helena 2011 Growth Policy, Subdivision Review, defines *Local Services as all services provided to the public by the City of Helena, other local governmental bodies, or public utilities, including, but not limited to, transportation systems and non-motorized facilities, law enforcement, fire protection, drainage structures, water supply, sanitary sewage disposal, solid waste collection and disposal, parks, and schools.*
- B. The application states; "The majority of impacts on local services are mitigated by developing within an area identified for growth by the City of Helena Growth Policy. The development type, density, and use correspond very well to proposed future growth of the city."
- C. Chapter 12 of the 2011 Growth Policy provides evaluation and decision guidelines. The application addresses these as follows:
 1. *Subdivision review should consider the recommendations of existing service and facility plans and compliance with other service needs assessments.*

"The project is proposing the upgrade of several items identified as desirable by the City of Helena facility plans. The project will install or upgrade over half of the sewer main identified as "Priority 1" in the City of Helena Waster Collection System Master Plan. The project is also proposing the infrastructure necessary to begin the transition of the Malben Low Zone in the commercial areas along Highway 12 as directed by the City of Helena Water Facilities Plan. The project is also proposing infrastructure (and has already installed infrastructure) for Crossroads Parkway which was identified as desirable by the Greater Helena Area Transportation Plan."
 2. *Subdivision review could include the impact of the development on the levels of service, proximity of services, response times, and the subdivider's responsibility in the extension of services.*

"Roads, power, water, and sewer necessary to provide public services will be installed prior to occupancy of the proposed development. The project is easily accessible by motorized vehicles using Highway 282 or Highway 12. The project is also providing a building lot for a future satellite fire station."
 3. *The capacity and capability of local services is limited, and all developments should equitably participate in providing adequate services for, including replacement of consumed reserve capacity, to meet levels of service and facility design standards.*

"As noted above in item 1, the project is upgrading multiple pieces of infrastructure that help existing problems. This infrastructure replacement helps mitigate impacts to consumed reserve capacity."

4. General design of local services within proposed subdivisions should be addressed during the preliminary plat review.

"The application contains the general design of local services that are proposed for this development."

5. Lack of adequate service capacity and capability within local services is adequate grounds for denial of subdivision approval when impacts of proposed subdivisions are not mitigated.

"The impacts of this proposed development are going to be mitigated by the installation of the necessary infrastructure."

6. Subdivision review shall include review of easements for the provision and maintenance of services.

"All easements necessary for maintenance are shown on the proposed preliminary plat."

7. Subdivision review may require a percentage of improvements or specific types of improvements necessary to protect public health and safety to be completed before allowing bonding or other reasonable security for purposes of filing a final plat.

"The applicant will continue to work with the City of Helena to install the infrastructure necessary for each phase of development."

- D. §76-3-510, MCA states in part: *"A local government may require a subdivider to pay or guarantee payment for part or all of the costs of extending capital facilities related to public health and safety, including but not limited to public roads, sewer lines, water supply lines, and storm drains to a subdivision. The costs must reasonably reflect the expected impacts directly attributable to the subdivision."*
- E. §12-4-11, Helena City Code requires public improvements be installed in conformance with plans, specifications and a construction schedule approved by the city.
- F. Portions of the Crossroads phase of the development are located in the City of Helena and portions are located adjacent to the city limits. The applicant is requesting annexation and has submitted preliminary infrastructure plans for water, wastewater, and transportation improvements. The applicant has provided parkland, a school site, and a commitment for a fire station lot that would serve the proposed subdivision and future phases of the Mountain View Meadows development and the surrounding areas.
- G. The Crossroads subdivision is proposed to be developed in multiple commercial and residential phases. To assure subsequent phases provide for efficient expansion of city services, each phase must provide adequate infrastructure including water, sewer, and access that is not dependent on a future phases. The phases should be sequenced so that phases are adjacent to a previously final platted phase. **(Condition#1)**

Transportation System and Non-motorized Facilities

- A. The subject property is vacant except for two homes that will be removed and a gravel operation that produces regular truck traffic. Future development of the subdivision is anticipated to significantly increase traffic in the area.
- B. §12-4-2(B), Helena City Code, requires each subdivision with a projected trip generation of more than two hundred (200) vehicle trips per day to provide a minimum of two (2) public accesses for ingress and egress.
- C. The submitted traffic impact study (TIS), dated November 2011, indicates the development will generate approximately 60,595 total daily trips at full build-out based on the proposed zoning which is more than 200 vehicle trips per day, thus requiring two accesses.
- D. The primary access for the Crossroads development will be US Highway 12 East (Hwy 12) via Crossroads Parkway.
- E. This phase of the Mountain Meadows development will also have two accesses onto Highway 282 through the adjacent Aspen Park Subdivision. Highway 282, extending northward, connects to Hwy 12 in East Helena; traveling south and west, it connects to Colonial Drive.
- F. The Highway 282 access to the development was not installed in accordance with approved plans thus may be already creating a traffic hazard. The intersection of Highway 282 and Runkle Parkway will need to be improved in accordance with the approved plans prior to the infrastructure plan approval for any future phases.
(Condition#2)
- G. Hwy 12 is identified as a principal arterial in the Greater Helena Area Transportation Plan – 2004 Update. According to this plan, *the purpose of the principal arterials is to serve the major centers of activity, the highest traffic volume corridors, and the longest trip distances in an urban area. This group of roads carries a high portion of the total traffic within the urban area.* The section of Hwy 12 east of Interstate 15 (I-15) carried approximately 28,510 vehicle trips per day according to the City of Helena 2011 traffic counts.
- H. Crossroads Parkway is the north end of an arterial loop road that will, in the future, connect Hwy 12 to I-15 at the South Helena Interchange. This route is designated as a future arterial in the amended 2004 Helena Area Transportation Plan.
- I. The TIS conducted for the Crossroads Amendment at Mountain View Meadows development estimated the subdivision may generate 3,091 AM peak hour trips, 5,787 PM peak hour trips, and 60,595 total daily trips at full build-out based on the proposed zoning. These figures represent a decrease in traffic volumes from the 2008 TIS submitted with the original Crossroads preliminary plat review. In that report, the subdivision was anticipated to generate an estimated 71,676 total daily trips.

- J. The 2011 TIS noted: *"The overall trip generation for the project has decreased slightly from the previous proposal. The overall number of developable residential units has increased, but the overall trip generation from the commercial areas has decreased. This decrease was caused by a lower trip generation rate from the proposed Phase 1 office-park. It is likely that when the actual land uses for the other commercial areas are known, the overall trip generation from the site will decrease and the traffic impacts will be less than is predicted in this report."*
- K. Some of the difference in traffic may also be explained by the proposed zone changes from B-2 to R-4 and R-2 Districts, and from R-4 to R-2 Districts. These changes in zoning represent going from a higher intensity zoning district to lower intensity districts which tends to generate less traffic.
- L. The 2011 TIS further states: *"The current development plans differ from the previous proposals for this project. As currently proposed the possible number of residential homes which could be developed has decreased substantially. This is due to a decrease in the number of proposed multi-unit properties."*
- M. The City standard for Level of Service (LOS) at an intersection is a minimum LOS C per Section 12-2-2(D) or no worse than the existing LOS.
- N. The Traffic Impact Study indicates a LOS C can be obtained at the new Crossroads Parkway and Hwy 12 intersection and existing Highway 282 intersection at Runkle Parkway and the intersection with Highway 12 in East Helena if various improvements are made to these intersections.
- O. The 2011 TIS included a summary and recommendations that should be followed when developing the area transportation network. This TIS states: *"The Mountain View Meadows development will add residential, commercial, office, and retail traffic to several existing transportation corridors, including U.S. Highway 12 and Highway 282. In order to maintain an acceptable level of service at the intersection of Crossroads Parkway and U.S. Highway 12 the intersection will need to be constructed to maximize its operational efficiency."*
- "The developers may also need to make improvements to the intersection of U.S. Highway 12 and MT Highway 282."*
- P. Both Crossroads Parkway and Hwy 12 are under the jurisdiction of the Montana Department of Transportation (MDT); any changes or improvements to either roadway must be approved by MDT. According to a letter from MDT, the developer has entered into an agreement (MOU) with MDT concerning the improvements to US 12 and Crossroads Parkway.
- Q. The 2011 TIS made the following summary and recommendations:
"When field observations indicate that the intersection (of Crossroads Parkway and Hwy 12) is nearing its functional capacity (around 75% build-out) new connections to the west will be required. This trigger point will come once the development has built

out 100 acres of the proposed commercial properties and all of the proposed residential homes or approximately 45,000 total daily trips. The developers should be responsible for any necessary intersection improvement along Highway 12 associated with the construction of these new connections.

The City of Helena should require that the developers provide sufficient connections to the west to maintain a LOS C at Crossroads Parkway using a combination of any feasible new road connections to the west after 75% buildout or as needed by field traffic observations. However, it should be noted that the only road which the developers currently have full control to build is the Trica Street connection, which may or may not provide sufficient capacity for full build out." (Condition #3)

- R. Each phase of the Crossroads Amendment must demonstrate that an adequate transportation network will be provided that maintains an LOS in compliance with City standards prior to approval of the final plat for that phase. **(Condition #3)**
- S. The EA noted: *"The construction of the Phase 1 office-park required the elimination of two public streets which had been included in the previous proposal for this project to provide a developable lot large enough for the proposed office-park complex. The elimination of these local streets should not have a significant impact on the overall traffic patterns within this area of the development. The streets designated for elimination are minor local roads which do not provide any critical road connections within the development. It should also be noted that traffic will still be able to flow through the office-park site using the access roads and parking areas contained within the office complex".*
- T. The Crossroads amended plat shows War Eagle Street with a local street ROW width of 60 feet. The Fire Department has expressed concerns that War Eagle will provide a primary emergency access route to large portions of the development and may need a wider ROW width to reduce congestion, particularly if there is on-street parking. In addition, the War Eagle route could become more important if Alice Street or Runkle Parkway is blocked.
- U. The 2011 TIS states;
The City of Helena has requested an evaluation of the expected traffic volumes along War Eagle (formerly Shaded Glen) and Ascension Way (formerly Aspen Park) to help determine if these roads should be considered local, collector, or arterial streets. The City recommends that designated Local Roads carry 50-3,000 VPD, and Collector Routes should carry 2,000 to 5,000. Roads with 5,000 to 15,000 VPD should be considered Minor Arterial routes. The ultimate traffic volumes along War Eagle and Ascension Way will largely be dependent on if Ascension Way is extended from The Peaks development site to the Padbury land to the west. The areas served by War Eagle and Ascension Way include approximately 300 residential homes and would produce approximately 3,000 daily trips. If Ascension Way is not connected then, these two roads will be dead-end routes and will not draw any additional traffic than what is produced by the adjacent residential homes. Under this scenario the 3,000 daily trips produced in this area would be distributed between War Eagle and Ascension way and the total traffic on these roads would probably not exceed 2,000 VPD which is well within the

limits of a Local route. If Ascension Way is connected to the west with a collector or arterial route in the Padbury property, then War Eagle and Ascension Way will operate like collector routes and the traffic volumes along these two roads will likely exceed 3,000 VPD.

- V. This analysis did not evaluate the impact of traffic from Runkle Parkway, an arterial anticipated to serve future development to the southwest that would utilize War Eagle to access Crossroads Parkway, which is a shorter route than using Alice Street. This traffic pattern could increase traffic on War Eagle.
- W. War Eagle Street should be developed to a minimum collector street standard in compliance with sections 12-4-2 (A) of the City Subdivision Regulations which requires a minimum ROW width of 64 feet to accommodate traffic from future development to the west, improve connectivity for traffic using War Eagle as an alternate route between Crossroads Parkway and Runkle Parkway, and to provide a supplementary route if Alice Street or Runkle Parkway become inaccessible and improve emergency access.
(Condition #4)
- X. Crossroads Parkway ROW has been deeded to MDT so MDT controls accesses to that street. MDT has indicated there will be an access restriction for lots fronting Crossroads Parkway and all access must be approved by MDT.
- Y. Alice Street will be a major collector and Runkle Parkway is anticipated to be a collector or arterial. Allowing each residential lot to have vehicular access onto these streets can result in traffic conflicts and increased incidents of accidents. Therefore, these streets should be access controlled by the City per Section 12-4-2(A)(3). **(Condition #5)**
- Z. The City-County Addressing Coordinator has reviewed the preliminary plat and has submitted comments regarding the proposed street names (attached). Some of the street names are long and can be confusing for emergency responders; thus, some of the street names not acceptable. Revisions to the proposed street names must be resubmitted to the City-County Addressing Coordinator for approval. **(Condition # 6)**
- AA. Street name identification signs must be installed at all intersections prior to final platting to facilitate emergency access and response. **(Condition #7)**
- BB. §76-3-608 (3)(d), MCA requires legal and physical access to each parcel within the proposed subdivision. Legal and physical access for all of the proposed lots must be noted on the face of the subdivision plat. It is anticipated the internal street design as conditioned, in conjunction with proposed improvements to the transportation network and existing arterials, will provide adequate legal and physical access to lot within the subdivision.
- CC. A City approved emergency access between the Crossroads development and Tricia Street has been installed to reduce emergency response times if the Crossroads Parkway and Highway 12 intersection is blocked.

DD. Street cross sections submitted with the application show pedestrian access within the subdivision will be provided either with boulevard sidewalks or bicycle/pedestrian paths. The bicycle/pedestrian paths are part of the non-motorized transportation system and should be installed or financially guaranteed by the developer in accordance with City approved design at the time of final plat for each phase **(Condition # 8)**

EE. The preliminary plat shows a 25-foot wide pedestrian access between Lots 5 and 6, Block 21, at the end of Sky View cul-de-sac which is a relatively short street, less than 200 feet long. A pedestrian access between Lots 10 and 12, Block 21 is also shown. These proposed non-motorized access serves a relatively small number of lots, are redundant with sidewalks, and adds City maintenance costs. Therefore, these accesses are not required and should be removed from the parkland dedication and not be included with the Spotted Wolf Trail. **(Condition #9)**

Water and wastewater

- A. A looped water main currently exists from a water main in Colonial Drive that connects through the subject property to a water main adjacent to Hwy 12. This existing water main has been sized to serve the Mountain View Meadows development, including this subdivision.
- B. The site improvement plans within the application show water mains extended through the subdivision to service the proposed lots.
- C. The Crossroads Amendment subdivision application Preliminary Engineering Report states: "The proposed project will be served by water extensions from existing mains within Mountain View Meadows Property 1. The project is designed in accordance with the City of Helena Engineering Standards (2006) and MDEQ Circular 1.

Water supply comes entirely from the Nob Hill Reservoir. The Nob Hill Reservoir is fed from two different sources depending on the City's availability of water from the Tenmile Treatment Plant. The Nob Hill Reservoir is typically served through the Missouri River Treatment plant which has a current capacity of 13 mgd. According to the 2011 Helena Growth Policy, "The City has a 40-year contract with the Bureau of Reclamation, which reserves 11,300 acre-feet per year from the Canyon Ferry Reservoir for the City's use." A secondary supply is the Ten Mile Water Treatment Plant which has a capacity of 8 mgd.

A looped main currently serves the entire Mountain View Meadows Property 1 (MVM) via one 12" main south of the property and an 8" main north of the property. PRV's are proposed to be installed close to the 4010 elevation to create a pressure zone boundary that cuts across MVM property 1."

- D. The initial site plan and Engineering Report submitted with the preliminary plat application, although sufficient for initial review, provides insufficient information to finalize main sizes for the proposed water system. Water main sizes will be determined after final calculations and infrastructure plans have been submitted to and approved by

the City. Plans must be approved by the Public Works Department prior to construction and Montana Department of Environmental Quality (DEQ) approval is also required.

- E. The applicant is proposing to connect to the City of Helena's wastewater system via main extension and upgrades in the future street ROW and in utility access and maintenance easements. This system will connect to the existing city main in Alice Street and will flow to the Airport lift station.
- F. The Crossroads Amendment subdivision application Preliminary Engineering Report states: "Sanitary sewer for Crossroads Amendment at Mountain View Meadows has been designed in accordance with the City of Helena Engineering Standards (2006) and Montana Department of Environmental Quality Circular 2. The project will consist of residential and commercial lots that will utilize 8" minimum laterals that deliver sewer to an existing/proposed 30" RCP branch main. The 30" branch transports sewer through commercial, residential, and industrial areas and eventually leads to the existing Airport Lift Station. The Airport Lift Station transports sewer to an existing trunk main in Washington that leads sewer directly to the City of Helena Wastewater Treatment Plant.

The peak hour sewer flow generated by Crossroads and Aspen Park at Mountain View Meadows is estimated to be roughly 1.5 mgd (1,050 gpm). This large flow will require some off-site infrastructure to be upgraded."

- G. The Public Works Department states, "Sewer upgrades will be required for the sewer main south of Centennial Drive. The first phase of upgrades, approved under City Project, 11-16 Crossroads at Mountain View Meadows Commercial Phase I, will need to be installed and accepted by the City of Helena prior to any further infrastructure approval for Mountain View Meadows. All other future off site upgrades will be required as per the submitted engineering report." **(Condition #10)**
- H. Although the existing Airport lift station has been upgraded to serve a portion of previously approved development, it may not have adequate capacity to serve full build-out of this subdivision. Therefore, the existing Airport lift station must be upgraded to meet the needs of the proposed subdivision based on current zoning or a new gravity main across the airport must be installed when current capacity at the Airport lifts station has been utilized. **(Condition#1)**
- I. The developer must provide adequate wastewater service in compliance with City standards to every lot for each phase of the subdivision prior to final platting that phase.
- J. Since this is a preliminary plat review, the application has not yet provided detailed and engineered designs, plans and specifications for wastewater extensions to serve the development. Until these designs and plans are received, reviewed and approved by the City following preliminary plat approval and prior to any construction, the City cannot approve their acceptance for final City ownership. DEQ approval is also required for main extensions.

- K. The infrastructure plans indicate some sewer mains will not be within street ROW. To facilitate the provision of City services, all city-owned and maintained infrastructure is required to be in ROW or in a minimum 20-foot wide exclusive access and maintenance easement to the City per City Codes 6-2-6 and 6-3-4. **(Condition #11)**
- L. Although most mains are shown as extended to provide future connection to adjacent property, some areas such as in Crossroads Parkway and Ascension Way ROW do not show extensions. Water and sewer mains must be extended in compliance with Helena City Codes 6-2-6 and 6-3-4 to provide future connection to adjacent property. **(Condition #12)**
- M. Infrastructure plans must be submitted to the Public Works Department for review and approval prior to construction. No building permits will be issued prior to plan approval and interim acceptance. **(Condition #13)**

Drainage – Stormwater

- A. Stormwater systems plans must be submitted to the City for review and approval. Such plans must be developed in compliance with City Codes particularly Title 6, Chapter 6: Stormwater Control, the City Engineering Standards, and all relevant stormwater permits. Installing stormwater facilities in compliance with these regulations and statutes will help mitigate the impact of increased impervious surface and stormwater runoff associated with development of this subdivision.
- B. The Crossroads Amendment subdivision application Preliminary Engineering Report states: "Storm drainage for Crossroads Amendment at Mountain View Meadows has been analyzed in accordance with the City of Helena Engineering Standards (2006). Storm runoff from developed areas is collected in curb and gutters and directed to a combination of storm sewers and drainage bio-swales. These conveyance structures transport storm runoff to detention basins located at the down gradient edges of the subdivision. The detention basins settle, store, and attenuate the release of storm water to existing drainage ways leaving the site.

Curb and gutter and storm sewers are sized to carry the peak flow from the 25-year runoff. Where storm sewers provide the only means of transporting runoff out of the subdivision (no street overflow available) the storm sewers are sized to carry the peak flow from the 100-year event. Detention basins are sized to store and attenuate runoff from all storms <100-year event and release at rates less than the pre-developed site runoff."

- C. Stormwater drainage ways and detention areas should be located on City owned lot or ROW with adequate access for maintenance if serving more than one lot. Proposed pond 2-3 in Block 32 does not have direct access to a subdivision street. Adequate access must be provided for maintenance of pond 2-3. If the detention basin is on private land or is accessed over private land such as ponds 2-2 and 2-3, an easement must be granted to the City that provides for access and maintenance purposes and restricts any encroachments. **(Condition #14)**

- D. Although the initial stormwater plan submitted with the Crossroads Amendment application is sufficient for preliminary plat review, the plan provides insufficient information to finalize detention basins sizes, locations, and design, including provisions for filtering pollutants. Thus, final calculations by an engineer and designs must be reviewed and approved by the City prior to construction and final plat approval.

Parks

- A. MCA 76-3-621. Park Dedication Requirements provides the state's parkland dedication requirements associated with subdivisions. This section requires the subdivider to dedicate to the City cash or land donations based on the size of the individual lots. Areas that are nonresidential such as ROW, parkland, or lots exclusively for stormwater detention basins are excluded from the parkland dedication requirements. Any lot in which the zoning permits residential uses must be included when calculating the required parkland dedication.
- B. Based on the lot areas indicated on the Crossroads preliminary plat and the Crossroads Amendment preliminary plat, the required parkland dedication for the entire Crossroads at Mountain View Meadows subdivision per the formula found in MCA76-3-621 (1) is approximately 22.238 acres.
- C. Some areas of the Crossroads subdivision have been final platted requiring the dedication of parkland. So far 2.856 acres of parkland have been dedicated to the City for the Crossroads subdivision. This parkland is located within Block 30 east of Alice Street.
- D. The 2009 Crossroads preliminary plat proposed various parkland areas that were rejected by the City Commission primarily because of inadequate size of the proposed park areas. The park plan for the Crossroads subdivision was subsequently revised. This revision resulted in a proposal to relocate the parkland area previously approved with the Crossroads Preliminary plat to other areas within the Crossroads phase.
- E. The Crossroads Amendment application states: Several changes to parks are being proposed with this amendment. The reasons for the amendment include but are not limited to the following:
- 1.) Compliance with the City of Helena Parks, Recreation and Open Space Plan.
 - 2.) Locating parks within walkable distance of homes that encourages use by local residents.
 - 3.) Development of trails to encourage non-motorized transportation.
 - 4.) Installation of features that the City currently does not provide to residents (10' ADA bike/ped path adjacent to open space).
 - 5.) Provision of features to provide recreational uses for the residents of the project. Complete development of areas to provide a clean and finished product and active use where possible to help provide increased tax revenue per developed acre while providing a rich experience of community and neighborhood.
- F. The Crossroads Amendments application contains a park plan that includes neighborhood parks, mini parks, open space, and a trail system. The application indicates over 50 acres is proposed to be dedicated for City parkland.

- G. According to the EA; R&D Partners, LLC is currently operating an open cut gravel permit over the area proposed for future parkland. The intent of the mine, as it relates to the proposed subdivision, is to remove and grade areas as necessary to accommodate future homes, roads, and parks. The majority of the grading will take place along the ridge just east of Alice Street. This area is already cut and the finish road grades show that the ridge will basically be removed until the area is flat enough for extension of roadways. Mountain View Park has already been modified and is currently undergoing final grading design and construction. The park will be cut approximately 300 feet from its north boundary at a 20:1 slope in order to provide a flat enough area to service the proposed uses. As final plats are done the mine boundary should be amended and modified to remove lots from the area bonded for disturbance.
- H. The area located within the gravel operation and which is proposed for parkland dedication that must be suitable for its intended parkland use prior to being dedicated to the City.
- I. The City Parks Department evaluated the parkland proposal utilizing the City of Helena Park's Recreation and Open Space Plan (2010) and submitted that evaluation and recommended conditions to the City County Parks Board. (attached)
- J. The evaluation stated "When beginning an evaluation of proposed parkland, policies identified in the City of Helena Park's Recreation and Open Space Plan (2010) provide direction. The following list of policies are applicable to parkland dedication review.
- a) 1.1 The City of Helena discourages the development of small parks such as mini-parks and instead places the emphasis on open space and neighborhood parks.
 - b) 3.2 Service levels are based on acres per 1,000 residents or .03 acres per dwelling unit.
 - c) 3.4 The City of Helena discourages acceptance of trails for subdivision parkland or as linear parks, unless the proposed trail provides a useable non-motorized connecting route.
 - d) 3.5 The City of Helena discourages acceptance of mini parks due to economy of scale of the cost of maintaining such parks.
 - e) 3.7 Parkland is usable and must have adequate area and shape for development of amenities.
 - f) 3.9 Alternative parkland, such as critical wildlife habitat, cultural, historical, or natural resources, agricultural interests, may be accepted where the significance can be documented and the approval provides long-term protection.
 - g) 3.10 In a phased subdivision development, a combined dedication of parkland is preferable to smaller isolated dedications in each phase.
 - h) 3.11 Open space is acceptable as determined by the Parkland Evaluation sheet.

K. The parks evaluation recommended considering the following for City parkland:

Proposed Name	Acreage
Mountain View Park	2.1 acres
Family Park	4.3 acres
Jumping Crane Open Space	21.8 acres
Spotted Wolf Trail	20 acres
Peaks Edge Connection Parcel	1 parcel (2 acres)
Kid's Park	1.3 acres
TOTAL	51.5 acres

L. On April 4, 2012 the City County Parks Board reviewed the staff evaluation and noted the proposed parkland dedication exceeds the required subdivision amount. They also noted the cost of improving and maintaining parkland. The Parks Board made the following recommendation to the City Commission:

- ❖ Accept as City parkland the remaining 2.1 acres of **Mountain View Park** (located in Block 39) with the following conditions:
 1. The 2.1 acre parcel will be combined with the previously dedicated 2.9 acre (Mountain View Park) and will be managed as one park for a total size of 5 acres.
 2. The existing gravel mining operation will be reclaimed prior to parkland dedication. A reclamation and grading plan will be submitted for City approval prior to parkland dedication.
 3. Noxious weeds will be sprayed and mowed prior to dedication; **(Condition # 15)**
 4. Any park improvements or paved bicycle/pedestrian, as well as, non-paved trails provided by the developer shall be built according to City standards. **(Condition #16)**
- ❖ Accept as City parkland **Jumping Crane Open Space**, the proposed 21.8 acre parcel for an open space park, as proposed by the developer and with the following conditions:
 1. Noxious weeds will be sprayed and mowed prior to dedication; **(Condition #15)**
 2. Public right of way access from War Eagle roadway will be developed; **(Condition #17)**
 3. The developer will be responsible for the construction of all wildlife friendly fencing as deemed necessary by the Montana Dept. of Fish, Wildlife, and Parks;
 4. Any park improvements or paved bicycle/pedestrian, as well as, non-paved trails provided by the developer shall be built according to City standards. **(Condition #16)**
- ❖ Accept as City parkland **Spotted Wolf Trail** for a connectivity corridor and possible future trail development and with the following conditions:
 1. Noxious weeds will be sprayed and mowed prior to dedication. **(Condition #15)**

2. Any park improvements or paved bicycle/pedestrian, as well as, non-paved trails provided by the developer shall be built according to City standards. **(Condition #16)**
- M. The area not accepted for City parkland or stormwater utilities but designated on the preliminary plat for “public” could remain as parkland but be improved and maintained by another entity such as a homeowners association. Future development of those areas for uses other than “public” may require further City review.
- N. Noxious weeds can have a detrimental impact on the natural environment so their spread should be contained. Vacant lands, particularly areas intended for City ownership as parkland or open space, must be maintained with the noxious weeds removed.
- O. The site plan for the subdivision shows trails in some of the proposed parkland which would be part of a non-motorized transportation network. Plans for design and installation of these trails or any other improvements on property intended for City park or open space land must be approved by the City to assure they are in accordance with City standards. **(Condition #16)**
- P. The northeastern portion of Jumping Crane Open Space has limited access from Upland Street which impacts its functionality and emergency access to this area of the park. A minimum 20-foot wide ROW connecting the parkland to War Eagle or extend the parkland to War Eagle would improve the connectivity and utilization of this park. **(Condition #17)**

Law Enforcement and Fire Protection

- A. Police and fire protection will be provided by the City of Helena. Medical and ambulance service are available from St. Peter’s Hospital.
- B. The City will review fire hydrant placement with final infrastructure plans to determine if hydrant spacing and fire flow requirements are met.
- C. A lot for a possible fire station is required by the conditions of annexation in Resolution # 19191 which states:
13. Fire Station Lot: The property owner must either provide a fire station lot or enter into an agreement with the City of Helena to provide a fire station lot with the location and size subject to approval by the City Fire Department.
- D. The applicant has indicated Lot 1, Block 7 on the corner of Crossroads Parkway and Jeanette Rankin Way (Cornerstone) will be dedicated to the City for a possible fire station. Future study and evaluation will be required to verify the need for and the economic viability of a fire station prior to its construction at this location.
- E. The proposed lot incorporates a portion of the adjacent watercourse drainage/wetlands and a 50-foot wide gas line easement. The drainage is proposed to be retained in its natural state so the drainage area is not developable. Development within the gas line

easement is also significantly restricted. These constraints may limit the design and function of a future facility on this lot. Incorporating all of the property within the Crossroads phase located west of the drainage and south of the Crossroads Parkway and Jeanette Rankin Way intersection and redesigning Lot 5's drainage could provide more unrestricted area for development. This lot will be further addressed with annexation

- F. Street identification signs must be installed at all intersection prior to final platting those ROW to facilitate emergency access and response. **(Condition # 7)**

Schools

- A. **MCA 76-3-608. Criteria for local government review** states: *"A governing body may not deny approval of a proposed subdivision based solely on the subdivision's impacts on educational services..."*
- B. The Crossroads Amendments community Impact Report states: "The residences for Crossroads at Mountain View Meadows are expected to generate approximately 400 students. This is based on information provided by East Helena Superintendent Ron Whitmoyer utilizing a ratio of .42 public school students per unit. About 75% of the students would be placed within the East Helena School District's Eastgate and Radley Elementary Schools and the East Valley Middle School, located two to three miles away. The other 25% would be high school students and would attend Helena High School.

Transportation would be provided to the high school students, but the subdivision is within three miles of the elementary school and no transportation is provided according to district policy. Helena Area Transportation Service would provide a fee-based service to those students unable to walk or be transported by others to the elementary school.

The East Valley Middle School is just outside the 3-mile limit and school based transportation should be provided.

The potential financial impact to the East Helena School District is of concern to the Trustees. Using their figures, current infrastructure standard for schools is 146 square feet per student, and the construction costs are \$175 per square foot. These figures bring the anticipated infrastructure costs close to \$10 million upon full-build-out of Crossroads Amendment, to be distributed between the two districts – Helena and East Helena. The developers have given the East Helena School District several acres to help offset some of the educational costs. In addition the districts will receive financial assistance from property taxes. The commercial development areas will provide property tax assistance to the schools without providing additional students. Adequate local government budgeting and management should create a situation where local taxes adequately fund education."

Other Services

- A. According to the EA: "NorthWestern Energy would provide natural gas and electricity to the subdivision. Qwest and Bresnan Communications would provide phone service. Communication has taken place on a regular basis with companies that can provide the necessary utility services."

- B. The Crossroads Amendment subdivision consists of some areas that have not been annexed into the City. The City of Helena, or another provider in accordance with MCA 7-2-4736, can provide solid waste disposal.
- C. Although alleys are proposed in some sections of the Crossroads subdivision, solid waste may be collected from the street's curb side. Commercial collection sites may be evaluated with the building permit.
- D. The location and construction of mailboxes must conform to the rules and regulations of the U.S. postal service and should be approved by the local US Postmaster prior to installation.

Conclusions:

There are impacts on local services. However, the impacts can be mitigated with the completion of the proposal as supplemented with approval conditions as recommended in the Findings.

3. Impact on the Natural Environment

Findings:

- A. Chapter 12 of the Helena 2011 Growth Policy, Subdivision Review states: *The natural environment is defined as the physical conditions that exist within a given area, including, but not limited to, land, topography, climate, air quality, surface and ground water, wetlands and riparian areas, floodplains, minerals, flora, fauna, noise, light, and objects of historic, cultural, and aesthetic significance.*
- B. Chapter 12 of the 2011 Growth Policy provides evaluation and decision guidelines for impacts to the Natural Environment. The application addresses these as follows:
 - 1. *The natural environment is deeply linked with economic development as an attraction to new and expanding businesses, a tourist destination, and a basic component of Helena's character.*
 "This project will provide some commercial property with tracts large enough to serve "campus" tenants. It will also provide smaller commercial properties and housing that can serve multiple socioeconomic groups."
 - 2. *The natural environment should be preserved or the impacts mitigated, and development should respect significant natural features.*
 "The project is proposed to preserve the significant natural features. The western drainage and pond will remain intact and will serve as an entrance to walking trails that comfort the west slope of the property. The majority of the property lacked significant natural features, making it an area that the City of Helena Planning Department has identified as desirable for future growth in the Growth Policy."
 - 3. *Cut and fills on slopes as a result of road or building construction should be minimized.*
 "Cut & Fill slopes will be minimized."

4. Automobile emissions can have a negative impact on air quality and the climate; thus, subdivisions should provide an efficient transportation system that accommodates future connectivity and non-motorized means of transportation.

"This project is proposing multiple forms of non-motorized transportation and is one of the first projects to begin utilizing complete streets concepts. The power line trail and the gas line trail, coupled with open space trails and bike lanes, link residents with the existing bike/ped future Centennial Trails path along Highway 12. Bio-swales are also proposed in areas to help provide first flush treatment prior to storm water ponds."

5. Urban densities and residential development within the City and in close proximity to employment and services can reduce vehicle miles traveled, and promote more efficient use of land, infrastructure, and the transportation network. This can decrease air pollution and reduce development pressure on sensitive areas and the natural environment.

"The project is proposing urban densities in an area identified as desirable for development by the City of Helena Growth Policy."

6. The impact to ground and surface waters, water bodies, drainages, floodplains, riparian areas, and wetlands, should be evaluated. Adequate buffers should be incorporated or appropriate mitigation should be provided, including, but not limited to, stormwater treatment and discharges and protection of wetlands.

"This proposed amendment is altering an existing approval to better protect surface waters, water bodies, drainages, riparian areas, and wetlands."

7. Development within the City requires compliance with more stringent environmental regulations than are typically applied to County development, such as wastewater and stormwater quality standards, which help to protect the natural environment.

"The project will be developed to the City's standards to help protect the natural environment."

8. Subdivisions should be evaluated for objects of historic and aesthetic significance. If present on the property, such items should be preserved or the loss of those features should be mitigated.

"Protection of slopes and wetlands should help mitigate impacts to areas with aesthetic significance. The historic nature of the property will certainly be changed from agricultural to urban. The higher densities of development may reduce growth pressures within the County helping to preserve some of those agricultural areas."

Land and topography

- A. According to the EA: "No known geologic hazard affecting development exists within the property boundary. No falls, slides, or slumps are present. The topography is generally, moderately sloped, averaging 8%, southwest to northeast. The exception being in the west where slopes average roughly 20% with pockets > 25%."

"The property should not have geological stability issues. A number of faults surround the Helena Valley; the nearest faults are east of East Helena and South of the Helena Regulating Reservoir – Regulating Reservoir Fault Zone and Spokane

Hills Fault Zone. None should produce a heightened risk for the development. Residential structures and infrastructure would be built to city building code (Chapter 3-1 of the City Code), meeting earthquake requirements.

Due to shallow slopes and gradients, roads should be easily constructed using cut and fill construction where necessary. Soil depth with organic compounds that need to be removed is generally between 6 inches and 18 inches, and groundwater is greater than 6 feet from the surface.

Soils information provided in the original submittal has not changed. The soils are classified as a Calciustepts, indicating that the soils have weakly differentiated horizons, limited soil moisture occurring in the growing season, and contain a calcic horizon (Nielsen 1991).

The soils do have limitations that should be accounted for in the design of infrastructure and foundations for residential and commercial development. The soils are highly variable throughout the development and the Geotechnical Report prepared by Pioneer Technical for the Aspen Park subdivision commented on that fact:

"The soils on the site are highly variable from location to location. While some test pits revealed somewhat competent foundation subgrade material, excavation of other test pits revealed materials that will warrant special attention in foundation design. Pioneer recommends that foundation design be conducted on a case by case basis. As structures are scheduled for construction, foundation subgrade soils for those sites should be sampled and tested, and foundation design based on the results of those tests."

The limitations of the soil are easily overcome with proper design and excavation. Development would be above groundwater elevation. Proper excavation depth for foundations and streets would expose sand and gravel. These materials should be suitable, with proper compaction, for the desired development. Road and streets would require the importation of coarse materials to place over properly compacted subgrade. Foundations would be excavated to a depth providing necessary stability.

- B. There is currently a gravel operation on portion of the property within the proposed Crossroads subdivision. This gravel operation is currently located outside of the City boundaries but is anticipated to be annexed when the gravel extraction is completed and the area is ready for development.
- C. According to the EA; "R&D Partners, LLC is currently operating an open cut gravel permit over the area proposed for future residential home sites and parkland. The majority of permitting and environmental impacts associated with this work was reviewed and is managed by the Montana Department of Environmental Quality under MDEQ Opencut Permit #1619. WWC Engineering is the applicant's representative for the Opencut Permit.

The intent of the mine, as it relates to the proposed subdivision, is to remove and grade areas as necessary to accommodate future homes, roads, and parks. The majority of the grading will take place along the ridge just east of Alice Street. This area is already

cut and the finish road grades show that the ridge will basically be removed until the area is flat enough for extension of roadways. Mountain View Park has already been modified is currently undergoing final grading design and construction. The park will be cut approximately 300 feet from its north boundary at a 20:1 slope in order to provide a flat enough area to service the proposed uses. As final plats are done the mine boundary should be amended and modified to remove lots from the area bonded for disturbance.

The mine is progressing faster than originally anticipated. Schellinger Construction Co. Inc. out of Kalispell is currently using the mine site for gravel production and construction staging associated with the Custer Interchange construction project. The material needed for the project was generated on site and as such a large portion of the necessary grading has been accomplished ahead of schedule. Schellinger will leave the site next summer following completion of the Custer Interchange project."

Surface and ground water, wetlands and riparian areas, floodplains,

- A. According to the EA: "Two natural drainages run through Mountain View Meadows. Though both originate off-site, the western drainage is drastically different than the eastern drainage based on the simple fact that water emerges from a spring near the boundary between Crossroads and the future Padburry development. The western drainage contains a non-jurisdictional wetland, and a pond, just south of proposed Jeanette Rankin Way. Downstream of the pond the existing drainage carries runoff during high groundwater periods and larger rain events. One major reason for the proposed modifications is to limit impacts to this drainage. The impacts from the proposed layout will be significantly less than those originally proposed. Future land planning requiring offsets from drainages like this eastern drainage will help promote water quality and storm water management.

The eastern drainage exhibits characteristics similar to a lot of natural drainages located within the City of Helena. Storm water in this drainage is channelized and concentrated from a large watershed. Larger storm events produce runoff in this drainage, but it does not typically have flowing water like the western drainage. As such it will be treated much differently. A storm water pond at the end of this drainage will catch the majority of the runoff from the entire Mountain View Meadows development. Two additional ponds are located upstream to help treat smaller rain events. The outlet of this drainage will be at lower peak flows, and lower volumes, during storms events with a return period <100 years. This will help prevent sediment from getting into any state waters and the pond will function very well to help rejuvenate the local aquifer.

Groundwater is estimated to be at the 3,950-foot elevation (Briar and Madison 1992). However, water does daylight at the 4,000-foot elevation adjacent to the development. The majority of residential development would be an estimated minimum 40 feet above ground water. Residential development just south of Jeannette Rankin Way along with Commercial development will be an estimated minimum 10 feet above ground water.

Historically agricultural use of the area would have included chemical applications. In 1991, fourteen groundwater samples taken from wells within the Helena Valley (Briar and Madison 1992) revealed only one pesticide, 2,4-D, a commonly used herbicide in agriculture and landscape applications. The level was 0.44 micrograms per liter (µg/L). (The Maximum Contamination Level (MCL) is 70 µg/L.) Subsequent sampling of the

well did not produce any pesticides. This would indicate that there is not a rapid flux of herbicides through the soil and into the aquifer, based on assumed standard usage of herbicides throughout the Helena Valley [both residential and agricultural].

Lawn and garden fertilizer is applied at a rate in which it can be utilized by the root system prior to leaching. Grass, by virtue of its extensive fibrous root network and dense thatch layer, effectively retains nitrogen fertilizer at the soil surface or within the root zone, thereby preventing soluble nitrates from percolating downward into groundwater (CGP 2009). Over-fertilizing would result in damage and therefore is usually avoided. Leaching of fertilizer through tens of feet of loam and into the groundwater would not be expected a problem due to chemical compounds naturally converting to gases and returning to the atmosphere. Runoff from residential, commercial and streets would be detained within the detention basin where volatilization and dilution would take place.

There are a variety of herbicides on the market; the most commonly used is Roundup® [Glyphosate]. The half-life of the applied compound – the amount of time required for half of the applied compound to degrade – ranges from 3 days to 141 days (Cox 1998). The residual amounts take longer to breakdown with detectable levels for up to 3 years on forestry applications.

Franz, Mao, and Sikorski (as reported in Cox 1998) concluded that Glyphosate binds with soil and does not contaminate soil and water away from the application site. However, amounts of the compound could reach water via erosion – wind and water – transport of soil particles. Glyphosate's persistence in water is shorter than its persistence in soils (Cox 1998). Two Canadian studies found that the compound persisted 12 to 60 days in pond water.

Glyphosate would be applied during the late spring or the summer months when transport to water is reduced due to rainfall cycles. The compound readily binds to soil particles and is not easily transported away from the application site. During construction, Best Management Practices (BMPs) would keep contaminated soil from reaching live waters. Furthermore, following development, the detention basin would collect runoff and herbicides would be expected to bind with soil particles and breakdown prior to being leached to groundwater. The majority of the runoff from the development would travel over two and one-half miles in an ephemeral drainage, through several storm water detention basins, before reaching Prickly Pear Creek. There is the case of the surface water transcending into groundwater near the southeast side of East Helena, one-mile downstream. Herbicides should attenuate in the process. Runoff from housing along the west side of Peaks Edge would travel 600 feet overland before reaching a wetland. The attenuation process in this case would involve overland flow and detention/dilution within a water body.

The use of herbicide is expected to have little or no impact to ground or surface waters.

Leakage from the sewer system would not be expected, as lines are not pressurized. Leakage from a gravity flow system could occur if the pipes became plugged. Plugging would be expected to be temporary due to City maintenance.

The City of Helena 2011 Growth Policy has identified the proposed development area as intended for Urban, Suburban, and mixed use development. The Future Land Use Map

did not identify any stream buffer zones. Development within the City's growth policy area, at densities and uses similar to those identified, coupled with construction per the City-of-Helena Engineering Standards, will mitigate the limited impacts to the groundwater."

- B. The property has non-jurisdictional wetlands associated with the east side drainage. The previous review of the Crossroads subdivision conditioned retaining the waterway as an open channel.
- C. The preliminary plat for the Crossroads Amendment shows the wetlands area retained in an open drainage. The retention of this drainage resulted in the elimination of a portion of Stacia Street and reconfiguration of Blocks 5-7. Further south, the street system was redesigned and the wetlands/drainage incorporated into City property. These changes to the preliminary plat will help preserve the wetlands area.
- D. Comments from the Water Quality District per the 2009 subdivision review state: *The report in the Introduction states this drainage is ephemeral (water flow lasting only a very short time) however, the later in the report under the Hydrology section the drainage is described as a perennial drainage (constantly recurring). The report cites the presence of springs and presence of water during most of the year that suggest this drainage section could be determined to be perennial under Montana statutes. If so, modification of the drainage may require a 310 permit from the Lewis & Clark Conservation District.*

Vegetation

- A. According to the EA: "The property has had a history of farming and grazing (pasture). Volunteer vegetation presently covers the area. A perennial flowing drainage passes through the northwest corner of the subdivision and contains a nonjurisdictional wetlands. The drainage will be left as open space.

Noxious weeds would be present within the property due to disturbance, proximity of seed source, and traffic. Control of noxious weeds would continue to be the responsibility of the developer until individual lots are sold, at which time the charge will fall to the purchaser. The developer would use herbicide spot application (sprays) to control weed populations. The use of spray would decrease after development due to the expected paucity of weeds, with manual removal the likely method.

- B. When the property is annexed development must be in compliance with City landscaping requirements.

Historic/cultural

According to the EA: "No significant historical, cultural or archeological features are expected to be present on the property based on a history of farming. The State Historic Preservation Office (SHPO) feels that there is a low likelihood of impacting cultural resources and that a cultural resource inventory is unwarranted."

Conclusions:

This development will impact the natural environment. However, the impacts can be mitigated with the completion of the proposal as supplemented with approval conditions as recommended in the Findings.

4. Impact on Wildlife and Wildlife Habitat

Findings:

A. Chapter 12 of the Helena 2011 Growth Policy, Subdivision Review states: *Wildlife is defined as animals that are not domesticated or tamed. Wildlife habitat is defined as an area containing the environmental conditions essential to wildlife for feeding and forage, cover, migration, breeding, rearing, nesting, or buffers from those areas. It also includes areas essential to the conservation of species protected by the Endangered Species Act or of special interest or concern to the State of Montana.*

B. Chapter 12 of the 2011 Growth Policy provides evaluation and decision guidelines for impacts to Wildlife and Wildlife habitat. The application addresses these as follows:

1. *Urban density development is not intended to meet the habitat needs of larger wildlife such as deer, moose, or elk or predatory species such as bear, mountain lions, or coyotes.*

"Urban density development is not intended to meet the habitat needs or larger wildlife. Our project will likely impact deer populations less than the City's current culling projects."

2. *Rural areas are more conducive to wildlife and wildlife habitat than are urban areas. Encouraging subdivisions within the City urban growth area provides housing and development opportunities within an urban setting that can reduce development pressures on surrounding rural areas, which would then reduce development pressures on rural wildlife habitat.*

"This project is located in an area identified as urban in the Land Use chapter of the Growth Policy. As noted in the Growth Policy, "Rural areas are more conducive to wildlife and wildlife habitat than are urban areas. Encouraging subdivisions within the City urban growth area provides housing and development opportunities within an urban setting that can reduce development pressures on surrounding rural areas, which would then reduce development pressures on rural wildlife habitat."

3. *Although urban areas are not intended to preserve wildlife habitat, certain natural features, such as wildlife corridors, wetlands, stream corridors, and similar high value habitats are irreplaceable and should be preserved and buffered as much as possible. These areas may provide a variety of recreational, water quality, and safety values, such as flood control as well as wildlife and bird habitats.*

"The natural features of the project are being preserved to help provide bird habitats."

4. *Habitat for species protected by the Endangered Species Act or of special interest or concern to the State of Montana or the City of Helena should be preserved.*

"The Natural Heritage Program identified 4 species occurrence reports for 4 species of concern near the project. The Plains Spadefoot was north of Highway 12 near Wall Mart, the Wedge-leaved Saltbush was identified north of Highway 12 near East

Helena, the Small Yellow Lady's-slipper was shown in the South Hills, and the Grey Wolf was noted as, "where populations are classified as Experimental Nonessential" with no observation date. There have been no observations of species of concern within the projects boundary."

- C. The EA further states: "Wildlife use in the area includes mule deer, antelope, songbirds, and upland game birds (Hungarian partridge and sharptail grouse), in addition to small mammals. These animals will be pushed elsewhere, south and east.

Section 35 (T10N R3W) is not listed as big game winter range; however, the site is rated as Class 4 (Lowest) for Terrestrial Game Quality and Class 3 for Terrestrial Conservation Species according to Montana Fish Wildlife and Parks (MFWP 2011). Waterfowl nesting area and wetlands are within the northwest corner of the property and would be part of open space. The 0.1-acre wetland area is part of a larger drainage. Wildlife use in the area includes mule deer, antelope, songbirds, and upland game birds (Hungarian partridge and sharptail grouse), in addition to small mammals. The larger animals will be pushed elsewhere, south and east while the smaller songbirds will be able to utilized preserved open spaces.

Helena is located within the Rocky Mountains. As such wildlife is present. Development in areas identified as preferable by local governments is the key mitigation effort developers can take to limit impacts on wildlife and wildlife habitat. The areas surrounding the development that provide habitat for smaller animals such as birds or waterfowl are being set aside within open space to be perpetually preserved. Establishment of open space around the more critical areas will mitigate impacts to wildlife and wildlife habitat. More importantly, limiting sprawl by developing property at higher densities will help limit the amount of property that must be developed to meet the needs of our growing communities.

A records search of the Montana Natural Heritage Program database indicates no site-specific species records. (See attached information.) Wide-ranging areas (entire Helena Valley) of four species were shown as follows:

Plains spadefoot	(<i>Spea bombifrons</i>)
Gray wolf	(<i>Canis lupus</i>)
Wedge-leaved saltbush	(<i>Atriplex truncate</i>)
Small yellow lady's-slipper	(<i>Cypripedium parviflorum</i>)

No gray wolf or saltbush are found within or adjacent to the property limits. The spadefoot is a toad associated with the arid west. Its abundance would more than likely have been affected by past agrarian practices. The lady's slipper is found in habitats not present on site - fens, damp mossy woods, seepage areas, and moist forest-meadow ecotones in the valley to lower montane zones."

- D. This area has been identified as antelope habitat by Lewis and Clark County information. This antelope area terminates at approximately Alice Street. Therefore, although the drainages provide wildlife habitat, there are no specific wildlife corridors identified on the property. This information indicates most of the antelope habitat in the area is located east of East Helena.

- E. Wetlands were identified on the property. A wetlands report was submitted with the first Crossroads application and is still applicable to this application.
- F. The preservation of wetlands and the drainage area on the property could help mitigate the impacts on wildlife habitat. **(Condition #20)**

Conclusions:

There are impacts on wildlife and wildlife habitat. However, the impacts can be mitigated with the completion of the proposal as supplemented with approval conditions as recommended in the Findings.

5. Impact on Public Health and Safety

Findings:

- A. Chapter 12 of the Helena 2011 Growth Policy, Subdivision Review, *Public health and safety is defined as a condition of well being and security for individuals and the population as a whole within the community.*
- B. Chapter 12 of the 2011 Growth Policy provides evaluation and decision guidelines for impacts to Public Health and Safety. The application addresses these as follows:
 - 1. *Compliance with Federal, State and City, rules, codes, and regulations will facilitate public health and safety.*

"The project will comply with all federal, state, and city rules, codes, and regulations."
 - 2. *To be a healthy community, human resources should be enhanced through the provision of parks, recreational areas, sidewalks, pedestrian and bike paths, block lengths that encourage walkable neighborhoods and connectivity, trails, and the preservation of natural spaces.*

"The project is proposing multiple parks, recreational areas, sidewalks, pedestrian and bike paths, along with walkable block lengths and connectivity to encourage active non-motorized participation."
 - 3. *Subdivisions should provide safe transportation networks, including pedestrian ways, with adequate ingress and egress and traffic calming where appropriate, and lots designed to allow adequate emergency access to the buildable area on the lot. City-approved water and wastewater facilities, adequate stormwater facilities that comply with water quality regulations and best management practices, and solid waste collection should also be provided.*

"The project is proposing adequate transportation networks, including pedestrian access, and traffic calming. The lots are also designed to allow adequate emergency access. City standard water, sewer, and storm facilities are also proposed."
 - 4. *Subdivisions should avoid or mitigate the negative impacts that relate to public health and safety, including, but not limited to, fire, earthquakes, floods, and water quality.*

"The project is located in a low risk fire area and will be served with hydrants and water distribution that meet all national and local codes. The project is not located

within a flood plain. The City of Helena also actively participates in the verification of code compliance within residential construction while Lewis & Clark County does not. Constructing units according to the national building codes is a good first step to making homes safe during earthquake events. The project is dependent upon the City's ability to provide clean drinking water."

5. Subdivision review should include an evaluation of the impacts to emergency services including police, fire department, and ambulance response times.

"The Fire Department has identified a response time of 5 to 7 minutes. We did not receive a response from the Police Department ... We've assumed the Police Department response time would be similar to the Fire Department response time. Ambulance service is provided by both St. Peter's Hospital and private contractors. St. Peter's Hospital is located about 4 road miles from the project on a low traffic route (Highway 282 to Centennial) that does not use or need any traffic lights. Analysis of response times is indeterminate until the City identifies acceptable levels of service in response time in the Growth Policy or other document."

- C. The Yellowstone pipe line runs in a 50- foot wide easement through the subject property. The proposal indicates the majority of this easement will be used for a trail network and the development of structures will be restricted in the easement.
- D. The preliminary plat indicates roads and utilities will parallel and cross the Yellowstone pipeline. Comments from the Yellowstone Pipeline Company indicate concern about roadways crossing over the pipeline. Any construction activity in the area of this pipeline should be delayed until the Yellowstone Pipeline Company has approved the plans to assure such construction is done in a safe manner. If the redesign of the Crossroads preliminary plat is approved, amendments to the pipeline easement agreement may be required to address new road crossings.
- E. It must be shown that streets and other improvements and infrastructure in ROW that crosses the Yellowstone pipeline were installed in accordance with the easement agreement prior to the ROW and improvements being accepted by the City.
- F. The Helena Police and Fire Departments will serve the property to help secure the subdivision from fire, panic, and other dangers.
- G. If developed in the City as proposed, fire protection for the property would be improved with the installation of fire hydrants throughout the development. Buildings must comply with the currently adopted Building and Fire Codes which establish guidelines that help assure that the development of the subject property is secure and safe.
- H. City water, sewer, and sanitation will serve the property. The provision of these services will promote health and general welfare.
- I. Construction of the streets to City standards, including sidewalks and bike/pedestrian trails, could provide safe vehicular and pedestrian travel.

- J. The proposed subdivision design includes separate bike/pedestrian paths within the rights-of-way of arterial and collector streets, and sidewalks adjacent to local streets. In addition, trails will cross the subdivision. This design will provide for safer non-motorized travel through the subdivision.
- K. A Northwestern Energy 100KV electrical transmission line bisects the subject property. This power line is relatively low voltage and is located in a 150-foot wide easement. Information and studies submitted with the application indicates this power line is not anticipated to cause a health hazard to individuals.
- L. The preliminary plat indicates no lots will be located within the 100-year flood plain.

Conclusions:

This development could create impacts to public health and safety. However, the impacts can be mitigated with the completion of the proposal as supplemented with approval conditions as recommended in the Findings.

6. Survey Requirements

Findings:

- A. Compliance with survey requirements cannot be evaluated until the final plat is reviewed for approval.
- B. The word "public" on the preliminary plat is not well defined, ownership and the rights associated with utilization of that property could be misconstrued. Therefore, lots identified as "public" on the preliminary plat must only be identified with the appropriate lot and block. Parkland may be identified as such or as open space in addition to the lot and block.

Conclusion: Survey requirements will be reviewed for completeness upon submission of final plat for approval if the preliminary plat is approved.

7. Helena Subdivision Regulations

Findings:

MCA 76-3-510. Payment for extension of capital facilities states *A local government may require a subdivider to pay or guarantee payment for part or all of the costs of extending capital facilities related to public health and safety, including but not limited to public roads, sewer lines, water supply lines, and storm drains to a subdivision. The costs must reasonably reflect the expected impacts directly attributable to the subdivision.*

Streets

- A. Legal and physical access to the Crossroads at Mountain View Meadows subdivision will be provided by Hwy 12 East via Crossroads Parkway and Highway 282. Internal ROW will provide legal and physical access to lots within the subdivision.
- B. Improvements to Highway 282 and Runkle Park way must be installed in accordance with City-approved plans to improve safety at that intersection. (Condition #2)

- C. §12-4-2 (A) (4) of the Helena City Code states: *Street layout must provide for the most advantageous development of the urban transportation system and must be designed to meet the following criteria:*
- a. Provide all lots adequate access to public right of way;
 - b. Provide for a transportation network that fully connects existing streets;
 - c. Provide for future extension of the transportation network into adjoining, undeveloped property.
- D. Adjoining undeveloped properties are located to the east, west, and south. The preliminary plat and site plan show streets extended to the edge of the subdivision that could provide for future extension of the transportation network into adjoining, undeveloped property.
- E. §12-4-2 (A)(3), Helena City Code states: *Where a proposed development contains an existing or proposed arterial or collector street, the city commission may require a local access street or provisions limiting access to the arterial or collector street. Some of the collector streets within the subdivision may require access restrictions.*
- F. Crossroads Parkway is an arterial and access will be controlled by MDT.
- G. Alice Street will be a collector street with relatively high traffic volumes. The proposed subdivision has a number of lots fronting on Alice Street which increases the potential for traffic conflicts. These conflicts could be mitigated by requiring an access permit from the City for commercial lots on Alice Street between Crossroads Parkway and Alpine View Road. Traffic conflicts could be further mitigated by restricting all access on Alice Street between Alpine View Road and Runkle Parkway. (Condition # 5)
- H. Runkle Parkway is anticipated to continue westward as the Mountain View Meadow development progresses. This street is anticipated to accommodate large traffic volumes that would classify it as a collector or arterial street. Therefore, access restrictions should be placed on residential lots fronting Runkle Parkway. (Condition # 5)
- I. §12-4-2(B), Helena City Code, requires two accesses for each subdivision anticipated to generate 200 vehicle trips per day; it is anticipated the proposed subdivision will generate more than 200 vehicle trips per day.
- J. The primary access for the subdivision will be via Highway 12 and Crossroads Parkway; secondary access is proposed via Highway 282. An emergency access is available from Crossroads Parkway to Tricia Street located west of the subdivision.
- K. §12-4-11, Helena City Code describes the public improvements that must be installed in conformance with plans, specifications, and construction schedule for approval by the City Public Works Department.
- L. City code 12-4-2 (C) requires dead end streets to have an appropriate turn around. The previous approved Crossroads preliminary plat showed Ryland Avenue as a through

street. The proposed Crossroads Amendment indicates Ryland Avenue will dead-end because of site constraints – slope and power line conflicts. An appropriate emergency turnaround must be designed and installed in accordance with City engineering standards.

- M. The Crossroads amended plat shows War Eagle Street with a local street ROW width of 60 feet but it is anticipated this street may function as a collector and thus require greater ROW width.
- N. The submitted street ROW widths for most of the internal streets are in compliance with the Helena Subdivision Regulations. As previously noted, War Eagle Street should be platted with adequate ROW width for a collector street. Varying boulevard widths are indicated in the street cross sections. Dedicated public rights-of-way must meet Helena Subdivision Regulations and the design must be approved by the city prior to construction. **(Condition # 4)**

Parkland

- A. In accordance with state law, approximately 22.238 acres of parkland is required for the Crossroads Subdivision.
- B. The application indicates over 50 acres is proposed to be dedicated for City parkland.
- C. As previously noted the Parks Board reviewed the proposed parkland dedication and made recommendations for accepting some of the proposed parkland, but not all of the proposed parkland, as City parks and open space.

Conclusion:

The proposal in its present form does not comply with all of the applicable subdivision requirements. However, as conditioned, these requirements can be satisfied when the final plat is prepared and submitted for review and approval.

8. Local Subdivision Review Procedure

Certified letters have been sent to the adjacent property owners and legal notice has been advertised in the *Independent Record* at least 15 days in advance in accordance with 76-3-605 MCA. The Consolidated Planning Board held a public hearing at 6:00 P.M., Tuesday, April 17, 2012; and a City Commission meeting was held at 6:00 P.M., Monday, May 7, 2012. The subdivision review and approval process is consistent with the requirements of the Montana Subdivision and Platting Act.

9. Easements

Findings:

- A. §12-4-7 of the Helena Subdivision Regulations requires *The location and identification of all existing easements and rights of way of record and proposed public and private easements and rights of way, including description of their width and purpose* be included on the preliminary plat.

- B. §12-4-7 of the Helena Subdivision Regulations states: *Easements must be provided for utilities, drainage, and vehicle and pedestrian access not located in public right of way.*
- C. The preliminary plans for this subdivision indicate some wastewater mains will be located through some of the proposed lots. Maintenance easements to the City for these mains must be shown on the final plat documented with an approved recorded easement to the City; easement locations and widths must be submitted to the City for review and approval. **(Condition #11)**
- D. The submitted stormwater plans indicate detention ponds located off site and on lots with limited access. Once a stormwater drainage plan is approved, easements for the stormwater drainage facilities and/or detention basins that cross lots or serve multiple lots must be shown on the final plat and documented with an approved recorded easement to the City. **(Condition #14)**
- E. The Yellowstone Pipe Line Company currently has a 50-foot wide pipeline easement on the property. If the redesign of the Crossroads preliminary plat is approved the developer must get approval from YPL Company for new road crossings of the pipeline.

Conclusion:

The proposal in its present form does not comply with the easement requirements of the Helena Subdivision Regulations, but the plat will be in compliance with the easement requirements if the conditions are met.

10. Legal and Physical Access

Findings:

§76-3-608 (3)(d) MCA states a subdivision must be reviewed for *the provision of legal and physical access to each parcel within the proposed subdivision and the required notation of that access on the applicable plat and any instrument of transfer concerning the parcel.*

Conclusion:

Once the conditions have been met, the proposal will provide legal and physical access to proposed subdivision lots.

11. Preliminary Plat Approval

Findings:

Final plat approval may be granted if:

1. The applicant develops the property in accordance with the preliminary plat application as previously approved and modified by approval conditions;
2. Satisfies the conditions of approval;
3. In accordance with Sections 76-3-507, MCA and 18-2-122, MCA, the plans for the public improvements must be complete and in compliance with standards of the City of Helena and the State of Montana, and bear the seal of a professional engineer for the engineering, a professional land surveyor for land surveying and a licensed architect for the architectural; and
4. The improvements are either constructed to completion and accepted by the City, or, pursuant to §76-3-507(2), MCA, the applicant either:

- (a) provides a bond or other reasonable security, in amount and with surety and conditions satisfactory to the City Commission, providing for and securing the construction and installation of the improvements within one year, or
- (b) applies for and receives approval by the City Commission for an incremental payment or guarantee plan.

APPROVAL WITH CONDITIONS

In light of these Findings and Conclusions, the Helena City Commission hereby conditionally approves the preliminary plat for the Crossroads Amendment at Mountain View Meadows major subdivision, creating 956 lots from approximately 442 acres in the B-2 (General Commercial), R-4 (Residential - Office), R-3 (Residential), R-2 (Residential) and PLI (Public Lands and Institutions) Districts. The conditions of approval herein set forth are additional requirements to mitigate the impacts identified in the previous Findings that are not fully resolved by applicant's proposal. The evidence supporting the reasons for these conditions are contained in the City staff report to the Planning Board, the applicant's Environmental Assessment, and all the testimony and evidence received by the Planning Board and the City Commission.

Applicant may receive final plat approval upon completion of the applicant's proposal as set forth in applicant's preliminary plat application as accepted and modified by these additional conditions. This approval is in force for three (3) calendar years, except when extended as provided by law.

This preliminary plat approval by itself does not constitute approval and acceptance of the design and plans for construction and installation of any public infrastructure for the subdivision. The City's approval and acceptance of public infrastructure is subject to future review and approval of the detailed design, plans, and final construction of that infrastructure in accordance with city standards.

The following conditions that apply to the preliminary plat approval and that must be satisfied before the final plat may be approved are:

Local Services

1. Each phase must provide adequate infrastructure including water, sewer, and access that is not dependent on a future phases. The phases must be sequenced so that phases are adjacent to a previously final platted phase.

Transportation

2. The intersection of Highway 282 and Runkle Parkway must be improved in accordance with City-approved plans prior final plat approval for any future phases.
3. Each phase of the Crossroads Amendment must demonstrate that an adequate transportation network will be provided that maintains a level of service (LOS) in compliance with City standards prior to approval of the final plat for that phase.

4. War Eagle Street must be developed to a minimum collector street standard and adequate right-of-way width dedicated to the City in compliance with sections 12-4-2 (A) of the City Subdivision Regulations.
5. The final plat must indicate that direct vehicular access is prohibited onto Runkle Parkway and Alice Street for lots located in an R-2, R-3 or R-4 zoning district.
6. Some proposed street names are not acceptable; revisions to the proposed street names must be resubmitted to the City-County Addressing Coordinator for approval.
7. Street identification signs must be installed at all intersections prior to final plat approval to facilitate emergency access and response.
8. Bicycle/pedestrian paths are part of the non-motorized transportation system and must be located in minimum 20-foot wide right-of-way. Bicycle/pedestrian paths must be installed or financially guaranteed by the developer in accordance with the City approved design at the time of final plat for each phase.
9. The 25-foot wide pedestrian access between Lots 5 and 6 and between Lots 10 and 12, Block 21, must be removed from the parkland dedication.

Water and wastewater

10. Sewer upgrades must be installed for the sewer main located south of Centennial Drive. The first phase of upgrades approved under City Project 11-16 Crossroads at Mountain View Meadows Commercial Phase I must be installed and accepted by the City of Helena prior to any further infrastructure approval for Mountain View Meadows. All other future off-site upgrades must be installed per the City approved engineering report.
11. All city-owned and maintained infrastructure must be in ROW or in a minimum 20-foot wide exclusive access and maintenance easement to the City per City Codes 6-2-6 and 6-3-4.
12. Water and sewer mains must be extended in compliance with Helena City Codes 6-2-6 and 6-3-4 to provide future connection to adjacent property.
13. Infrastructure plans must be submitted to the Public Works Department for review and approval prior to construction.

Stormwater

14. Stormwater infrastructure, including basins, serving more than one lot must be located in ROW, on City owned lots that have adequate access, or if located on private land, must be located within an easement granted to the City that allows for access and maintenance and restricts any encroachments.

Parks

15. The subdivision must provide parkland acceptable to the City and lands intended for City ownership must be maintained and noxious weeds removed prior to these lands being transferred to City ownership.
16. Improvements on property intended for City park or open space land must be approved by the City prior to installation to assure they are in accordance with City standards.
17. A minimum 20-foot wide ROW must be provided connecting Jumping Crane Open Space to War Eagle Street.

Natural Environment

18. Stormwater detention basins must be constructed in accordance to all required permits and encroachment into stormwater drainages must be restricted.

Wildlife and Wildlife Habitat

19. Wetlands and the drainage in Blocks 6, 7, and 9 within the subdivision must be preserved as an open channel except for street and trail crossings.

NOTICE OF APPEAL RIGHTS

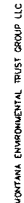
Any party aggrieved by this conditional approval has the right to bring an action against the City of Helena pursuant to §76-3-6235, MCA. In addition, any party may appeal this decision to the district court within thirty (30) days of the date of this decision.

DATED this 27th day of May, 2012


MAYOR


PORTIONS OF TRACT C-2-A-1-A-1-A-1-A OF AMENDED PLAT OF PHASE A OF ASPEN PARK AT MOUNTAIN VIEW COS 3173428
AND TRACT 2-A-1 OF ANTELOPE TRACE PHASE 2 OF CROSSROADS AT MOUNTAIN VIEW MEADOWS SUBDIVISION COS 3206220
AND TRACT 2-A-2 OF ANTELOPE TRACE PHASE 2 OF CROSSROADS AT MOUNTAIN VIEW MEADOWS SUBDIVISION COS 3206220
AND PORTIONS OF TRACT 1 OF PLAT OF ANTELOPE TRACE PHASE OF CROSSROADS AT MOUNTAIN VIEW MEADOWS SUBDIVISION COS 3173428
AND PORTIONS OF REMAINDER TRACT A-1-A-1-A-1 OF PLAT OF CRAFTSMAN VILLAGE PHASE 1 OF THE CROSSROADS AT MOUNTAIN VIEW MEADOWS SUBDIVISION COS 3200059
AND PORTIONS OF LOT 3 OF PLAT OF CRAFTSMAN VILLAGE PHASE 1 OF THE CROSSROADS AT MOUNTAIN VIEW MEADOWS SUBDIVISION COS 3200059

JOHNSON MELVIN V
& EDNA MAY
TRACT A OF
COS 3007949



MONTANA ENVIRONMENTAL TRUST GROUP LLC
PORTIONS OF 536, 110N, R03W

[illegible]


 ANTELOPE TRACE PHASE 2 OF CROSSROADS AT
 MOUNTAIN VIEW MEADOWS SUBDIVISION COS 3208270
 (AMENDED PLAT OF ANTELOPE TRACE PHASE 2 COS

ANTLOPE TRACK PHASE 1 OF CROSSROADS AT
MOUNTAIN VIEW MEADOWS SUBDIVISION CDS 3173428

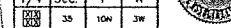
 CRAFTSMAN VILLAGE PHASE 1 OF CROSSROADS AT
 MOUNTAIN VIEW MEADOWS SUBDIVISION CDS 3173428

PHASE A OF ASPEN PARK AT
MOUNTAIN VIEW MEADOWS SUBDIVISION COS 3173428

BOUNDARY OF EXISTING PRELIMINARY PLAT APPROVAL FOR
CROSSROADS AT MOUNTAIN VIEW MEADOWS

LOT TYPE	ORIGINAL PRELIMINARY PLAT APPROVAL*		PROPOSED ORDINANCE AMENDMENT	
	# LOTS	ACRES	# LOTS	ACRES
2-4	37	78.7	308	165.67
3-4	37	78.7	32	67.4
5-4	0	0	32	5.26
A-1	0	0	153	68.19
PUBLIC	22	21.8	37	87.45
RIGHT-OF-WAY	N/A	84.45	N/A	100.05
TOTAL	816	1,301.4	1,081	472.71

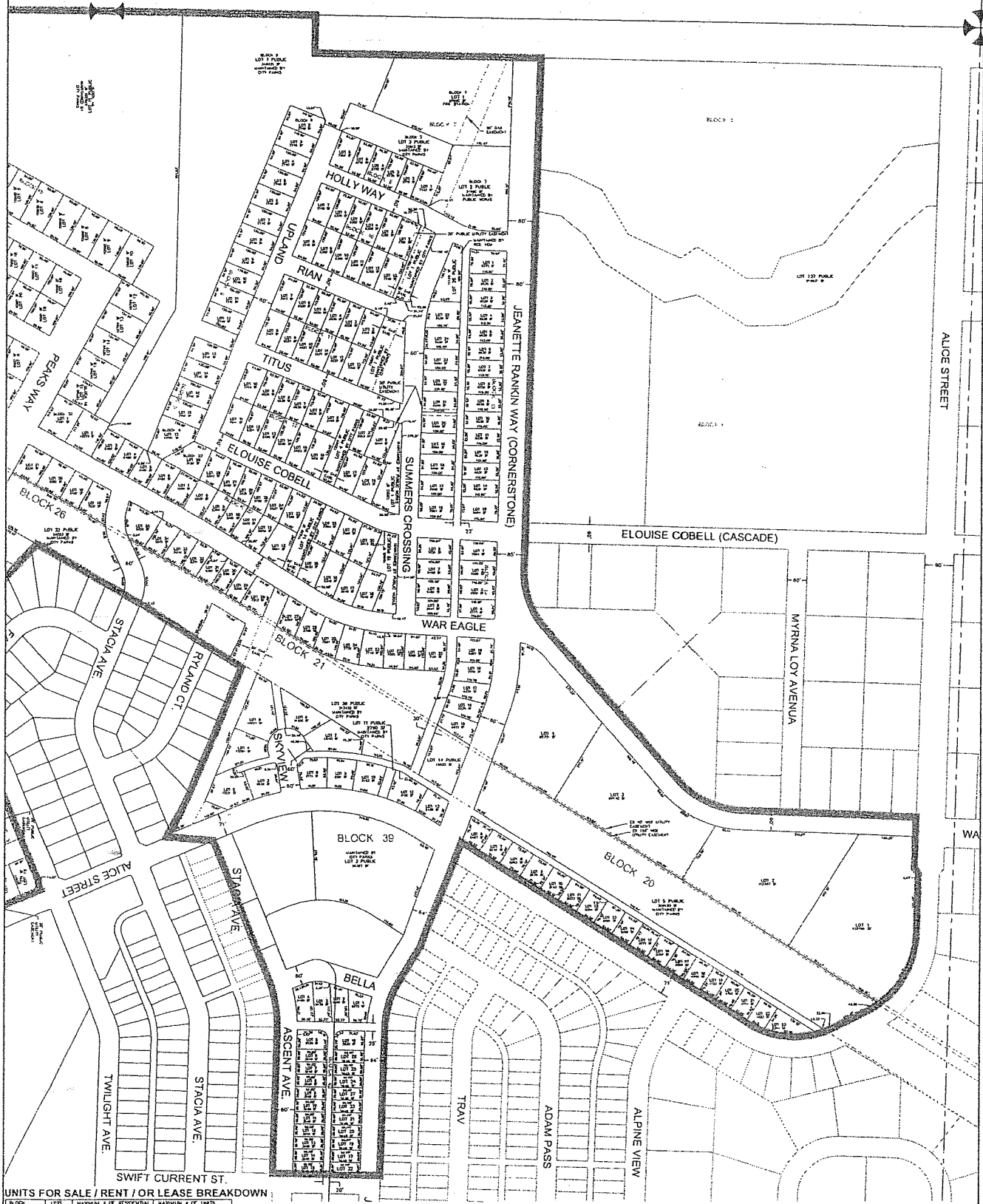
*ORIGINAL PRELIMINARY PLAT NUMBERS DO NOT ACCOUNT



**STARY ENGINEERING
& ASSOCIATES**
Professional Engineers
& Surveyors

3530 Cardenwood Drive
Helena, MT 59601
Phone: (406)442-8594
Fax: (406)442-8597

THE CROSSROADS AMENDMENT AT MOUNTAIN VIEW MEADOWS SUBDIVISION



UNITS FOR SALE / RENT / OR LEASE BREAKDOWN

BLOCK	LOTS	MAXIMUM # OF RESIDENTIAL UNITS PER LOT APPROXIMATE	MAXIMUM # OF UNITS PER CITY ZONE
BLOCK 21	1-35	57 UNITS	8-4 (1 UNIT / 1,300 SQ. FT.)
BLOCK 26	1-15	15 UNITS	8-4 (1 UNIT / 1,300 SQ. FT.)
BLOCK 26	16-33	1 UNIT / LOT	8-4 (1 UNIT / 1,300 SQ. FT.)
BLOCK 26	34-40	1 UNIT / LOT	8-4 (1 UNIT / 1,300 SQ. FT.)
BLOCK 26	41-47	1 UNIT / LOT	8-4 (1 UNIT / 1,300 SQ. FT.)
BLOCK 26	48-54	1 UNIT / LOT	8-4 (1 UNIT / 1,300 SQ. FT.)

6-1 LOTS ALLOCATED 1,000 GPD/MORE OF WASTEWATER. UNITS ASSIGNED TO UNITS 100 GPD/UNIT.

ALL OTHER LOTS WITHIN THE WASTEWATER BOUNDARY ARE APPROVED FOR 1 UNIT PER LOT WITH THE WARD APPROVING BUT ARE ALLOWED BY THE CITY ZONE FOR THE CITY OF MILENA R1/R2 ZONE TO HAVE 2 UNITS PER LOT.

0 63 130 260

SCALE IN FEET

1/4 Sec. 1 R

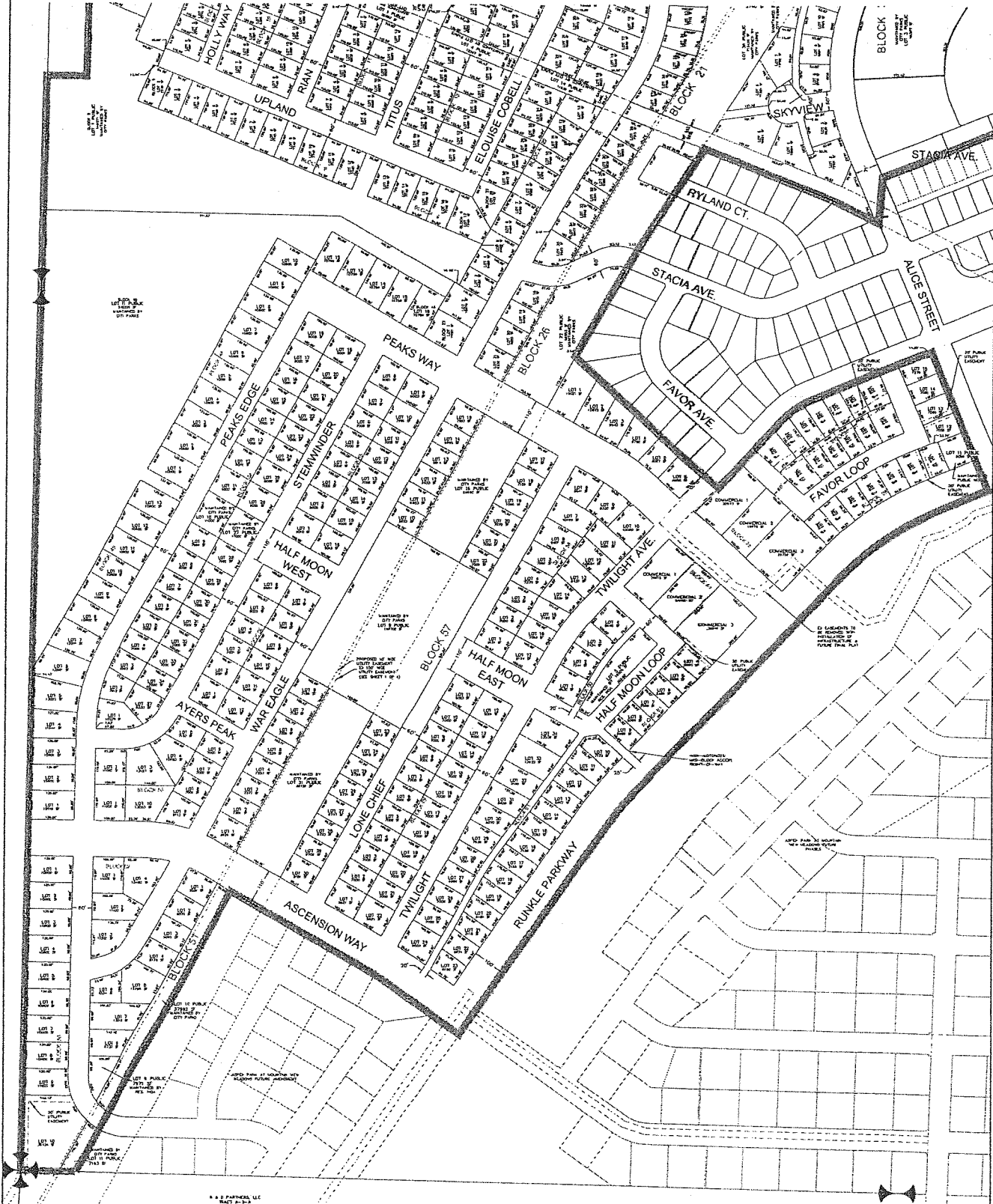
COUNTY, LOTS & CLANS P.M.



STAHLY ENGINEERING & ARCHITECTS
Professional Engineers & Surveyors
3530 Centennial Drive
Denver, CO 80201
Phone: (303) 442-8884
Fax: (303) 442-8887
E-MAIL: INFO@STAHLY.COM

DATE: 2-7-12
REVISED: 2-24-12
SHEET NO. 2 OF 4

THE CROSSROADS AMENDMENT AT MOUNTAIN VIEW MEADOWS SUBDIVISION



UNITS FOR SALE / RENT / OR LEASE BREAKDOWN

BLOCK	LOTS	MAXIMUM # OF RESIDENTIAL UNITS PER USE APPROVAL	MAXIMUM # OF UNITS PER CITY ZONING
BLOCK 21	1-3	10 UNITS	10 UNITS
BLOCK 26	1-3	10 UNITS	10 UNITS
BLOCK 27	1-3	10 UNITS	10 UNITS
BLOCK 28	1-3	10 UNITS	10 UNITS

10-15 LOTS ALLOCATED 1,100 GPD/ACRE OF WASTEWATER. UNITS ASSUMED TO UTILIZE 200 GPD/UNIT.

*ALL 1/4 AC LOTS ARE APPROVED FOR 1 UNIT PER LOT WITH THE USE APPROVAL, BUT ARE ALLOWED BY CITY ZONING FOR THE CITY OF HELENA TO HAVE 3 UNITS / LOT.



0 65 130 260			
SCALE IN FEET			
1/4	Sec	T	R
30	10W	3W	
COUNTY: LEWIS & CLARK F.W.M.			

STAHLY
ENGINEERING & ASSOCIATES
Professional Engineers & Surveyors

3550 Continental Drive
Helena, MT 59601
Phone: (406) 242-8884
Fax: (406) 242-8887
E-MAIL: stahly@stahly.com

DATE: 2-7-12
REVISED: 2-24-12
SHEET NO. 3 OF 4

THE CROSSROADS AMENDMENT AT MOUNTAIN VIEW MEADOWS SUBDIVISION

PROPERTY USE BREAKDOWN

BLOCK	R1/R2		R3			R4 - SINGLE FAMILY			R4 - SALE/RENT/LEASE			B2		PUBLIC		TOTAL LOTS		TOTAL AREA		UNDER REVIEW	
	LOTS	AREA (AC)	LOTS	AREA (AC)	UNITS	LOTS	AREA (AC)	UNITS	LOTS	AREA (AC)	UNITS	LOTS	AREA (AC)	LOTS	AREA (AC)	LOTS	AREA (AC)	LOTS	AREA (AC)	LOTS	AREA (AC)
BLOCK 1	-	-	-	-	-	-	-	-	-	-	-	6	7.88	1	0.74	7	-	-	-	-	
BLOCK 2	-	-	-	-	-	-	-	-	-	-	-	6	5.63	-	-	6	-	-	-	-	
BLOCK 3	-	-	-	-	-	-	-	-	-	-	-	6	6.99	-	-	6	-	-	-	-	
BLOCK 4	-	-	-	-	-	-	-	-	-	-	-	6	4.94	-	-	6	-	-	-	-	
BLOCK 5	-	-	-	-	-	-	-	-	-	-	-	1	13.49	-	-	1	-	-	-	-	
BLOCK 6	-	-	-	-	-	-	-	-	-	-	-	2	21.49	1	4.97	3	-	-	-	-	
BLOCK 7	-	-	-	-	-	-	-	-	-	-	-	-	-	3	4.21	3	-	-	3	4.05	
BLOCK 8	6	0.86	-	-	-	-	-	-	-	-	-	-	-	-	-	6	-	-	6	0.86	
BLOCK 9	16	2.94	-	-	-	-	-	-	-	-	-	-	-	1	8.03	17	-	-	17	11.07	
BLOCK 10	12	1.87	-	-	-	-	-	-	-	-	-	-	-	1	0.27	13	-	-	13	2.14	
BLOCK 11	12	1.79	-	-	-	-	-	-	-	-	-	-	-	1	0.59	13	-	-	13	2.38	
BLOCK 12	16	2.60	-	-	-	-	-	-	-	-	-	-	-	2	0.61	18	-	-	18	3.21	
BLOCK 13	-	-	-	-	-	-	-	-	25	3.83	53	-	-	1	0.26	26	-	-	26	4.08	
BLOCK 14	-	-	-	-	-	-	-	-	8	1.23	16	-	-	-	-	8	-	-	8	1.23	
BLOCK 15	-	-	-	-	-	-	-	-	-	-	-	10	6.59	-	-	10	-	-	10	6.59	
BLOCK 16	-	-	-	-	-	-	-	-	-	-	-	12	8.53	-	-	12	-	-	12	8.53	
BLOCK 17	-	-	-	-	-	-	-	-	-	-	-	9	7.03	-	-	9	-	-	9	7.03	
BLOCK 18	-	-	-	-	-	-	-	-	-	-	-	8	6.54	2	2.54	10	-	-	10	9.08	
BLOCK 19	-	-	-	-	-	-	-	-	-	-	-	12	10.76	2	2.17	14	-	-	14	12.93	
BLOCK 20	-	-	-	-	-	18	2.12	18	-	-	-	4	9.80	1	4.73	23	-	-	23	16.66	
BLOCK 21	27	5.13	-	-	-	-	-	-	5	0.82	5	-	-	3	5.40	35	-	-	35	11.35	
BLOCK 22	27	4.46	-	-	-	-	-	-	-	-	-	-	-	2	0.64	29	-	-	29	5.10	
BLOCK 23	-	-	-	-	-	11	1.91	11	-	-	-	-	-	-	-	11	-	-	11	1.91	
BLOCK 24	-	-	-	-	-	14	1.81	14	-	-	-	-	-	-	-	14	-	-	14	1.81	
BLOCK 25	-	-	-	-	-	27	4.38	27	-	-	-	-	-	-	-	27	-	-	27	4.38	
BLOCK 26	10	2.20	-	-	-	11	1.94	11	-	-	-	-	-	1	1.52	22	-	-	11	3.71	
BLOCK 27	13	1.91	-	-	-	-	-	-	-	-	-	-	-	-	-	13	-	-	13	1.91	
BLOCK 28	11	1.68	-	-	-	-	-	-	-	-	-	3	1.62	1	0.18	15	-	-	15	3.48	
BLOCK 29	-	-	-	-	-	9	1.66	9	-	-	-	11	7.35	-	-	20	-	-	20	9.01	
BLOCK 30	-	-	-	-	-	-	-	-	-	-	-	6	3.53	-	-	6	-	-	6	3.53	
BLOCK 31	-	-	-	-	-	-	-	-	-	-	-	7	4.05	-	-	7	-	-	7	4.05	
BLOCK 32	-	-	-	-	-	-	-	-	-	-	-	11	6.92	1	1.34	12	-	-	12	8.26	
BLOCK 33	-	-	-	-	-	-	-	-	-	-	-	7	8.11	-	-	7	-	-	7	8.11	
BLOCK 34	-	-	-	-	-	-	-	-	-	-	-	9	5.52	-	-	9	-	-	9	5.52	
BLOCK 35	-	-	-	-	-	-	-	-	-	-	-	11	7.34	-	-	11	-	-	11	7.34	
BLOCK 36	-	-	-	-	-	68	6.49	68	-	-	-	-	-	-	-	68	-	-	68	6.49	
BLOCK 37	-	-	-	-	-	39	3.45	39	-	-	-	-	-	-	-	39	-	-	39	3.45	
BLOCK 38	-	-	-	-	-	48	4.14	48	-	-	-	-	-	-	-	48	-	-	48	4.14	
BLOCK 39	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2.74	1	-	-	1	2.74	
BLOCK 39	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2.33	2	-	-	2	2.33	
BLOCK 40	-	-	-	-	-	26	2.50	26	-	-	-	-	-	-	-	26	-	-	26	2.50	
BLOCK 41	-	-	-	-	-	26	2.20	26	-	-	-	-	-	-	-	26	-	-	26	2.20	
BLOCK 41	-	-	-	-	-	20	2.1	20	-	-	-	-	-	-	-	20	-	-	20	2.08	
BLOCK 42	-	-	-	-	-	34	3.13	34	1	0.75	8	-	-	-	-	35	-	-	35	3.92	
BLOCK 43	-	-	-	-	-	-	-	-	2	10.34	67	-	-	-	-	2	-	-	2	10.84	
BLOCK 44	-	-	-	-	-	2	0.23	2	1	3.59	18	-	-	-	-	3	-	-	3	3.82	
BLOCK 44	-	-	-	-	-	26	2.15	26	-	-	-	-	-	-	-	26	-	-	26	2.15	
BLOCK 45	-	-	-	-	-	1	0.11	1	-	-	-	-	-	-	-	1	-	-	1	0.11	
BLOCK 45	-	-	-	-	-	43	3.58	43	-	-	-	-	-	-	-	43	-	-	43	3.58	
BLOCK 46	-	-	-	-	-	44	3.70	44	-	-	-	-	-	-	-	44	-	-	44	3.70	
BLOCK 47	-	-	-	-	-	-	-	-	-	-	-	12	10.79	-	-	12	-	-	12	10.79	
BLOCK 48	15	3.72	-	-	-	-	-	-	-	-	-	-	-	1	13.09	16	-	-	16	16.81	
BLOCK 49	13	3.41	-	-	-	-	-	-	-	-	-	-	-	-	-	13	-	-	13	3.41	
BLOCK 50	10	3.07	-	-	-	-	-	-	-	-	-	-	-	1	0.16	11	-	-	11	3.23	
BLOCK 51	8	1.75	-	-	-	-	-	-	-	-	-	-	-	2	2.06	10	-	-	10	3.82	
BLOCK 52	4	1.09	-	-	-	-	-	-	-	-	-	-	-	-	-	4	-	-	4	1.09	
BLOCK 53	10	2.21	-	-	-	-	-	-	-	-	-	-	-	-	-	10	-	-	10	2.21	
BLOCK 54	33	5.79	-	-	-	-	-	-	-	-	-	-	-	2	0.51	35	-	-	35	6.29	
BLOCK 55	16	2.85	-	-	-	-	-	-	-	-	-	-	-	-	-	16	-	-	16	2.85	
BLOCK 56	12	2.17	-	-	-	-	-	-	-	-	-	-	-	-	-	12	-	-	12	2.17	
BLOCK 57	28	4.62	-	-	-	-	-	-	-	-	-	-	-	3	7.91	31	-	-	31	12.52	
BLOCK 58	17	3.32	-	-	-	-	-	-	-	-	-	-	-	-	-	17	-	-	17	3.32	
BLOCK 59	22	3.70	-	-	-	-	-	-	-	-	-	-	-	-	-	22	-	-	22	3.70	
BLOCK 60	4	0.76	-	-	-	-	-	-	-	-	-	-	-	1	0.45	5	-	-	5	1.21	
BLOCK 61	11	2.23	20	3.05	20	-	-	-	-	-	-	3	1.63	-	-	34	-	-	34	6.92	
TOTAL	353	66.10	20	3.05	20	467	47.59	467	42	21.10	167	162	166.52	37	67.45	1,081	-	-	493	146	
PLATTED	-	-	-	-	-	120	15.59	120	3	11.63	75	-	-	2	2.33	125	-	-	125	39.55	

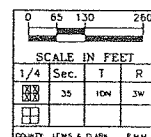
NOTE: RED LETTERS SHOWS PARCELS THAT ARE ALREADY FINAL PLATTED.

PUBLIC PARCEL MAINTENANCE

MAINTENANCE OF ROAD PAVEMENT (LOT 1 PUBLIC BLOCK 1) AND PARKING LOT 1 (PUBLIC BLOCK 1) AND MOUNTAIN VIEW PARK (LOT 3 PUBLIC AND LOT 1 PARK AND LOT 2 - BLOCK 3) ARE DEEMED TO BE OF HIGHER MAINTENANCE LEVELS AS THESE ARE PROPOSED TO BE HIGHWAY OR PARKS.

MAINTENANCE OF OTHER PUBLIC PARCELS IS TO BE OF A LOWER LEVEL AS THEY ARE PROPOSED TO BE USED FOR OPEN LANDS, CONVEYANCE TO OPEN LANDS, STORM WATER INFILTRATION, OR STORM WATER RELIEF.

THE ROAD IS RESERVE THE ABILITY TO INSTALL LANDSCAPING OR IRRIGATION AND PROVIDE HIGHER LEVELS OF MAINTENANCE IF SO DESIRED ON ALL PUBLIC PARCELS. THE INCLUDED MAINTENANCE WILL BE FINANCED THROUGH PRIVATE HOV DUES. HIGHER LEVELS OF MAINTENANCE FOR THESE IDENTIFIED SPACES WILL NOT BE NECESSARY IF NOT DESIRED, AS THEY WILL BE RETURNED TO THEIR EXISTING CONDITION AS OPEN GRASS LAND PRIOR TO FINAL PLAT.



STANLEY ENGENHEIRO & ASSOCIATES
Professional Engineers & Surveyors
3530 Eastman Drive
Rochester, NY 14621
Phone: (716) 442-0884
Fax: (716) 442-0037
E-Mail: stanley@stanleyeng.com

DATE: 2-7-12
REVISED: 2-24-12
P.M.M.

SHEET NO. 4 OF 4

RESOLUTIONS OF THE CITY OF HELENA, MONTANA

RESOLUTION NO. 19911

A RESOLUTION OF INTENTION TO ANNEX CROSSROADS AMENDMENT AT MOUNTAIN VIEW MEADOWS SUBDIVISION, DESCRIBED AS TRACT D-1-A OF AMENDED PLAT OF PHASE A OF ASPEN PARK AT MOUNTAIN VIEW MEADOWS, SHOWN ON COS #3173426; THE WESTERN PORTION OF TRACT C-2-A-1-A-1-A-1-A ON THE PLAT OF ANTELOPE TRACE PHASE OF CROSSROADS AT MOUNTAIN VIEW MEADOWS, SHOWN ON COS #3173428; TRACT A-1 SHOWN ON COS #3015742; PORTIONS OF TRACT A-1-A-1-A-1 ON THE PLAT OF CRAFTSMAN VILLAGE PHASE 1 OF THE CROSSROADS AT MOUNTAIN VIEW MEADOWS SUBDIVISION, SHOWN ON COS#3200059; TRACT B-2 SHOWN ON COS #3140554; OFF-SITE PARKLAND AREA; AND THE FULL WIDTH OF THE ADJACENT PORTIONS OF THE RIGHTS-OF-WAY OF U.S. HIGHWAY 12, ROUTE 240, AND CROSSROADS PARKWAY, ALL LOCATED IN LEWIS AND CLARK COUNTY, INTO THE CITY OF HELENA, MONTANA AND ESTABLISH CONDITIONS FOR ANNEXATION

WHEREAS, R and D Partners, LLC, the legal owners of Crossroads Amendment at Mountain View Meadows Subdivision, described as Tract D-1-A of Amended Plat of Phase A of Aspen Park at Mountain View Meadows, shown on COS #3173426; the western portion of Tract C-2-A-1-A-1-A-1-A on the Plat of Antelope Trace Phase of Crossroads at Mountain View Meadows, shown on COS #3173428; Tract A-1 shown on COS #3015742; portions of Tract A-1-A-1-A-1 on the Plat of Craftsman Village Phase 1 of the Crossroads at Mountain View Meadows Subdivision, shown on COS #3200059; ~~and off site parkland area;~~ and **International Church of the Four Square Gospel**, the legal owner of Tract B-2 shown on COS #3140554; all in Lewis and Clark County, Montana, generally located south of U.S. Highway 12, east of Crossroads Parkway, southwest of East Helena, west of Highway

RESOLUTIONS OF THE CITY OF HELENA, MONTANA

Resol. No. 19911

282, and north of the Jefferson County line, which property is currently located adjacent to the existing City limits, have requested that the City of Helena annex said property; and

WHEREAS, the City of Helena has previously approved Resolution of Intention to Annex No. 19627 that set conditions for annexation of property that is included in this current resolution of intention; and

WHEREAS, a portion of the property discussed in Resolution of Intention to Annex No. 19627 has subsequently been annexed into the City of Helena; and

WHEREAS, the property owners now desire to annex property not considered in Resolution of Intention to Annex No. 19627; and

WHEREAS, the property owners desire to amend the Crossroads at Mountain View Meadows preliminary plat that was previously approved and was the basis for conditions of annexation under Resolution of Intention to Annex No. 19627; and

WHEREAS, Resolution of Intention No. 19191 to annex Aspen Park at Mountain View Meadows Subdivision conditioned annexation upon the dedication of a fire station lot acceptable to the Helena Fire Department; and

RESOLUTIONS OF THE CITY OF HELENA, MONTANA

Resol. No. 19911

WHEREAS, the need for a fire station lot is further supported by annexation of property under consideration of the current resolution of intention to annex; and

WHEREAS, a fire station lot that meets the approval of the Helena Fire Department has not been dedicated to the city; and

WHEREAS, the property owners have proposed to dedicate Lot 1 in Block 7, as shown on the proposed Crossroads Amendment at Mountain View Meadows preliminary plat, to the City of Helena for use as a fire station; and

WHEREAS, the City of Helena desires to annex the above-described property and the full width of the rights-of-way of U.S. Highway 12, Route 240, and Crossroads Parkway adjacent to said property under the provisions of Montana law; and

WHEREAS, the owners of the property in the territory to be annexed have signed a written application requesting annexation pursuant to statute to the City of Helena; and

WHEREAS, the governing body need not submit the question of annexation to the qualified electors, and has approved the application upon its merits; and

RESOLUTIONS OF THE CITY OF HELENA, MONTANA

Resol. No. 19911

WHEREAS, the annexation of the property and adjacent rights-of-way more particularly described above appears to be in the best interests of the present owners of the property and the City of Helena, Montana.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION OF THE CITY OF HELENA, MONTANA, AS FOLLOWS:

Section 1. It is the intention of the Helena City Commission to annex Tract D-1-A of Amended Plat of Phase A of Aspen Park at Mountain View Meadows, shown on COS #3173426; the western portion of Tract C-2-A-1-A-1-A-1-A on the Plat of Antelope Trace Phase of Crossroads at Mountain View Meadows, shown on COS #3173428; Tract A-1 shown on COS #3015742; portions of Tract A-1-A-1-A-1 on the Plat of Craftsman Village Phase 1 of the Crossroads at Mountain View Meadows Subdivision, shown on COS #3200059; and off-site parkland area; and Tract B-2 shown on COS #3140554, all in Lewis and Clark County, Montana, generally located south of U.S. Highway 12, east of Crossroads Parkway, southwest of East Helena, west of Highway 282, and north of the Jefferson County line, and the full width of the rights-of-way of U.S. Highway 12, Route 240, and Crossroads Parkway, all in Lewis and Clark County, Montana, as

RESOLUTIONS OF THE CITY OF HELENA, MONTANA

Resol. No. 19911

shown on Exhibit "A" attached hereto and by this reference made a part hereof.

This annexation will only be effective upon completion of rezoning of the property and the following conditions:

1. **City Services:** Each annexation phase of the Crossroads Amendment at Mountain View Meadows Subdivision must be adjacent to existing City limits and be served by city approved infrastructure.

2. **Phases:** A legal description must be provided for each phase of the Crossroads Amendment at Mountain View Meadows Subdivision prior to its annexation.

3. **Fire Station Lot:** The proposed fire station lot must include all of the property located west of the drainage and south of the Crossroads Parkway and Jeanette Rankin Way intersection, as shown on the Crossroads Amendment at Mountain View Meadows preliminary plat, to provide a lot more suitable for operation of a Helena Fire Department fire station. This property must be dedicated to the City of Helena with the annexation of the first phase of the Crossroads Amendment at Mountain View Meadows preliminary plat.

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RESOLUTIONS OF THE CITY OF HELENA, MONTANA

Resol. No. 19911

4. Review of New Construction: The property owner must submit plans for review by the City of Helena for compliance with City infrastructure, zoning, and other Code requirements, provide proof of compliance with all building and fire codes for all new construction or remodels subsequent to the adoption of this resolution and prior to annexation of the property, and pay all fees for such reviews in the same manner and on the same basis as do owners of properties already in the City.

5. Taxes and Assessments: Taxes and assessments must be paid and current at the time of filing a Resolution of Annexation for each phase.

6. Notice of Special Districts: The property owner must waive the right to notification and protest and consent to the alteration of the Urban Forest Maintenance District and the Landfill Monitoring District in order to include the property in said districts prior to annexation, pursuant to §7-11-1023, MCA.

7. Final Plat: The property owners must meet the conditions of the Crossroads Amendment at Mountain View Meadows Subdivision preliminary plat approval prior to annexation. Annexation of the property is not effective until the final plat of the proposed

RESOLUTIONS OF THE CITY OF HELENA, MONTANA

Resol. No. 19911

subdivision has been filed with the Clerk and Recorder of Lewis and Clark County, Montana.

8. Completion of Conditions: The property owners must notify City Planning in writing upon completion of the conditions for approval of annexation that must occur on or before the date of completion of conditions for subdivision of the property and subject to the same time limitations. If the conditions are not completed within that time frame, the City is under no obligation to annex the property and may discontinue any City services to the property, including water and sewer service.

Section 2. It is the intention of the Helena City Commission to supersede the conditions of annexation set by Resolution of Intention to Annex No. 19627.

PASSED AND EFFECTIVE BY THE COMMISSION OF THE CITY OF HELENA, MONTANA, THIS 7th DAY OF MAY, 2012.

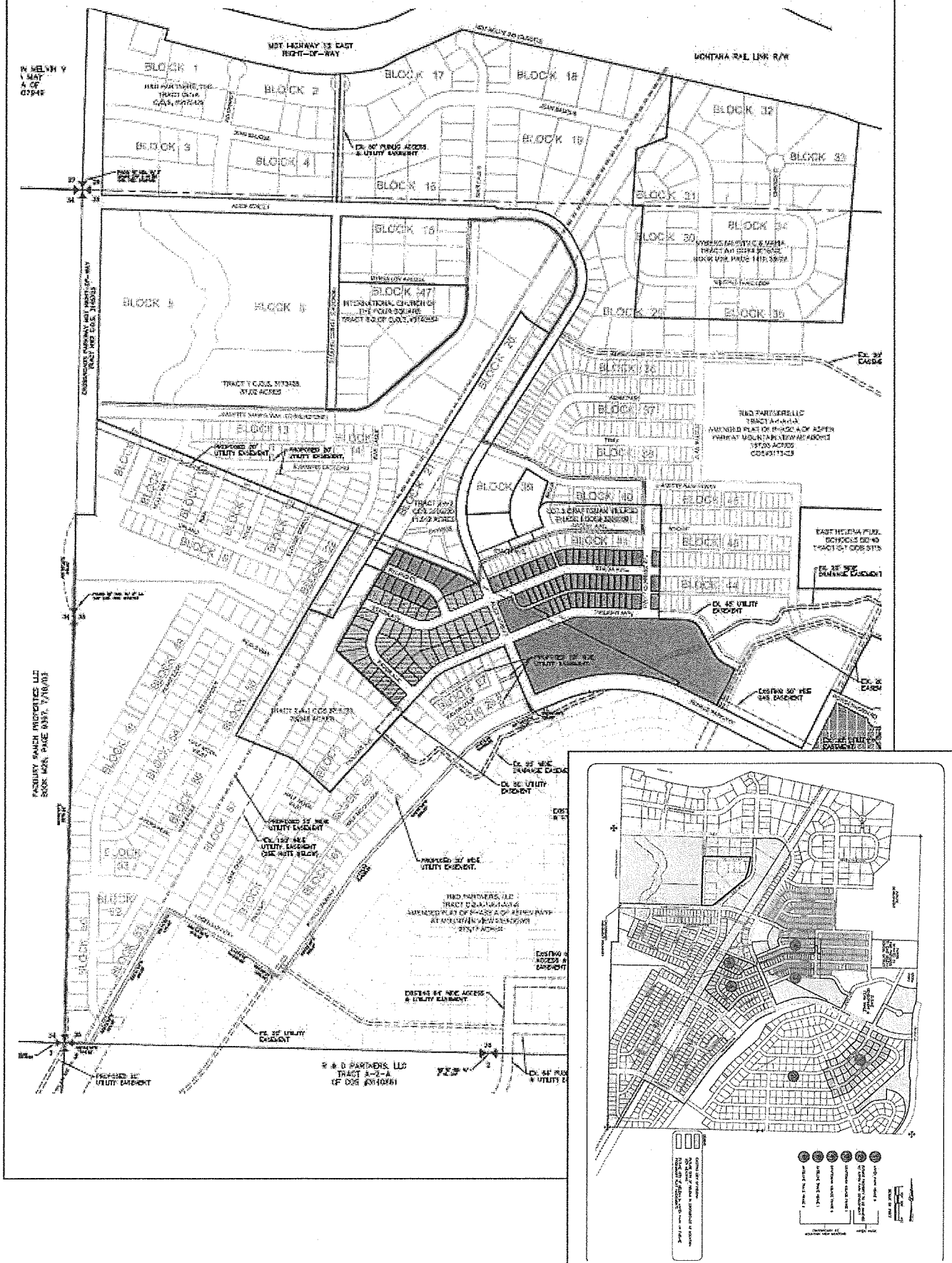
/S/ James E. Smith
MAYOR

ATTEST:

/S/ Debbie Havens
CLERK OF THE COMMISSION

Exhibit A

Crossroads Amendment at Mountain View Meadows Annexation



4.0 CERTIFICATE OF TITLE

GUARANTEE

Issued by

Flying S Title and Escrow of Montana, Inc.

400 N Park Ave., Helena, MT 59601

Title Officer: Julie Hadley

Phone: (406)443-4422

FAX: (406)442-5828



First American Title™

Form 5010500 (7-1-14)

Guarantee Number: 501055-

Guarantee Face Page

Issued By

FIRST AMERICAN TITLE INSURANCE COMPANY



First American Title Insurance Company

Dennis J. Gilmore, President

Greg L. Smith, Secretary

This jacket was created electronically and constitutes an original document

SCHEDULE OF EXCLUSIONS FROM COVERAGE OF THIS GUARANTEE

1. Except to the extent that specific assurances are provided in Schedule A of this Guarantee, the Company assumes no liability for loss or damage by reason of the following:
 - (a) Defects, liens, encumbrances, adverse claims or other matters against the title, whether or not shown by the public records.
 - (b) (1) Taxes or assessments of any taxing authority that levies taxes or assessments on real property; or, (2) Proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not the matters excluded under (1) or (2) are shown by the records of the taxing authority or by the public records.
 - (c) (1) Unpatented mining claims; (2) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (3) water rights, claims or title to water, whether or not the matters excluded under (1), (2) or (3) are shown by the public records.
2. Notwithstanding any specific assurances which are provided in Schedule A of this Guarantee, the Company assumes no liability for loss or damage by reason of the following:
 - (a) Defects, liens, encumbrances, adverse claims or other matters affecting the title to any property beyond the lines of the land expressly described in the description set forth in Schedule (A), (C) or in Part 2 of this Guarantee, or title to streets, roads, avenues, lanes, ways or waterways to which such land abuts, or the right to maintain therein vaults, tunnels, ramps or any structure or improvements; or any rights or easements therein, unless such property, rights or easements are expressly and specifically set forth in said description.
 - (b) Defects, liens, encumbrances, adverse claims or other matters, whether or not shown by the public records; (1) which are created, suffered, assumed or agreed to by one or more of the Assureds; (2) which result in no loss to the Assured; or (3) which do not result in the invalidity or potential invalidity of any judicial or non-judicial proceeding which is within the scope and purpose of the assurances provided.
 - (c) The identity of any party shown or referred to in Schedule A.
 - (d) The validity, legal effect or priority of any matter shown or referred to in this Guarantee

GUARANTEE CONDITIONS AND STIPULATIONS

1. DEFINITION OF TERMS.

The following terms when used in the Guarantee mean:

- (a) the "Assured": the party or parties named as the Assured in this Guarantee, or on a supplemental writing executed by the Company.
- (b) "land": the land described or referred to in Schedule (A)(C) or in Part 2, and improvements affixed thereto which by law constitute real property. The term "land" does not include any property beyond the lines of the area described or referred to in Schedule (A)(C) or in Part 2, nor any right, title, interest, estate or easement in abutting streets, roads, avenues, alleys, lanes, ways or waterways.
- (c) "mortgage": mortgage, deed of trust, trust deed, or other security instrument.
- (d) "public records": records established under state statutes at Date of Guarantee for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without knowledge.
- (e) "date": the effective date.

2. NOTICE OF CLAIM TO BE GIVEN BY ASSURED CLAIMANT.

An Assured shall notify the Company promptly in writing in case knowledge shall come to an Assured hereunder of any claim of title or interest which is adverse to the title to the estate or interest, as stated herein, and which might cause loss or damage for which the Company may be liable by virtue of this Guarantee. If prompt notice shall not be given to the Company, then all liability of the Company shall terminate with regard to the matter or matters for which prompt notice is required; provided, however, that failure to notify the Company shall in no case prejudice the rights of any Assured unless the Company shall be prejudiced by the failure and then only to the extent of the prejudice

3. NO DUTY TO DEFEND OR PROSECUTE.

The Company shall have no duty to defend or prosecute any action or proceeding to which the Assured is a party, notwithstanding the nature of any allegation in such action or proceeding.

4. COMPANY'S OPTION TO DEFEND OR PROSECUTE ACTIONS; DUTY OF ASSURED CLAIMANT TO COOPERATE.

Even though the Company has no duty to defend or prosecute as set forth in Paragraph 3 above:

- (a) The Company shall have the right, at its sole option and cost, to institute and prosecute any action or proceeding, interpose a defense, as limited in (b), or to do any other act which in its opinion may be necessary or desirable to establish the title to the estate or interest as stated herein, or to establish the lien rights of the Assured, or to prevent or reduce loss or damage to the Assured. The Company may take any appropriate action under the terms of this Guarantee, whether or not it shall be liable hereunder, and shall not thereby concede liability or waive any provision of this Guarantee. If the Company shall exercise its rights under this paragraph, it shall do so diligently.
- (b) If the Company elects to exercise its options as stated in Paragraph 4(a) the Company shall have the right to select counsel of its choice (subject to the right of such Assured to object for reasonable cause) to represent the Assured and shall not be liable for and will not pay the fees of any other counsel, nor will the Company pay any fees, costs or expenses incurred by an Assured in the defense of those causes of action which allege matters not covered by this Guarantee.
- (c) Whenever the Company shall have brought an action or interposed a defense as permitted by the provisions of

GUARANTEE CONDITIONS AND STIPULATIONS (Continued)

this Guarantee, the Company may pursue any litigation to final determination by a court of competent jurisdiction and expressly reserves the right, in its sole discretion, to appeal from an adverse judgment or order.

- (d) In all cases where this Guarantee permits the Company to prosecute or provide for the defense of any action or proceeding, an Assured shall secure to the Company the right to so prosecute or provide for the defense of any action or proceeding, and all appeals therein, and permit the Company to use, at its option, the name of such Assured for this purpose. Whenever requested by the Company, an Assured, at the Company's expense, shall give the Company all reasonable aid in any action or proceeding, securing evidence, obtaining witnesses, prosecuting or defending the action or lawful act which in the opinion of the Company may be necessary or desirable to establish the title to the estate or interest as stated herein, or to establish the lien rights of the Assured. If the Company is prejudiced by the failure of the Assured to furnish the required cooperation, the Company's obligations to the Assured under the Guarantee shall terminate.

5. PROOF OF LOSS OR DAMAGE.

In addition to and after the notices required under Section 2 of these Conditions and Stipulations have been provided to the Company, a proof of loss or damage signed and sworn to by the Assured shall be furnished to the Company within ninety (90) days after the Assured shall ascertain the facts giving rise to the loss or damage. The proof of loss or damage shall describe the matters covered by this Guarantee which constitute the basis of loss or damage and shall state, to the extent possible, the basis of calculating the amount of the loss or damage. If the Company is prejudiced by the failure of the Assured to provide the required proof of loss or damage, the Company's obligation to such Assured under the Guarantee shall terminate. In addition, the Assured may reasonably be required to submit to examination under oath by any authorized representative of the Company and shall produce for examination, inspection and copying, at such reasonable times and places as may be designated by any authorized representative of the Company, all records, books, ledgers, checks, correspondence and memoranda, whether bearing a date before or after Date of Guarantee, which reasonably pertain to the loss or damage. Further, if requested by any authorized representative of the Company, the Assured shall grant its permission, in writing, for any authorized representative of the Company to examine, inspect and copy all records, books, ledgers, checks, correspondence and memoranda in the custody or control of a third party, which reasonably pertain to the loss or damage. All information designated as confidential by the Assured provided to the Company pursuant to this Section shall not be disclosed to others unless, in the reasonable judgment of the Company, it is necessary in the administration of the claim. Failure of the Assured to submit for examination under oath, produce other reasonably requested information or grant permission to secure reasonably necessary information from third parties as required in the above paragraph, unless prohibited by law or governmental regulation, shall terminate

any liability of the Company under this Guarantee to the Assured for that claim.

6. OPTIONS TO PAY OR OTHERWISE SETTLE CLAIMS: TERMINATION OF LIABILITY.

In case of a claim under this Guarantee, the Company shall have the following additional options:

- (a) To Pay or Tender Payment of the Amount of Liability or to Purchase the Indebtedness.

The Company shall have the option to pay or settle or compromise for or in the name of the Assured any claim which could result in loss to the Assured within the coverage of this Guarantee, or to pay the full amount of this Guarantee or, if this Guarantee is issued for the benefit of a holder of a mortgage or a lienholder, the Company shall have the option to purchase the indebtedness secured by said mortgage or said lien for the amount owing thereon, together with any costs, reasonable attorneys' fees and expenses incurred by the Assured claimant which were authorized by the Company up to the time of purchase.

Such purchase, payment or tender of payment of the full amount of the Guarantee shall terminate all liability of the Company hereunder. In the event after notice of claim has been given to the Company by the Assured the Company offers to purchase said indebtedness, the owner of such indebtedness shall transfer and assign said indebtedness, together with any collateral security, to the Company upon payment of the purchase price.

Upon the exercise by the Company of the option provided for in Paragraph (a) the Company's obligation to the Assured under this Guarantee for the claimed loss or damage, other than to make the payment required in that paragraph, shall terminate, including any obligation to continue the defense or prosecution of any litigation for which the Company has exercised its options under Paragraph 4, and the Guarantee shall be surrendered to the Company for cancellation.

- (b) To Pay or Otherwise Settle With Parties Other Than the Assured or With the Assured Claimant.

To pay or otherwise settle with other parties for or in the name of an Assured claimant any claim assured against under this Guarantee, together with any costs, attorneys' fees and expenses incurred by the Assured claimant which were authorized by the Company up to the time of payment and which the Company is obligated to pay. Upon the exercise by the Company of the option provided for in Paragraph (b) the Company's obligation to the Assured under this Guarantee for the claimed loss or damage, other than to make the payment required in that paragraph, shall terminate, including any obligation to continue the defense or prosecution of any litigation for which the Company has exercised its options under Paragraph 4.

7. DETERMINATION AND EXTENT OF LIABILITY.

This Guarantee is a contract of Indemnity against actual monetary loss or damage sustained or incurred by the Assured claimant who has suffered loss or damage by reason of reliance upon the assurances set forth in this Guarantee and only to the extent herein described, and subject to the

GUARANTEE CONDITIONS AND STIPULATIONS (Continued)

Exclusions From Coverage of This Guarantee.

The liability of the Company under this Guarantee to the Assured shall not exceed the least of:

- (a) the amount of liability stated in Schedule A or in Part 2;
- (b) the amount of the unpaid principal indebtedness secured by the mortgage of an Assured mortgagee, as limited or provided under Section 6 of these Conditions and Stipulations or as reduced under Section 9 of these Conditions and Stipulations, at the time the loss or damage assured against by this Guarantee occurs, together with interest thereon; or
- (c) the difference between the value of the estate or interest covered hereby as stated herein and the value of the estate or interest subject to any defect, lien or encumbrance assured against by this Guarantee.

8. LIMITATION OF LIABILITY.

- (a) If the Company establishes the title, or removes the alleged defect, lien or encumbrance, or cures any other matter assured against by this Guarantee in a reasonably diligent manner by any method, including litigation and the completion of any appeals therefrom, it shall have fully performed its obligations with respect to that matter and shall not be liable for any loss or damage caused thereby.
- (b) In the event of any litigation by the Company or with the Company's consent, the Company shall have no liability for loss or damage until there has been a final determination by a court of competent jurisdiction, and disposition of all appeals therefrom, adverse to the title, as stated herein.
- (c) The Company shall not be liable for loss or damage to any Assured for liability voluntarily assumed by the Assured in settling any claim or suit without the prior written consent of the Company.

9. REDUCTION OF LIABILITY OR TERMINATION OF LIABILITY.

All payments under this Guarantee, except payments made for costs, attorneys' fees and expenses pursuant to Paragraph 4 shall reduce the amount of liability pro tanto.

10. PAYMENT OF LOSS.

- (a) No payment shall be made without producing this Guarantee for endorsement of the payment unless the Guarantee has been lost or destroyed, in which case proof of loss or destruction shall be furnished to the satisfaction of the Company.
- (b) When liability and the extent of loss or damage has been definitely fixed in accordance with these Conditions and Stipulations, the loss or damage shall be payable within thirty (30) days thereafter.

11. SUBROGATION UPON PAYMENT OR SETTLEMENT.

Whenever the Company shall have settled and paid a claim under this Guarantee, all right of subrogation shall vest in the Company unaffected by any act of the Assured claimant. The Company shall be subrogated to and be entitled to all rights and remedies which the Assured would have had against any person or property in respect to the claim had this Guarantee not been issued. If requested by the Company,

the Assured shall transfer to the Company all rights and remedies against any person or property necessary in order to perfect this right of subrogation. The Assured shall permit the Company to sue, compromise or settle in the name of the Assured and to use the name of the Assured in any transaction or litigation involving these rights or remedies. If a payment on account of a claim does not fully cover the loss of the Assured the Company shall be subrogated to all rights and remedies of the Assured after the Assured shall have recovered its principal, interest, and costs of collection.

12. ARBITRATION.

Unless prohibited by applicable law, either the Company or the Assured may demand arbitration pursuant to the Title Insurance Arbitration Rules of the American Arbitration Association. Arbitrable matters may include, but are not limited to, any controversy or claim between the Company and the Assured arising out of or relating to this Guarantee, any service of the Company in connection with its issuance or the breach of a Guarantee provision or other obligation. All arbitrable matters when the Amount of Liability is \$1,000,000 or less shall be arbitrated at the option of either the Company or the Assured. All arbitrable matters when the amount of liability is in excess of \$1,000,000 shall be arbitrated only when agreed to by both the Company and the Assured. The Rules in effect at Date of Guarantee shall be binding upon the parties. The award may include attorneys' fees only if the laws of the state in which the land is located permits a court to award attorneys' fees to a prevailing party. Judgment upon the award rendered by the Arbitrator(s) may be entered in any court having jurisdiction thereof.

The law of the situs of the land shall apply to an arbitration under the Title Insurance Arbitration Rules.

A copy of the Rules may be obtained from the Company upon request.

13. LIABILITY LIMITED TO THIS GUARANTEE; GUARANTEE ENTIRE CONTRACT.

- (a) This Guarantee together with all endorsements, if any, attached hereto by the Company is the entire Guarantee and contract between the Assured and the Company. In interpreting any provision of this Guarantee, this Guarantee shall be construed as a whole.
- (b) Any claim of loss or damage, whether or not based on negligence, or any action asserting such claim, shall be restricted to this Guarantee.
- (c) No amendment of or endorsement to this Guarantee can be made except by a writing endorsed hereon or attached hereto signed by either the President, a Vice President, the Secretary, an Assistant Secretary, or validating officer or authorized signatory of the Company.

14. NOTICES, WHERE SENT.

All notices required to be given the Company and any statement in writing required to be furnished the Company shall include the number of this Guarantee and shall be addressed to the Company at **First American Title Insurance Company, Attn: Claims National Intake Center, 1 First American Way, Santa Ana, California 92707. Phone: 888-632-1642.**



First American Title

Guarantee

Subdivision Guarantee

ISSUED BY

First American Title Insurance Company

GUARANTEE NUMBER

5010500-1202017

Subdivision or Proposed Subdivision: Commercial Phase 4 of the Crossroads at Mountain View Meadows Subdivision

Order No.: 1202017

Reference No.:

Fee: \$150.00

SUBJECT TO THE EXCLUSIONS FROM COVERAGE, THE LIMITS OF LIABILITY, AND OTHER PROVISIONS OF THE CONDITIONS AND STIPULATIONS HERETO ANNEXED AND MADE A PART OF THIS GUARANTEE, FIRST AMERICAN TITLE INSURANCE COMPANY, A CORPORATION HEREIN CALLED THE COMPANY GUARANTEES:

Stahly Engineering & Associates, Inc.

FOR THE PURPOSES OF AIDING ITS COMPLIANCE WITH LEWIS AND CLARK COUNTY SUBDIVISION REGULATIONS,

in a sum not exceeding \$5,000.00.

THAT according to those public records which, under the recording laws of the State of Montana, impart constructive notice of matters affecting the title to the lands described on the attached legal description:

Commercial Phase 4 of the Crossroads at Mountain View Meadows Subdivision, Lewis and Clark County, Montana, as shown on plat filed under Document Number _____.

(A) Parties having record title interest in said lands whose signatures are necessary under the requirements of Lewis and Clark County Subdivision Regulations on the certificates consenting to the recordation of Plats and offering for dedication any streets, roads, avenues, and other easements offered for dedication by said Plat are:

Mountain View Meadows, LLC

(B) Parties holding liens or encumbrances on the title to said lands are:

(C) Easements, claims of easements and restriction agreements of record are:

1. County road rights-of-way not recorded and indexed as a conveyance of record in the office of the Clerk and Recorder pursuant to Title 70, Chapter 21, M.C.A., including, but not limited to any right of the Public and the County of Lewis and Clark to use and occupy those certain roads and trails as depicted on County Surveyor's maps on file in the office of the County Surveyor of Lewis and Clark County.
2. 2025 taxes and special assessments are an accruing lien, amounts not yet determined or payable.

The first one-half becomes delinquent after November 30th of the current year, the second one-half becomes delinquent after May 31st of the following year.

General taxes as set forth below. Any amounts not paid when due will accrue penalties and interest in addition to the amount stated herein:

Year	First Half / Status	Second Half / Status	Parcel Number	Covers
2024	\$83.66 paid	\$83.21 paid	40594	Subject Land

The first one-half becomes delinquent after November 30th of the current year, the second one-half becomes delinquent after May 31st of the following year.

General taxes as set forth below. Any amounts not paid when due will accrue penalties and interest in addition to the amount stated herein:

Year	First Half / Status	Second Half / Status	Parcel Number	Covers
2024	\$11,527.22 paid	\$11,475.86 paid	13879	Subject Land (Tract D-1-A-1)

The first one-half becomes delinquent after November 30th of the current year, the second one-half becomes delinquent after May 31st of the following year.

General taxes as set forth below. Any amounts not paid when due will accrue penalties and interest in addition to the amount stated herein:

Year	First Half / Status	Second Half / Status	Parcel Number	Covers
2024	\$not assessed	\$not assessed	49423	Subject Land (Tract A-1-A-1-A-1-A-1-A-1-A-1-A-2)

3. Right of Way Easement granted to the Great Falls Water, Power and Townsite Company, recorded January 7, 1911 in Book 69 of Deeds, page 356.

Said easement conveyed to the Montana Power Company by instrument recorded April 1, 1929 in Book 97 of Deed, Page 363, records of Lewis and Clark County, Montana.

4. Right of Way Easement granted to Yellowstone Pipe Line Company, recorded December 14, 1953 in Book 175 of Deeds, page 468.
5. Improvements Agreement upon the terms, conditions and provisions contained therein:
Parties: Yellowstone Pipe Line Company and R & D Partners, LLC
Recorded: May 30, 2007, in M Book 36, Page 6027

Amendment of Improvements Agreement dated February 3, 2009 executed by R and D Partners, LLC, recorded March 30, 2009 in M Book 39, page 8191.

6. All matters, covenants, conditions, restrictions, easements and any rights, interests or claims which may exist by reason thereof, disclosed by Certificate of Survey filed under Document Numbers 3147622, 3145703, 3142878, 3141992, 314086, 3013399, but deleting any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, handicap, familial status, or national origin to the extent such covenants, conditions or restrictions violate 42 USC 3604(c).
7. Ingress and Egress Easement as disclosed in Bargain and Sale Deed recorded April 2, 2008 in M Book 38, Page 1306.

8. All matters, covenants, conditions, restrictions, easements and any rights, interests or claims which may exist by reason thereof, disclosed by the recorded plat of said subdivision, filed under Document Numbers 3173428 and 3200059, but deleting any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, handicap, familial status, or national origin to the extent such covenants, conditions or restrictions violate 42 USC 3604(C).
9. Covenants, Conditions and Restrictions recorded May 26, 2011 in M Book 43, page 6745, but omitting any covenant, condition, or restriction based on race, color, religion, sex, handicap, familial status, national origin to the extent that such covenants, conditions, or restrictions, violate 42 USC 3604(c).
10. Covenants, Conditions and Restrictions recorded May 14, 2015 in M Book 49, page 8278, but omitting any covenant, condition, or restriction based on race, color, religion, sex, handicap, familial status, national origin to the extent that such covenants, conditions, or restrictions, violate 42 USC 3604(c).

Amendment to said Covenants recorded March 12, 2019 in M Book 55, page 2703.

11. All matters, covenants, conditions, restrictions, easements and any rights, interests or claims which may exist by reason thereof, disclosed by Certificate of Survey filed under Document Numbers 3271188 and 3312862, but deleting any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, handicap, familial status, or national origin to the extent such covenants, conditions or restrictions violate 42 USC 3604(c).
12. All matters, covenants, conditions, restrictions, easements and any rights, interests or claims which may exist by reason thereof, disclosed by the recorded plat of said subdivision, filed under Document Numbers 3321782 and 3321783, but deleting any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, handicap, familial status, or national origin to the extent such covenants, conditions or restrictions violate 42 USC 3604(C).
13. All matters, covenants, conditions, restrictions, easements and any rights, interests or claims which may exist by reason thereof, disclosed by Certificate of Survey filed under Document Number 3222737, but deleting any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, handicap, familial status, or national origin to the extent such covenants, conditions or restrictions violate 42 USC 3604(c).
14. Consent and Waiver to Protest to Alter Special Districts recorded April 13, 2020 in M Book 56, Page 9119.
15. All matters, covenants, conditions, restrictions, easements and any rights, interests or claims which may exist by reason thereof, disclosed by the recorded plat of said subdivision, filed under Document Number 3386391, but deleting any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, handicap, familial status, or national origin to the extent such covenants, conditions or restrictions violate 42 USC 3604(C).
16. Provisions contained in that Certificate, executed by the State of Montana, Department of Health and Environmental Services, filed Document Number 3386393.
17. Consent and Waiver of Protest to Alter Special Districts recorded September 30, 2022 in Book M61, page 5567.
18. Easements for Access and Utility by and between Mountain View Meadows, LLC, D/B/A as R & D Partners, LLC and the City of Helena, Montana, recorded September 30, 2022 in Book M61 of Records, Page 5568.

19. All matters, covenants, conditions, restrictions, easements and any rights, interests or claims which may exist by reason thereof, disclosed by the recorded plat of said subdivision, recorded September 30, 2022, as instrument number 3404490, but deleting any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, handicap, familial status, or national origin to the extent such covenants, conditions or restrictions violate 42 USC 3604(C).
20. All matters, covenants, conditions, restrictions, easements and any rights, interests or claims which may exist by reason thereof, disclosed by the recorded plat of said subdivision, recorded September 5, 2024, as instrument number 3427371, but deleting any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, handicap, familial status, or national origin to the extent such covenants, conditions or restrictions violate 42 USC 3604(C).
21. Provisions contained in that Certificate, executed by the State of Montana, Department of Health and Environmental Services filed under Document Number 3427372.
22. Conditions of Approval for Phase 8 of Craftsman Village of the Crossroads at Mountain View Meadows filed September 5, 2024 under Document Number 3427373.

Date of Guarantee: August 21, 2025 at 7:30 A.M.

By: 
Authorized Countersignature

5.0 MUNICIPAL FACILITIES EXCLUSION



July 12, 2024

Greg Wirth PE
Stahly Engineering & Associates
3530 Centennial Drive
Helena MT 59601

RE: Commercial 4 of the Crossroads at
Mountain View Meadows Subdivision
Municipal Facilities Exclusion
EQ# 24-2980
City of Helena
Lewis & Clark County

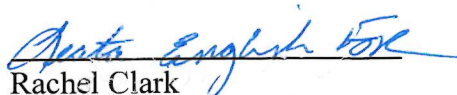
Dear Mr. Wirth,

This is to certify that the information and fees received by the Department of Environmental Quality relating to this subdivision are in compliance with 76-4-127, MCA. Under 76-4-125(1)(d), MCA, this subdivision is not subject to review, and the Declaration can be filed with the county clerk and recorder.

Plans and specifications must be submitted when extensions of municipal facilities for the supply of water or disposal of sewage are proposed 76-4-131. Construction of water or sewer extensions prior to DEQ, Public Water Supply Section's approval is prohibited, and is subject to penalty as prescribed in Title 75, Chapter 6 and Title 76, Chapter 4.

Commercial 4 of the Crossroads at Mountain View Meadows Subdivision Municipal Facilities Exclusion will consist of 324 Rental Apartment Units.

Sincerely,


Rachel Clark
Engineering Bureau Chief
Water Quality Division
Department of Environmental Quality
(406) 444-1277
Email rachel.clark2@mt.gov

cc: City Engineer
County Sanitarian
file

6.0 UTILITY AND ACCESS EASEMENT

City Attorney's Office
316 North Park Avenue
Room 203
Helena, MT 59623
(406) 457-8595

UTILITY EASEMENT

THIS EASEMENT is granted this 29th day of SEPTEMBER, 2025, by **MOUNTAIN VIEW MEADOWS, LLC, D/B/A RANDD PARTNERS, LLC**, a limited liability limited company, 431 South Alice Street, Helena, Montana 59601, Helena, Montana, 59601 (hereinafter, "Owner"), to the **CITY OF HELENA, MONTANA**, a municipal corporation organized and existing under the laws of the State of Montana, 316 North Park Avenue, Helena, Montana 59623 (hereinafter, "City").

1. Owner hereby grants to the City a perpetual, exclusive utility easement ("Easement") over, under, and across the following described property ("Property"):

Tract A-1-A-1-A-1-A-1-A-1-A-1-A-1-A-1 of Commercial 4 of the Crossroads at Mountain View Meadows Subdivision, in Lewis and Clark County, Montana, as shown on Certificate of Survey No. _____.

2. The boundary of the Easements is described and depicted on Exhibit "A" attached hereto and by this reference made a part hereof.

3. The easement is granted for the purpose of allowing the City to operate, maintain, replace, repair, reconstruct, and remove the storm drainage infrastructure, and any necessary appurtenances, over, under, and across the above-described property as shown on Exhibit "A" attached hereto.

4. Neither Owner nor Owner's tenants may materially interfere with or obstruct the Easements. The Easements must be kept free of obstructions. The City is hereby authorized to cause any obstructions to the easement to be removed at Owner's expense and without notice.

IN WITNESS WHEREOF, Owner executed this easement the day and year first above written.

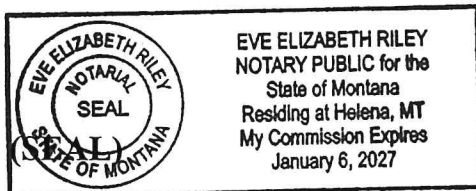
MOUNTAIN VIEW MEADOWS, LLC

By Mark L Runkle
Mark Runkle, Manager

STATE OF MONTANA)
) ss.
COUNTY OF LEWIS & CLARK)

On this 24th day of September, 2025, before me, the undersigned, a Notary Public for the State of Montana, personally appeared **MARK RUNKLE, Managing Member, Mountain View Meadows, LLC**, known to me or proved to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that they executed the same.

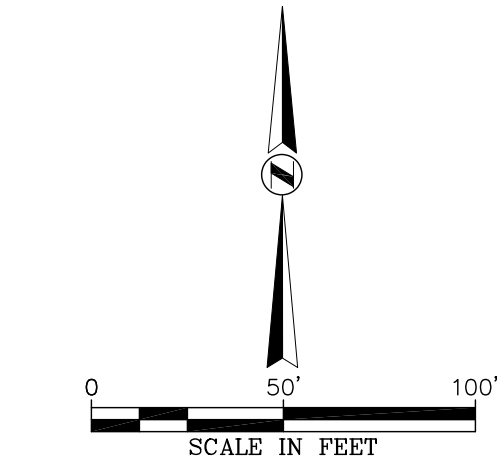
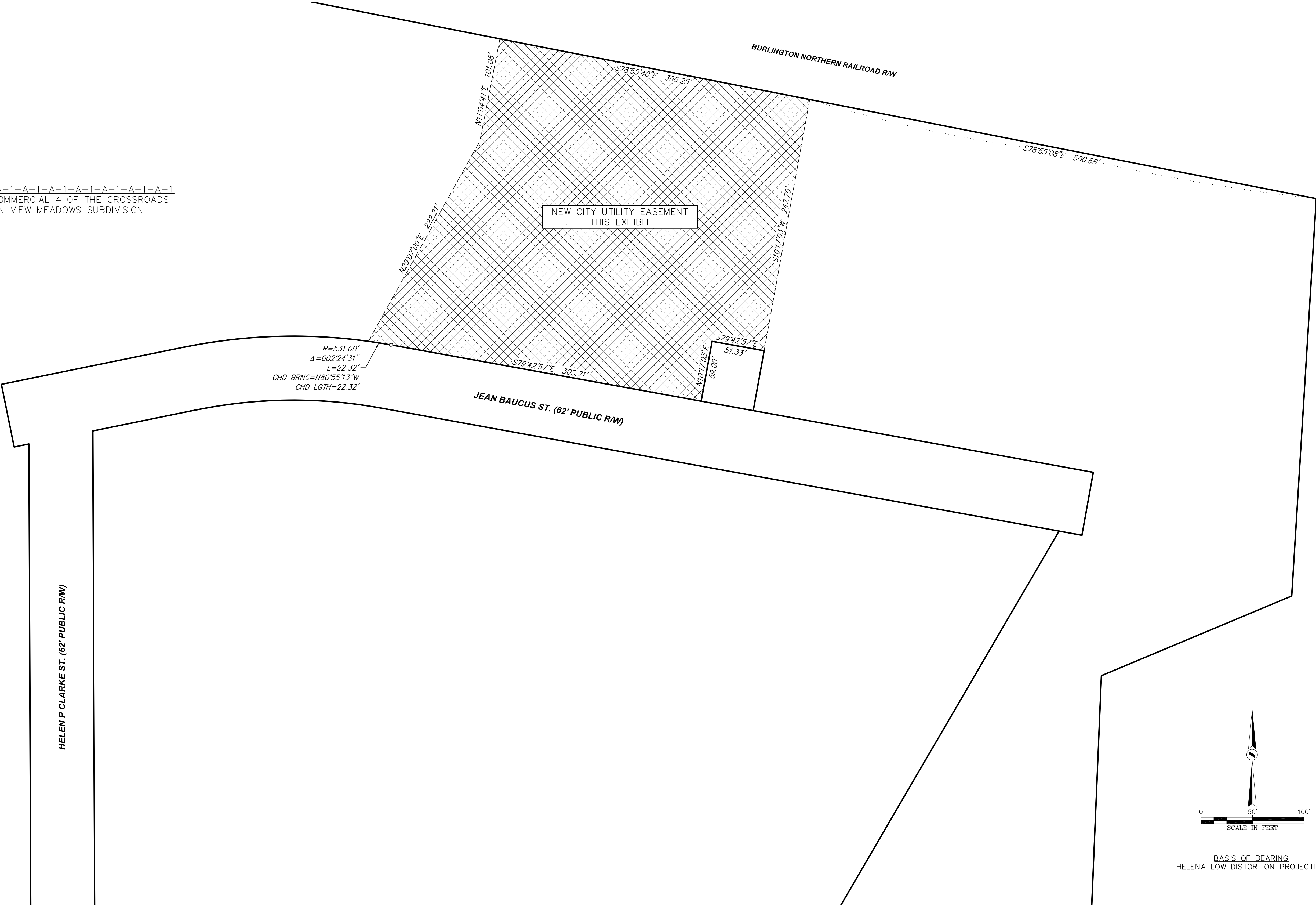
IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal the day and year first above written.



Eve E. Riley
Notary Public for State of Montana
Residing at Helena, MT
My Commission expires 1/6/2027.

EXHIBIT A

TRACT A-1-A-1-A-1-A-1-A-1-A-1-A-1-A-1
FINAL PLAT OF COMMERCIAL 4 OF THE CROSSROADS
AT MOUNTAIN VIEW MEADOWS SUBDIVISION



BASIS OF BEARING
HELENA LOW DISTORTION PROJECTION



STAHLY ENGINEERING & ASSOCIATES
PROFESSIONAL ENGINEERS & SURVEYORS
www.seaeng.com

BILLINGS
Phone: (406) 601-4055

CODY
Phone: (307) 609-5541

GREAT FALLS
Phone: (406) 604-4644
3530 CENTENNIAL DR.
HELENA, MT 59601
Phone: (406) 442-8594

EASEMENT EXHIBIT

COUNTY: LEWIS & CLARK		1/4	SEC	T	R	1/4	SEC	T	R
PRINCIPAL MERIDIAN, MONTANA		<input checked="" type="checkbox"/>	28	10N	03W	<input checked="" type="checkbox"/>			

FIELD: JTF
DRAWN: JTF
CHECKED: JTF
DATE: 9/16/2025

SHEET
1 OF 1

City Attorney's Office
316 North Park Avenue
Room 203
Helena, MT 59623
(406) 457-8595

UTILITY EASEMENT

THIS EASEMENT is granted this 24TH day of SEPTEMBER, 2025, by **MOUNTAIN VIEW MEADOWS, LLC, D/B/A RANDDPARTNERS, LLC**, a limited liability limited company, 431 South Alice Street, Helena, Montana 59601, Helena, Montana, 59601 (hereinafter, "Owner"), to the **CITY OF HELENA, MONTANA**, a municipal corporation organized and existing under the laws of the State of Montana, 316 North Park Avenue, Helena, Montana 59623 (hereinafter, "City").

1. Owner hereby grants to the City a perpetual, exclusive utility easement ("Easement") over, under, and across the following described property ("Property"):

Tract A-1-A-1-A-1-A-1-A-1-A-1-A-1-A-1 of Commercial 4 of the Crossroads at Mountain View Meadows Subdivision, in Lewis and Clark County, Montana, as shown on Certificate of Survey No. _____.

2. The boundary of the Easements is described and depicted on Exhibit "A" attached hereto and by this reference made a part hereof.

3. The easement is granted for the purpose of allowing the City to operate, maintain, replace, repair, reconstruct, and remove the water and wastewater infrastructure, and any necessary appurtenances, over, under, and across the above-described property as shown on Exhibit "A" attached hereto.

4. Neither Owner nor Owner's tenants may materially interfere with or obstruct the Easements. The Easements must be kept free of obstructions. The City is hereby authorized to cause any obstructions to the easement to be removed at Owner's expense and without notice.

IN WITNESS WHEREOF, Owner executed this easement the day and year first above written.

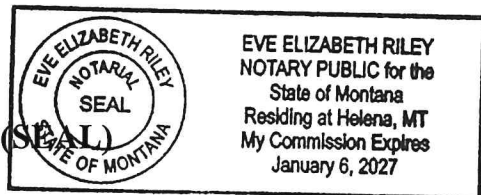
MOUNTAIN VIEW MEADOWS, LLC

By Mark I Runkle
Mark Runkle, Manager

STATE OF MONTANA)
) ss.
COUNTY OF LEWIS & CLARK)

On this 24th day of September, 2025, before me, the undersigned, a Notary Public for the State of Montana, personally appeared **MARK RUNKLE, Managing Member, Mountain View Meadows, LLC**, known to me or proved to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that they executed the same.

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



E. E. Riley
Notary Public for State of Montana
Residing at Helena, MT
My Commission expires 1/6/2027.

EXHIBIT A

TRACT A-1-A-1-A-1-A-1-A-1-A-1-A-1-A-1
FINAL PLAT OF COMMERCIAL 4 OF THE CROSSROADS
AT MOUNTAIN VIEW MEADOWS SUBDIVISION

NEW 32' CITY UTILITY EASEMENT
THIS EXHIBIT

N78°29'11"E
30.00'
N11°30'49"W
32.00'
S78°29'11"W
30.00'
S11°30'49"E
21.00'

HELEN P CLARKE ST. (62' PUBLIC RW)

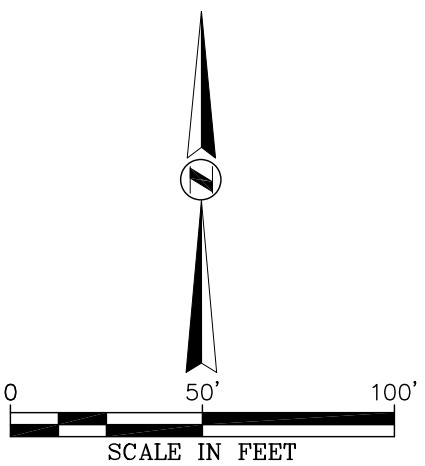
JEAN BAUCUS ST. (62' PUBLIC RW)

BURLINGTON NORTHERN RAILROAD RW

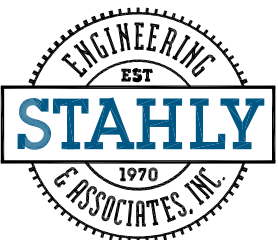
S79°42'53"E
47.36'
S10°17'03"W
21.00'
N79°42'53"W
47.36'
S10°17'03"W
32.00'

NEW 32' CITY
UTILITY EASEMENT
THIS EXHIBIT

EXISTING 150'
NORTHWESTERN ENERGY UTILITY EASEMENT
DOC. NO. 3216906



BASIS OF BEARING
HELENA LOW DISTORTION PROJECTION



STAHLY ENGINEERING & ASSOCIATES
PROFESSIONAL ENGINEERS & SURVEYORS
www.seaeng.com

BILLINGS Phone:(406)601-4055
BOZEMAN Phone:(406)522-9526
GREAT FALLS Phone:(406)604-4644
CODY Phone:(307)609-5541
3530 CENTENNIAL DR.
HELENA, MT 59601
Phone:(406)442-8594

EASEMENT EXHIBIT

COUNTY: LEWIS & CLARK	1/4 SEC				T				R			
	28				10N				03W			

FIELD: JTF
DRAWN: JTF
CHECKED: JTF
DATE: 9/16/2025

SHEET
1 OF 1

L:\1708-Mountain View Meadows\0405-Commercial\1708-0405-EE-City Utility Easement Exhibit A.dwg, Utility Easement Exhibit A.dwg, Printed Sep 16, 2025 - 2:46pm

City Attorney's Office
316 North Park Avenue
Room 203
Helena, MT 59623
(406) 457-8595

EMERGENCY ACCESS EASEMENT

THIS EASEMENT is granted this 24TH day of SEPTEMBER, 2025, by **MOUNTAIN VIEW MEADOWS, LLC, D/B/A R AND D PARTNERS, LLC**, a limited liability company, 431 South Alice Street, Helena, Montana, 59601, (hereinafter referred to as "Owner"), to the **CITY OF HELENA, MONTANA**, a municipal corporation organized and existing under the laws of the State of Montana, 316 North Park Avenue, Helena, Montana 59623 (hereinafter referred to as "City").

1. Owner hereby grants to the City an exclusive thirty-feet (30') wide emergency access easement ("Easement") over and across the following described property ("Property"):

Tract A-1-A-1-A-1-A-1-A-1-A-1-A-1-A-1 of Commercial 4 of the Crossroads at Mountain View Meadows Subdivision, in Lewis and Clark County, Montana, as shown on Certificate of Survey No. _____.

2. The boundary of this Easement is described and depicted on Exhibit "A" attached hereto and by this reference made a part hereof.

3. The Easement is granted for the purpose of allowing access for emergency services vehicles over and across the above-described property as shown on Exhibit "A" attached hereto.

4. Neither Owner nor Owner's tenants may materially interfere with or obstruct the Easements. The Easements must be kept free of obstructions. The City is hereby authorized to cause any obstructions to the easement to be removed at Owner's expense and without notice.

IN WITNESS WHEREOF, Owner executed this easement the day and year first above written.

MOUNTAIN VIEW MEADOWS, LLC

By Mark I Runkle
Mark Runkle, Manager

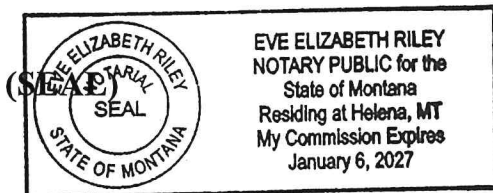
STATE OF MONTANA

) ss.

COUNTY OF LEWIS & CLARK)

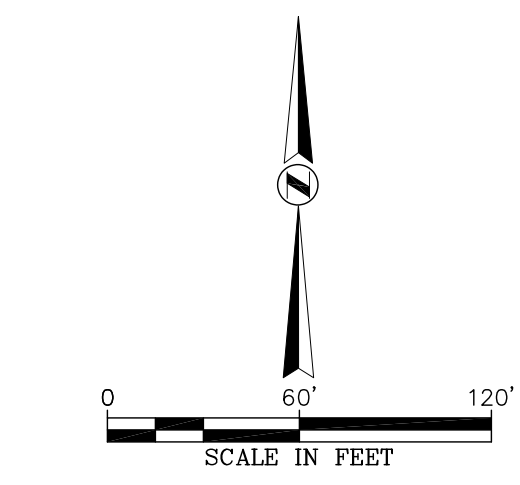
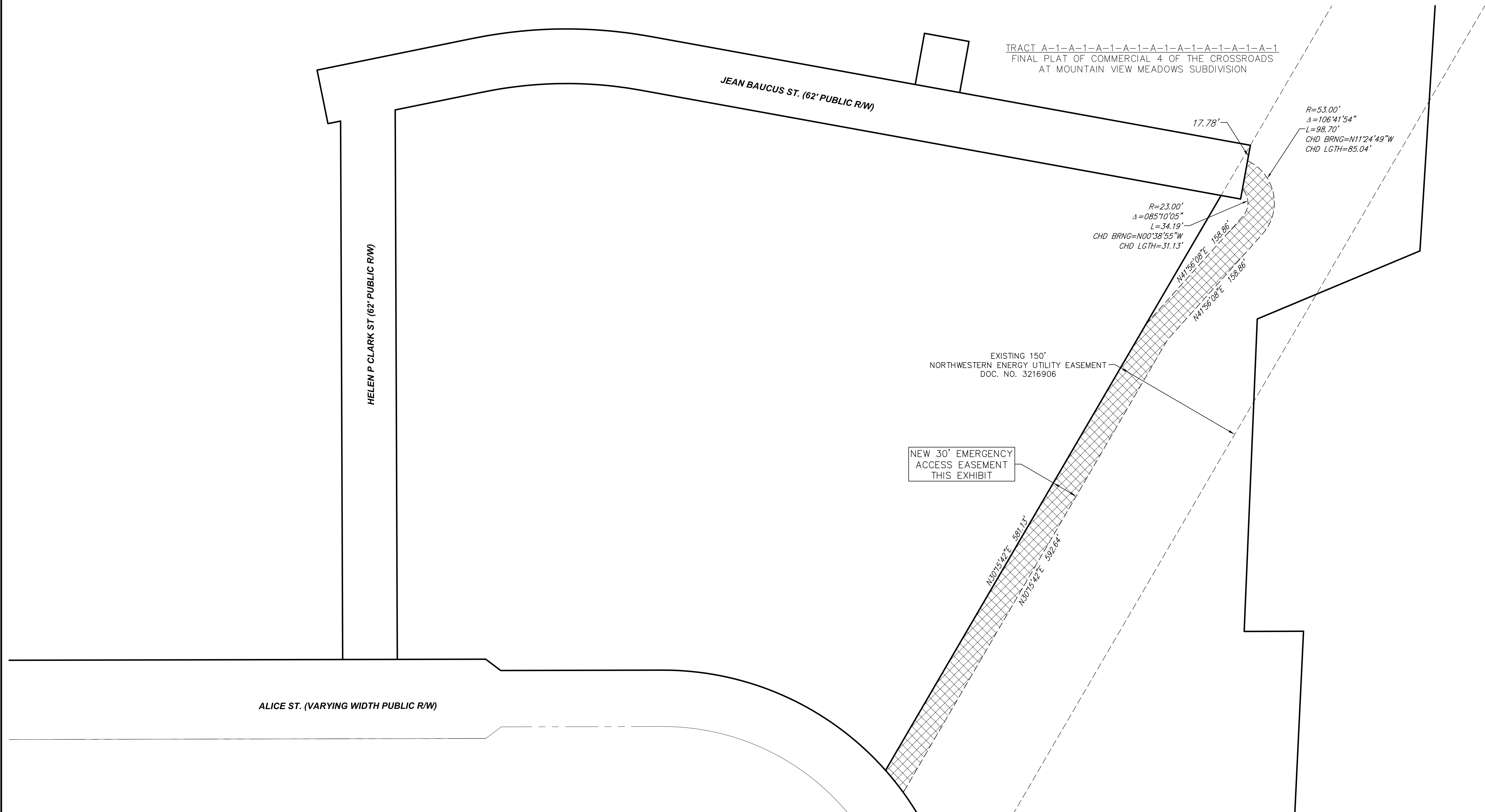
On this 24th day of September, 2025, before me, the undersigned, a Notary Public for the State of Montana, personally appeared **MARK RUNKLE, Managing Member, Mountain View Meadows, LLC**, known to me or proved to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that they executed the same.

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



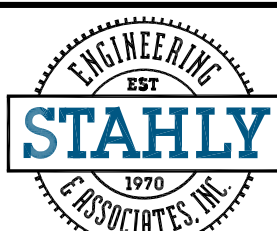
Eve E. Riley
Notary Public for State of Montana
Residing at Helena, MT
My Commission expires 1/6/2027.

EXHIBIT A



BASIS OF BEARING
HELENA LOW DISTORTION PROJECTION

BASIS OF BEARING
HELENA LOW DISTORTION PROJECTION



STAHLY ENGINEERING & ASSOCIATES
PROFESSIONAL ENGINEERS & SURVEYORS
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Phone: (406)604-4844

CODY
Phone: (307)609-5541

3530 CENTENNIAL DR.
HELENA, MT 59601
Phone: (406)442-8594

EASEMENT EXHIBIT

COUNTY: LEWIS & CLARK		1/4 SEC		T	R	1/4 SEC		T	R
		28	10N	03W	35	10N	03W		

FIELD: JTF
DRAWN: JTF
CHECKED: JTF
DATE: 9/16/2025

SHEET
1 OF 1

L:\1700-Mountain View Meadows\04400-Commercial\1700-04400-EE-Emergency Access Map_Emergency Access Easement Exhibit_PlotSet.dwg 16, 2025 - 2:45pm

7.0 LIGHTING DISTRICT PETITION

P E T I T I O N

TO THE CITY COMMISSION OF HELENA
CITY-COUNTY BUILDING
HELENA, MONTANA

The undersigned property owners respectfully request the creation of a Special Improvement Lighting Maintenance District for the operation, maintenance and provision of electrical energy for new Lighting facilities to be furnished and owned by NorthWestern Energy, and with said Company contracting with the City of Helena for the operation, maintenance and furnishing of electric energy therefor. The lighting and facilities are to be on both sides of Commercial Phase 4 of the Crossroads at Mountain View Meadows in the City of Helena, Montana as follows:

In Commercial Phase 4 of the Crossroads at Mountain View Meadows both sides of streets, more particularly as shown on the attached map, and official plat thereof on file and of record in the office of the Lewis & Clark County Clerk and Recorder. Subdivision is located within Section 35, Township 10 North, Range 3 West in Lewis and Clark County.

The proposed facilities will consist of 27 units, with underground wiring, fiberglass or metal poles for 16-foot mounting heights, and Lexington Colonial luminaries with 42-watt LED lamps. The monthly cost per unit is \$_____.

The estimated annual cost of maintenance, electrical energy, and administration shall be paid by the property owners: these costs shall be paid per year based on approximately \$_____ per square foot of property owned, which for a lot _____' x _____' would amount to \$_____ per year, or approximately \$_____ per month.

It is understood that the rates and costs associated with this District are subject to the rules and regulations of the Montana Public Service Commission and may vary accordingly.

431 S Alice St. Helena MT, 59601

Page 161 of 361

8.0 PROPERTY INFORMATION



3058072

Page: 1 of 1
01/20/2004 04:01P
8k-M30 Pg-985

Lewis & Clark County

DEED

WARRANTY DEED

For Value Received Wayne H. Miller and Ann E. Miller
the grantor (s) do (es) hereby grant, bargain, sell and convey
unto

R & D Partners, LLC

The grantees, the following described premises, in LEWIS AND
CLARK County, Montana, to-wit:

Tract "A", "B", "C" and "D", being located in Section 35, Township
10 North, Range 3 West, M.P.M. Lewis and Clark County, Montana as
shown as Certificate of Survey filed under Document Number 3013399.

TO HAVE AND TO HOLD the same premises, with the appurtenances
unto the said Grantees, his/her/their heirs and assigns forever.
And the said Grantor(s) do(es) hereby covenant to and with the
said Grantees, that (t)he(y) the owner(s) in fee simple of said
premises; that they are free from all encumbrance. SUBJECT to
all legal taxes and assessments levied with respect to said
premises and that (t)he(y) will warrant and defend the same from
all lawful claims whatsoever.

Dated 10-15-03

Wayne H. Miller

Ann E. Miller

STATE OF MONTANA, COUNTY OF LEWIS AND CLARK

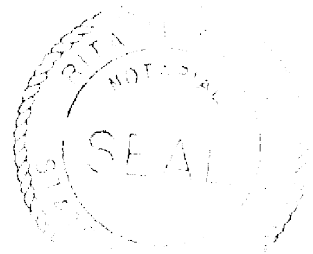
On this 15th day of Oct, 2003 before me a notary
public in and for said State, personally appeared Wayne H.
Miller and Ann E. Miller known to me to be the person(s) whose
name(s) are/is subscribed to the within instrument and
acknowledged to me that he/she/they executed the same.

Notary Public

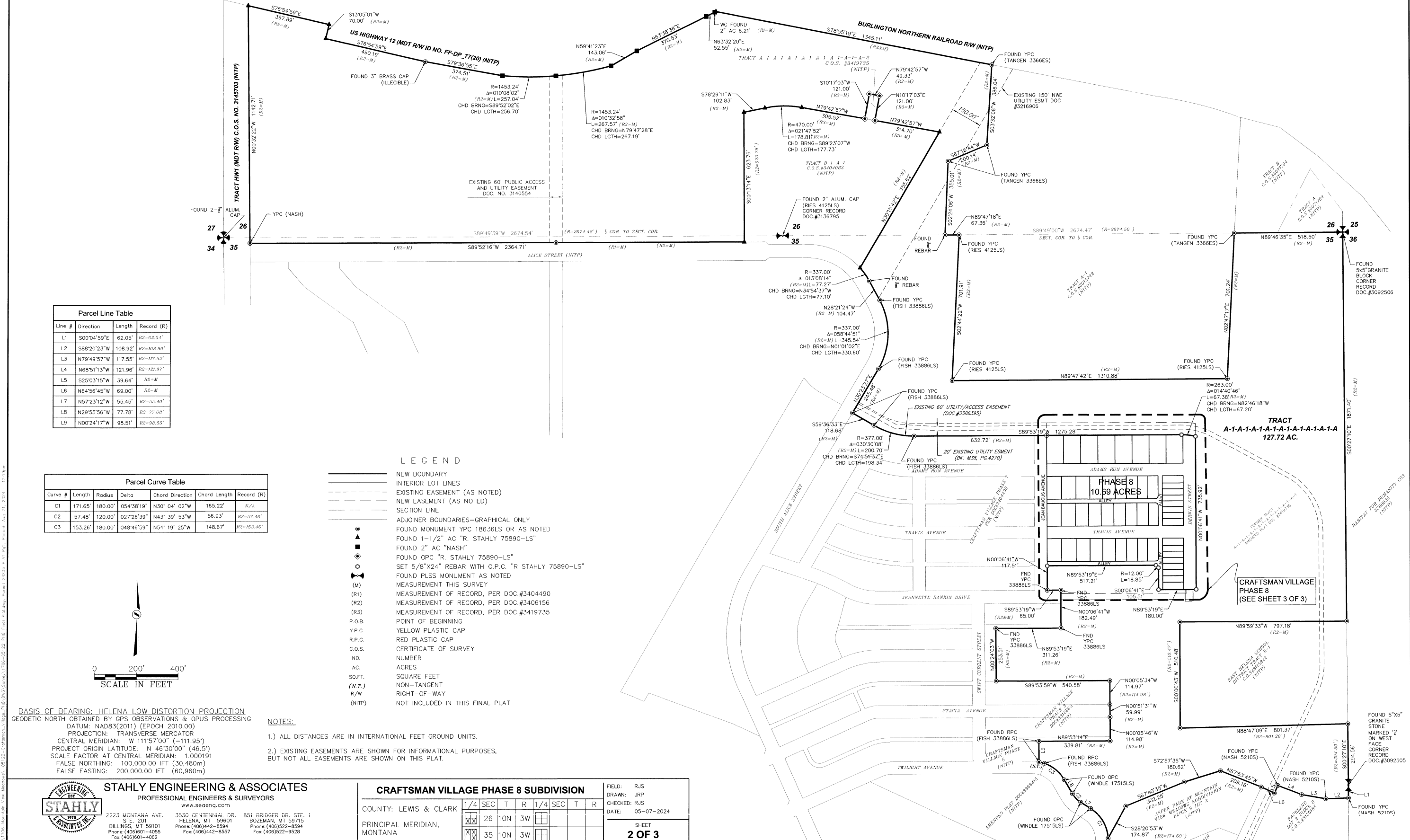
Residing at _____

Comm. Exp. _____

RITA M. GOWEN
NOTARY PUBLIC for the State of Montana
Residing at Helena, Montana
My Commission Expires November 28, 2003



FINAL PLAT OF CRAFTSMAN VILLAGE PHASE 8 OF THE CROSSROADS AT MOUNTAIN VIEW MEADOWS SUBDIVISION A SUBDIVISION OF TRACT A-1-A-1-A-1-A-1-A-1-A-1-A-1 OF AMENDED PLAT DOCUMENT NUMBER 3419735, LOCATED WITHIN THE SOUTH ONE-HALF OF SECTION 26, AND THE NORTH ONE-HALF AND SOUTHEAST ONE-QUARTER OF SECTION 35 TOWNSHIP 10 NORTH, RANGE 3 WEST, P.M.M. CIYT OF HELENA, LEWIS & CLARK COUNTY, MONTANA



L:\1706-Mountain View Meadows\05122-Craftsman_Village_PH8\DWG\Survey\1706-05122 PH8 Final Plat.dwg, PH8.DTL 24x36 PLAT Pg. 3, Plotted: Aug. 21, 2024 - 12:29pm

FINAL PLAT OF

CRAFTSMAN VILLAGE PHASE 8 OF THE CROSSROADS AT MOUNTAIN VIEW MEADOWS SUBDIVISION

A SUBDIVISION OF TRACT A-1-A-1-A-1-A-1-A-1-A-1-A-1 OF AMENDED PLAT DOCUMENT NUMBER 3419735, LOCATED WITHIN THE SOUTH ONE-HALF OF SECTION 26, AND THE NORTH ONE-HALF AND SOUTHEAST ONE-QUARTER OF SECTION 35 TOWNSHIP 10 NORTH, RANGE 3 WEST, P.M.M.
CITY OF HELENA, LEWIS & CLARK COUNTY, MONTANA



TRACT
A-1-A-1-A-1-A-1-A-1-A-1-A-1
5,580.933 sq. ft.
127.72 Acres

FORMER TRACT
A-1-A-1-A-1-A-1-A-1-A-1-A-1
AMENDED PLAT DOC. #3419735

LEGEND

- NEW BOUNDARY
- INTERIOR LOT LINES
- EXISTING EASEMENT (AS NOTED)
- NEW EASEMENT (AS NOTED)
- SECTION LINE
- ADJOINER BOUNDARIES—GRAPHICAL ONLY
- FOUND MONUMENT YPC 18636LS OR AS NOTED
- FOUND 1-1/2" AC "R. STAHL 75890-LS"
- FOUND 2" AC "NASH"
- FOUND OPC "R. STAHL 75890-LS"
- SET 5/8"x24" REBAR WITH O.P.C. "R STAHL 75890-LS"
- FOUND PLSS MONUMENT AS NOTED
- MEASUREMENT THIS SURVEY
- MEASUREMENT OF RECORD, PER DOC.#3404490
- MEASUREMENT OF RECORD, PER DOC.#3406156
- MEASUREMENT OF RECORD, PER DOC.#3419735
- P.O.B. POINT OF BEGINNING
- Y.P.C. YELLOW PLASTIC CAP
- R.P.C. RED PLASTIC CAP
- C.O.S. CERTIFICATE OF SURVEY
- NO. NUMBER
- AC. ACRES
- SQ.FT. SQUARE FEET
- (N.T.) NON-TANGENT

Block 64 Lot Area Table		
Lot #	Area (SQ.FT.)	Area (AC.)
1	11,118	0.255
2	11,118	0.255
3	11,118	0.255
4	11,118	0.255
5	11,118	0.255
6	11,118	0.255
7	11,118	0.255
8	11,118	0.255

Block 65 Lot Area Table		
Lot #	Area (SQ.FT.)	Area (AC.)
1	5,074	0.116
2	6,050	0.139
3	6,050	0.139
4	6,050	0.139
5	6,600	0.152
6	6,600	0.152
7	6,886	0.158
8	7,436	0.171
9	7,436	0.171
10	5,679	0.130
11	5,170	0.119
12	5,775	0.133
13	5,775	0.133
14	6,655	0.153
15	6,655	0.153
16	7,183	0.165
17	7,645	0.176
18	7,645	0.176
19	3,500	0.080
20	2,800	0.064
21	3,000	0.069
22	2,800	0.064
23	2,800	0.064
24	2,800	0.064
25	2,800	0.064
26	3,500	0.080

Block 66 Lot Area Table		
Lot #	Area (SQ.FT.)	Area (AC.)
1	7,645	0.176
2	7,645	0.176
3	7,183	0.165
4	6,655	0.153
5	6,655	0.153
6	5,775	0.133
7	5,775	0.133
8	5,170	0.119
9	5,679	0.130
10	3,500	0.080
11	2,800	0.064
12	3,000	0.069
13	2,800	0.064
14	3,000	0.069
15	3,000	0.069
16	3,100	0.071
17	3,551	0.082

NOTES:

- ALL DISTANCES ARE IN INTERNATIONAL FEET GROUND UNITS.
- EXISTING EASEMENTS ARE SHOWN FOR INFORMATIONAL PURPOSES, BUT NOT ALL EASEMENTS ARE SHOWN ON THIS PLAT.



STAHLY ENGINEERING & ASSOCIATES
PROFESSIONAL ENGINEERS & SURVEYORS
www.seceng.com

2223 MONTANA AVE. STE. 201 BILLINGS, MT 59101
Phone: (406)301-4055 Fax: (406)601-4062
3530 CENTENNIAL DR. HELENA, MT 59601
Phone: (406)442-8594 Fax: (406)442-8557
851 BRIDGER DR. STE. 1 BOZEMAN, MT 59715
Phone: (406)522-8594 Fax: (406)522-9528

FINAL PLAT CRAFTSMAN VILLAGE PHASE 8 SUBDIVISION

COUNTY: LEWIS & CLARK

PRINCIPAL MERIDIAN,
MONTANA

1/4	SEC	T	R	1/4	SEC	T	R
<input checked="" type="checkbox"/>	26	10N	3W	<input checked="" type="checkbox"/>			
<input checked="" type="checkbox"/>	35	10N	3W	<input checked="" type="checkbox"/>			

FIELD: RJS
DRAWN: JRP
CHECKED: RJS
DATE: 05-07-2024

SHEET
3 OF 3

BASIS OF BEARING:
HELENA LOW DISTORTION PROJECTION
GEODETTIC NORTH OBTAINED BY GPS OBSERVATIONS
& OPUS PROCESSING
DATUM: NAD83(2011) (EPOCH 2010.00)
PROJECTION: TRANSVERSE MERCATOR
CENTRAL MERIDIAN: W 111°57'00" (-111.95°)
PROJECT ORIGIN LATITUDE: N 46°30'00" (46.5°)
SCALE FACTOR AT CENTRAL MERIDIAN: 1.000191
FALSE NORTHING: 100,000.00 IFT (30,480m)
FALSE EASTING: 220,000.00 IFT (60,960m)

Please Return To:
COLIN PHELPS(ATTORNEY)
CHRISTENSEN & PREZEAU, PLLP
THE MONTANA CLUB BUILDING
24 W. 6TH AVE, SUITE 501
HELENA, MT 59601

QUITCLAIM DEED

This indenture is made and entered into on this 24th day of September, 2025, between Mountain View Meadows, LLC, of 431 South Alice St., Helena, MT 59601 ("GRANTOR"), and the City of Helena, of 316 N. Park Ave., Helena, MT 59601 ("GRANTEE").

WITNESSETH, that GRANTOR, for and in consideration of the sum of \$10.00 Dollars and other valuable consideration in hand paid by GRANTEE, the receipt whereof is hereby acknowledged, does hereby convey, remise, release and forever quitclaim unto GRANTEE, and to GRANTEE'S heirs and assigns all of GRANTOR'S interest in and to the following real estate situated in the County of Lewis and Clark, State of Montana, to-wit:

Tract A-1-A-1-A-1-A-1-A-1-A-1-A-2-A Amended Plat _____

Together, with all the tenements, hereditaments, and appurtenances thereto belonging, and the reversion and reversions, remainder and remainders, rents, issues, and profits thereof; and also all the estate, right, title, interest, right of dower, property, possession, claim and demand whatsoever as well in law as in equity, of GRANTOR, of, in or to the said premises, and every part and parcel thereof, TO HAVE AND TO HOLD, all and singular the said premises with the appurtenances thereto belonging, unto GRANTEE, and to GRANTEE'S heirs and assigns forever.

(REMAINDER OF PAGE INTENTIONALLY LEFT BLANK)

IN WITNESS WHEREOF, GRANTOR has hereunto set hand and seal the day and year first hereinabove written.

MOUNTAIN VIEW MEADOWS, LLC

Mark L Runkle

By: Mark Runkle

Its: Managing Member

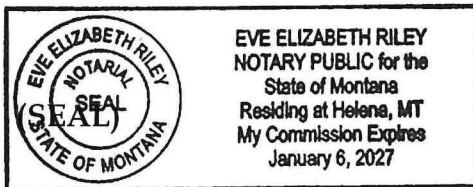
STATE OF MONTANA)

: ss.

County of Lewis & Clark)

On the 24th day of September, 2025, before me, the undersigned, a Notary Public for the State of Montana, personally appeared **MARK RUNKLE**, known to me to be the person who signed the within **QUITCLAIM DEED** and acknowledged to me that he executed the same on behalf of **MOUNTAIN VIEW MEADOWS, LLC**, as its **MANAGING MEMBER**.

IN WITNESS WHEREOF, I have hereunto set my hand and seal the day and year first above written.



Eve F. Riley

Print Name Eve F. Riley

Notary Public for the State of Montana.

Residing at Helena, MT

My Commission expires 1/6/27

REALTY TRANSFER CERTIFICATE

Confidential Tax Document: The information contained in this certificate is confidential by Montana law. Unauthorized disclosure of this information is a criminal offense, [15-7-308, MCA](#).

GEOCODE(S) _____

ASSESSMENT CODE: _____

The Department of Revenue will change the name on ownership records used for the assessment and taxation of real property when this form is fully completed and signed by the preparer. (Please read the attached instructions on page 1 for assistance in completing and filing this form.)

Montana law requires this form be completed and may impose up to a \$500 penalty for failure to file a Realty Transfer Certificate ([15-7-304](#), [15-7-305](#) and [15-7-310, MCA](#))

PART 1 – DATE OF TRANSFER (SALE)

(MM/DD/YYYY)

PART 2 – PARTIES

Please complete this section in full; if additional space is required, please attach a separate page

Seller (Grantor)

Name Mountain View Meadows, LLC
Mailing Address 431 South Alice St.
(Permanent)
City Helena ST MT ZIP 59601
Seller Principal Residence ☐ Yes ☒ No

Enter the last 4 digits of the SSN or FEIN

SSN _____
SSN _____
FEIN _____ 5196
Daytime Phone _____
Email Address _____

Main Geocode _____
Assessor Code or Parcel # _____

Buyer (Grantee)

Name City of Helena
Mailing Address 316 N. Park Ave
(Permanent)
City Helena ST MT ZIP 59601
Buyer Principal Residence ☐ Yes ☒ No

SSN _____
SSN _____
FEIN _____
Daytime Phone _____
Email Address _____

Mailing Address _____
For Tax Notice _____
(If different) City _____ ST _____ ZIP _____

Transfer to Trustee, Custodian, or other Representative:

Trust FEIN _____
Minor SSN _____

PART 3 – PROPERTY DESCRIPTION

Please complete fully; if additional space is required, please attach a separate page.

Legal Description Tract A-1-A-1-A-1-A-1-A-1-A-1-A-2-A
Amended Plat No.

Attachment ☐

Add/Sub _____ Block _____ Lot _____
County Lewis and Clark City/Town Helena Section 26 Township 10N Range 3W

PART 4 – DESCRIPTION OF TRANSFER

Please complete fully; more than one option may apply.

☐ Sale ☐ Gift ☐ Barter ☒ Nominal or no consideration ☐ Part of 1031 or 1033 exchange ☐ Transfer is subject to a reserved life estate
Distressed sales: ☐ Sheriff's deed ☐ Trustee's deed ☐ Deed in lieu of foreclosure ☐ Short sale ☐ Other

Transfer by Operation of Law

☐ Termination of life estate by death ☐ Termination of joint tenancy by death ☐ Transfer on Death deed
☐ Court order or decree (except sheriff's sale) ☐ Merger, consolidation, or other business entity reorganization ☐ Name change only

PART 5 – EXCEPTIONS FROM PROVIDING SALES PRICE INFORMATION

Please complete fully, more than one may apply.

☐ Transfer between husband/wife or parent/child for nominal consideration ☐ Transfer made in contemplation of death without consideration
☐ Termination of joint tenancy by death ☐ Transfer of property of a decedent's estate
☐ Transfer to a revocable living trust ☐ Transfer pursuant to court decree (except sheriff's sale)
☐ Gift ☐ Termination of life estate by death
☒ Correction, modification, or supplement of previously recorded instrument, no additional consideration ☐ Transfer by government agency
☐ Merger, consolidation, or reorganization of business entity ☐ Tax deed
☐ Land currently classified as agricultural land and for continued use for agricultural purposes ([15-7-307, MCA](#)) ☐ Land currently classified as forestland and for continued use for producing timber ([15-7-307, MCA](#))

PART 6 – SALE PRICE INFORMATION

Please complete fully, more than one may apply.

Actual Sale Price \$ _____
Financing: ☐ Cash ☐ FHA ☐ VA ☐ Contract ☐ Other
Terms: ☐ New loan OR ☐ Assumption of existing loan
Value of personal property included in sale \$ _____
Value of inventory included in sale \$ _____
Value of licenses included in sale \$ _____
Value of good will included in sale \$ _____
Was an SID payoff included in the sale price? ☐ Yes ☐ No
Did the buyer assume an SID? ☐ Yes ☐ No
Amount of SID paid or assumed: \$ _____
Was a mobile home included in the sale? ☐ Yes ☐ No

PART 7 – WATER RIGHT DISCLOSURE

Disclosure is only applicable to the property identified in PART 3 above.

☐ A. Property is served by a public water supply, i.e., city, irrigation district, or water district provides water. ☒ B. Seller has no water rights on record with DNRC to transfer. ☐ C. Seller is transferring ALL water rights on record with DNRC to the Buyer. ☐ D. Seller is dividing or exempting (reserving) water rights. Seller must file Water Right Update form.

X Seller (Grantor) Signature _____ Date _____

PART 8 – PREPARER INFORMATION

Preparer's signature is required.

X Signature _____
Name/Title Mark Runkle Mailing Address 431 South Alice St.
(please print) City Helena State MT ZIP 59601
Daytime Phone (406) 431-7305

Clerk and Recorder Use Only

Recording Information: Document No. _____ Book _____ Page _____ Date _____
Department of Revenue Copy

REALTY TRANSFER CERTIFICATE

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GEOCODE(S) _____

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(MM/DD/YYYY)

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Seller (Grantor)

Name Mountain View Meadows, LLC
Mailing Address 431 South Alice St.
(Permanent)
City Helena ST MT ZIP 59601
Seller Principal Residence ☐ Yes ☒ No

Buyer (Grantee)

Name City of Helena
Mailing Address 316 N. Park Ave
(Permanent)
City Helena ST MT ZIP 59601
Buyer Principal Residence ☐ Yes ☒ No
Mailing Address _____
For Tax Notice _____
(If different) City _____ ST _____ ZIP _____

PART 3 – PROPERTY DESCRIPTION

Please complete fully; if additional space is required, please attach a separate page.

Legal Description Tract A-1-A-1-A-1-A-1-A-1-A-1-A-2-A
Amended Plat No.

Attachment ☐

Add/Sub _____
County Lewis and Clark City/Town Helena Block _____ Lot _____
Section 26 Township 10N Range 3W

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☐ Sale ☐ Gift ☐ Barter ☒ Nominal or no consideration ☐ Part of 1031 or 1033 exchange ☐ Transfer is subject to a reserved life estate
Distressed sales: ☐ Sheriff's deed ☐ Trustee's deed ☐ Deed in lieu of foreclosure ☐ Short sale ☐ Other

Transfer by Operation of Law

☐ Termination of life estate by death ☐ Termination of joint tenancy by death ☐ Transfer on Death deed
☐ Court order or decree (except sheriff's sale) ☐ Merger, consolidation, or other business entity reorganization ☐ Name change only

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☐ Termination of joint tenancy by death ☐ Transfer of property of a decedent's estate
☐ Transfer to a revocable living trust ☐ Transfer pursuant to court decree (except sheriff's sale)
☐ Gift ☐ Termination of life estate by death
☒ Correction, modification, or supplement of previously recorded instrument, no additional consideration ☐ Transfer by government agency
☐ Merger, consolidation, or reorganization of business entity ☐ Tax deed
☐ Land currently classified as agricultural land and for continued use for agricultural purposes ([15-7-307, MCA](#)) ☐ Land currently classified as forestland and for continued use for producing timber ([15-7-307, MCA](#))

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Please complete fully, more than one may apply.

Actual Sale Price \$ _____
Financing: ☐ Cash ☐ FHA ☐ VA ☐ Contract ☐ Other
Terms: ☐ New loan OR ☐ Assumption of existing loan
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Value of licenses included in sale \$ _____
Value of good will included in sale \$ _____
Was an SID payoff included in the sale price? ☐ Yes ☐ No
Did the buyer assume an SID? ☐ Yes ☐ No
Amount of SID paid or assumed: \$ _____
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☐ A. Property is served by a public water supply, i.e., city, irrigation district, or water district provides water. ☒ B. Seller has no water rights on record with DNRC to transfer. ☐ C. Seller is transferring ALL water rights on record with DNRC to the Buyer. ☐ D. Seller is dividing or exempting (reserving) water rights. Seller must file Water Right Update form.

X Seller (Grantor) Signature _____

Date _____

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Preparer's signature is required.

X Signature _____

Name/Title Mark Runkle

(please print)

Mailing Address 431 South Alice St.

City Helena State MT ZIP 59601

Daytime Phone (406) 431-7305

Clerk and Recorder Use Only

Recording Information: Document No. _____

Book _____

Page _____

Date _____

Buyer/Seller Copy

9.0 WATER RIGHTS



Water Rights Memo

Date: August 2025
Subject: Commercial Phase 4
At Mountain View Meadows
Stahly Engineering Project No. 1706-05422
To: Chris Brink, Director
City of Helena
Community Development
316 North Park Avenue
Helena, MT 59623
From: Greg Wirth, PE

Review of the Montana Department of Natural Resources and Conservation (DNRC) Water Right Query System reveals four (4) water rights (41I 63454 00, 41I 63448 00, 41I 103008 00, 41I 103009 00) associated with the subject property and owned by the current property owner, Mark Runkle. The current property owner will retain these water rights for the purposes of the entire subdivision and the water right will not transfer with the conveyance with any lots in this proposed subdivision.

Enclosure: DNRC Water Right Query System



Water Rights Query System

Search

Table

About

SIMPLE

ADVANCED

Source Name & Ditch fields only available for
Surface or Ground Water Source Types

Purpose

Geocode

05-1888-35-1-01-01-0000

ex. 05-1888-32-2-44-01-0000

Location Options

Uncheck boxes to narrow down

RESET

SEARCH



Lewis & Clark County | Esri Community Maps Contributors, Montana State University, C... Powered by Esri

[Search Results](#)


Water Right Num... ◆ ...	Version ◆ ...	Water Right ID ◆ ...	Water Right Type ◆ ...	Water Right Status ◆
41I 63454 00	1	63,454	GROUND WATER CERTIFI...	ACTIVE
41I 63448 00	2	63,448	EXEMPT NOTICE	ACTIVE
41I 103008 00	2	103,008	STATEMENT OF CLAIM	ACTIVE
41I 103009 00	2	103,009	STATEMENT OF CLAIM	ACTIVE

Total: 4 | Selection: 1

Page 173 of 361

10.0
TAX RECEIPT



Shopping Cart: 0 items [\$0.00]

New Search **History** **Payoff** **PayTaxes** **Help****Property Tax ID:** 40594**Status:** Paid**Realware#:** 188835101010000**Receipt:** 31580**2024 Owner(s):**
MOUNTAIN VIEW MEADOWS LLC**Mailing Address:**

PO BOX 850

SAINT PARIS, OH 430720850

Levy District:

90-05, Tax District 90

2024 Value:**Market Value** \$14,401
Taxable: \$311 **Detail****2024 Taxes:** **View Pie Charts****First Half:** \$83.66 **Due:** 12/31/2024
Second Half: \$83.21 **Due:** 6/2/2025
Total: \$166.87 **Show Current Tax Bill** **Detail****2024 Payments:****First Half:** \$83.66
Second Half: \$83.21
Total: \$166.87

(May include penalty & interest)

2024 Legal Records:**Geo Code:** 05-1888-35-1-01-01-0000 **Deed Book:** M62 **Page:** 8567 **Instru#:** 3419737 **Date:** 2024-01-10**Property address:** 2720 JEAN BAUCUS ST, HELENA MT 59601**TRS:** T10 N, R03 W, Sec. 35**Legal:** S35, T10 N, R03 W, C.O.S. 3406165,
ACRES 138.55, TRACT A-1-A-1-A-1-A-1-A-1-
A-1-A-1**Acres:** 138.55**COS:** 3406165**Note:** The accuracy of this data is not guaranteed. Property Tax data was last updated 08/27/2025 08:00 AM.Send Payments to:
Lewis & Clark County
316 North Park Ave; Room #113
Helena, Montana 59623Phone: (406) 447-8329
Email: propertytax@lccountymt.gov

11.0 ROAD NAMES APPROVAL



Approved Road Names Memo

Date: August 2025
Subject: Commercial Phase 4
At Mountain View Meadows
City of Helena Project No. 2216-PKS1
Stahly Engineering Project No. 2218-CMP4
To: City of Helena
Community Development
316 North Park Avenue
Helena, MT 59623
From: Greg Wirth, PE

The road names for this subdivision have been coordinated and approved with the City-County Addressing Coordinator; they are currently in use with the assigned address ranges as shown below.

BASENAME	STREET TYPE	SUFFIX	LOW RANGE	HIGH RANGE	SIDE	ESZ	ESN	CITY
HELEN P CLARKE	ST		300	398	E	22C	248	HELENA
HELEN P CLARKE	ST		301	399	O	21A	267	HELENA
JEAN BAUCUS	ST		2700	2718	E	22C	248	HELENA
JEAN BAUCUS	ST		2701	2719	O	21A	267	HELENA
JEAN BAUCUS	ST		2720	2723	B	21A	267	HELENA
JEAN BAUCUS	ST		2724	2732	E	22C	248	HELENA
JEAN BAUCUS	ST		2725	2733	O	21A	267	HELENA
JEAN BAUCUS	ST		2800	2849	B	21A	267	HELENA

12.0 THIRD PARTY EASEMENT COMPLIANCE

Josh French

From: Woodlief, Kyle <Kyle.Woodlief@northwestern.com>
Sent: Friday, September 5, 2025 8:10 AM
To: Greg Wirth
Cc: Josh French; Mark Runkle
Subject: RE: Mountain View Meadows - Commercial 4

Greg,

NorthWestern Energy has reviewed all the documents provided and has determined the work within the easement is in conformance with NWE's standards.

Let me know if you need anything else.

Regards,
Kyle Woodlief
Construction Engineer
Kyle.Woodlief@northwestern.com
C 406-594-8926
O 406-444-8132
1313 N Last Chance Gulch | Helena, Montana 59601



From: Greg Wirth <gwirth@seaeng.com>
Sent: Friday, August 22, 2025 2:27 PM
To: Woodlief, Kyle <Kyle.Woodlief@northwestern.com>
Cc: Josh French <jfrench@seaeng.com>; Mark Runkle <markrunkle@hotmail.com>
Subject: [EXTERNAL] Mountain View Meadows - Commercial 4

CAUTION: This Email is from an EXTERNAL source outside of NorthWestern Energy.

The Original Sender of this email is gwirth@seaeng.com.

Are you expecting the message? Is this different from the message sender displayed above?

Do not click on links or open attachments unless you are sure you recognize the sender and you know the contents are safe.

If you believe the email to be malicious and/or phishing email, please use the **Report Phish** button.

Hi Kyle,

Left you a voicemail. For platting with the City, we'll need verification documentation from Northwestern Energy that the work within the existing overhead powerline easement is in compliance with the easement. Attached is a copy of the Overall Site Plan for reference.

Please provide a response to this email acknowledging the work is in conformance.



Travis Goodrich
Planner I

Community Development Department
316 North Park Avenue, Room 445
Helena, Montana, 59623

Phone: 406-447-8490
Direct: 406-447-8448
Email: tgoodrich@helenamt.gov

helenamt.gov

MEMORANDUM

TO: Mayor Wilmot Collins
Members, Helena City Commission
Tim Burton, City Manager

FROM: Travis Goodrich
Planner I

SUBJECT: **Consider approval of the Final Plat for Commercial Phase 4 of the Crossroads at Mountain View Meadows Subdivision, creating 2.39 acres of public right-of-way and a 0.7-acre utility lot.**

OVERVIEW

GENERAL INFORMATION

DATE OF APPLICATION: October 2, 2025; Complete on November 7, 2025

MEETING DATE: **City Commission: 6:00 P.M. Monday, November 17, 2025**

APPLICANT/OWNER: Mark Runkle, Mountain View Meadows, LLC
431 South Alice Street, Helena, MT 59601

ENGINEER: Greg Wirth
Stahly Engineering & Associates
3530 Centennial Drive, Helena, MT 59601

GENERAL LOCATION: Northwest corner of Jean Baucus Street and Helen P Clarke Street

PRESENT LAND USES: Multiple - Dwelling Units, Residential

ADJACENT LAND USES: North: Vacant, Planned Development
East: General Commercial
South: General Commercial
West: Vacant, Planned Development

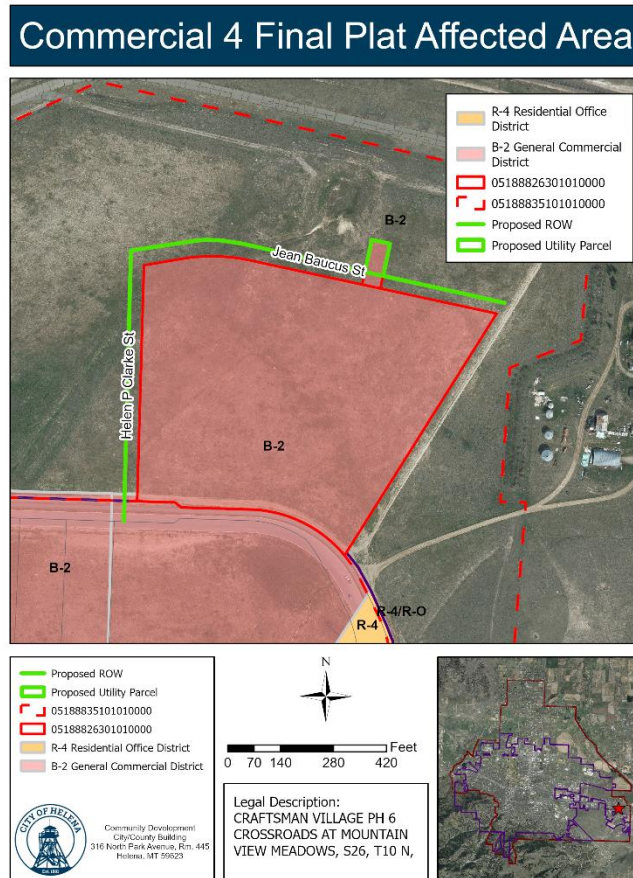
ADJACENT ZONING: North: Vacant (County - Urban Residential Mixed Use)
East: City of Helena, B-2 (General Commercial)
South: City of Helena, B-2 (General Commercial)
West: Vacant (County - Urban Residential Mixed Use)

CURRENT ZONING: City of Helena, B-2 (General Commercial)

SIZE: 3.09 Acres

VICINITY MAP:

Note: Approximate subject area in affected tract bordered and shaded in red.



DESCRIPTION/BACKGROUND

Mountain View Meadows, LLC has requested final plat approval of the Commercial Phase 4 section of the Crossroads Amendment to the Mountain View Meadows Subdivision. The subject property is generally located at the Northwest corner of Jean Baucus Street and Helen P Clarke Street in Lewis and Clark County, Montana. The request for final plat is required to allow for the development of 2.39 acres of Public Right-Of-Way and a 0.7 acre utility lot for a total of 3.09 acres.

The Commercial Phase 4 development is part of a larger multi-phase development within the Crossroads Amendment of the Mountain View Meadows (MVM) subdivision. The property was originally platted as part of Crossroads at Mountain View Meadows subdivision on May 7, 2012. A portion of the area which makes up Commercial Phase 4 has already been annexed into the City of Helena and is zoned B-2 (General Commercial).

Parkland dedication will not be required according to 76-3-621(3)(a), MCA: *"Parkland is not required for this subdivision as the resulting parcels are larger than 5 acres"*. As a result, the parkland dedication

requirement for Final Plat is satisfied.

Interim infrastructure acceptance was received on October 16, 2025 and the applicant is electing to financially guarantee infrastructure and improvements not subject to interim acceptance.

All conditions of approval for the preliminary plat have been met, and the following subdivision analysis provides a list of the conditions and how the developer has met each condition.

SUBDIVISION ANALYSIS

The following is a list of Conditions of Approval that apply to the Commercial Phase 4 Final Plat application, in accordance with the Findings of Fact and Preliminary Plat Approval for the Crossroads Addition approved by the City Commission on May 7, 2012:

I. Local Services:

1. Each phase must provide adequate infrastructure including water, sewer, and access that is not dependent on future phases. The phases must be sequenced so that phases are adjacent to a previously final platted phase.
 - This phase provides all required and City of Helena Public Works Department approved infrastructure including water, sewer, and Right-of-Way dedication. This phase is immediately adjacent to the previously final platted phase being Phase A of Aspen Park.

II. Transportation:

2. The intersection of Highway 282 and Runkle Parkway must be improved in accordance with City-approved plans prior final plat approval for any future phases.
 - The improvements to the Highway 282 and Runkle Parkway intersection under City Project 06-43 have been installed and accepted by the City of Helena.
3. Each phase of the Crossroads Amendment must demonstrate that an adequate transportation network will be provided that maintains a level of service (LOS) in compliance with City standards prior to approval of the final plat for that phase.
 - Abelin Traffic Services updated the traffic study in November 2011 for the entire subdivision. Additionally, several recent traffic studies have been submitted to the City showing the existing transportation network in the vicinity is adequate and will continue to maintain a level of service in compliance with City standards with the minimal traffic generated from this phase.
4. War Eagle Street must be developed to a minimum collector street standard and adequate right-of-way width dedicated to the City in compliance with sections 12-4-2 (A) of the City Subdivision Regulations.
 - War Eagle is not a part of this phase.
5. The final plat must indicate that direct vehicular access is prohibited onto Runkle Parkway and Alice Street for lots located in an R-2, R-3 or R-4 zoning district.
 - This phase is not located in R-2, R-3, or R-4 zoning districts.

6. Some proposed street names are not acceptable; revisions to the proposed street names must be resubmitted to the City-County Addressing Coordinator for approval.
 - The proposed street names have been approved by the City-County Addressing Coordinator.
7. Street identification signs must be installed at all intersections prior to final plat approval to facilitate emergency access and response.
 - Street identification signs have been installed at all intersections.
8. Bicycle/pedestrian paths are part of the non-motorized transportation system and must be located in minimum 20-foot-wide right-of-way. Bicycle/pedestrian paths must be installed or financially guaranteed by the developer in accordance with the City approved design at the time of final plat for each phase.
 - Sidewalks along the frontage of each lot will be installed by each individual lot owner in conjunction with the building permit.
9. The 25-foot-wide pedestrian access between Lots 5 and 6 and between Lots 10 and 12, Block 21, must be removed from the parkland dedication.
 - Lots 5, 6, 10 and 12, Block 21, are not part of this phase.

III. Water & Wastewater

10. Sewer upgrades must be installed for the sewer main located south of Centennial Drive. The first phase of upgrades approved under City Project 11-16 Crossroads at Mountain View Meadows Commercial Phase I must be installed and accepted by the City of Helena prior to any further infrastructure approval for Mountain View Meadows. All other future off-site upgrades must be installed per the City approved engineering report.
 - The first phase of upgrades approved under City Project 11-16 have been installed, tested, accepted and approved by the City of Helena. This subdivision phase does not require any off-site sanitary sewer upgrades.
11. All city-owned and maintained infrastructure must be in ROW or in a minimum 20-foot-wide exclusive access and maintenance easement to the City per City Codes 6-2-6 and 6-3-4.
 - All city-owned and maintained infrastructure is in ROW or exclusive maintenance easements.
12. Water and sewer mains must be extended in compliance with Helena City Codes 6-2-6 and 6-3-4 to provide future connection to adjacent property.
 - Water and sewer mains have been extended through this phase.
13. Infrastructure plans must be submitted to the Public Works Department for review and approval prior to construction.
 - Infrastructure plans were submitted to the Public Works Department for review and approval prior to construction.

IV. Stormwater

14. Stormwater infrastructure, including basins, serving more than one lot must be located in ROW, on City owned lots that have adequate access, or if located on private land, must

be located within an easement granted to the City that allows for access and maintenance and restricts any encroachments.

- Stormwater infrastructure for this phase is located within ROW, or within easements granted to the City of Helena allowing for access and maintenance.

V. Parks

15. The subdivision must provide parkland acceptable to the City and lands intended for City ownership must be maintained and noxious weeds removed prior to these lands being transferred to City ownership.
 - According to 76-3-621 MCA subsection 3a, parkland is not required for this subdivision as the resulting parcels are larger than 5 acres.
16. Improvements on property intended for City park or open space land must be approved by the City prior to installation to assure they are in accordance with City standards.
 - There are no improvements on property intended for City parks or open space with this phase.
17. A minimum 20-foot-wide ROW must be provided connecting Jumping Crane Open Space to War Eagle Street.
 - War Eagle Street is not a part of this phase.

VI. Natural Environment

18. Stormwater detention basins must be constructed in accordance to all required permits and encroachment into stormwater drainages must be restricted.
 - Stormwater detention basins for this phase have been constructed according to all required permits phases and there are no encroachments into stormwater drainages for this phase.

VII. Wildlife & Wildlife Habitat

19. Wetlands and the drainage in Blocks 6, 7, and 9 within the subdivision must be preserved as an open channel except for street and trail crossings.
 - This phase is not located in Blocks 6, 7, or 9.

As noted herein, the applicant has met all the Conditions for Approval of the Final Plat of

RECOMMENDATION and MOTION FOR CONSIDERATION
--

Move to approve the Final Plat for Commercial Phase 4 of the Crossroads at Mountain View Meadows Subdivision, creating 2.39 acres of public right-of-way and a 0.7-acre utility lot.

Attached:

Plat Request – Applicant (Part I)

Plat Request – Applicant (Part II)

Staff Memo and Subdivision Analysis

The Crossroads at Mountain View Meadows Amendment Preliminary Plat/Findings of Fact

Interim Infrastructure Acceptance

Vicinity Map

Final Plat

Financial Guarantee/Letter of Credit



Conditions of Approval of commercial Phase 4 at Mountain View Meadows

Date: August 29th, 2025
Subject: Commercial Phase 4 at Mountain View Meadows
Final Plat Application
City of Helena Project No. 2218-CMP4
SEA Project No. 1706-05422
From: Greg Wirth, PE

The following information is provided in response to each Condition of Approval according to the Findings of Fact and Preliminary Plat Approval for the subject project, approved by the City Commission on May 7, 2012

Local Services

1. Each phase must provide adequate infrastructure including water, sewer, and access that is not dependent on a future phase. The phases must be sequenced so that phases are adjacent to a previously final platted phase.

Response: This phase provides all required and City of Helena Public Works Department approved infrastructure including water, sewer, and access which is not dependent on a future phase. This phase is immediately adjacent to the previously final platted phase being Phase A of Aspen Park.

Transportation

2. The intersection of Highway 282 and Runkle Parkway must be improved in accordance with City-approved plans prior final plat approval for any future phases.

Response: The improvements for the Highway 282 and Runkle Parkway intersection under City Project 06-43 have been installed and accepted by the City of Helena.

3. Each phase of the Crossroads Amendment must demonstrate that an adequate transportation network will be provided that maintains a level of service (LOS) in compliance with City standards prior to approval of the final plat for that phase.

Response: Abelin Traffic Services updated the traffic study in November 2011 for the entire subdivision. Additionally, several recent traffic studies have been submitted to the City showing the existing transportation network in the vicinity is adequate and will continue to maintain a level of service in compliance with City standards with the minimal traffic generated from this phase.

4. War Eagle Street must be developed to a minimum collector street standard and adequate right-of-way width dedicated to the City in compliance with sections 12-4-2 (A) of the City Subdivision Regulations.

Response: War Eagle is not a part of this phase.

5. The final plat must indicate that direct vehicular access is prohibited onto Runkle Parkway and Alice Street for lots located in an R-2, R-3 or R-4 zoning district.

Response: This phase is not located in R-2, R-3, or R-4 zoning districts.

6. Some proposed street names are not acceptable; revisions to the proposed street names must be resubmitted to the City-County Addressing Coordinator for approval.

Response: The proposed street names have been approved by the City-County Addressing Coordinator.

7. Street identification signs must be installed at all intersections prior to final plat approval to facilitate emergency access and response.

Response: Street identification signs have been installed at all intersections.

8. Bicycle/pedestrian paths are part of the non-motorized transportation system and must be located in minimum 20-foot wide right-of-way. Bicycle/pedestrian paths must be installed or financially guaranteed by the developer in accordance with the City approved design at the time of final plat for each phase.

Response: Sidewalks along the frontage of each lot will be installed by each individual lot owner in conjunction with the building permit.

9. The 25-foot wide pedestrian access between Lots 5 and 6 and between Lots 10 and 12, Block 21, must be removed from the parkland dedication.

Response: Lots 5, 6, 10 and 12, Block 21, are not part of this phase.

Water and Wastewater

10. Sewer upgrades must be installed for the sewer main located south of Centennial Drive. The first phase of upgrades approved under City Project 11-16 Crossroads at Mountain View Meadows Commercial Phase I must be installed and accepted by the City of Helena prior to any further infrastructure approval for Mountain View Meadows. All other future off-site upgrades must be installed per the city approved engineering report.

Response: The first phase of upgrades approved under City Project 11-16 have been installed, tested, accepted and approved by the City of Helena. This subdivision phase does not require any off-site sanitary sewer upgrades.

11. All city-owned and maintained infrastructure must be in ROW or in a minimum 20-foot wide exclusive access and maintenance easement to the City per City Codes 6-2-6 and 6-3-4.

Response: All city-owned and maintained infrastructure is in ROW or exclusive maintenance easements.

12. Water and sewer mains must be extended in compliance with Helena City Codes 6-2-6 and 6-3-4 to provide future connection to adjacent property.

Response: Water and sewer mains have been extended through this phase.

13. Infrastructure plans must be submitted to the Public Works Department for review and approval prior to construction.

Response: Infrastructure plans were submitted to the Public Works Department for review and approval prior to construction.

Stormwater

14. Stormwater infrastructure, including basins, serving more than one lot must be located in ROW, on City owned lots that have adequate access, or if located on private land, must be located within an easement granted to the City that allows for access and maintenance and restricts any encroachments.

Response: Stormwater infrastructure for this phase is located within ROW, or within easements granted to the City of Helena allowing for access and maintenance.

Parks

15. The subdivision must provide parkland acceptable to the City and lands intended for City ownership must be maintained and noxious weeds removed prior to these lands being transferred to City ownership.

Response: According to 76-3-621 MCA subsection 3a, parkland is not required for this subdivision as the resulting parcels are larger than 5 acres.

16. Improvements on property intended for City park or open space land must be approved by the City prior to installation to assure they are in accordance with City standards.

Response: There are no improvements on property intended for City parks or open space with this phase.

17. A minimum 20-foot wide ROW must be provided connecting Jumping Crane Open Space to War Eagle Street.

Response: War Eagle Street is not a part of this phase.

Natural Environment

18. Stormwater detention basins must be constructed in accordance to all required permits and encroachment into stormwater drainages must be restricted.

Response: Stormwater detention basins for this phase have been constructed according to all required permits phases and there are no encroachments into stormwater drainages for this phase.

Wildlife and Wildlife Habitat

19. Wetlands and the drainage in Blocks 6, 7, and 9 within the subdivision must be preserved as an open channel except for street and trail crossings.

Response: This phase is not located in Blocks 6, 7, or 9.

CONDITIONS OF APPROVAL CERTIFICATION

We, the undersigned, do hereby certify, as owners of the property that the text and/or graphics shown on this conditions of approval sheet or face of plat represents requirements by the governing body for final plat approval and that all conditions have been satisfied. The information shown is current as the date of this certification, and changes to any land-use restrictions or encumbrances may be made by amendments to covenants, zoning regulations, easements, or other documents as allowed by law or by local regulations pursuant to 24.183.1107(4) A.R.M.

BY: Mark L Runkle
Mountain View Meadows, LLC

STATE OF MONTANA

County of Lewis and Clark

On this 24th day of September, 2025,

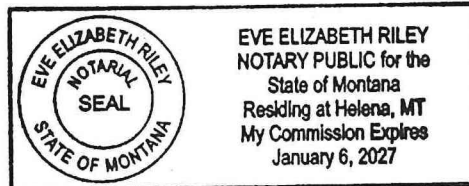
Before me personally appeared

Mark Runkle,

known to me to be the person whose name is
subscribed to the above instrument, and
acknowledged to me that he executed the same.

Eve Elizabeth Riley

Notary Public for the State of Montana.





**Community Development Department
Planning Division**

316 N. Park
Helena, MT 59623
Telephone: 447-8459 Fax: 447-8460
E-mail: lgengler@ci.helena.mt.us

City of Helena

May 23, 2012

R and D Partners LLC,
3612 E Highway 12
Helena MT 59601

Subject: Crossroads Amendment at Mountain View Meadows Subdivision Findings of Fact

Dear Mr. Runkle,

Attached are the Findings of Fact for the Crossroads Amendment at Mountain View Meadows subdivision and a copy of the preliminary plat that were approved by the City Commission on May 7, 2012. The final plat for this subdivision must be filed within three years of this approval or an extension must be granted under 76-3-610 Montana Codes Annotated (MCA) to extend the filing date. Please keep these items for your records.

If you have any questions please give me a call at 447-8459.

Sincerely,

Lucy Morell-Gengler
City of Helena Planning

Enclosures:
Findings of Fact and
Resolution of Intention to Annex

cc
International Church of the Four Square Gospel
Tyler Emmert, Stahly Engineering and Associates

RECEIVED

MAY 8 2012

FINDINGS OF FACT

City Comm. Dev. Dept.

Crossroads Amendment at Mountain View Meadows Major Subdivision Preliminary Plat

On Tuesday, April 17, 2012, the Consolidated Planning Board held a public hearing on the preliminary plat for the Crossroads Amendment at Mountain View Meadows Major Subdivision creating 956 lots from approximately 442 acres located in B-2 (General Commercial), R-4 (Residential-Office), R-3 (Residential), R-2 (Residential) and PLI (Public Lands and Institutions) Districts.

The proposed subdivision is legally described as Portions of Tract C-2-A-1-A-1-A-1-A and D-1-A of Amended Plat of Phase A of Aspen Park at Mountain View Cos #3173426; Tracts 2-A-1 and 2-A-2 of Antelope Trace Phase 2 of Crossroads at Mountain View Meadows Subdivision COS #3206220; Tract 1 of Plat of Antelope Trace Phase of Crossroads at Mountain View Meadows Subdivision COS #3173428; Tract A-1 COS #3015742; Block 40 and portions of remainder Tract A-1-A-1-A-1 of Plat of Craftsman Village Phase 1 of the Crossroads at Mountain View Meadows Subdivision COS #3200059; and Tract B-2 of COS #3140554; (all COS filed in Lewis and Clark County, Montana); generally located south of Highway 12, east of Crossroads Parkway, west of Highway 282, and southwest of East Helena in Helena and Lewis and Clark County.

In compliance with §12-2-9, Helena City Code, the Planning Board recommended that the Helena City Commission conditionally approve the Crossroads Amendment at Mountain View Meadows major subdivision preliminary plat.

On Monday, May 7, 2012, the Helena City Commission held a public hearing to review the Crossroads Amendment at Mountain View Meadows major subdivision preliminary plat. The City Commission considered the public testimony, staff report and related information, and the Planning Board recommendation. The City Commission evaluated the subdivision proposal and considered the subdivision review criteria set forth in §76-3-608, MCA and the City of Helena's Subdivision Regulations in Title 12, Chapter 1, Helena City Code. This review also included documents and information submitted by the applicant in the application for preliminary plat approval, proposed preliminary plat, Environmental Assessment ("EA"), Traffic Impact Study ("TIS") and the preliminary stormwater plan.

Based upon this review and after considering the applicant's preferences for mitigations of impacts from this subdivision, the City Commission makes the following Findings and Conclusions:

1. Impact on Agriculture and Agricultural Water User Facilities

Findings:

A. Chapter 12 of the Helena 2011 Growth Policy, Subdivision Review states:

"Agriculture is defined as the use of land for growing, raising, or marketing of plants or animals to produce food, feed, and fiber commodities. Examples of agricultural activities include, but are not limited to, cultivation and tillage of the soil, dairying, growing and harvesting of agricultural or horticultural commodities; and raising livestock, fur-bearing animals, or poultry. Agriculture does not include gardening for personal use, keeping house pets, kenneling, or landscaping for aesthetic purposes."

Agricultural water user facilities are defined as facilities that provide water for irrigation and stock watering for the production of agricultural goods. They include, but are not limited to, reservoirs, ponds, ditches, pipes, and other water conveying facilities."

- B. According to the application, "Historically, the property was used for grain production and winter pasture. Within the last decade, the property has been sold for development and agricultural use has ceased. With recent infrastructure and development, the property has already been removed from the agriculture land base, making the effect on agriculture by this proposed planned development negligible."

"Growth within Mountain View Meadows, coupled with the economies of scale provided by the large project, should help relieve growth pressures in the County."

"The proposed project lies directly west of and adjacent to agricultural property. The adjacent agricultural use is not offensive (i.e. dairy farms have an offensive odor) and as such the continued use of the adjacent property as agricultural land should not be impacted by the proposed project."

- C. These comments are consistent with the Growth Policy statement: *Subdivision in accordance with City of Helena zoning and the provision of City services will promote the preservation of agricultural lands by providing a location for development in a dense and efficient manner, thereby reducing the pressure to change agricultural lands to non-agricultural uses in the County.*
- D. According to the application "Water Right Number 411 103008 00, owned entirely by the developer, is associated with the land and not included as part of the development. The owner retains future options on the right. The right is for an unnamed spring, included 9.0 acre-feet and historically used for cattle.

The drainage that runs through the north-west corner of the proposed development is associated with the water right... The spring is currently ponded just south of Alice Street and then again just south of Highway 12. The pond south of Alice will be maintained as an aesthetic feature for future development. The owner is retaining the water right and could possibly use it for summer irrigation. This similar use, taking place during a similar time of year, in a similar area would mitigate impacts associated with development around the drainage."

- E. In general the Growth Policy discourages retaining water user facilities in the City limits. The natural spring located in the north-west corner of the Crossroads subdivision in addition to being a water user facility also contains wetlands and a constructed pond that provides wildlife habitat is being retained.

Conclusion:

This proposal will not significantly impact agricultural production or agricultural water user facilities.

2. Impact on Local Services

Findings:

- A. Chapter 12 of the Helena 2011 Growth Policy, Subdivision Review, defines *Local Services as all services provided to the public by the City of Helena, other local governmental bodies, or public utilities, including, but not limited to, transportation systems and non-motorized facilities, law enforcement, fire protection, drainage structures, water supply, sanitary sewage disposal, solid waste collection and disposal, parks, and schools.*
- B. The application states; "The majority of impacts on local services are mitigated by developing within an area identified for growth by the City of Helena Growth Policy. The development type, density, and use correspond very well to proposed future growth of the city."
- C. Chapter 12 of the 2011 Growth Policy provides evaluation and decision guidelines. The application addresses these as follows:
 1. *Subdivision review should consider the recommendations of existing service and facility plans and compliance with other service needs assessments.*

"The project is proposing the upgrade of several items identified as desirable by the City of Helena facility plans. The project will install or upgrade over half of the sewer main identified as "Priority 1" in the City of Helena Waster Collection System Master Plan. The project is also proposing the infrastructure necessary to begin the transition of the Malben Low Zone in the commercial areas along Highway 12 as directed by the City of Helena Water Facilities Plan. The project is also proposing infrastructure (and has already installed infrastructure) for Crossroads Parkway which was identified as desirable by the Greater Helena Area Transportation Plan."
 2. *Subdivision review could include the impact of the development on the levels of service, proximity of services, response times, and the subdivider's responsibility in the extension of services.*

"Roads, power, water, and sewer necessary to provide public services will be installed prior to occupancy of the proposed development. The project is easily accessible by motorized vehicles using Highway 282 or Highway 12. The project is also providing a building lot for a future satellite fire station."
 3. *The capacity and capability of local services is limited, and all developments should equitably participate in providing adequate services for, including replacement of consumed reserve capacity, to meet levels of service and facility design standards.*

"As noted above in item 1, the project is upgrading multiple pieces of infrastructure that help existing problems. This infrastructure replacement helps mitigate impacts to consumed reserve capacity."

4. General design of local services within proposed subdivisions should be addressed during the preliminary plat review.

"The application contains the general design of local services that are proposed for this development."

5. Lack of adequate service capacity and capability within local services is adequate grounds for denial of subdivision approval when impacts of proposed subdivisions are not mitigated.

"The impacts of this proposed development are going to be mitigated by the installation of the necessary infrastructure."

6. Subdivision review shall include review of easements for the provision and maintenance of services.

"All easements necessary for maintenance are shown on the proposed preliminary plat."

7. Subdivision review may require a percentage of improvements or specific types of improvements necessary to protect public health and safety to be completed before allowing bonding or other reasonable security for purposes of filing a final plat.

"The applicant will continue to work with the City of Helena to install the infrastructure necessary for each phase of development."

- D. §76-3-510, MCA states in part: *"A local government may require a subdivider to pay or guarantee payment for part or all of the costs of extending capital facilities related to public health and safety, including but not limited to public roads, sewer lines, water supply lines, and storm drains to a subdivision. The costs must reasonably reflect the expected impacts directly attributable to the subdivision."*
- E. §12-4-11, Helena City Code requires public improvements be installed in conformance with plans, specifications and a construction schedule approved by the city.
- F. Portions of the Crossroads phase of the development are located in the City of Helena and portions are located adjacent to the city limits. The applicant is requesting annexation and has submitted preliminary infrastructure plans for water, wastewater, and transportation improvements. The applicant has provided parkland, a school site, and a commitment for a fire station lot that would serve the proposed subdivision and future phases of the Mountain View Meadows development and the surrounding areas.
- G. The Crossroads subdivision is proposed to be developed in multiple commercial and residential phases. To assure subsequent phases provide for efficient expansion of city services, each phase must provide adequate infrastructure including water, sewer, and access that is not dependent on a future phases. The phases should be sequenced so that phases are adjacent to a previously final platted phase. **(Condition#1)**

Transportation System and Non-motorized Facilities

- A. The subject property is vacant except for two homes that will be removed and a gravel operation that produces regular truck traffic. Future development of the subdivision is anticipated to significantly increase traffic in the area.
- B. §12-4-2(B), Helena City Code, requires each subdivision with a projected trip generation of more than two hundred (200) vehicle trips per day to provide a minimum of two (2) public accesses for ingress and egress.
- C. The submitted traffic impact study (TIS), dated November 2011, indicates the development will generate approximately 60,595 total daily trips at full build-out based on the proposed zoning which is more than 200 vehicle trips per day, thus requiring two accesses.
- D. The primary access for the Crossroads development will be US Highway 12 East (Hwy 12) via Crossroads Parkway.
- E. This phase of the Mountain Meadows development will also have two accesses onto Highway 282 through the adjacent Aspen Park Subdivision. Highway 282, extending northward, connects to Hwy 12 in East Helena; traveling south and west, it connects to Colonial Drive.
- F. The Highway 282 access to the development was not installed in accordance with approved plans thus may be already creating a traffic hazard. The intersection of Highway 282 and Runkle Parkway will need to be improved in accordance with the approved plans prior to the infrastructure plan approval for any future phases.
(Condition#2)
- G. Hwy 12 is identified as a principal arterial in the Greater Helena Area Transportation Plan – 2004 Update. According to this plan, *the purpose of the principal arterials is to serve the major centers of activity, the highest traffic volume corridors, and the longest trip distances in an urban area. This group of roads carries a high portion of the total traffic within the urban area.* The section of Hwy 12 east of Interstate 15 (I-15) carried approximately 28,510 vehicle trips per day according to the City of Helena 2011 traffic counts.
- H. Crossroads Parkway is the north end of an arterial loop road that will, in the future, connect Hwy 12 to I-15 at the South Helena Interchange. This route is designated as a future arterial in the amended 2004 Helena Area Transportation Plan.
- I. The TIS conducted for the Crossroads Amendment at Mountain View Meadows development estimated the subdivision may generate 3,091 AM peak hour trips, 5,787 PM peak hour trips, and 60,595 total daily trips at full build-out based on the proposed zoning. These figures represent a decrease in traffic volumes from the 2008 TIS submitted with the original Crossroads preliminary plat review. In that report, the subdivision was anticipated to generate an estimated 71,676 total daily trips.

- J. The 2011 TIS noted: *"The overall trip generation for the project has decreased slightly from the previous proposal. The overall number of developable residential units has increased, but the overall trip generation from the commercial areas has decreased. This decrease was caused by a lower trip generation rate from the proposed Phase 1 office-park. It is likely that when the actual land uses for the other commercial areas are known, the overall trip generation from the site will decrease and the traffic impacts will be less than is predicted in this report."*
- K. Some of the difference in traffic may also be explained by the proposed zone changes from B-2 to R-4 and R-2 Districts, and from R-4 to R-2 Districts. These changes in zoning represent going from a higher intensity zoning district to lower intensity districts which tends to generate less traffic.
- L. The 2011 TIS further states: *"The current development plans differ from the previous proposals for this project. As currently proposed the possible number of residential homes which could be developed has decreased substantially. This is due to a decrease in the number of proposed multi-unit properties."*
- M. The City standard for Level of Service (LOS) at an intersection is a minimum LOS C per Section 12-2-2(D) or no worse than the existing LOS.
- N. The Traffic Impact Study indicates a LOS C can be obtained at the new Crossroads Parkway and Hwy 12 intersection and existing Highway 282 intersection at Runkle Parkway and the intersection with Highway 12 in East Helena if various improvements are made to these intersections.
- O. The 2011 TIS included a summary and recommendations that should be followed when developing the area transportation network. This TIS states: *"The Mountain View Meadows development will add residential, commercial, office, and retail traffic to several existing transportation corridors, including U.S. Highway 12 and Highway 282. In order to maintain an acceptable level of service at the intersection of Crossroads Parkway and U.S. Highway 12 the intersection will need to be constructed to maximize its operational efficiency."*

"The developers may also need to make improvements to the intersection of U.S. Highway 12 and MT Highway 282."
- P. Both Crossroads Parkway and Hwy 12 are under the jurisdiction of the Montana Department of Transportation (MDT); any changes or improvements to either roadway must be approved by MDT. According to a letter from MDT, the developer has entered into an agreement (MOU) with MDT concerning the improvements to US 12 and Crossroads Parkway.
- Q. The 2011 TIS made the following summary and recommendations:
"When field observations indicate that the intersection (of Crossroads Parkway and Hwy 12) is nearing its functional capacity (around 75% build-out) new connections to the west will be required. This trigger point will come once the development has built

out 100 acres of the proposed commercial properties and all of the proposed residential homes or approximately 45,000 total daily trips. The developers should be responsible for any necessary intersection improvement along Highway 12 associated with the construction of these new connections.

The City of Helena should require that the developers provide sufficient connections to the west to maintain a LOS C at Crossroads Parkway using a combination of any feasible new road connections to the west after 75% buildout or as needed by field traffic observations. However, it should be noted that the only road which the developers currently have full control to build is the Trica Street connection, which may or may not provide sufficient capacity for full build out." (Condition #3)

- R. Each phase of the Crossroads Amendment must demonstrate that an adequate transportation network will be provided that maintains an LOS in compliance with City standards prior to approval of the final plat for that phase. **(Condition #3)**
- S. The EA noted: *"The construction of the Phase 1 office-park required the elimination of two public streets which had been included in the previous proposal for this project to provide a developable lot large enough for the proposed office-park complex. The elimination of these local streets should not have a significant impact on the overall traffic patterns within this area of the development. The streets designated for elimination are minor local roads which do not provide any critical road connections within the development. It should also be noted that traffic will still be able to flow through the office-park site using the access roads and parking areas contained within the office complex".*
- T. The Crossroads amended plat shows War Eagle Street with a local street ROW width of 60 feet. The Fire Department has expressed concerns that War Eagle will provide a primary emergency access route to large portions of the development and may need a wider ROW width to reduce congestion, particularly if there is on-street parking. In addition, the War Eagle route could become more important if Alice Street or Runkle Parkway is blocked.
- U. The 2011 TIS states;
The City of Helena has requested an evaluation of the expected traffic volumes along War Eagle (formerly Shaded Glen) and Ascension Way (formerly Aspen Park) to help determine if these roads should be considered local, collector, or arterial streets. The City recommends that designated Local Roads carry 50-3,000 VPD, and Collector Routes should carry 2,000 to 5,000. Roads with 5,000 to 15,000 VPD should be considered Minor Arterial routes. The ultimate traffic volumes along War Eagle and Ascension Way will largely be dependent on if Ascension Way is extended from The Peaks development site to the Padbury land to the west. The areas served by War Eagle and Ascension Way include approximately 300 residential homes and would produce approximately 3,000 daily trips. If Ascension Way is not connected then, these two roads will be dead-end routes and will not draw any additional traffic than what is produced by the adjacent residential homes. Under this scenario the 3,000 daily trips produced in this area would be distributed between War Eagle and Ascension way and the total traffic on these roads would probably not exceed 2,000 VPD which is well within the

limits of a Local route. If Ascension Way is connected to the west with a collector or arterial route in the Padbury property, then War Eagle and Ascension Way will operate like collector routes and the traffic volumes along these two roads will likely exceed 3,000 VPD.

- V. This analysis did not evaluate the impact of traffic from Runkle Parkway, an arterial anticipated to serve future development to the southwest that would utilize War Eagle to access Crossroads Parkway, which is a shorter route than using Alice Street. This traffic pattern could increase traffic on War Eagle.
- W. War Eagle Street should be developed to a minimum collector street standard in compliance with sections 12-4-2 (A) of the City Subdivision Regulations which requires a minimum ROW width of 64 feet to accommodate traffic from future development to the west, improve connectivity for traffic using War Eagle as an alternate route between Crossroads Parkway and Runkle Parkway, and to provide a supplementary route if Alice Street or Runkle Parkway become inaccessible and improve emergency access. **(Condition #4)**
- X. Crossroads Parkway ROW has been deeded to MDT so MDT controls accesses to that street. MDT has indicated there will be an access restriction for lots fronting Crossroads Parkway and all access must be approved by MDT.
- Y. Alice Street will be a major collector and Runkle Parkway is anticipated to be a collector or arterial. Allowing each residential lot to have vehicular access onto these streets can result in traffic conflicts and increased incidents of accidents. Therefore, these streets should be access controlled by the City per Section 12-4-2(A)(3). **(Condition #5)**
- Z. The City-County Addressing Coordinator has reviewed the preliminary plat and has submitted comments regarding the proposed street names (attached). Some of the street names are long and can be confusing for emergency responders; thus, some of the street names not acceptable. Revisions to the proposed street names must be resubmitted to the City-County Addressing Coordinator for approval. **(Condition # 6)**
- AA. Street name identification signs must be installed at all intersections prior to final platting to facilitate emergency access and response. **(Condition #7)**
- BB. §76-3-608 (3)(d), MCA requires legal and physical access to each parcel within the proposed subdivision. Legal and physical access for all of the proposed lots must be noted on the face of the subdivision plat. It is anticipated the internal street design as conditioned, in conjunction with proposed improvements to the transportation network and existing arterials, will provide adequate legal and physical access to lot within the subdivision.
- CC. A City approved emergency access between the Crossroads development and Tricia Street has been installed to reduce emergency response times if the Crossroads Parkway and Highway 12 intersection is blocked.

DD. Street cross sections submitted with the application show pedestrian access within the subdivision will be provided either with boulevard sidewalks or bicycle/pedestrian paths. The bicycle/pedestrian paths are part of the non-motorized transportation system and should be installed or financially guaranteed by the developer in accordance with City approved design at the time of final plat for each phase **(Condition # 8)**

EE. The preliminary plat shows a 25-foot wide pedestrian access between Lots 5 and 6, Block 21, at the end of Sky View cul-de-sac which is a relatively short street, less than 200 feet long. A pedestrian access between Lots 10 and 12, Block 21 is also shown. These proposed non-motorized access serves a relatively small number of lots, are redundant with sidewalks, and adds City maintenance costs. Therefore, these accesses are not required and should be removed from the parkland dedication and not be included with the Spotted Wolf Trail. **(Condition #9)**

Water and wastewater

- A. A looped water main currently exists from a water main in Colonial Drive that connects through the subject property to a water main adjacent to Hwy 12. This existing water main has been sized to serve the Mountain View Meadows development, including this subdivision.
- B. The site improvement plans within the application show water mains extended through the subdivision to service the proposed lots.
- C. The Crossroads Amendment subdivision application Preliminary Engineering Report states: "The proposed project will be served by water extensions from existing mains within Mountain View Meadows Property 1. The project is designed in accordance with the City of Helena Engineering Standards (2006) and MDEQ Circular 1.

Water supply comes entirely from the Nob Hill Reservoir. The Nob Hill Reservoir is fed from two different sources depending on the City's availability of water from the Tenmile Treatment Plant. The Nob Hill Reservoir is typically served through the Missouri River Treatment plant which has a current capacity of 13 mgd. According to the 2011 Helena Growth Policy, "The City has a 40-year contract with the Bureau of Reclamation, which reserves 11,300 acre-feet per year from the Canyon Ferry Reservoir for the City's use." A secondary supply is the Ten Mile Water Treatment Plant which has a capacity of 8 mgd.

A looped main currently serves the entire Mountain View Meadows Property 1 (MVM) via one 12" main south of the property and an 8" main north of the property. PRV's are proposed to be installed close to the 4010 elevation to create a pressure zone boundary that cuts across MVM property 1."

- D. The initial site plan and Engineering Report submitted with the preliminary plat application, although sufficient for initial review, provides insufficient information to finalize main sizes for the proposed water system. Water main sizes will be determined after final calculations and infrastructure plans have been submitted to and approved by

the City. Plans must be approved by the Public Works Department prior to construction and Montana Department of Environmental Quality (DEQ) approval is also required.

- E. The applicant is proposing to connect to the City of Helena's wastewater system via main extension and upgrades in the future street ROW and in utility access and maintenance easements. This system will connect to the existing city main in Alice Street and will flow to the Airport lift station.
- F. The Crossroads Amendment subdivision application Preliminary Engineering Report states: "Sanitary sewer for Crossroads Amendment at Mountain View Meadows has been designed in accordance with the City of Helena Engineering Standards (2006) and Montana Department of Environmental Quality Circular 2. The project will consist of residential and commercial lots that will utilize 8" minimum laterals that deliver sewer to an existing/proposed 30" RCP branch main. The 30" branch transports sewer through commercial, residential, and industrial areas and eventually leads to the existing Airport Lift Station. The Airport Lift Station transports sewer to an existing trunk main in Washington that leads sewer directly to the City of Helena Wastewater Treatment Plant.

The peak hour sewer flow generated by Crossroads and Aspen Park at Mountain View Meadows is estimated to be roughly 1.5 mgd (1,050 gpm). This large flow will require some off-site infrastructure to be upgraded."

- G. The Public Works Department states, "Sewer upgrades will be required for the sewer main south of Centennial Drive. The first phase of upgrades, approved under City Project, 11-16 Crossroads at Mountain View Meadows Commercial Phase I, will need to be installed and accepted by the City of Helena prior to any further infrastructure approval for Mountain View Meadows. All other future off site upgrades will be required as per the submitted engineering report." **(Condition #10)**
- H. Although the existing Airport lift station has been upgraded to serve a portion of previously approved development, it may not have adequate capacity to serve full build-out of this subdivision. Therefore, the existing Airport lift station must be upgraded to meet the needs of the proposed subdivision based on current zoning or a new gravity main across the airport must be installed when current capacity at the Airport lifts station has been utilized. **(Condition#1)**
- I. The developer must provide adequate wastewater service in compliance with City standards to every lot for each phase of the subdivision prior to final platting that phase.
- J. Since this is a preliminary plat review, the application has not yet provided detailed and engineered designs, plans and specifications for wastewater extensions to serve the development. Until these designs and plans are received, reviewed and approved by the City following preliminary plat approval and prior to any construction, the City cannot approve their acceptance for final City ownership. DEQ approval is also required for main extensions.

- K. The infrastructure plans indicate some sewer mains will not be within street ROW. To facilitate the provision of City services, all city-owned and maintained infrastructure is required to be in ROW or in a minimum 20-foot wide exclusive access and maintenance easement to the City per City Codes 6-2-6 and 6-3-4. **(Condition #11)**
- L. Although most mains are shown as extended to provide future connection to adjacent property, some areas such as in Crossroads Parkway and Ascension Way ROW do not show extensions. Water and sewer mains must be extended in compliance with Helena City Codes 6-2-6 and 6-3-4 to provide future connection to adjacent property. **(Condition #12)**
- M. Infrastructure plans must be submitted to the Public Works Department for review and approval prior to construction. No building permits will be issued prior to plan approval and interim acceptance. **(Condition #13)**

Drainage – Stormwater

- A. Stormwater systems plans must be submitted to the City for review and approval. Such plans must be developed in compliance with City Codes particularly Title 6, Chapter 6: Stormwater Control, the City Engineering Standards, and all relevant stormwater permits. Installing stormwater facilities in compliance with these regulations and statutes will help mitigate the impact of increased impervious surface and stormwater runoff associated with development of this subdivision.
- B. The Crossroads Amendment subdivision application Preliminary Engineering Report states: "Storm drainage for Crossroads Amendment at Mountain View Meadows has been analyzed in accordance with the City of Helena Engineering Standards (2006). Storm runoff from developed areas is collected in curb and gutters and directed to a combination of storm sewers and drainage bio-swales. These conveyance structures transport storm runoff to detention basins located at the down gradient edges of the subdivision. The detention basins settle, store, and attenuate the release of storm water to existing drainage ways leaving the site.

Curb and gutter and storm sewers are sized to carry the peak flow from the 25-year runoff. Where storm sewers provide the only means of transporting runoff out of the subdivision (no street overflow available) the storm sewers are sized to carry the peak flow from the 100-year event. Detention basins are sized to store and attenuate runoff from all storms <100-year event and release at rates less than the pre-developed site runoff."

- C. Stormwater drainage ways and detention areas should be located on City owned lot or ROW with adequate access for maintenance if serving more than one lot. Proposed pond 2-3 in Block 32 does not have direct access to a subdivision street. Adequate access must be provided for maintenance of pond 2-3. If the detention basin is on private land or is accessed over private land such as ponds 2-2 and 2-3, an easement must be granted to the City that provides for access and maintenance purposes and restricts any encroachments. **(Condition #14)**

- D. Although the initial stormwater plan submitted with the Crossroads Amendment application is sufficient for preliminary plat review, the plan provides insufficient information to finalize detention basins sizes, locations, and design, including provisions for filtering pollutants. Thus, final calculations by an engineer and designs must be reviewed and approved by the City prior to construction and final plat approval.

Parks

- A. MCA 76-3-621. Park Dedication Requirements provides the state's parkland dedication requirements associated with subdivisions. This section requires the subdivider to dedicate to the City cash or land donations based on the size of the individual lots. Areas that are nonresidential such as ROW, parkland, or lots exclusively for stormwater detention basins are excluded from the parkland dedication requirements. Any lot in which the zoning permits residential uses must be included when calculating the required parkland dedication.
- B. Based on the lot areas indicated on the Crossroads preliminary plat and the Crossroads Amendment preliminary plat, the required parkland dedication for the entire Crossroads at Mountain View Meadows subdivision per the formula found in MCA76-3-621 (1) is approximately 22.238 acres.
- C. Some areas of the Crossroads subdivision have been final platted requiring the dedication of parkland. So far 2.856 acres of parkland have been dedicated to the City for the Crossroads subdivision. This parkland is located within Block 30 east of Alice Street.
- D. The 2009 Crossroads preliminary plat proposed various parkland areas that were rejected by the City Commission primarily because of inadequate size of the proposed park areas. The park plan for the Crossroads subdivision was subsequently revised. This revision resulted in a proposal to relocate the parkland area previously approved with the Crossroads Preliminary plat to other areas within the Crossroads phase.
- E. The Crossroads Amendment application states: Several changes to parks are being proposed with this amendment. The reasons for the amendment include but are not limited to the following:
- 1.) Compliance with the City of Helena Parks, Recreation and Open Space Plan.
 - 2.) Locating parks within walkable distance of homes that encourages use by local residents.
 - 3.) Development of trails to encourage non-motorized transportation.
 - 4.) Installation of features that the City currently does not provide to residents (10' ADA bike/ped path adjacent to open space).
 - 5.) Provision of features to provide recreational uses for the residents of the project. Complete development of areas to provide a clean and finished product and active use where possible to help provide increased tax revenue per developed acre while providing a rich experience of community and neighborhood.
- F. The Crossroads Amendments application contains a park plan that includes neighborhood parks, mini parks, open space, and a trail system. The application indicates over 50 acres is proposed to be dedicated for City parkland.

- G. According to the EA; R&D Partners, LLC is currently operating an open cut gravel permit over the area proposed for future parkland. The intent of the mine, as it relates to the proposed subdivision, is to remove and grade areas as necessary to accommodate future homes, roads, and parks. The majority of the grading will take place along the ridge just east of Alice Street. This area is already cut and the finish road grades show that the ridge will basically be removed until the area is flat enough for extension of roadways. Mountain View Park has already been modified and is currently undergoing final grading design and construction. The park will be cut approximately 300 feet from its north boundary at a 20:1 slope in order to provide a flat enough area to service the proposed uses. As final plats are done the mine boundary should be amended and modified to remove lots from the area bonded for disturbance.
- H. The area located within the gravel operation and which is proposed for parkland dedication that must be suitable for its intended parkland use prior to being dedicated to the City.
- I. The City Parks Department evaluated the parkland proposal utilizing the City of Helena Park's Recreation and Open Space Plan (2010) and submitted that evaluation and recommended conditions to the City County Parks Board. (attached)
- J. The evaluation stated "When beginning an evaluation of proposed parkland, policies identified in the City of Helena Park's Recreation and Open Space Plan (2010) provide direction. The following list of policies are applicable to parkland dedication review.
- a) 1.1 The City of Helena discourages the development of small parks such as mini-parks and instead places the emphasis on open space and neighborhood parks.
 - b) 3.2 Service levels are based on acres per 1,000 residents or .03 acres per dwelling unit.
 - c) 3.4 The City of Helena discourages acceptance of trails for subdivision parkland or as linear parks, unless the proposed trail provides a useable non-motorized connecting route.
 - d) 3.5 The City of Helena discourages acceptance of mini parks due to economy of scale of the cost of maintaining such parks.
 - e) 3.7 Parkland is usable and must have adequate area and shape for development of amenities.
 - f) 3.9 Alternative parkland, such as critical wildlife habitat, cultural, historical, or natural resources, agricultural interests, may be accepted where the significance can be documented and the approval provides long-term protection.
 - g) 3.10 In a phased subdivision development, a combined dedication of parkland is preferable to smaller isolated dedications in each phase.
 - h) 3.11 Open space is acceptable as determined by the Parkland Evaluation sheet.

K. The parks evaluation recommended considering the following for City parkland:

Proposed Name	Acreage
Mountain View Park	2.1 acres
Family Park	4.3 acres
Jumping Crane Open Space	21.8 acres
Spotted Wolf Trail	20 acres
Peaks Edge Connection Parcel	1 parcel (2 acres)
Kid's Park	1.3 acres
TOTAL	51.5 acres

L. On April 4, 2012 the City County Parks Board reviewed the staff evaluation and noted the proposed parkland dedication exceeds the required subdivision amount. They also noted the cost of improving and maintaining parkland. The Parks Board made the following recommendation to the City Commission:

- ❖ Accept as City parkland the remaining 2.1 acres of **Mountain View Park** (located in Block 39) with the following conditions:
 1. The 2.1 acre parcel will be combined with the previously dedicated 2.9 acre (Mountain View Park) and will be managed as one park for a total size of 5 acres.
 2. The existing gravel mining operation will be reclaimed prior to parkland dedication. A reclamation and grading plan will be submitted for City approval prior to parkland dedication.
 3. Noxious weeds will be sprayed and mowed prior to dedication; **(Condition # 15)**
 4. Any park improvements or paved bicycle/pedestrian, as well as, non-paved trails provided by the developer shall be built according to City standards. **(Condition #16)**
- ❖ Accept as City parkland **Jumping Crane Open Space**, the proposed 21.8 acre parcel for an open space park, as proposed by the developer and with the following conditions:
 1. Noxious weeds will be sprayed and mowed prior to dedication; **(Condition #15)**
 2. Public right of way access from War Eagle roadway will be developed; **(Condition #17)**
 3. The developer will be responsible for the construction of all wildlife friendly fencing as deemed necessary by the Montana Dept. of Fish, Wildlife, and Parks;
 4. Any park improvements or paved bicycle/pedestrian, as well as, non-paved trails provided by the developer shall be built according to City standards. **(Condition #16)**
- ❖ Accept as City parkland **Spotted Wolf Trail** for a connectivity corridor and possible future trail development and with the following conditions:
 1. Noxious weeds will be sprayed and mowed prior to dedication. **(Condition #15)**

2. Any park improvements or paved bicycle/pedestrian, as well as, non-paved trails provided by the developer shall be built according to City standards. **(Condition #16)**
- M. The area not accepted for City parkland or stormwater utilities but designated on the preliminary plat for "public" could remain as parkland but be improved and maintained by another entity such as a homeowners association. Future development of those areas for uses other than "public" may require further City review.
- N. Noxious weeds can have a detrimental impact on the natural environment so their spread should be contained. Vacant lands, particularly areas intended for City ownership as parkland or open space, must be maintained with the noxious weeds removed.
- O. The site plan for the subdivision shows trails in some of the proposed parkland which would be part of a non-motorized transportation network. Plans for design and installation of these trails or any other improvements on property intended for City park or open space land must be approved by the City to assure they are in accordance with City standards. **(Condition #16)**
- P. The northeastern portion of Jumping Crane Open Space has limited access from Upland Street which impacts its functionality and emergency access to this area of the park. A minimum 20-foot wide ROW connecting the parkland to War Eagle or extend the parkland to War Eagle would improve the connectivity and utilization of this park. **(Condition #17)**

Law Enforcement and Fire Protection

- A. Police and fire protection will be provided by the City of Helena. Medical and ambulance service are available from St. Peter's Hospital.
- B. The City will review fire hydrant placement with final infrastructure plans to determine if hydrant spacing and fire flow requirements are met.
- C. A lot for a possible fire station is required by the conditions of annexation in Resolution # 19191 which states:
13. Fire Station Lot: The property owner must either provide a fire station lot or enter into an agreement with the City of Helena to provide a fire station lot with the location and size subject to approval by the City Fire Department.
- D. The applicant has indicated Lot 1, Block 7 on the corner of Crossroads Parkway and Jeanette Rankin Way (Cornerstone) will be dedicated to the City for a possible fire station. Future study and evaluation will be required to verify the need for and the economic viability of a fire station prior to its construction at this location.
- E. The proposed lot incorporates a portion of the adjacent watercourse drainage/wetlands and a 50-foot wide gas line easement. The drainage is proposed to be retained in its natural state so the drainage area is not developable. Development within the gas line

easement is also significantly restricted. These constraints may limit the design and function of a future facility on this lot. Incorporating all of the property within the Crossroads phase located west of the drainage and south of the Crossroads Parkway and Jeanette Rankin Way intersection and redesigning Lot 5's drainage could provide more unrestricted area for development. This lot will be further addressed with annexation

- F. Street identification signs must be installed at all intersection prior to final platting those ROW to facilitate emergency access and response. **(Condition # 7)**

Schools

- A. MCA 76-3-608. Criteria for local government review states: *"A governing body may not deny approval of a proposed subdivision based solely on the subdivision's impacts on educational services..."*
- B. The Crossroads Amendments community Impact Report states: "The residences for Crossroads at Mountain View Meadows are expected to generate approximately 400 students. This is based on information provided by East Helena Superintendent Ron Whitmoyer utilizing a ratio of .42 public school students per unit. About 75% of the students would be placed within the East Helena School District's Eastgate and Radley Elementary Schools and the East Valley Middle School, located two to three miles away. The other 25% would be high school students and would attend Helena High School.

Transportation would be provided to the high school students, but the subdivision is within three miles of the elementary school and no transportation is provided according to district policy. Helena Area Transportation Service would provide a fee-based service to those students unable to walk or be transported by others to the elementary school.

The East Valley Middle School is just outside the 3-mile limit and school based transportation should be provided.

The potential financial impact to the East Helena School District is of concern to the Trustees. Using their figures, current infrastructure standard for schools is 146 square feet per student, and the construction costs are \$175 per square foot. These figures bring the anticipated infrastructure costs close to \$10 million upon full-build-out of Crossroads Amendment, to be distributed between the two districts – Helena and East Helena. The developers have given the East Helena School District several acres to help offset some of the educational costs. In addition the districts will receive financial assistance from property taxes. The commercial development areas will provide property tax assistance to the schools without providing additional students. Adequate local government budgeting and management should create a situation where local taxes adequately fund education."

Other Services

- A. According to the EA: "NorthWestern Energy would provide natural gas and electricity to the subdivision. Qwest and Bresnan Communications would provide phone service. Communication has taken place on a regular basis with companies that can provide the necessary utility services."

- B. The Crossroads Amendment subdivision consists of some areas that have not been annexed into the City. The City of Helena, or another provider in accordance with MCA 7-2-4736, can provide solid waste disposal.
- C. Although alleys are proposed in some sections of the Crossroads subdivision, solid waste may be collected from the street's curb side. Commercial collection sites may be evaluated with the building permit.
- D. The location and construction of mailboxes must conform to the rules and regulations of the U.S. postal service and should be approved by the local US Postmaster prior to installation.

Conclusions:

There are impacts on local services. However, the impacts can be mitigated with the completion of the proposal as supplemented with approval conditions as recommended in the Findings.

3. Impact on the Natural Environment

Findings:

- A. Chapter 12 of the Helena 2011 Growth Policy, Subdivision Review states: *The natural environment is defined as the physical conditions that exist within a given area, including, but not limited to, land, topography, climate, air quality, surface and ground water, wetlands and riparian areas, floodplains, minerals, flora, fauna, noise, light, and objects of historic, cultural, and aesthetic significance.*
- B. Chapter 12 of the 2011 Growth Policy provides evaluation and decision guidelines for impacts to the Natural Environment. The application addresses these as follows:
 - 1. *The natural environment is deeply linked with economic development as an attraction to new and expanding businesses, a tourist destination, and a basic component of Helena's character.*
 "This project will provide some commercial property with tracts large enough to serve "campus" tenants. It will also provide smaller commercial properties and housing that can serve multiple socioeconomic groups."
 - 2. *The natural environment should be preserved or the impacts mitigated, and development should respect significant natural features.*
 "The project is proposed to preserve the significant natural features. The western drainage and pond will remain intact and will serve as an entrance to walking trails that comfort the west slope of the property. The majority of the property lacked significant natural features, making it an area that the City of Helena Planning Department has identified as desirable for future growth in the Growth Policy."
 - 3. *Cut and fills on slopes as a result of road or building construction should be minimized.*
 "Cut & Fill slopes will be minimized."

4. Automobile emissions can have a negative impact on air quality and the climate; thus, subdivisions should provide an efficient transportation system that accommodates future connectivity and non-motorized means of transportation.

"This project is proposing multiple forms of non-motorized transportation and is one of the first projects to begin utilizing complete streets concepts. The power line trail and the gas line trail, coupled with open space trails and bike lanes, link residents with the existing bike/ped future Centennial Trails path along Highway 12. Bio-swales are also proposed in areas to help provide first flush treatment prior to storm water ponds."

5. Urban densities and residential development within the City and in close proximity to employment and services can reduce vehicle miles traveled, and promote more efficient use of land, infrastructure, and the transportation network. This can decrease air pollution and reduce development pressure on sensitive areas and the natural environment.

"The project is proposing urban densities in an area identified as desirable for development by the City of Helena Growth Policy."

6. The impact to ground and surface waters, water bodies, drainages, floodplains, riparian areas, and wetlands, should be evaluated. Adequate buffers should be incorporated or appropriate mitigation should be provided, including, but not limited to, stormwater treatment and discharges and protection of wetlands.

"This proposed amendment is altering an existing approval to better protect surface waters, water bodies, drainages, riparian areas, and wetlands."

7. Development within the City requires compliance with more stringent environmental regulations than are typically applied to County development, such as wastewater and stormwater quality standards, which help to protect the natural environment.

"The project will be developed to the City's standards to help protect the natural environment."

8. Subdivisions should be evaluated for objects of historic and aesthetic significance. If present on the property, such items should be preserved or the loss of those features should be mitigated.

"Protection of slopes and wetlands should help mitigate impacts to areas with aesthetic significance. The historic nature of the property will certainly be changed from agricultural to urban. The higher densities of development may reduce growth pressures within the County helping to preserve some of those agricultural areas."

Land and topography

- A. According to the EA: "No known geologic hazard affecting development exists within the property boundary. No falls, slides, or slumps are present. The topography is generally, moderately sloped, averaging 8%, southwest to northeast. The exception being in the west where slopes average roughly 20% with pockets > 25%."

"The property should not have geological stability issues. A number of faults surround the Helena Valley; the nearest faults are east of East Helena and South of the Helena Regulating Reservoir – Regulating Reservoir Fault Zone and Spokane

Hills Fault Zone. None should produce a heightened risk for the development. Residential structures and infrastructure would be built to city building code (Chapter 3-1 of the City Code), meeting earthquake requirements.

Due to shallow slopes and gradients, roads should be easily constructed using cut and fill construction where necessary. Soil depth with organic compounds that need to be removed is generally between 6 inches and 18 inches, and groundwater is greater than 6 feet from the surface.

Soils information provided in the original submittal has not changed. The soils are classified as a Calciustepts, indicating that the soils have weakly differentiated horizons, limited soil moisture occurring in the growing season, and contain a calcic horizon (Nielsen 1991).

The soils do have limitations that should be accounted for in the design of infrastructure and foundations for residential and commercial development. The soils are highly variable throughout the development and the Geotechnical Report prepared by Pioneer Technical for the Aspen Park subdivision commented on that fact:

"The soils on the site are highly variable from location to location. While some test pits revealed somewhat competent foundation subgrade material, excavation of other test pits revealed materials that will warrant special attention in foundation design. Pioneer recommends that foundation design be conducted on a case by case basis. As structures are scheduled for construction, foundation subgrade soils for those sites should be sampled and tested, and foundation design based on the results of those tests."

The limitations of the soil are easily overcome with proper design and excavation. Development would be above groundwater elevation. Proper excavation depth for foundations and streets would expose sand and gravel. These materials should be suitable, with proper compaction, for the desired development. Road and streets would require the importation of coarse materials to place over properly compacted subgrade. Foundations would be excavated to a depth providing necessary stability.

- B. There is currently a gravel operation on portion of the property within the proposed Crossroads subdivision. This gravel operation is currently located outside of the City boundaries but is anticipated to be annexed when the gravel extraction is completed and the area is ready for development.
- C. According to the EA; "R&D Partners, LLC is currently operating an open cut gravel permit over the area proposed for future residential home sites and parkland. The majority of permitting and environmental impacts associated with this work was reviewed and is managed by the Montana Department of Environmental Quality under MDEQ Opencut Permit #1619. WWC Engineering is the applicant's representative for the Opencut Permit.

The intent of the mine, as it relates to the proposed subdivision, is to remove and grade areas as necessary to accommodate future homes, roads, and parks. The majority of the grading will take place along the ridge just east of Alice Street. This area is already

cut and the finish road grades show that the ridge will basically be removed until the area is flat enough for extension of roadways. Mountain View Park has already been modified is currently undergoing final grading design and construction. The park will be cut approximately 300 feet from its north boundary at a 20:1 slope in order to provide a flat enough area to service the proposed uses. As final plats are done the mine boundary should be amended and modified to remove lots from the area bonded for disturbance.

The mine is progressing faster than originally anticipated. Schellinger Construction Co. Inc. out of Kalispell is currently using the mine site for gravel production and construction staging associated with the Custer Interchange construction project. The material needed for the project was generated on site and as such a large portion of the necessary grading has been accomplished ahead of schedule. Schellinger will leave the site next summer following completion of the Custer Interchange project."

Surface and ground water, wetlands and riparian areas, floodplains,

- A. According to the EA: "Two natural drainages run through Mountain View Meadows. Though both originate off-site, the western drainage is drastically different than the eastern drainage based on the simple fact that water emerges from a spring near the boundary between Crossroads and the future Padburry development. The western drainage contains a non-jurisdictional wetland, and a pond, just south of proposed Jeanette Rankin Way. Downstream of the pond the existing drainage carries runoff during high groundwater periods and larger rain events. One major reason for the proposed modifications is to limit impacts to this drainage. The impacts from the proposed layout will be significantly less than those originally proposed. Future land planning requiring offsets from drainages like this eastern drainage will help promote water quality and storm water management.

The eastern drainage exhibits characteristics similar to a lot of natural drainages located within the City of Helena. Storm water in this drainage is channelized and concentrated from a large watershed. Larger storm events produce runoff in this drainage, but it does not typically have flowing water like the western drainage. As such it will be treated much differently. A storm water pond at the end of this drainage will catch the majority of the runoff from the entire Mountain View Meadows development. Two additional ponds are located upstream to help treat smaller rain events. The outlet of this drainage will be at lower peak flows, and lower volumes, during storms events with a return period <100 years. This will help prevent sediment from getting into any state waters and the pond will function very well to help rejuvenate the local aquifer.

Groundwater is estimated to be at the 3,950-foot elevation (Briar and Madison 1992). However, water does daylight at the 4,000-foot elevation adjacent to the development. The majority of residential development would be an estimated minimum 40 feet above ground water. Residential development just south of Jeannette Rankin Way along with Commercial development will be an estimated minimum 10 feet above ground water.

Historically agricultural use of the area would have included chemical applications. In 1991, fourteen groundwater samples taken from wells within the Helena Valley (Briar and Madison 1992) revealed only one pesticide, 2,4-D, a commonly used herbicide in agriculture and landscape applications. The level was 0.44 micrograms per liter (µg/L). (The Maximum Contamination Level (MCL) is 70 µg/L.) Subsequent sampling of the

well did not produce any pesticides. This would indicate that there is not a rapid flux of herbicides through the soil and into the aquifer, based on assumed standard usage of herbicides throughout the Helena Valley [both residential and agricultural].

Lawn and garden fertilizer is applied at a rate in which it can be utilized by the root system prior to leaching. Grass, by virtue of its extensive fibrous root network and dense thatch layer, effectively retains nitrogen fertilizer at the soil surface or within the root zone, thereby preventing soluble nitrates from percolating downward into groundwater (CGP 2009). Over-fertilizing would result in damage and therefore is usually avoided. Leaching of fertilizer through tens of feet of loam and into the groundwater would not be expected a problem due to chemical compounds naturally converting to gases and returning to the atmosphere. Runoff from residential, commercial and streets would be detained within the detention basin where volatilization and dilution would take place.

There are a variety of herbicides on the market; the most commonly used is Roundup® [Glyphosate]. The half-life of the applied compound – the amount of time required for half of the applied compound to degrade – ranges from 3 days to 141 days (Cox 1998). The residual amounts take longer to breakdown with detectable levels for up to 3 years on forestry applications.

Franz, Mao, and Sikorski (as reported in Cox 1998) concluded that Glyphosate binds with soil and does not contaminate soil and water away from the application site. However, amounts of the compound could reach water via erosion – wind and water – transport of soil particles. Glyphosate's persistence in water is shorter than its persistence in soils (Cox 1998). Two Canadian studies found that the compound persisted 12 to 60 days in pond water.

Glyphosate would be applied during the late spring or the summer months when transport to water is reduced due to rainfall cycles. The compound readily binds to soil particles and is not easily transported away from the application site. During construction, Best Management Practices (BMPs) would keep contaminated soil from reaching live waters. Furthermore, following development, the detention basin would collect runoff and herbicides would be expected to bind with soil particles and breakdown prior to being leached to groundwater. The majority of the runoff from the development would travel over two and one-half miles in an ephemeral drainage, through several storm water detention basins, before reaching Prickly Pear Creek. There is the case of the surface water transcending into groundwater near the southeast side of East Helena, one-mile downstream. Herbicides should attenuate in the process. Runoff from housing along the west side of Peaks Edge would travel 600 feet overland before reaching a wetland. The attenuation process in this case would involve overland flow and detention/dilution within a water body.

The use of herbicide is expected to have little or no impact to ground or surface waters.

Leakage from the sewer system would not be expected, as lines are not pressurized. Leakage from a gravity flow system could occur if the pipes became plugged. Plugging would be expected to be temporary due to City maintenance.

The City of Helena 2011 Growth Policy has identified the proposed development area as intended for Urban, Suburban, and mixed use development. The Future Land Use Map

did not identify any stream buffer zones. Development within the City's growth policy area, at densities and uses similar to those identified, coupled with construction per the City-of-Helena Engineering Standards, will mitigate the limited impacts to the groundwater."

- B. The property has non-jurisdictional wetlands associated with the east side drainage. The previous review of the Crossroads subdivision conditioned retaining the waterway as an open channel.
- C. The preliminary plat for the Crossroads Amendment shows the wetlands area retained in an open drainage. The retention of this drainage resulted in the elimination of a portion of Stacia Street and reconfiguration of Blocks 5-7. Further south, the street system was redesigned and the wetlands/drainage incorporated into City property. These changes to the preliminary plat will help preserve the wetlands area.
- D. Comments from the Water Quality District per the 2009 subdivision review state: *The report in the Introduction states this drainage is ephemeral (water flow lasting only a very short time) however, the later in the report under the Hydrology section the drainage is described as a perennial drainage (constantly recurring). The report cites the presence of springs and presence of water during most of the year that suggest this drainage section could be determined to be perennial under Montana statutes. If so, modification of the drainage may require a 310 permit from the Lewis & Clark Conservation District.*

Vegetation

- A. According to the EA: "The property has had a history of farming and grazing (pasture). Volunteer vegetation presently covers the area. A perennial flowing drainage passes through the northwest corner of the subdivision and contains a nonjurisdictional wetlands. The drainage will be left as open space.

Noxious weeds would be present within the property due to disturbance, proximity of seed source, and traffic. Control of noxious weeds would continue to be the responsibility of the developer until individual lots are sold, at which time the charge will fall to the purchaser. The developer would use herbicide spot application (sprays) to control weed populations. The use of spray would decrease after development due to the expected paucity of weeds, with manual removal the likely method.

- B. When the property is annexed development must be in compliance with City landscaping requirements.

Historic/cultural

According to the EA: "No significant historical, cultural or archeological features are expected to be present on the property based on a history of farming. The State Historic Preservation Office (SHPO) feels that there is a low likelihood of impacting cultural resources and that a cultural resource inventory is unwarranted."

Conclusions:

This development will impact the natural environment. However, the impacts can be mitigated with the completion of the proposal as supplemented with approval conditions as recommended in the Findings.

4. Impact on Wildlife and Wildlife Habitat

Findings:

A. Chapter 12 of the Helena 2011 Growth Policy, Subdivision Review states: *Wildlife is defined as animals that are not domesticated or tamed. Wildlife habitat is defined as an area containing the environmental conditions essential to wildlife for feeding and forage, cover, migration, breeding, rearing, nesting, or buffers from those areas. It also includes areas essential to the conservation of species protected by the Endangered Species Act or of special interest or concern to the State of Montana.*

B. Chapter 12 of the 2011 Growth Policy provides evaluation and decision guidelines for impacts to Wildlife and Wildlife habitat. The application addresses these as follows:

1. *Urban density development is not intended to meet the habitat needs of larger wildlife such as deer, moose, or elk or predatory species such as bear, mountain lions, or coyotes.*

"Urban density development is not intended to meet the habitat needs or larger wildlife. Our project will likely impact deer populations less than the City's current culling projects."

2. *Rural areas are more conducive to wildlife and wildlife habitat than are urban areas. Encouraging subdivisions within the City urban growth area provides housing and development opportunities within an urban setting that can reduce development pressures on surrounding rural areas, which would then reduce development pressures on rural wildlife habitat.*

"This project is located in an area identified as urban in the Land Use chapter of the Growth Policy. As noted in the Growth Policy, "Rural areas are more conducive to wildlife and wildlife habitat than are urban areas. Encouraging subdivisions within the City urban growth area provides housing and development opportunities within an urban setting that can reduce development pressures on surrounding rural areas, which would then reduce development pressures on rural wildlife habitat."

3. *Although urban areas are not intended to preserve wildlife habitat, certain natural features, such as wildlife corridors, wetlands, stream corridors, and similar high value habitats are irreplaceable and should be preserved and buffered as much as possible. These areas may provide a variety of recreational, water quality, and safety values, such as flood control as well as wildlife and bird habitats.*

"The natural features of the project are being preserved to help provide bird habitats."

4. *Habitat for species protected by the Endangered Species Act or of special interest or concern to the State of Montana or the City of Helena should be preserved.*

"The Natural Heritage Program identified 4 species occurrence reports for 4 species of concern near the project. The Plains Spadefoot was north of Highway 12 near Wall Mart, the Wedge-leaved Saltbush was identified north of Highway 12 near East

Helena, the Small Yellow Lady's-slipper was shown in the South Hills, and the Grey Wolf was noted as, "where populations are classified as Experimental Nonessential" with no observation date. There have been no observations of species of concern within the projects boundary."

- C. The EA further states: "Wildlife use in the area includes mule deer, antelope, songbirds, and upland game birds (Hungarian partridge and sharptail grouse), in addition to small mammals. These animals will be pushed elsewhere, south and east.

Section 35 (T10N R3W) is not listed as big game winter range; however, the site is rated as Class 4 (Lowest) for Terrestrial Game Quality and Class 3 for Terrestrial Conservation Species according to Montana Fish Wildlife and Parks (MFWP 2011). Waterfowl nesting area and wetlands are within the northwest corner of the property and would be part of open space. The 0.1-acre wetland area is part of a larger drainage. Wildlife use in the area includes mule deer, antelope, songbirds, and upland game birds (Hungarian partridge and sharptail grouse), in addition to small mammals. The larger animals will be pushed elsewhere, south and east while the smaller songbirds will be able to utilized preserved open spaces.

Helena is located within the Rocky Mountains. As such wildlife is present. Development in areas identified as preferable by local governments is the key mitigation effort developers can take to limit impacts on wildlife and wildlife habitat. The areas surrounding the development that provide habitat for smaller animals such as birds or waterfowl are being set aside within open space to be perpetually preserved. Establishment of open space around the more critical areas will mitigate impacts to wildlife and wildlife habitat. More importantly, limiting sprawl by developing property at higher densities will help limit the amount of property that must be developed to meet the needs of our growing communities.

A records search of the Montana Natural Heritage Program database indicates no site-specific species records. (See attached information.) Wide-ranging areas (entire Helena Valley) of four species were shown as follows:

Plains spadefoot	(<i>Spea bombifrons</i>)
Gray wolf	(<i>Canis lupus</i>)
Wedge-leaved saltbush	(<i>Atriplex truncate</i>)
Small yellow lady's-slipper	(<i>Cypripedium parviflorum</i>)

No gray wolf or saltbush are found within or adjacent to the property limits. The spadefoot is a toad associated with the arid west. Its abundance would more than likely have been affected by past agrarian practices. The lady's slipper is found in habitats not present on site - fens, damp mossy woods, seepage areas, and moist forest-meadow ecotones in the valley to lower montane zones."

- D. This area has been identified as antelope habitat by Lewis and Clark County information. This antelope area terminates at approximately Alice Street. Therefore, although the drainages provide wildlife habitat, there are no specific wildlife corridors identified on the property. This information indicates most of the antelope habitat in the area is located east of East Helena.

- E. Wetlands were identified on the property. A wetlands report was submitted with the first Crossroads application and is still applicable to this application.
- F. The preservation of wetlands and the drainage area on the property could help mitigate the impacts on wildlife habitat. **(Condition #20)**

Conclusions:

There are impacts on wildlife and wildlife habitat. However, the impacts can be mitigated with the completion of the proposal as supplemented with approval conditions as recommended in the Findings.

5. Impact on Public Health and Safety

Findings:

- A. Chapter 12 of the Helena 2011 Growth Policy, Subdivision Review, *Public health and safety is defined as a condition of well being and security for individuals and the population as a whole within the community.*

- B. Chapter 12 of the 2011 Growth Policy provides evaluation and decision guidelines for impacts to Public Health and Safety. The application addresses these as follows:

1. Compliance with Federal, State and City, rules, codes, and regulations will facilitate public health and safety.

"The project will comply with all federal, state, and city rules, codes, and regulations."

2. To be a healthy community, human resources should be enhanced through the provision of parks, recreational areas, sidewalks, pedestrian and bike paths, block lengths that encourage walkable neighborhoods and connectivity, trails, and the preservation of natural spaces.

"The project is proposing multiple parks, recreational areas, sidewalks, pedestrian and bike paths, along with walkable block lengths and connectivity to encourage active non-motorized participation."

3. Subdivisions should provide safe transportation networks, including pedestrian ways, with adequate ingress and egress and traffic calming where appropriate, and lots designed to allow adequate emergency access to the buildable area on the lot. City-approved water and wastewater facilities, adequate stormwater facilities that comply with water quality regulations and best management practices, and solid waste collection should also be provided.

"The project is proposing adequate transportation networks, including pedestrian access, and traffic calming. The lots are also designed to allow adequate emergency access. City standard water, sewer, and storm facilities are also proposed."

4. Subdivisions should avoid or mitigate the negative impacts that relate to public health and safety, including, but not limited to, fire, earthquakes, floods, and water quality.

"The project is located in a low risk fire area and will be served with hydrants and water distribution that meet all national and local codes. The project is not located

within a flood plain. The City of Helena also actively participates in the verification of code compliance within residential construction while Lewis & Clark County does not. Constructing units according to the national building codes is a good first step to making homes safe during earthquake events. The project is dependent upon the City's ability to provide clean drinking water."

5. Subdivision review should include an evaluation of the impacts to emergency services including police, fire department, and ambulance response times.

"The Fire Department has identified a response time of 5 to 7 minutes. We did not receive a response from the Police Department ... We've assumed the Police Department response time would be similar to the Fire Department response time. Ambulance service is provided by both St. Peter's Hospital and private contractors. St. Peter's Hospital is located about 4 road miles from the project on a low traffic route (Highway 282 to Centennial) that does not use or need any traffic lights. Analysis of response times is indeterminate until the City identifies acceptable levels of service in response time in the Growth Policy or other document."

- C. The Yellowstone pipe line runs in a 50- foot wide easement through the subject property. The proposal indicates the majority of this easement will be used for a trail network and the development of structures will be restricted in the easement.
- D. The preliminary plat indicates roads and utilities will parallel and cross the Yellowstone pipeline. Comments from the Yellowstone Pipeline Company indicate concern about roadways crossing over the pipeline. Any construction activity in the area of this pipeline should be delayed until the Yellowstone Pipeline Company has approved the plans to assure such construction is done in a safe manner. If the redesign of the Crossroads preliminary plat is approved, amendments to the pipeline easement agreement may be required to address new road crossings.
- E. It must be shown that streets and other improvements and infrastructure in ROW that crosses the Yellowstone pipeline were installed in accordance with the easement agreement prior to the ROW and improvements being accepted by the City.
- F. The Helena Police and Fire Departments will serve the property to help secure the subdivision from fire, panic, and other dangers.
- G. If developed in the City as proposed, fire protection for the property would be improved with the installation of fire hydrants throughout the development. Buildings must comply with the currently adopted Building and Fire Codes which establish guidelines that help assure that the development of the subject property is secure and safe.
- H. City water, sewer, and sanitation will serve the property. The provision of these services will promote health and general welfare.
- I. Construction of the streets to City standards, including sidewalks and bike/pedestrian trails, could provide safe vehicular and pedestrian travel.

- J. The proposed subdivision design includes separate bike/pedestrian paths within the rights-of-way of arterial and collector streets, and sidewalks adjacent to local streets. In addition, trails will cross the subdivision. This design will provide for safer non-motorized travel through the subdivision.
- K. A Northwestern Energy 100KV electrical transmission line bisects the subject property. This power line is relatively low voltage and is located in a 150-foot wide easement. Information and studies submitted with the application indicates this power line is not anticipated to cause a health hazard to individuals.
- L. The preliminary plat indicates no lots will be located within the 100-year flood plain.

Conclusions:

This development could create impacts to public health and safety. However, the impacts can be mitigated with the completion of the proposal as supplemented with approval conditions as recommended in the Findings.

6. Survey Requirements

Findings:

- A. Compliance with survey requirements cannot be evaluated until the final plat is reviewed for approval.
- B. The word "public" on the preliminary plat is not well defined, ownership and the rights associated with utilization of that property could be misconstrued. Therefore, lots identified as "public" on the preliminary plat must only be identified with the appropriate lot and block. Parkland may be identified as such or as open space in addition to the lot and block.

Conclusion: Survey requirements will be reviewed for completeness upon submission of final plat for approval if the preliminary plat is approved.

7. Helena Subdivision Regulations

Findings:

MCA 76-3-510. Payment for extension of capital facilities states *A local government may require a subdivider to pay or guarantee payment for part or all of the costs of extending capital facilities related to public health and safety, including but not limited to public roads, sewer lines, water supply lines, and storm drains to a subdivision. The costs must reasonably reflect the expected impacts directly attributable to the subdivision.*

Streets

- A. Legal and physical access to the Crossroads at Mountain View Meadows subdivision will be provided by Hwy 12 East via Crossroads Parkway and Highway 282. Internal ROW will provide legal and physical access to lots within the subdivision.
- B. Improvements to Highway 282 and Runkle Park way must be installed in accordance with City-approved plans to improve safety at that intersection. (Condition #2)

- C. §12-4-2 (A) (4) of the Helena City Code states: *Street layout must provide for the most advantageous development of the urban transportation system and must be designed to meet the following criteria:*
- a. Provide all lots adequate access to public right of way;
 - b. Provide for a transportation network that fully connects existing streets;
 - c. Provide for future extension of the transportation network into adjoining, undeveloped property.
- D. Adjoining undeveloped properties are located to the east, west, and south. The preliminary plat and site plan show streets extended to the edge of the subdivision that could provide for future extension of the transportation network into adjoining, undeveloped property.
- E. §12-4-2 (A)(3), Helena City Code states: *Where a proposed development contains an existing or proposed arterial or collector street, the city commission may require a local access street or provisions limiting access to the arterial or collector street. Some of the collector streets within the subdivision may require access restrictions.*
- F. Crossroads Parkway is an arterial and access will be controlled by MDT.
- G. Alice Street will be a collector street with relatively high traffic volumes. The proposed subdivision has a number of lots fronting on Alice Street which increases the potential for traffic conflicts. These conflicts could be mitigated by requiring an access permit from the City for commercial lots on Alice Street between Crossroads Parkway and Alpine View Road. Traffic conflicts could be further mitigated by restricting all access on Alice Street between Alpine View Road and Runkle Parkway. (Condition # 5)
- H. Runkle Parkway is anticipated to continue westward as the Mountain View Meadow development progresses. This street is anticipated to accommodate large traffic volumes that would classify it as a collector or arterial street. Therefore, access restrictions should be placed on residential lots fronting Runkle Parkway. (Condition # 5)
- I. §12-4-2(B), Helena City Code, requires two accesses for each subdivision anticipated to generate 200 vehicle trips per day; it is anticipated the proposed subdivision will generate more than 200 vehicle trips per day.
- J. The primary access for the subdivision will be via Highway 12 and Crossroads Parkway; secondary access is proposed via Highway 282. An emergency access is available from Crossroads Parkway to Tricia Street located west of the subdivision.
- K. §12-4-11, Helena City Code describes the public improvements that must be installed in conformance with plans, specifications, and construction schedule for approval by the City Public Works Department.
- L. City code 12-4-2 (C) requires dead end streets to have an appropriate turn around. The previous approved Crossroads preliminary plat showed Ryland Avenue as a through

street. The proposed Crossroads Amendment indicates Ryland Avenue will dead-end because of site constraints – slope and power line conflicts. An appropriate emergency turnaround must be designed and installed in accordance with City engineering standards.

- M. The Crossroads amended plat shows War Eagle Street with a local street ROW width of 60 feet but it is anticipated this street may function as a collector and thus require greater ROW width.
- N. The submitted street ROW widths for most of the internal streets are in compliance with the Helena Subdivision Regulations. As previously noted, War Eagle Street should be platted with adequate ROW width for a collector street. Varying boulevard widths are indicated in the street cross sections. Dedicated public rights-of-way must meet Helena Subdivision Regulations and the design must be approved by the city prior to construction. **(Condition # 4)**

Parkland

- A. In accordance with state law, approximately 22.238 acres of parkland is required for the Crossroads Subdivision.
- B. The application indicates over 50 acres is proposed to be dedicated for City parkland.
- C. As previously noted the Parks Board reviewed the proposed parkland dedication and made recommendations for accepting some of the proposed parkland, but not all of the proposed parkland, as City parks and open space.

Conclusion:

The proposal in its present form does not comply with all of the applicable subdivision requirements. However, as conditioned, these requirements can be satisfied when the final plat is prepared and submitted for review and approval.

8. Local Subdivision Review Procedure

Certified letters have been sent to the adjacent property owners and legal notice has been advertised in the *Independent Record* at least 15 days in advance in accordance with 76-3-605 MCA. The Consolidated Planning Board held a public hearing at 6:00 P.M., Tuesday, April 17, 2012; and a City Commission meeting was held at 6:00 P.M., Monday, May 7, 2012. The subdivision review and approval process is consistent with the requirements of the Montana Subdivision and Platting Act.

9. Easements

Findings:

- A. §12-4-7 of the Helena Subdivision Regulations requires *The location and identification of all existing easements and rights of way of record and proposed public and private easements and rights of way, including description of their width and purpose* be included on the preliminary plat.

- B. §12-4-7 of the Helena Subdivision Regulations states: *Easements must be provided for utilities, drainage, and vehicle and pedestrian access not located in public right of way.*
- C. The preliminary plans for this subdivision indicate some wastewater mains will be located through some of the proposed lots. Maintenance easements to the City for these mains must be shown on the final plat documented with an approved recorded easement to the City; easement locations and widths must be submitted to the City for review and approval. **(Condition #11)**
- D. The submitted stormwater plans indicate detention ponds located off site and on lots with limited access. Once a stormwater drainage plan is approved, easements for the stormwater drainage facilities and/or detention basins that cross lots or serve multiple lots must be shown on the final plat and documented with an approved recorded easement to the City. **(Condition #14)**
- E. The Yellowstone Pipe Line Company currently has a 50-foot wide pipeline easement on the property. If the redesign of the Crossroads preliminary plat is approved the developer must get approval from YPL Company for new road crossings of the pipeline.

Conclusion:

The proposal in its present form does not comply with the easement requirements of the Helena Subdivision Regulations, but the plat will be in compliance with the easement requirements if the conditions are met.

10. Legal and Physical Access

Findings:

§76-3-608 (3)(d) MCA states a subdivision must be reviewed for *the provision of legal and physical access to each parcel within the proposed subdivision and the required notation of that access on the applicable plat and any instrument of transfer concerning the parcel.*

Conclusion:

Once the conditions have been met, the proposal will provide legal and physical access to proposed subdivision lots.

11. Preliminary Plat Approval

Findings:

Final plat approval may be granted if:

1. The applicant develops the property in accordance with the preliminary plat application as previously approved and modified by approval conditions;
2. Satisfies the conditions of approval;
3. In accordance with Sections 76-3-507, MCA and 18-2-122, MCA, the plans for the public improvements must be complete and in compliance with standards of the City of Helena and the State of Montana, and bear the seal of a professional engineer for the engineering, a professional land surveyor for land surveying and a licensed architect for the architectural; and
4. The improvements are either constructed to completion and accepted by the City, or, pursuant to §76-3-507(2), MCA, the applicant either:

- (a) provides a bond or other reasonable security, in amount and with surety and conditions satisfactory to the City Commission, providing for and securing the construction and installation of the improvements within one year, or
- (b) applies for and receives approval by the City Commission for an incremental payment or guarantee plan.

APPROVAL WITH CONDITIONS

In light of these Findings and Conclusions, the Helena City Commission hereby conditionally approves the preliminary plat for the Crossroads Amendment at Mountain View Meadows major subdivision, creating 956 lots from approximately 442 acres in the B-2 (General Commercial), R-4 (Residential - Office), R-3 (Residential), R-2 (Residential) and PLI (Public Lands and Institutions) Districts. The conditions of approval herein set forth are additional requirements to mitigate the impacts identified in the previous Findings that are not fully resolved by applicant's proposal. The evidence supporting the reasons for these conditions are contained in the City staff report to the Planning Board, the applicant's Environmental Assessment, and all the testimony and evidence received by the Planning Board and the City Commission.

Applicant may receive final plat approval upon completion of the applicant's proposal as set forth in applicant's preliminary plat application as accepted and modified by these additional conditions. This approval is in force for three (3) calendar years, except when extended as provided by law.

This preliminary plat approval by itself does not constitute approval and acceptance of the design and plans for construction and installation of any public infrastructure for the subdivision. The City's approval and acceptance of public infrastructure is subject to future review and approval of the detailed design, plans, and final construction of that infrastructure in accordance with city standards.

The following conditions that apply to the preliminary plat approval and that must be satisfied before the final plat may be approved are:

Local Services

1. Each phase must provide adequate infrastructure including water, sewer, and access that is not dependent on a future phases. The phases must be sequenced so that phases are adjacent to a previously final platted phase.

Transportation

2. The intersection of Highway 282 and Runkle Parkway must be improved in accordance with City-approved plans prior final plat approval for any future phases.
3. Each phase of the Crossroads Amendment must demonstrate that an adequate transportation network will be provided that maintains a level of service (LOS) in compliance with City standards prior to approval of the final plat for that phase.

4. War Eagle Street must be developed to a minimum collector street standard and adequate right-of-way width dedicated to the City in compliance with sections 12-4-2 (A) of the City Subdivision Regulations.
5. The final plat must indicate that direct vehicular access is prohibited onto Runkle Parkway and Alice Street for lots located in an R-2, R-3 or R-4 zoning district.
6. Some proposed street names are not acceptable; revisions to the proposed street names must be resubmitted to the City-County Addressing Coordinator for approval.
7. Street identification signs must be installed at all intersections prior to final plat approval to facilitate emergency access and response.
8. Bicycle/pedestrian paths are part of the non-motorized transportation system and must be located in minimum 20-foot wide right-of-way. Bicycle/pedestrian paths must be installed or financially guaranteed by the developer in accordance with the City approved design at the time of final plat for each phase.
9. The 25-foot wide pedestrian access between Lots 5 and 6 and between Lots 10 and 12, Block 21, must be removed from the parkland dedication.

Water and wastewater

10. Sewer upgrades must be installed for the sewer main located south of Centennial Drive. The first phase of upgrades approved under City Project 11-16 Crossroads at Mountain View Meadows Commercial Phase I must be installed and accepted by the City of Helena prior to any further infrastructure approval for Mountain View Meadows. All other future off-site upgrades must be installed per the City approved engineering report.
11. All city-owned and maintained infrastructure must be in ROW or in a minimum 20-foot wide exclusive access and maintenance easement to the City per City Codes 6-2-6 and 6-3-4.
12. Water and sewer mains must be extended in compliance with Helena City Codes 6-2-6 and 6-3-4 to provide future connection to adjacent property.
13. Infrastructure plans must be submitted to the Public Works Department for review and approval prior to construction.

Stormwater

14. Stormwater infrastructure, including basins, serving more than one lot must be located in ROW, on City owned lots that have adequate access, or if located on private land, must be located within an easement granted to the City that allows for access and maintenance and restricts any encroachments.

Parks

15. The subdivision must provide parkland acceptable to the City and lands intended for City ownership must be maintained and noxious weeds removed prior to these lands being transferred to City ownership.
16. Improvements on property intended for City park or open space land must be approved by the City prior to installation to assure they are in accordance with City standards.
17. A minimum 20-foot wide ROW must be provided connecting Jumping Crane Open Space to War Eagle Street.

Natural Environment

18. Stormwater detention basins must be constructed in accordance to all required permits and encroachment into stormwater drainages must be restricted.

Wildlife and Wildlife Habitat

19. Wetlands and the drainage in Blocks 6, 7, and 9 within the subdivision must be preserved as an open channel except for street and trail crossings.

NOTICE OF APPEAL RIGHTS





Any party aggrieved by this conditional approval has the right to bring an action against the City of Helena pursuant to §76-3-6235, MCA. In addition, any party may appeal this decision to the district court within thirty (30) days of the date of this decision.

DATED this 27th day of May, 2012


MAYOR

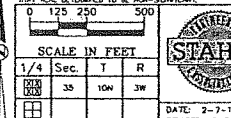
PORTIONS OF TRACT C-2-A-1-A-1-A-1-A OF AMENDED PLAT OF PHASE A OF ASPEN PARK AT MOUNTAIN VIEW COS 3173428
AND TRACT 2-A-1 OF ANTELOPE TRACE PHASE 2 OF CROSSROADS AT MOUNTAIN VIEW MEADOWS SUBDIVISION COS 3206220
AND TRACT 2-A-2 OF ANTELOPE TRACE PHASE 2 OF CROSSROADS AT MOUNTAIN VIEW MEADOWS SUBDIVISION COS 3206220
AND PORTIONS OF TRACT 1 OF PLAT OF ANTELOPE TRACE PHASE OF CROSSROADS AT MOUNTAIN VIEW MEADOWS SUBDIVISION COS 3173428
AND PORTIONS OF REMAINDER TRACT A-1-A-1-A-1 OF PLAT OF CRAFTSMAN VILLAGE PHASE 1 OF THE CROSSROADS AT MOUNTAIN VIEW MEADOWS SUBDIVISION COS 3200059
AND PORTIONS OF LOT 3 OF PLAT OF CRAFTSMAN VILLAGE PHASE 1 OF THE CROSSROADS AT MOUNTAIN VIEW MEADOWS SUBDIVISION COS 3200059

[illegible][illegible]

	<p>ANTELOPE TRACE PHASE 2 OF CROSSROADS AT MOUNTAIN VIEW MEADOWS SUBDIVISION COS 3166120 (AMENDED PLAT OF ANTELOPE TRACE PHASE 2 COS 3166120)</p>
	<p>ANTELOPE TRACE PHASE 1 OF CROSSROADS AT MOUNTAIN VIEW MEADOWS SUBDIVISION COS 3173435</p>
	<p>CRAFTSMAN VILLAGE PHASE 1 OF CROSSROADS AT MOUNTAIN VIEW MEADOWS SUBDIVISION COS 3173428</p>
	<p>PHASE A OF ASPEN PARK AT MOUNTAIN VIEW MEADOWS SUBDIVISION COS 3173428</p>

LOT TYPE	ORIGINAL PRELIMINARY PLAT APPROVAL*		PROPOSED CROSSROADS AMENDMENT	
	# LOTS	ACRES	# LOTS	ACRES
ALL	571	78.1	568	78.8
RESIDENTIAL	371	18.1	367	17.9
COMMERCIAL	0	0	12	1.05
INDUSTRIAL	0	0	133	14.15
PUBLIC	22	2.18	37	8.7
OTHER - WAY	N/A	84.45	N/A	100.85
TOTAL	814	162.68	7,081	47.72

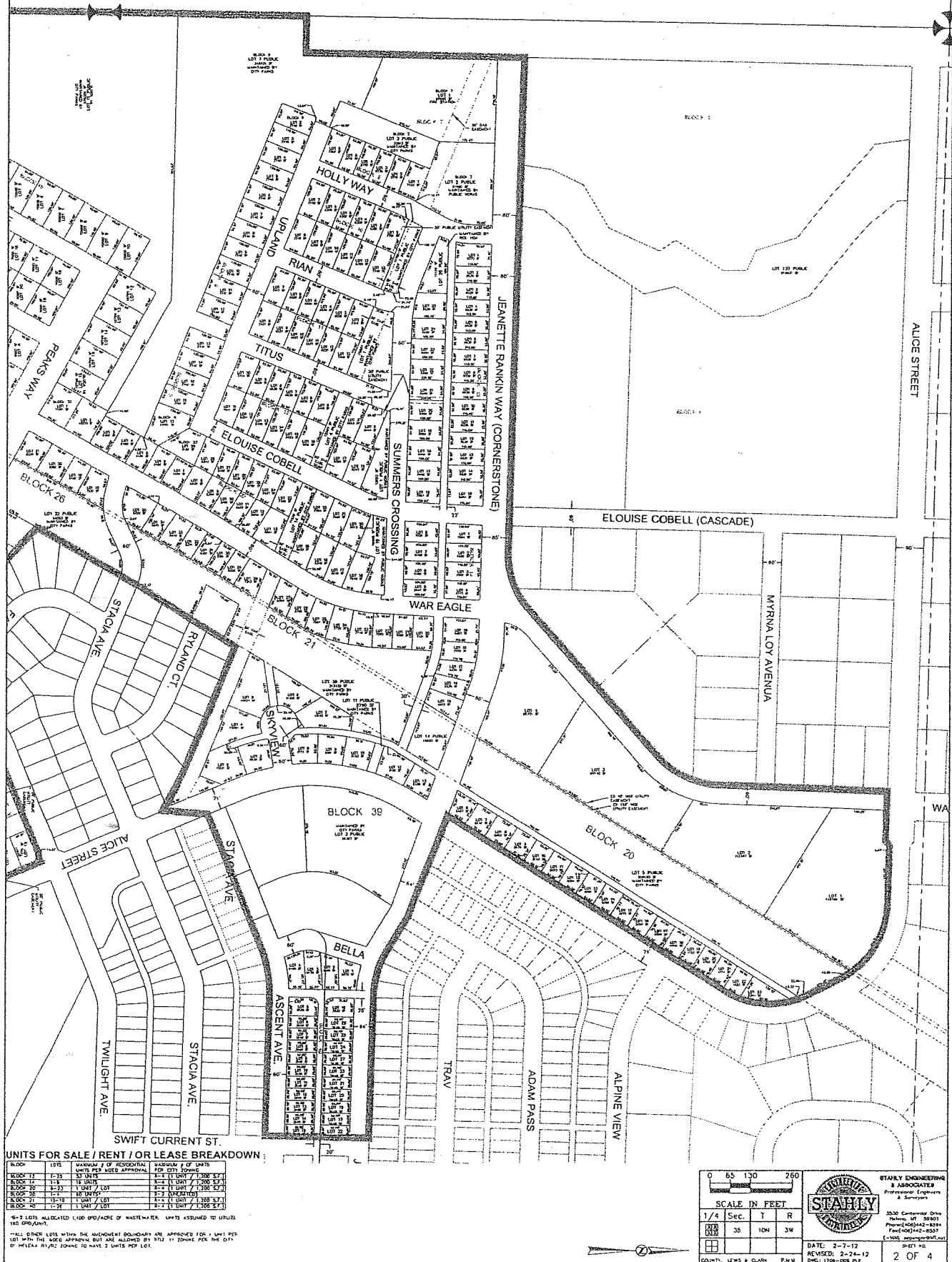
*ORIGINAL PRELIMINARY PLAT NUMBERS DO NOT ACCOUNT FOR THE FIRST PRELIMINARY PLAT AMENDMENTS



**STAVELY ENGINEERING
& ASSOCIATES**
Professional Engineers
& Surveyors

3530 Cardenall Drive
Helena, MT 59601
Phone: (406) 442-8564
Fax: (406) 442-8537
E-mail: staveyengr@mt.net
D-077 HC

THE CROSSROADS AMENDMENT AT MOUNTAIN VIEW MEADOWS SUBDIVISION



UNITS FOR SALE / RENT / OR LEASE BREAKDOWN

BLOCK	LOTS	MAXIMUM # OF RESIDENTIAL UNITS PER LOT APPROXIMATE	MAXIMUM # OF UNITS PER CITY ZONE
BLOCK 21	1-35	50 UNITS	8-4 (1 UNIT / 1,300 SQ. FT.)
BLOCK 26	1-15	10 UNITS	8-4 (1 UNIT / 1,300 SQ. FT.)
BLOCK 26	16-35	1 UNIT / LOT	8-4 (1 UNIT / 1,300 SQ. FT.)
BLOCK 26	1-15	10 UNITS	8-4 (1 UNIT / 1,300 SQ. FT.)
BLOCK 26	16-35	1 UNIT / LOT	8-4 (1 UNIT / 1,300 SQ. FT.)
BLOCK 26	1-15	10 UNITS	8-4 (1 UNIT / 1,300 SQ. FT.)
BLOCK 26	16-35	1 UNIT / LOT	8-4 (1 UNIT / 1,300 SQ. FT.)

6-1 LOTS ALLOCATED 1,000 GPD/MORE OF WASTEWATER. UNITS ASSIGNED TO UNITS 100 GPD/UNIT.

*ALL OTHER LOTS WITHIN THE WASTEWATER BOUNDARY ARE APPROVED FOR 1 UNIT PER LOT WITH THE WARE APPROVED BUT ARE ALLOWED BY THE CITY ZONE FOR THE CITY OF MILENA R1/R2 ZONE TO HAVE 2 UNITS PER LOT.

0 65 130 260

SCALE IN FEET

1/4 Sec. I R

35 10N 3W

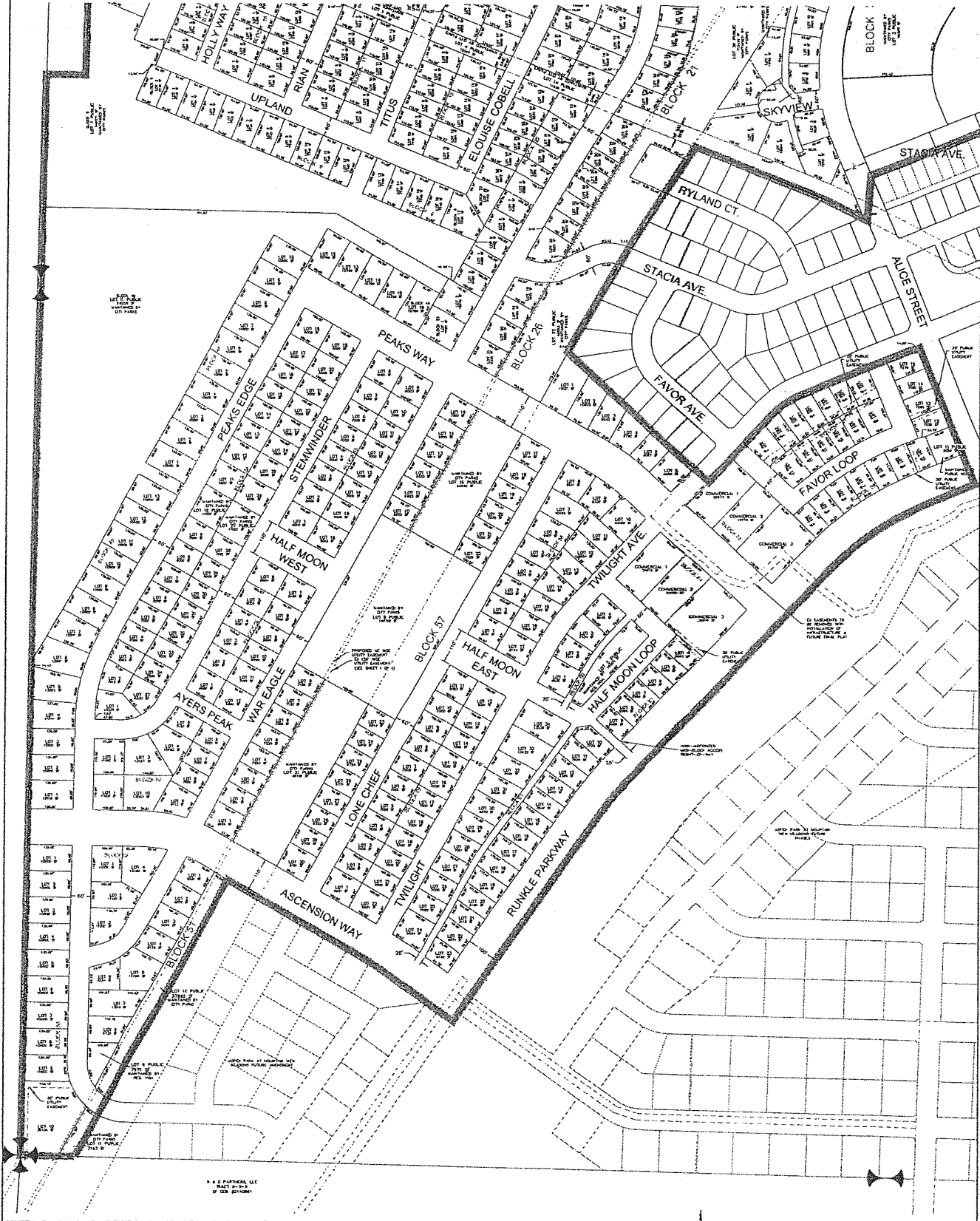
COUNTY, LOTS & CLANS P.M.



STAHLY ENGINEERING & ARCHITECTS
Professional Engineers & Surveyors
3530 Centennial Drive
Denver, CO 80201
Phone: (303) 442-8884
Fax: (303) 442-8887
E-MAIL: INFO@STAHLY.COM

DATE: 2-7-12
REVISED: 2-24-12
SHEET NO. 2 OF 4

THE CROSSROADS AMENDMENT AT MOUNTAIN VIEW MEADOWS SUBDIVISION



UNITS FOR SALE / RENT / OR LEASE BREAKDOWN

BLOCK	LOTS	MAXIMUM # OF RESIDENTIAL UNITS PER USE APPROVAL	MAXIMUM # OF UNITS PER CITY ZONING
BLOCK 21	1-3	10 UNITS	10 UNITS
BLOCK 26	1-3	10 UNITS	10 UNITS
BLOCK 27	1-3	10 UNITS	10 UNITS
BLOCK 28	1-3	10 UNITS	10 UNITS

10-15 LOTS ALLOCATED 1,100 GPD/ACRE OF WASTEWATER. UNITS ASSUMED TO UTILIZE 200 GPD/UNIT.

*ALL 1/4 SEC. LOTS ARE APPROVED FOR 1 UNIT PER LOT WITH THE USE APPROVAL BUT ARE ALLOWED BY CITY ZONING FOR THE CITY OF HOUSTON TO HAVE 3 UNITS / LOT.



0 65 130 260			
SCALE IN FEET			
1/4	Sec	T	R
30	10W	3W	
COUNTY: LEWIS & CLARK F.W.M.			

STAHLY
ENGINEERING & ASSOCIATES
Professional Engineers & Surveyors

3550 Continental Drive
Houston, TX 77058
Phone: (281) 442-8884
Fax: (281) 442-8887
E-MAIL: stahly@stahly.com

DATE: 2-7-12
REVISED: 2-24-12
SHEET NO. 3 OF 4

THE CROSSROADS AMENDMENT AT MOUNTAIN VIEW MEADOWS SUBDIVISION

PROPERTY USE BREAKDOWN

BLOCK	R1/R2		R3			R4 - SINGLE FAMILY			R4 - SALE/RENT/LEASE			B2		PUBLIC		TOTAL LOTS	TOTAL AREA	UNDER REVIEW	
	LOTS	AREA (AC)	LOTS	AREA (AC)	UNITS	LOTS	AREA (AC)	UNITS	LOTS	AREA (AC)	UNITS	LOTS	AREA (AC)	LOTS	AREA (AC)	LOTS	AREA (AC)	LOTS	AREA (AC)
BLOCK 1	-	-	-	-	-	-	-	-	-	-	-	6	7.88	1	0.74	7	8.62	-	-
BLOCK 2	-	-	-	-	-	-	-	-	-	-	-	6	5.63	-	-	6	5.63	-	-
BLOCK 3	-	-	-	-	-	-	-	-	-	-	-	6	6.99	-	-	6	6.99	-	-
BLOCK 4	-	-	-	-	-	-	-	-	-	-	-	6	4.94	-	-	6	4.94	-	-
BLOCK 5	-	-	-	-	-	-	-	-	-	-	-	1	13.49	-	-	1	13.49	-	-
BLOCK 6	-	-	-	-	-	-	-	-	-	-	-	2	21.49	1	4.97	3	26.47	-	-
BLOCK 7	-	-	-	-	-	-	-	-	-	-	-	-	-	3	4.21	3	4.05	3	4.05
BLOCK 8	6	0.86	-	-	-	-	-	-	-	-	-	-	-	-	-	6	0.86	6	0.86
BLOCK 9	16	2.94	-	-	-	-	-	-	-	-	-	-	-	1	8.03	17	11.07	17	11.07
BLOCK 10	12	1.87	-	-	-	-	-	-	-	-	-	-	-	1	0.27	13	2.14	13	2.14
BLOCK 11	12	1.79	-	-	-	-	-	-	-	-	-	-	-	1	0.59	13	2.38	13	2.38
BLOCK 12	16	2.60	-	-	-	-	-	-	-	-	-	-	-	2	0.61	18	3.21	18	3.21
BLOCK 13	-	-	-	-	-	-	-	-	25	3.83	53	-	-	1	0.26	26	4.08	26	4.08
BLOCK 14	-	-	-	-	-	-	-	-	8	1.23	16	-	-	-	-	8	1.23	8	1.23
BLOCK 15	-	-	-	-	-	-	-	-	-	-	-	10	6.59	-	-	10	6.59	-	-
BLOCK 16	-	-	-	-	-	-	-	-	-	-	-	12	8.53	-	-	12	8.53	-	-
BLOCK 17	-	-	-	-	-	-	-	-	-	-	-	9	7.03	-	-	9	7.03	-	-
BLOCK 18	-	-	-	-	-	-	-	-	-	-	-	8	6.54	2	2.54	10	9.08	-	-
BLOCK 19	-	-	-	-	-	-	-	-	-	-	-	12	10.76	2	2.17	14	12.93	-	-
BLOCK 20	-	-	-	-	-	18	2.12	18	-	-	-	4	9.80	1	4.73	23	16.66	23	16.66
BLOCK 21	27	5.13	-	-	-	-	-	-	5	0.82	5	-	-	3	5.40	35	11.35	35	11.35
BLOCK 22	27	4.46	-	-	-	-	-	-	-	-	-	-	-	2	0.64	29	5.10	29	5.10
BLOCK 23	-	-	-	-	-	11	1.91	11	-	-	-	-	-	-	-	11	1.91	-	-
BLOCK 24	-	-	-	-	-	14	1.81	14	-	-	-	-	-	-	-	14	1.81	-	-
BLOCK 25	-	-	-	-	-	27	4.38	27	-	-	-	-	-	-	-	27	4.38	-	-
BLOCK 26	10	2.20	-	-	-	11	1.94	11	-	-	-	-	-	1	1.52	22	5.65	11	3.71
BLOCK 27	13	1.91	-	-	-	-	-	-	-	-	-	-	-	-	-	13	1.91	13	1.91
BLOCK 28	11	1.68	-	-	-	-	-	-	-	-	-	3	1.62	1	0.18	15	3.48	15	3.48
BLOCK 29	-	-	-	-	-	9	1.66	9	-	-	-	11	7.35	-	-	20	9.01	-	-
BLOCK 30	-	-	-	-	-	-	-	-	-	-	-	6	3.53	-	-	6	3.53	-	-
BLOCK 31	-	-	-	-	-	-	-	-	-	-	-	7	4.05	-	-	7	4.05	-	-
BLOCK 32	-	-	-	-	-	-	-	-	-	-	-	11	6.92	1	1.34	12	8.26	-	-
BLOCK 33	-	-	-	-	-	-	-	-	-	-	-	7	8.11	-	-	7	8.11	-	-
BLOCK 34	-	-	-	-	-	-	-	-	-	-	-	9	5.52	-	-	9	5.52	-	-
BLOCK 35	-	-	-	-	-	-	-	-	-	-	-	11	7.34	-	-	11	7.34	-	-
BLOCK 36	-	-	-	-	-	68	6.49	68	-	-	-	-	-	-	-	68	6.49	-	-
BLOCK 37	-	-	-	-	-	39	3.45	39	-	-	-	-	-	-	-	39	3.45	-	-
BLOCK 38	-	-	-	-	-	48	4.14	48	-	-	-	-	-	-	-	48	4.14	-	-
BLOCK 39	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2.74	1	2.74	1	2.74
BLOCK 39	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2.33	2	2.33	-	-
BLOCK 40	-	-	-	-	-	26	2.50	26	-	-	-	-	-	-	-	26	2.50	26	2.50
BLOCK 41	-	-	-	-	-	26	2.20	26	-	-	-	-	-	-	-	26	2.20	-	-
BLOCK 41	-	-	-	-	-	20	2.1	20	-	-	-	-	-	-	-	20	2.08	-	-
BLOCK 42	-	-	-	-	-	34	2.13	34	1	0.75	8	-	-	-	-	35	3.92	-	-
BLOCK 43	-	-	-	-	-	-	-	-	2	10.84	67	-	-	-	-	2	10.84	-	-
BLOCK 44	-	-	-	-	-	2	0.23	2	1	3.59	18	-	-	-	-	3	3.82	-	-
BLOCK 44	-	-	-	-	-	26	2.15	26	-	-	-	-	-	-	-	26	2.15	-	-
BLOCK 45	-	-	-	-	-	1	0.11	1	-	-	-	-	-	-	-	1	0.11	-	-
BLOCK 45	-	-	-	-	-	43	3.58	43	-	-	-	-	-	-	-	43	3.58	-	-
BLOCK 46	-	-	-	-	-	44	3.70	44	-	-	-	-	-	-	-	44	3.70	-	-
BLOCK 47	-	-	-	-	-	-	-	-	-	-	-	12	10.79	-	-	12	10.79	-	-
BLOCK 48	15	3.72	-	-	-	-	-	-	-	-	-	-	-	1	13.09	16	16.81	16	16.81
BLOCK 49	13	3.41	-	-	-	-	-	-	-	-	-	-	-	-	-	13	3.41	13	3.41
BLOCK 50	10	3.07	-	-	-	-	-	-	-	-	-	-	-	1	0.16	11	3.23	11	3.23
BLOCK 51	8	1.75	-	-	-	-	-	-	-	-	-	-	-	2	2.06	10	3.82	10	3.82
BLOCK 52	4	1.09	-	-	-	-	-	-	-	-	-	-	-	-	-	4	1.09	4	1.09
BLOCK 53	10	2.21	-	-	-	-	-	-	-	-	-	-	-	-	-	10	2.21	10	2.21
BLOCK 54	33	5.79	-	-	-	-	-	-	-	-	-	-	-	2	0.51	35	6.29	35	6.29
BLOCK 55	16	2.85	-	-	-	-	-	-	-	-	-	-	-	-	-	16	2.85	16	2.85
BLOCK 56	12	2.17	-	-	-	-	-	-	-	-	-	-	-	-	-	12	2.17	12	2.17
BLOCK 57	28	4.62	-	-	-	-	-	-	-	-	-	-	-	3	7.91	31	12.52	31	12.52
BLOCK 58	17	3.32	-	-	-	-	-	-	-	-	-	-	-	-	-	17	3.32	17	3.32
BLOCK 59	22	3.70	-	-	-	-	-	-	-	-	-	-	-	-	-	22	3.70	22	3.70
BLOCK 60	4	0.76	-	-	-	-	-	-	-	-	-	-	-	1	0.45	5	1.21	5	1.21
BLOCK 61	11	2.23	20	3.05	20	-	-	-	-	-	-	3	1.63	-	-	34	6.92	34	6.92
TOTAL	353	66.10	20	3.05	20	467	47.59	467	42	21.10	167	162	166.52	37	67.45	1,081	371.76	493	146
PLATTED	-	-	-	-	-	120	15.59	120	3	11.63	75	-	-	2	2.33	125	39.55	-	-


NOTE: PARCELS SHOWN IN PARCELS THAT ARE ALREADY FINAL PLATTED.

PUBLIC PARCEL MAINTENANCE

MAINTENANCE OF ROAD PAVEMENT (LOT 1 PUBLIC BLOCK 1) AND PARKING LOT 1 (PUBLIC BLOCK 1) AND MOUNTAIN VIEW PARK (LOT 3 PUBLIC AND LOT 1 PARK AND LOT 2 - BLOCK 3) ARE DEEMED TO BE OF HIGHER MAINTENANCE LEVELS AS THESE ARE PROPOSED TO BE HIGHWAY OR PARKS.

MAINTENANCE OF OTHER PUBLIC PARCELS IS TO BE OF A LOWER LEVEL AS THEY ARE PROPOSED TO BE USED FOR OPEN LANDS, CONVEYANCE TO OPEN LANDS, STORM WATER INFILTRATION, OR STORM WATER RELIEF.

THE ROAD IS RESERVE THE ABILITY TO INSTALL LANDSCAPING OR IRRIGATION AND PROVIDE HIGHER LEVELS OF MAINTENANCE IF SO DESIRED ON ALL PUBLIC PARCELS. THE INCLUDED MAINTENANCE WILL BE FINANCED THROUGH PRIVATE HOV DUES. HIGHER LEVELS OF MAINTENANCE FOR THESE IDENTIFIED SPACES WILL NOT BE NECESSARY IF NOT DESIRED, AS THEY WILL BE RETURNED TO THEIR EXISTING CONDITION AS OPEN DRAINAGE LAND PRIOR TO FINAL PLAT.

0 65 130 260				 STAHLY ENGINEERING & ASSOCIATES Professional Engineers & Surveyors 3030 Centennial Drive Idaho, UT 80401 Phone: (408) 443-0284 Fax: (408) 443-0037 E-MAIL: jstahly@stahly.com
SCALE IN FEET				
1/4"	Sec.	T	R	
35	10N	3W		
DATE: 2-7-12 REVISED: 2-24-12 P.M.M.				SHEET NO. 4 OF 4

RESOLUTIONS OF THE CITY OF HELENA, MONTANA

RESOLUTION NO. 19911

A RESOLUTION OF INTENTION TO ANNEX CROSSROADS AMENDMENT AT MOUNTAIN VIEW MEADOWS SUBDIVISION, DESCRIBED AS TRACT D-1-A OF AMENDED PLAT OF PHASE A OF ASPEN PARK AT MOUNTAIN VIEW MEADOWS, SHOWN ON COS #3173426; THE WESTERN PORTION OF TRACT C-2-A-1-A-1-A-1-A ON THE PLAT OF ANTELOPE TRACE PHASE OF CROSSROADS AT MOUNTAIN VIEW MEADOWS, SHOWN ON COS #3173428; TRACT A-1 SHOWN ON COS #3015742; PORTIONS OF TRACT A-1-A-1-A-1 ON THE PLAT OF CRAFTSMAN VILLAGE PHASE 1 OF THE CROSSROADS AT MOUNTAIN VIEW MEADOWS SUBDIVISION, SHOWN ON COS#3200059; TRACT B-2 SHOWN ON COS #3140554; OFF-SITE PARKLAND AREA; AND THE FULL WIDTH OF THE ADJACENT PORTIONS OF THE RIGHTS-OF-WAY OF U.S. HIGHWAY 12, ROUTE 240, AND CROSSROADS PARKWAY, ALL LOCATED IN LEWIS AND CLARK COUNTY, INTO THE CITY OF HELENA, MONTANA AND ESTABLISH CONDITIONS FOR ANNEXATION

WHEREAS, R and D Partners, LLC, the legal owners of Crossroads Amendment at Mountain View Meadows Subdivision, described as Tract D-1-A of Amended Plat of Phase A of Aspen Park at Mountain View Meadows, shown on COS #3173426; the western portion of Tract C-2-A-1-A-1-A-1-A on the Plat of Antelope Trace Phase of Crossroads at Mountain View Meadows, shown on COS #3173428; Tract A-1 shown on COS #3015742; portions of Tract A-1-A-1-A-1 on the Plat of Craftsman Village Phase 1 of the Crossroads at Mountain View Meadows Subdivision, shown on COS #3200059; ~~and off site parkland area;~~ and **International Church of the Four Square Gospel**, the legal owner of Tract B-2 shown on COS #3140554; all in Lewis and Clark County, Montana, generally located south of U.S. Highway 12, east of Crossroads Parkway, southwest of East Helena, west of Highway

RESOLUTIONS OF THE CITY OF HELENA, MONTANA

Resol. No. 19911

282, and north of the Jefferson County line, which property is currently located adjacent to the existing City limits, have requested that the City of Helena annex said property; and

WHEREAS, the City of Helena has previously approved Resolution of Intention to Annex No. 19627 that set conditions for annexation of property that is included in this current resolution of intention; and

WHEREAS, a portion of the property discussed in Resolution of Intention to Annex No. 19627 has subsequently been annexed into the City of Helena; and

WHEREAS, the property owners now desire to annex property not considered in Resolution of Intention to Annex No. 19627; and

WHEREAS, the property owners desire to amend the Crossroads at Mountain View Meadows preliminary plat that was previously approved and was the basis for conditions of annexation under Resolution of Intention to Annex No. 19627; and

WHEREAS, Resolution of Intention No. 19191 to annex Aspen Park at Mountain View Meadows Subdivision conditioned annexation upon the dedication of a fire station lot acceptable to the Helena Fire Department; and

RESOLUTIONS OF THE CITY OF HELENA, MONTANA

Resol. No. 19911

WHEREAS, the need for a fire station lot is further supported by annexation of property under consideration of the current resolution of intention to annex; and

WHEREAS, a fire station lot that meets the approval of the Helena Fire Department has not been dedicated to the city; and

WHEREAS, the property owners have proposed to dedicate Lot 1 in Block 7, as shown on the proposed Crossroads Amendment at Mountain View Meadows preliminary plat, to the City of Helena for use as a fire station; and

WHEREAS, the City of Helena desires to annex the above-described property and the full width of the rights-of-way of U.S. Highway 12, Route 240, and Crossroads Parkway adjacent to said property under the provisions of Montana law; and

WHEREAS, the owners of the property in the territory to be annexed have signed a written application requesting annexation pursuant to statute to the City of Helena; and

WHEREAS, the governing body need not submit the question of annexation to the qualified electors, and has approved the application upon its merits; and

RESOLUTIONS OF THE CITY OF HELENA, MONTANA

Resol. No. 19911

WHEREAS, the annexation of the property and adjacent rights-of-way more particularly described above appears to be in the best interests of the present owners of the property and the City of Helena, Montana.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION OF THE CITY OF HELENA, MONTANA, AS FOLLOWS:

Section 1. It is the intention of the Helena City Commission to annex Tract D-1-A of Amended Plat of Phase A of Aspen Park at Mountain View Meadows, shown on COS #3173426; the western portion of Tract C-2-A-1-A-1-A-1-A on the Plat of Antelope Trace Phase of Crossroads at Mountain View Meadows, shown on COS #3173428; Tract A-1 shown on COS #3015742; portions of Tract A-1-A-1-A-1 on the Plat of Craftsman Village Phase 1 of the Crossroads at Mountain View Meadows Subdivision, shown on COS #3200059; and off-site parkland area; and Tract B-2 shown on COS #3140554, all in Lewis and Clark County, Montana, generally located south of U.S. Highway 12, east of Crossroads Parkway, southwest of East Helena, west of Highway 282, and north of the Jefferson County line, and the full width of the rights-of-way of U.S. Highway 12, Route 240, and Crossroads Parkway, all in Lewis and Clark County, Montana, as

RESOLUTIONS OF THE CITY OF HELENA, MONTANA

Resol. No. 19911

shown on Exhibit "A" attached hereto and by this reference made a part hereof.

This annexation will only be effective upon completion of rezoning of the property and the following conditions:

1. **City Services:** Each annexation phase of the Crossroads Amendment at Mountain View Meadows Subdivision must be adjacent to existing City limits and be served by city approved infrastructure.

2. **Phases:** A legal description must be provided for each phase of the Crossroads Amendment at Mountain View Meadows Subdivision prior to its annexation.

3. **Fire Station Lot:** The proposed fire station lot must include all of the property located west of the drainage and south of the Crossroads Parkway and Jeanette Rankin Way intersection, as shown on the Crossroads Amendment at Mountain View Meadows preliminary plat, to provide a lot more suitable for operation of a Helena Fire Department fire station. This property must be dedicated to the City of Helena with the annexation of the first phase of the Crossroads Amendment at Mountain View Meadows preliminary plat.

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/

RESOLUTIONS OF THE CITY OF HELENA, MONTANA

Resol. No. 19911

4. Review of New Construction: The property owner must submit plans for review by the City of Helena for compliance with City infrastructure, zoning, and other Code requirements, provide proof of compliance with all building and fire codes for all new construction or remodels subsequent to the adoption of this resolution and prior to annexation of the property, and pay all fees for such reviews in the same manner and on the same basis as do owners of properties already in the City.

5. Taxes and Assessments: Taxes and assessments must be paid and current at the time of filing a Resolution of Annexation for each phase.

6. Notice of Special Districts: The property owner must waive the right to notification and protest and consent to the alteration of the Urban Forest Maintenance District and the Landfill Monitoring District in order to include the property in said districts prior to annexation, pursuant to §7-11-1023, MCA.

7. Final Plat: The property owners must meet the conditions of the Crossroads Amendment at Mountain View Meadows Subdivision preliminary plat approval prior to annexation. Annexation of the property is not effective until the final plat of the proposed

RESOLUTIONS OF THE CITY OF HELENA, MONTANA

Resol. No. 19911

subdivision has been filed with the Clerk and Recorder of Lewis and Clark County, Montana.

8. Completion of Conditions: The property owners must notify City Planning in writing upon completion of the conditions for approval of annexation that must occur on or before the date of completion of conditions for subdivision of the property and subject to the same time limitations. If the conditions are not completed within that time frame, the City is under no obligation to annex the property and may discontinue any City services to the property, including water and sewer service.

Section 2. It is the intention of the Helena City Commission to supersede the conditions of annexation set by Resolution of Intention to Annex No. 19627.

PASSED AND EFFECTIVE BY THE COMMISSION OF THE CITY OF HELENA, MONTANA, THIS 7th DAY OF MAY, 2012.

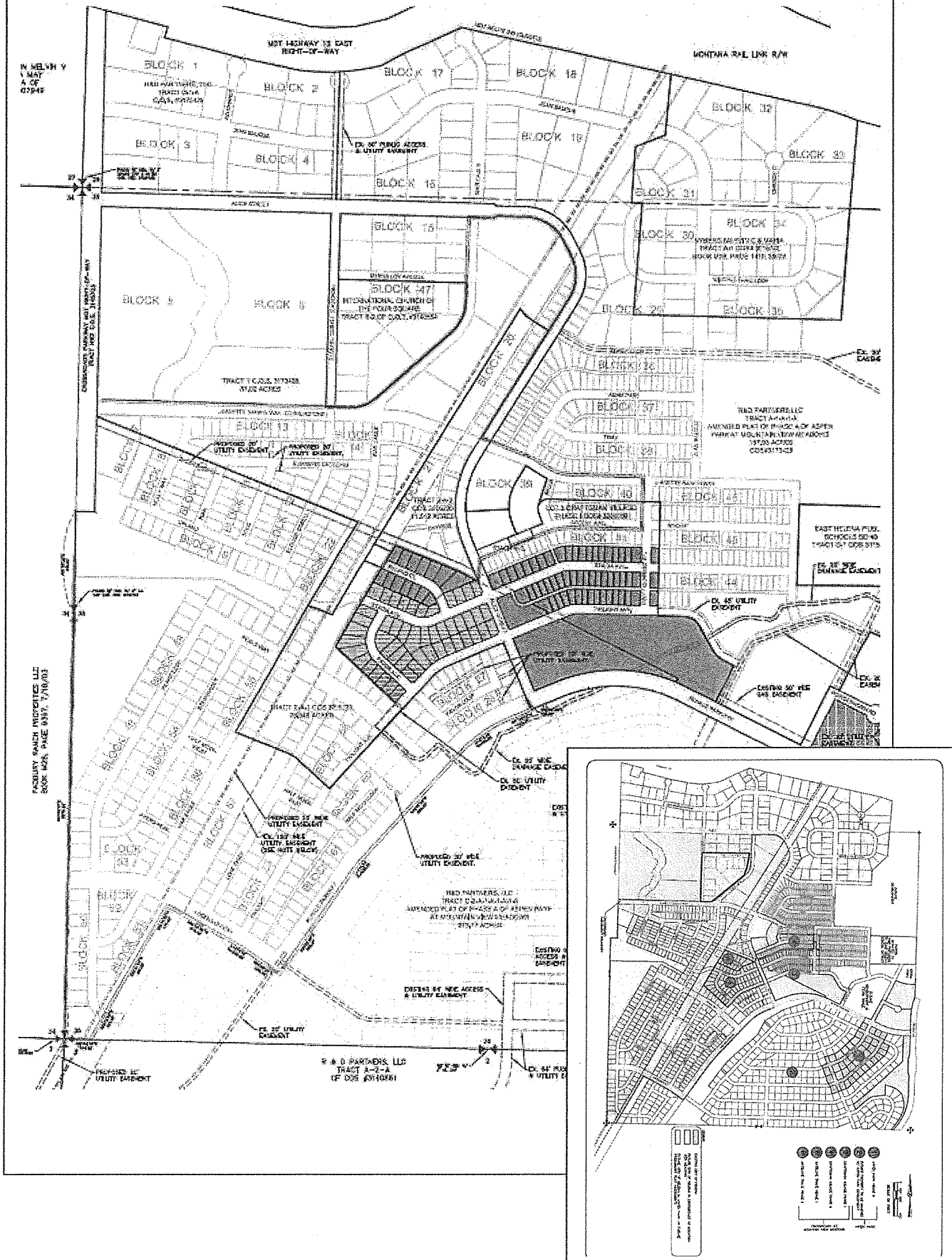
/S/ James E. Smith
MAYOR

ATTEST:

/S/ Debbie Havens
CLERK OF THE COMMISSION

Exhibit A

Crossroads Amendment at Mountain View Meadows Annexation





Development Services Engineer
316 N. Park Avenue
Helena, MT 59623
406-457-8873

City of Helena

October 16, 2025

Greg Wirth, P.E.
Stahly Engineering
3530 Centennial Drive
Helena, MT 59601

RE: Interim Acceptance of Mountain View Meadows – Commercial 4, COH# 24-03

Dear Mr. Wirth:

This letter is to confirm interim acceptance of Mountain View Meadows – Commercial Phase 4. City of Helena staff reviewed the project, including an on-site inspection. In addition to the punch list provided in the request for interim acceptance, the following items will need to be addressed prior to final acceptance:

1. Several storm water grates are facing the wrong direction,
2. Valley gutters at Jean Baucus and Helen P Clarke and at Helen P Clarke and Alice Street are holding water and need to be reconstructed,
3. The utility stamping on the concrete curbing is incorrectly place, this needs to be on the horizontal portion of the curb,
4. Several fire hydrants were identified as needing to be raised to the correct elevation.
5. Rain gutters and a down spout need to be placed on the pump station building.

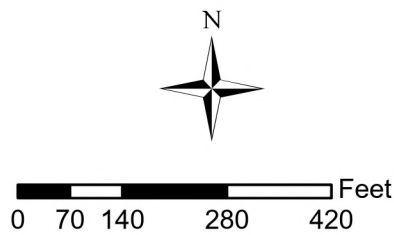
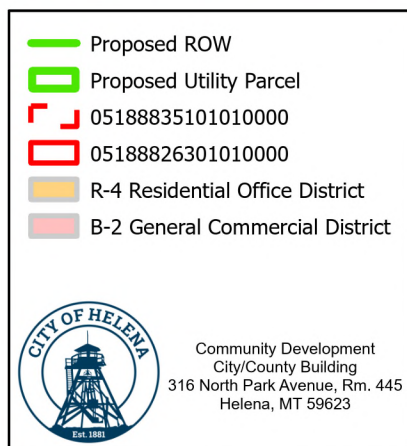
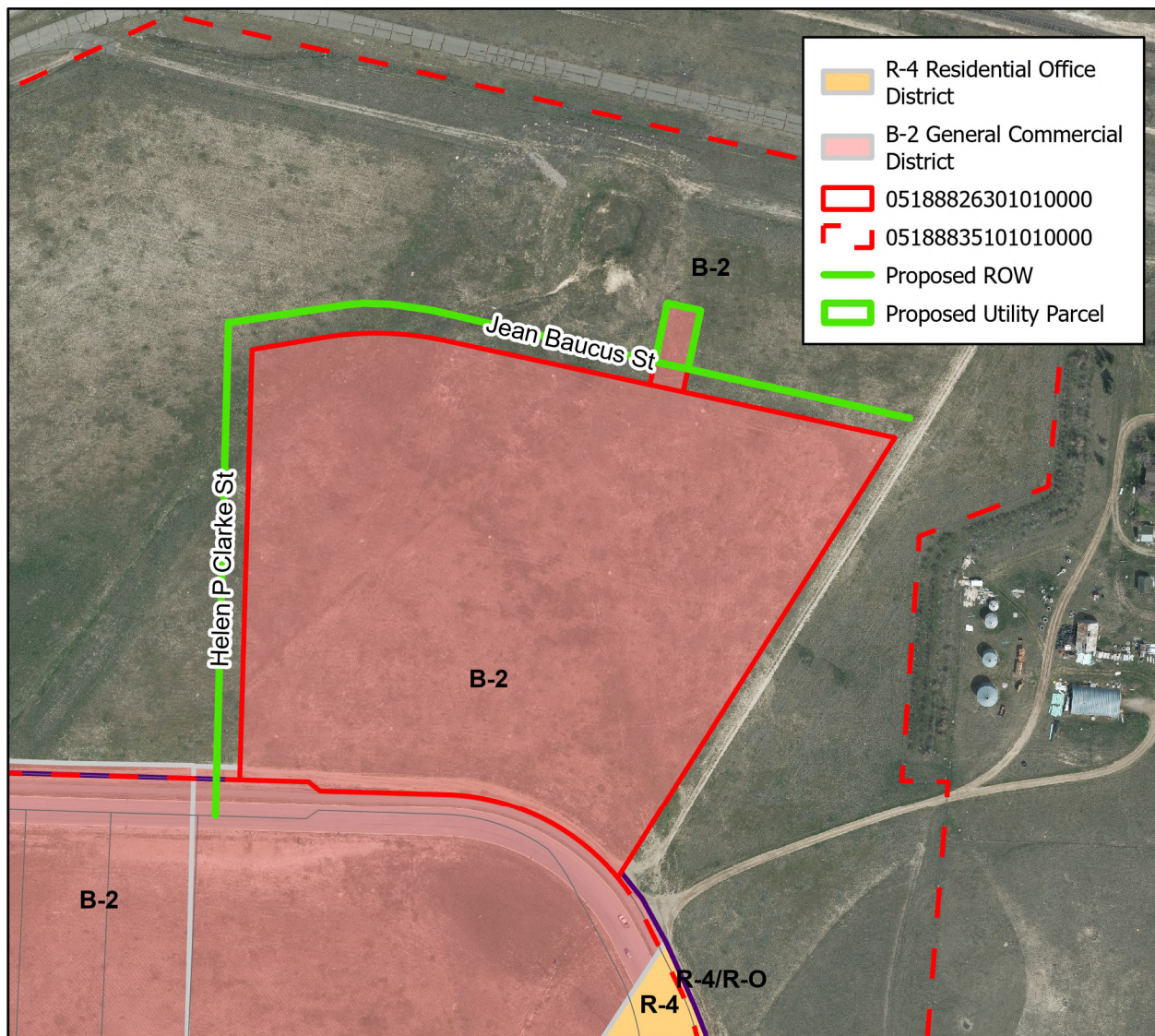
If you have any questions, please contact me at 406-457-8873 or bholling@helenamt.gov.

Sincerely,

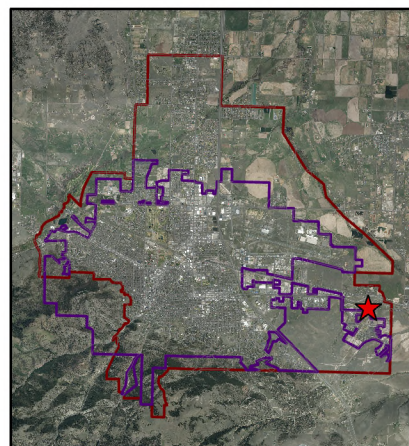
Brian K. Holling, P.E.
Development Services Engineer
City of Helena – Public Works Department

CC: Chris Brink, Community Development Director
Ryan Leland, Public Works Director
Jamie Clark, City Engineer
Kim Mack, Chief Building Official
Lou Antonick, Fire Marshall
David Knoepke, Transportation Systems Director
Trent Scheuer, Utility Maintenance Division Superintendent
Liz Petersen, Stormwater Engineer

Commercial 4 Final Plat Affected Area



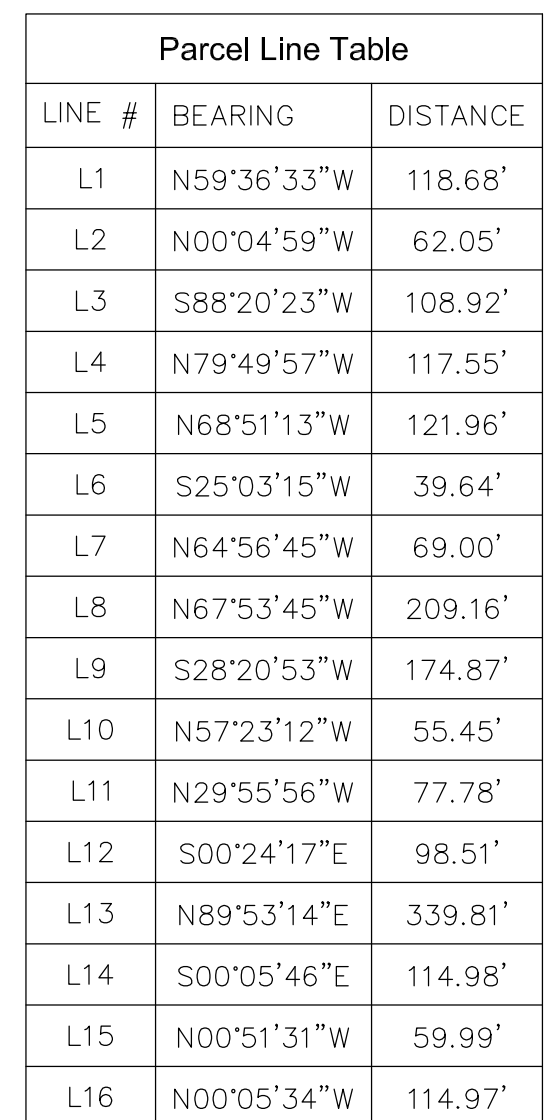
Legal Description:
CRAFTSMAN VILLAGE PH 6
CROSSROADS AT MOUNTAIN
VIEW MEADOWS, S26, T10 N,



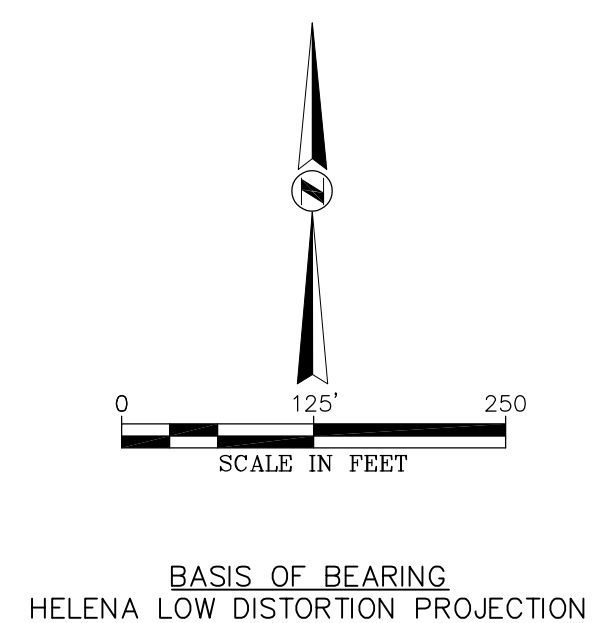
L:\1700-Mountain View Meadows\05422-Command_\DWG\Survey\1700-05422-PP.dwg, 1 OF 3 Layout1-2.dwg, Nov 04, 2025 - 3:07pm

Page 241 of 361

SUBDIVIDING TRACT D-1-A-1, DOC. NO. 3404083, AND PORTIONS OF TRACT A-1-A-1-A-1-A-1-A-1-A-1-A-1-A OF THE PLAT OF CRAFTSMAN VILLAGE PHASE 8, DOC. NO. 3427371, AND TRACT A-1-A-1-A-1-A-1-A-1-A-1-A-1-A-2, DOC. NO. 3419735, LOCATED WITHIN THE SOUTH HALF OF SECTION 26, AND THE NORTH HALF AND SOUTHEAST QUARTER OF SECTION 35, TOWNSHIP 10 NORTH, RANGE 3 WEST, P.M.M., LEWIS AND CLARK COUNTY, MONTANA



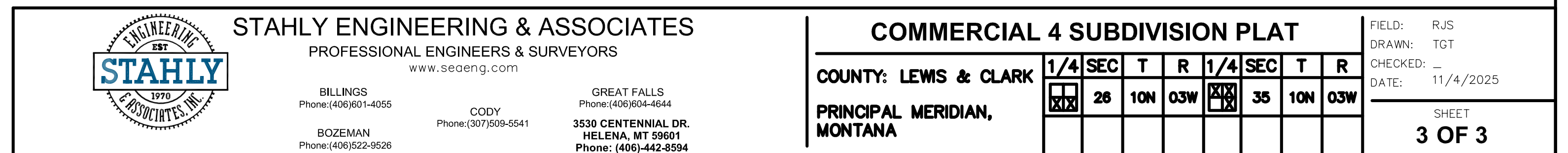
Curve Table					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C1	171.65'	180.00'	054°38'19"	N30°04'02"W	165.22'
C2	57.48'	120.00'	027°26'39"	S43°39'53"E	56.93'
C3	153.26'	180.00'	048°46'59"	N54°19'25"W	148.67'



\\1708-Mountain View Meadows\--06422-Commercial\JWG\Survey\1708-06422-PP.dwg, 2 OF 3 240308 (LANDSCAPE), Plotted: Nov 04, 2025 - 3:08pm

	STAHLY ENGINEERING & ASSOCIATES PROFESSIONAL ENGINEERS & SURVEYORS www.seoeng.com	COMMERCIAL 4 SUBDIVISION PLAT COUNTY: LEWIS & CLARK PRINCIPAL MERIDIAN, MONTANA	FIELD: RJS DRAWN: TGT CHECKED: — DATE: 11/4/2025
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SUBDIVIDING TRACT D-1-A-1, DOC. NO. 3404083, AND PORTIONS OF TRACT A-1-A-1-A-1-A-1-A-1-A-1-A-1-A OF THE PLAT OF CRAFTSMAN VILLAGE PHASE 8, DOC. NO. 3427371,
AND TRACT A-1-A-1-A-1-A-1-A-1-A-1-A-1-A-2, DOC. NO. 3419735, LOCATED WITHIN THE SOUTH HALF OF SECTION 26, AND THE NORTH HALF AND SOUTHEAST QUARTER OF SECTION 35,
TOWNSHIP 10 NORTH, RANGE 3 WEST, P.M.M., LEWIS AND CLARK COUNTY, MONTANA



City Attorney's Office
316 North Park Avenue
Room 203
Helena, MT 59623
(406) 457-8595

AGREEMENT FOR PUBLIC IMPROVEMENTS IN A SUBDIVISION

THIS AGREEMENT is made and entered into this 6th day of November, 2025, by and between **MOUNTAIN VIEW MEADOWS, LLC**, 431 South Alice Street, Helena, Montana 59601 ("Developer"), and the **CITY OF HELENA, MONTANA**, a municipal corporation organized and existing under the laws of the State of Montana, 316 North Park Avenue, Helena, Montana 59623 ("City").

RECITALS

1. Developer owns and has received preliminary plat approval for the subdivision of the following described property ("Property"):

TRACT D-1-A-1, DOCUMENT NUMBER 3404083, TRACT A-1-A-1-A-1-A-1-A-1-A-1-A-1-A-2 PORTION OF TRACT A-1-A-1-A-1-A-1-A-1-A-1-A-1-A-1-A-1-A OF PLAT OF CRAFTSMAN VILLAGE PHASE 8, DOCUMENT NUMBER 3427371, LOCATED WITHIN THE SOUTHEAST AND SOUTHWEST QUARTER OF SECTION 26 AND THE NORTHWEST AND NORTHEAST QUARTER OF SECTION 35, TOWNSHIP 10 NORTH, RANGE 3 WEST, P.M.M., CITY OF HELENA, LEWIS AND CLARK COUNTY, MONTANA; MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF TRACT D-1-A-1, DOCUMENT NUMBER 3404083, BEING ON THE NORTHERLY RIGHT-OF-WAY BOUNDARY OF ALICE STREET, A NON-TANGENT CURVE CONCAVE TO THE SOUTHWEST HAVING A 337.00 FOOT RADIUS, CENTRAL ANGLE OF 48°38'35", AND CHORD THAT BEARS NORTH 65°48'01" WEST, 277.59 FEET;

- **THENCE THROUGH THE FOLLOWING FOUR (4) COURSES ALONG THE RIGHT-OF-WAY:**
 - 1.) **NORTHWESTERLY 286.11 FEET ALONG SAID CURVE;**
 - 2.) **SOUTH 89°51'47" WEST, 183.54 FEET,**
 - 3.) **NORTH 52°54'13" WEST, 21.35 FEET,**
 - 4.) **SOUTH 89°52'16" WEST, 162.31 FEET,**
- **THENCE NORTH 00°13'14" WEST, 611.41 FEET,**
- **THENCE SOUTH 78°29'11" WEST, 14.63 FEET,**
- **THENCE NORTH 11°30'49" WEST, 62.00 FEET,**
- **THENCE NORTH 78°29'11" EAST, 180.88 FEET TO A TANGENT CURVE CONCAVE TO THE SOUTH HAVING A 531.00 FOOT RADIUS, CENTRAL ANGLE OF 21°47'52", AND CHORD THAT BEARS NORTH 89°23'07" EAST, 200.80 FEET;**
- **THENCE EASTER 202.01 FEET ALONG SAID CURVE;**
- **THENCE SOUTH 79°42'57" EAST, 305.71 FEET TO THE WESTERLY BOUNDARY OF TRACT A-1-A-1-A-1-A-1-A-1-A-1-A-2, DOCUMENT NUMBER 3419735;**
- **THENCE THROUGH THE FOLLOWING THREE (3) COURSE ALONG SAID BOUNDARY:**
 - 1.) **NOUTH 10°17'03" WEST, 59.00 FEET,**
 - 2.) **SOUTH 79°42'57" WEST, 51.33 FEET,**
 - 3.) **SOUTH 10°17'03" WEST, 59.00 FEET,**
- **THENCE SOUTH 79°42'57" EAST, 335.24 FEET;**

- **THENCE SOUTH 10°17'03" WEST, 62.00 FEET;**
- **THENCE NORTH 79°42'57" WEST, 22.54 FEET TO THE
EASTERLY BOUNDARY OF TRACT D-1-A-1, DOCUMENT
NUMBER 3404083;**
- **THENCE SOUTH 30°15'42" WEST, 755.62 FEET ALONG SAID
EASTERLY BOUNDARY TO THE POINT OF BEGINNING
(P.O.B.);**

**CONTAINING 14.01 ACRES, MORE OR LESS, ALONG WITH ALL
EASEMENTS.**

**THE ABOVE DESCRIBED TRACT OF LAND IS TO BE KNOWN AS
COMMERCIAL 4 OF THE CROSSROADS AT MOUNTAIN VIEW
MEADOWS SUBDIVISION.**

2. Developer desires to obtain Final Plat approval prior to completion of public improvements required by the preliminary plat approval. Developer agrees to provide a bond or other reasonable security to the City under the provisions of §76-3-507, MCA, and §§ 12-2-15 and 12-2-16, Helena City Code, to ensure construction of these public improvements within a period specified by this Agreement and expressed in the bonds or other security.

3. The public improvements subject to this Agreement and the itemized, estimated costs are contained on Exhibit "A" attached hereto and incorporated herein by this reference.

4. Developer and City enter into this Agreement to guarantee the full and satisfactory completion of public improvements required in the preliminary plat approval which have not been completed as of this date. The parties intend that this Agreement and the bonds or other security relating hereto be provided to satisfy the improvements guarantee requirements for final plat approval of said subdivision.

5. Developer and City attempted to enter into a financial guarantee agreement for the Property described above sometime in or around August 2024. There is no record of the original finalized agreement. Therefore, the parties desire to execute this Agreement for the purpose of creating a new financial guarantee that supersedes and invalidates any prior financial guarantees

for the Property described above between the parties.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual covenants and conditions contained herein, it is hereby agreed as follows:

1. **Description of Property Subdivided:** This Agreement pertains to and includes the Property described above.

2. **Improvements Installed:** Developer agrees to design and install, at Developer's expense, the public improvements shown on Exhibit "A" that are the subject of this Agreement. Developer represents that the estimated cost to design and install is as shown on Exhibit "A." All the improvements described on Exhibit "A" must be completed and approved for final acceptance by the City within one year from the date of this Agreement.

3. **Financial Guarantee:** Developer agrees to financially guarantee the installation of these public improvements in accordance with the provisions of this Agreement. The amount of the financial guarantee is no less than 130% of the estimated total cost of the required improvements as set forth on Exhibit "A." The guarantee must be in the form of a bond or other reasonable security satisfactory to City. The guarantee must allow for funds to be requested against it for a period of not less than 60 days after the required date for final acceptance of the completed improvements. A failure by Developer or Developer's guarantor to maintain a solvent financial guarantee pursuant to the requirements of this section constitutes a default by Developer for purposes of this Agreement. One form of guarantee may not be substituted for another without the consent of the City. The required guarantee is in the form of Account Control Agreement/Money Market Account to the City in the amount of Eighty-One Thousand Seven Hundred Twenty-Three Dollars and Twenty Cents (\$81,723.20). As portions of the public improvements are satisfactorily installed and approved by the City, upon application by Developer, the City will release the amount of the guarantee by the value of the installed improvements and allow Developer to provide a new guarantee for the remaining required public improvements. Upon any partial release of the guarantee, the parties will amend Exhibit "A" to show the type and cost for remaining required public improvements.

4. **Account Control Agreement:** This Agreement will not be considered to be fully

executed until the Account Control Agreement, attached hereto and incorporated herein by this reference, is fully executed.

5. **Recording and Lien:** City may have this Agreement recorded in the office of the Lewis & Clark County Clerk and Recorder at any time after filing of the final plat. Upon the recording of this Agreement, it attaches as a lien upon all real property owned by Developer and contained within the Property. Developer agrees to be responsible for the recording cost.

6. **Inspection:** Representatives of City have the right to enter upon the Property at any reasonable time in order to inspect it and determine if Developer is in compliance with this Agreement, and Developer authorizes the City and its representatives to enter upon and inspect the Property at any reasonable time.

7. **Default:** Time is of the essence of this Agreement. If Developer is in default or fails to fully perform any of its obligations in conformance with the time schedule set forth in this Agreement, subject to force majeure, and such default or failure continues for a period of thirty (30) days after a written notice specifying the default is deposited in the United States mail and addressed to Developer at the address above provided in this Agreement, or such other address as Developer shall provide to City from time to time, during which period Developer fails to commence a cure and proceed thereafter to complete the cure with commercially reasonable diligence, the City may elect to enforce any of the following specified remedies:

(a) Declare the financial guarantee forfeited, secure the complete design, construction, and inspection of the public improvements described herein, and draw upon whatever amounts of the financial guarantee are necessary for the completion of the public improvements. City's representatives, contractors, and engineers have the right to enter upon the Property and perform such work and inspections, and Developer shall permit and secure any additional permission required from third parties to enable them to do so.

(b) Enforce and foreclose liens attaching to the Property through this Agreement, pursuant to law.

(c) Any other remedy provided by law for the enforcement of this Agreement.

8. **Warranty:** Developer warrants against defects in the public improvements installed by Developer for a period of one (1) year from the date of written acceptance or approval

thereof by the City, regardless of any lesser warranty periods provided by Developer's contractors and suppliers.

9. **Governing Law:** This Agreement shall be construed under and governed by the laws of the State of Montana. In the event of litigation concerning this Agreement, venue is in the First Judicial District Court, Lewis & Clark County, State of Montana.

10. **Modifications or Alterations:** No modifications or amendments to this Agreement are valid or binding, unless in writing and signed by the parties hereto.

11. **Invalid Provision:** The invalidity or unenforceability of any provision of this Agreement shall not affect the other provisions hereof, and this Agreement shall be construed in all respects as if such invalid or unenforceable provision were omitted.

12. **No Assignment:** It is expressly agreed that Developer may not assign this Agreement in whole or in part, without prior written consent of the City. The City may assign its rights to the bond or security to a subsequent developer who has acquired the Property and agrees in writing to complete the unfinished improvements. The subsequent developer has the same rights of completion as the City.

13. **Waiver:** No waiver of any provision of this Agreement will be deemed to constitute a waiver of any other provision, nor will it be deemed to constitute a continuing waiver unless expressly provided for; nor will the waiver of any default under this Agreement be deemed a waiver of any subsequent default or defaults of the same type. The City's failure to exercise any obligation under this Agreement will not constitute the approval of any wrongful act by Developer or the acceptance of any improvement.

14. **Indemnification:** Developer hereby expressly agrees to indemnify and hold the City harmless against any and all claims, costs and liability of every kind and nature, for injury to or damage sustained by any person or entity in connection with or on account of the performance of work at the Property and elsewhere pursuant to this Agreement due to any intentional or negligent act, whether by commission or omission, by Developer or Developer's agents, assignees, employees or contractors. Developer further agrees to aid and defend the City in the event that it is named as a defendant in an action concerning the performance of work pursuant to this Agreement, except where such suit is brought by the Developer. Developer is not an agent or

employee of the City.

15. **Successors:** Except as prohibited in Paragraph 10, this Agreement is binding upon and enures to the benefit of the parties hereto and their respective heirs, successors and assigns.

16. **Attorney Fees:** In the event it becomes necessary for either party to this Agreement to retain an attorney to enforce any of the terms or conditions of this Agreement, then the prevailing party shall be entitled to reasonable attorney fees and costs, including the salary and costs associated with the City Attorney's services.

17. **Effect on Prior Agreements:** The parties agree that this Agreement supersedes and invalidates any prior financial guarantee agreement between for the Property described above.

IN WITNESS WHEREOF, the parties have entered into this Agreement the day and year first above written.


MOUNTAIN VIEW MEADOWS, LLC

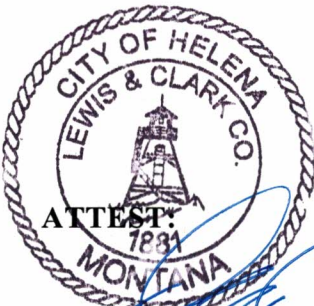

By Mark Runkle, Managing Member

CITY OF HELENA, MONTANA


Tim Burton, City Manager

APPROVED AS TO FORM:


By Rebecca J. Dockter, City Attorney



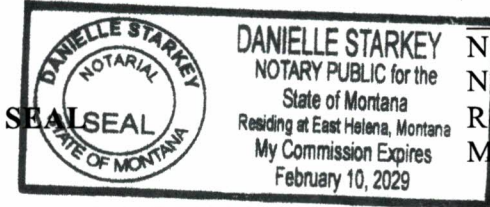
By 
Dannai Clayborn, City Clerk

STATE OF MONTANA)

COUNTY OF LEWIS & CLARK) ss.

On this 5th day of November, 2025, before me, a Notary Public for the State of Montana personally appeared Mark Runkle, the Managing Member of Mountain View Meadows, LLC, known to me or proved to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same in such capacity.

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

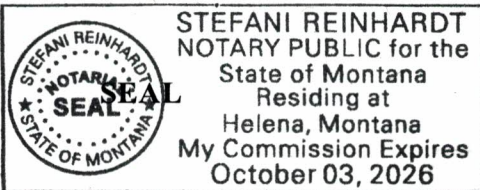


Danielle Starkey
Name: Danielle Starkey
Notary Public for State of Montana
Residing at East Helena, MT
My Commission expires 02/10/2029

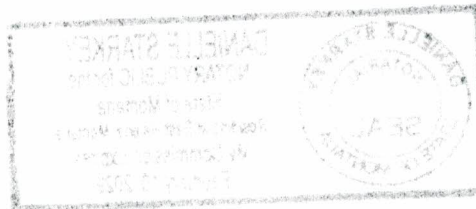
STATE OF MONTANA)
COUNTY OF LEWIS & CLARK) ss.

On this 6th day of November, 2025, before me, a Notary Public for the State of Montana, personally appeared **Tim Burton and Dannai Clayborn**, the City Manager and City Clerk, known to me or proved to me to be the persons whose names are subscribed to the foregoing instrument, and acknowledged to me that they executed the same in such capacities.

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



Stefani Reinhardt
Print Name Stefani Reinhardt
Notary Public for State of Montana
Residing at Helena, Montana
My Commission expires 10/03/26



**Engineers and Land Surveyors**

3530 Centennial Drive, Helena, MT 59601 phone: 406-442-8594
 851 Bridger Drive, Suite 1 Bozeman, MT 59715 phone: 406-522-9526
 2223 Montana Avenue, Suite 201, Billings, MT 59101 phone: 406-601-4055
 219 2nd Avenue South, Suite 302, Great Falls, MT 59405 | phone: 406-604-4644
 1001 12 Street, Cody, WY 82414 | phone: 307-509-5541
 www.seaeng.com

OPINION OF PROBABLE CONSTRUCTION COST**PROJECT:** Commercial Phase 4 at Mountain View Meadows**SEA PROJECT No:** 1706-05422**DATE:** October 7, 2024**SUBDIVISION INFRASTRUCTURE IMPROVEMENTS**

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY (8/2/24)	UNIT PRICE	TOTAL
1	Crushed Base - Secondary Access	Cu. Yd.	310	\$30.00	\$9,300.00
2	Concrete Sidewalk - 4"	Sq. Ft.	2,384	\$8.50	\$20,264.00
3	Concrete Approach - 6"	Sq. Ft.	320	\$15.00	\$4,800.00
4	Signs	Each	6	\$500.00	\$3,000.00
5	Water Valve Adjustment	Each	15	\$500.00	\$7,500.00
6	Manhole Adjustment	Each	8	\$1,000.00	\$8,000.00
7	Storm Pond Outlet Structure	Each	1	\$5,000.00	\$5,000.00
8	Topsoil Replacement and Seeding	Lump Sum	1	\$5,000.00	\$5,000.00
CONSTRUCTION COST					\$62,864.00

Contingency	20% Total Construction Cost	\$12,572.80
Mobilization, Insurance and Bonding	10% Total Construction Cost	\$6,286.40

TOTAL CONSTRUCTION COST	\$81,723.20
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Approved By: 
 Development Services Engineer

Date: 10.21.25

ACCOUNT CONTROL AGREEMENT

TO:

James Schaffer Waypoint
Partners

100 Park Ave, STE 425

Orange Village, OH 44122-4242

FROM: Mark L. Runkle, Managing Member Mountain View Meadows, LLC
431 S. Alice Street
Helena, MT 59601

DATE: 11 / 05, 2025

The undersigned Mark Runkle, (herein "Pledgor") and the City of Helena, Montana, entered into a security agreement dated the 05 day of November, 2025, ("Security Agreement") pursuant to which a security interest in Account# TD5-055769 (Mountain View Meadows, LLC) of the Pledgor are granted by the Pledgor to the City of Helena, Montana (the "Pledgee") as security for the performance of that certain Agreement for Public Improvements in a Subdivision dated the ____ day of _____, 2025, by and between Mountain View Meadows, LLC - Mark L. Runkle Managing Member ("Developer"), and the City of Helena, Montana ("City"). In connection therewith, the Pledgors hereby instruct you, the Account Manager, to:

1. Establish an active money market account to be known as "City of Helena, Montana, Secured Party, f/b/o Mountain View Meadows, LLC, Account# TD5-055769".
2. These assets are pledged according to the terms of the Security Agreement. As long as the assets are pledged to Pledgee, Account Manager is hereby directed and instructed that it shall not invade the Assets. Account Manager is further directed and instructed that it shall not, accept any lien or pledge of security interest on the Account. Pledgor herein represents and warrants that the Assets are free and clear of any liens or encumbrances, and agrees that, with the exception of the pledge interest granted to the City of Helena, Montana, by Mountain View Meadows, LLC, developer, no further or additional liens or encumbrances will be placed on the Assets without the express written consent of Pledgee.
3. Maintain on a monthly basis the Assets pledged as described herein.
4. Send duplicate statements of Assets upon request to the

following: For Account known as TD5-055769

The City of Helena, Montana

Attention: Rebecca Dockter, City Attorney 316 N. Park Ave.

Helena, MT 59623

Mark L. Runkle, Managing Member Mountain View Meadows, LLC 431 S. Alice Street

Helena, MT 59601

The Pledgor and the Pledgee agree that the only instructions that shall be given to Account Manager with respect to or in connection with the Account shall be given by an authorized officer of the City of Helena, Montana. Pledgor shall not instruct Account Manager to deliver, and Account Manager is hereby instructed not to deliver, any cash, or proceeds on, such funds out of the Account, that would reduce the value of the account TDS-055769 to less than -- \$81,723.20 -- to anyone other than Pledgee, City of Helena, Montana.

Upon written notice by an Authorized Officer of Pledgee, Account Manager shall comply with the instructions of Pledgee without the consent of, or notice to, Pledgors or any other person (it being understood and agreed that Account Manager shall have no duty or obligation whatsoever of any kind or character to have knowledge of the terms of the Security Agreements or to determine whether or not an event of default exists).

Pledgor agrees to indemnify and hold harmless Account Manager, its affiliates, officers, and employees, from and against any and all claims, causes of action, liabilities, lawsuits, demands, and/or damages, including, without limitation, any and all court costs and reasonable attorneys' fees, that may result by reason of Account Manager complying with such instructions of Pledgee.

So long as this Agreement remains in effect, Pledgee shall be entitled to receive duplicates of all notices and statements of accounts that Pledgors of such accounts is entitled to receive.

As used in this Agreement, the term "Authorized Officer of Pledgee City of Helena, Montana" shall refer to James R. Schaffer, Jr P r e s i d e n t , Waypoint Partners designate a replacement of any of its Authorized Officers, written notice of such replacement shall be given to Account Manager.

Except with respect to the obligations and duties as set forth herein, this Agreement shall not impose or create any obligations or duties of Account Manager greater than or in addition to the customary and usual obligations and duties of Account Manager to Pledgor, except and to the extent that Account Manager shall henceforth accept instructions in connection with the Account# TDS-055769 as provided in this Agreement.

This Agreement shall be binding and shall inure to the benefit of the heirs, successors, and assigns of the respective parties hereto and shall be construed in accordance with the laws of the State of Montana without regard to conflict of law principles and the rights and remedies of the parties shall be determined in accordance with such laws.

Account Manager is hereby directed by Pledgor to treat all funds at any time held by Account Manager in the referenced Account as financial Assets.

This Agreement is provided by Pledgor in accordance with the provisions of Article 9 of the Uniform Commercial Code to perfect and give notice of Pledgee's security interest in and to the account referenced herein. Pledgor confirms the first and exclusive priority of the Pledgee's security interest in the Assets. Account Manager is hereby directed to maintain all necessary entries or notations in its books and records to reflect the Pledgee's security interest in the Assets.

If any term or provision of this Agreement is determined to be invalid or unenforceable, the remainder of this Agreement shall be construed in all respects as if the invalid or unenforceable term or provision were omitted. This Agreement may not be altered or amended in any manner without the express written consent of the Pledgor and the Pledgee.

The Pledgor and Pledgee acknowledge and agree that this Agreement supplements the Pledgor's existing Client Agreements with Account Manager and, except as expressly provided herein, in no way is this Agreement intended to abridge any rights that Account Manager might otherwise have.

IN WITNESS WHEREOF, Pledgors and Pledgee have caused this Agreement to be executed by their duly authorized officers all as of the day first written above.

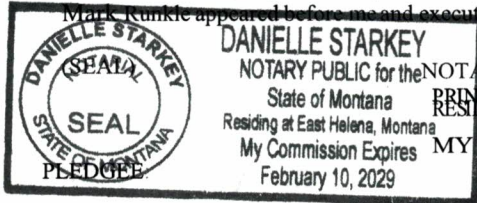
PLEDGOR:

Mark L. Runkle, Managing Member Mountain View Meadows, LLC

Mark L. Runkle

The undersigned Notary Public for the State of Montana hereby certifies that the person known to me to be

Mark Runkle appeared before me and executed the above Account Control Agreement on the 15th day of August, 2024.



NOTARY PUBLIC FOR THE STATE OF MONTANA

PRINT NAME

RESIDING AT

MY COMMISSION EXPIRES: 02/10/2029

Danielle Starkey

THE CITY OF HELENA, MONTANA

By:

Jim Burton

Print Name:

Title:

City Manager

Date:

11-6-25

APPROVED AS TO FORM AND CONTENT: By:

Rebecca Dockter

Rebecca Dockter, City Attorney
City of Helena, MT

RECEIPT OF A COPY OF THIS ACCOUNT CONTROL AGREEMENT IS HEREBY ACKNOWLEDGED BY:

ACCOUNT MANAGER:

James R. Schaffer, Jr

By: *James R. Schaffer, Jr*

Print Name: James R. Schaffer, Waypoint Partners

Date: 11/05/2025

Title: President

City of Helena, Montana

11/06/2025

To: Honorable Mayor Collins and Members of the City Commission

From: Tim Burton, City Manager
Christopher Brink, Community Development Director

Subject: Consideration of Resolution repealing the 2019 City of Helena Growth Policy, as amended, and adopting the 2025 City of Helena Land Use Plan and Future Land Use Map

Present Situation:

After an extensive public outreach program that has occurred since Spring 2024 that has reached over one thousand two hundred participants, including Planning Commission work sessions, community workshops, city staff meetings, working group sessions, and community open houses as well as additional community engagements through mailings and online forums as well as a several months of taking comments and editing, the 2025 City of Helena Land Use Plan and Future Land Use Map was recommended for approval by the City of Helena Planning Commission at a meeting held on October 2nd, 2025.

The current Growth Policy, as amended, was adopted in 2019 with the latest revision made on March 24, 2025 to include the Railroad District Neighborhood Plan. With the passage of SB 382, codified in state code as §76-25-201, Montana Code Annotated and known as the Montana Land Use Planning Act a land use plan and future land use map shall be adopted by the local governing body in accordance with the act.

Throughout the process, as outlined in our adopted Public Participation Plan, special emphasis has been placed on the public process ensuring a document that is both forward thinking and representative of the needs of the Helena community. Due to this exhaustive process and the Planning Commission's recommendation of approval, the document is now ready for City Commission consideration.

Background Information:

The 2023 Montana State Legislative Session passed a variety of land-use related bills including the Montana Land Use Planning Act (MLUPA). MLUPA requires cities with populations over 5,000 people, that are located in counties with populations in excess of 70,000, to complete a land use plan, and update their zoning and subdivision regulations to align with the land use plan within three years of the passage of the Act.

The City of Helena meets this population threshold, and therefore is subject to the requirements of the MLUPA. Cities that must comply with MLUPA are required to engage in more detailed comprehensive planning than what is required of cities in the Growth Policy outlined in the Montana Subdivision and Platting Act. This includes inventorying existing conditions, housing stock and type, infrastructure, and community facilities and providing a plan to prepare for and accommodate future growth.

The Land Use Plan creates a long-term vision for the city and serves as the roadmap for the community as it grows and evolves over the next 10-20 years. The Plan recommends strategies and policies that should guide municipal standards and annual budgeting to ensure that future growth and development in the city aligns with the community's priorities. The Plan integrates previous planning efforts, existing policies, local, regional and national data, and, most essentially, community input. The Plan articulates a cohesive vision representative of Helena's residents, business community, and community stakeholders.

The Land Use Plan is a living document that reflects dynamic, interdependent elements that make up Helena and it is intended to respond to changing

conditions over time. The Plan is comprehensive but cannot foresee every issue in sufficient detail to prescribe appropriate action for every eventuality. It is not regulatory and is not an ordinance, but it identifies key areas of focus, defines a vision for future growth and development, and guides City actions and investments over the next two decades. The Land Use Plan will guide the adoption of land use regulations and policies, and prioritization and budgeting to make improvements to community facilities and infrastructure

Proposal/Objective:

This process and culminating document carries great significance for the future growth, development opportunities, and lasting legacy of the city. The Land Use Plan and associated Future Land Use map forms the basis for the city's zoning code and subdivision regulations and all growth and development decisions. Touching on topics ranging from housing and cultural institutions to solid waste and energy conservation, this document guides City operations and impacts how we grow for the next several decades.

Advantage:

The City of Helena has a very proud planning history and the Land Use Plan reflects and builds upon Helena's past planning efforts that have shaped the city into what it is today. Helena is entering a transformative phase with the update of the current Growth Policy and conversion to its Land Use Plan. The new Land Use Plan continues the original visions established in the current policy by integrating innovative strategies to manage development, protect natural resources, and enhance overall quality of life as Helena prepares for and guides its future. These initiatives emphasize collaboration between local government, residents, and stakeholders, fostering a coordinated approach for Helena to thrive as a vibrant and resilient community.

Notable Energy Impact:

The Land Use Plan and associated land use map emphasize and stresses the importance of a sustainable and resilient community, in not only private development but in public infrastructure and community facilities.

Disadvantage:

There are no discernable disadvantages to adopting the Land Use Plan and its associated Future Land Use Map update.

Quasi-Judicial Item:

Yes

Notice of Public Hearing:

Yes

**Staff Recommendation/
Recommended Motion:**

Move to Approve a Resolution repealing the 2019 City of Helena Growth Policy, as amended, and adopting the 2025 City of Helena Land Use Plan and Future Land Use Map.



Christopher J. Brink, AICP, EDFP
Director

Community Development Department
316 North Park Avenue, Room 445
Helena, Montana 59623

Phone: 406-447-8490
Direct: 406-447-8445
Email: cbrink@helenamt.gov

helenamt.gov

Due to the overall digital file size and not wanting to diminish the quality of the provided document, a digital version of the Draft Helena Forward Land Use Plan, dated October 29, 2025, is NOT being included in this packet. Staff is making a printed version available instead.

The digital version of the draft plan can be found here:

<https://www.helenamt.gov/Departments/Community-Development/Planning/Helena-Forward>

RESOLUTIONS OF THE CITY OF HELENA, MONTANA

Res. No. _____

RESOLUTION NO. _____

A RESOLUTION REPEALING THE 2019 CITY OF HELENA GROWTH POLICY AND ADOPT THE 2025 CITY OF HELENA LAND USE PLAN AND FUTURE LAND USE MAP

WHEREAS, pursuant to Resolution No. 20608 the Helena City Commission adopted the 2019 Growth Policy on June 29, 2020;

WHEREAS, pursuant to Resolution No. 20985, adopted March 24, 2025, the Helena City Commission amended the 2019 Growth Policy to include the Railroad District Neighborhood Plan;

WHEREAS, pursuant to §76-25-201, Montana Code Annotated, known as the Montana Land Use Planning Act, a land use plan and future land use map shall be adopted by the local governing body in accordance with the act, after consideration by and on the recommendation of the planning commission;

WHEREAS, a land use plan establishes a long-term vision for future growth and guides city policy development in alignment with community priorities;

WHEREAS, extensive public outreach has occurred since June 2024 that has reached over one thousand two hundred participants, including Planning Commission work sessions, community workshops, city staff meetings, working group sessions, and community open

houses as well as additional community engagement through mailings and online forums;

WHEREAS, the Planning Commission held a public hearing and recommended approval of a resolution recommending the repeal of the 2019 City of Helena Growth Policy and adoption of the 2025 Land Use Plan and Future Land Use Map on October 2, 2025;

WHEREAS, the City Commission adopted a Resolution of Intention to repeal the 2019 Growth Policy and adopt the 2025 Land Use Plan and Future Land Use Map on October 20, 2025;

WHEREAS, a public hearing was held on this matter on the **17th day of November, 2025, at 6:00p.m.** in the Commission Chambers at 316 North Park Avenue in Helena, Montana; and

WHEREAS, it appears to be in the best interests of the citizens of the City of Helena that the Helena 2019 Growth Policy, as amended by Resolution No. 20985, be repealed and the 2025 Land Use Plan and Future Land Use Map be adopted.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION OF THE CITY OF HELENA, MONTANA;

Section 1. The Helena City Commission hereby repeals the 2019 Growth Policy and adopts the 2025 City of Helena Land Use Plan and Future Land Use Map attached hereto.

PASSED AND EFFECTIVE BY THE COMMISSION OF THE CITY OF HELENA,
MONTANA, THIS 17th DAY OF November, 2025.

MAYOR

ATTEST:

CLERK OF THE COMMISSION

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HELENA, MONTANA

A RESOLUTION RECOMMENDING THE REPEAL OF THE 2019 CITY OF HELENA GROWTH POLICY AND ADOPTION OF THE 2025 CITY OF HELENA LAND USE PLAN AND FUTURE LAND USE MAP

WHEREAS, pursuant to Resolution No. 20608, the Helena City Commission adopted the 2019 Growth Policy on June 29, 2020;

WHEREAS, pursuant to Resolution No. 20985, adopted March 24, 2025, the Helena City Commission amended the 2019 Growth Policy to include the Railroad District Neighborhood Plan;

WHEREAS, pursuant to §76-25-201, Montana Code Annotated, known as the Montana Land Use Planning Act, a land use plan and future land use map shall be adopted by the local governing body in accordance with the act, after consideration by and on the recommendation of the Planning Commission;

WHEREAS, a land use plan establishes a long-term vision for future growth and guides city policy development in alignment with community priorities;

WHEREAS, extensive public outreach has occurred since June 2024 that has reached over one thousand two hundred participants, including Planning Commission work sessions, community workshops, city staff meetings, working group sessions, and community open houses as well as additional community engagement through mailings

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HELENA, MONTANA

and online forums;

WHEREAS, it appears to be in the best interests of the citizens of the City of Helena that the Helena 2019 Growth Policy, as adopted by Resolution No. 20608, be repealed and the 2025 Land Use Plan and Future Land Use Map be adopted; and

WHEREAS, the Planning Commission of the City of Helena held a public hearing on this matter on the **2nd day of October, 2025, at 6:00 p.m.** in the Commission Chambers at 316 North Park Avenue in Helena, Montana.

NOW, THEREFORE, BE IT RESOLVED, pursuant to §76-25-201, Montana Code Annotated, the Planning Commission of the City of Helena recommends that the Helena City Commission repeal the City of Helena 2019 Growth Policy, as amended, and adopt the 2025 City of Helena Land Use Plan and Future Land Use Map and review and include any additional public comment and feedback into the final draft plan.


**PASSED AND EFFECTIVE BY THE PLANNING COMMISSION OF THE CITY
OF HELENA, MONTANA, THIS 2ND DAY OF OCTOBER 2025.**



Lucy Richards, Chair

**RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF HELENA, MONTANA**

ATTEST:

A handwritten signature in blue ink, consisting of a large loop on the left and a series of horizontal strokes on the right, positioned above a horizontal line.

Director, Community Development



**CITY OF HELENA
Planning Commission
October 2, 2025 - Minutes
Partial Recording Available Upon Request**

**Members Present: Lucy Richards; Maddi Petrosky
Partial attendance: Mike Newhouse (due to technical issues with Zoom)**

Staff Present: Ellie Ray, Christopher Brink, April Sparks

Call to Order and Roll Call

(0:00:00) Chair Richards called the meeting to order, and roll call was taken. A quorum of two members was established. City staff, HCC members, Houseal-Lavigne staff, and other attendees introduced themselves.

Public Hearing

A. Consideration of a Resolution to repeal the 2019 Growth Policy and adopt the 2025 City of Helena Land Use Plan and future land use map, providing for a 5 year update of the 2019 Growth Policy and incorporating revised visions, goals, objectives, data, narratives, and maps as required under §76-25-201, Montana Code Annotated and known as the Montana Land Use Planning Act.

(0:01:21) Director Brink thanked the Commission, HCC, and staff for the work done in the previous year leading up to this draft. He then introduced Cody Ferguson of Houseal-Lavigne, who gave a presentation on the Draft Land Use Plan.

(0:41:10) Chair Richards opened the item to public comment prior to Commission Discussion.

Public Comment

(0:41:22) Several members of the HCC Steering Committee stated their appreciation for the Draft Plan and the work that went into it. Kristen Page-Nei of AARP Montana presented comments from AARP speaking about the need for more detail in understanding housing needs for all ages and incomes, noting the AARP Montana 2025 Helena Community Survey. She also spoke to a desire to avoid sprawling and promote smart growth, which the draft plan addresses, but changing some language to address redevelopment of existing spaces, as well as a plan to equitably distribute infrastructure costs to protect taxpayers and existing neighborhoods, and more information on the financial impact of infrastructure costs for new developments. She closed her comment stating these are suggestions on how we can make new development more affordable and age friendly, once again pointing to the AARP



Montana survey presented as part of her comment.

- (0:51:53)** Chair Richards asked about how any recommended changes would be incorporated into the Draft Plan. Director Brink stated whatever action the Commission chooses to make, to make sure the motion is crafted in a way to make the necessary changes relative to comments heard tonight, or to make sure the motion satisfies the intent of changes the Commission is recommending.

Commission Discussion

- (0:54:38)** Ms. Petrosky stated her biggest area of concern has to do with water use for the county in general and had questions about new areas already being annexed into the city. It was confirmed that Rose Hills is in another jurisdiction and not subject to annexation to the City of Helena. She also stated that regarding comments from AARP regarding affordable housing, if that is something that the city can meet those at this stage, and that with this plan the intent is to provide an outline for actions to drive those results, and a lot of the comments seem to be towards the after effect instead of the beginning stages. Her question was how the city can ensure that during the planning process that we are considering affordability even though affordability cannot be guaranteed. Chair Richards stated her agreement that the plan is a vision and not the specifics. She wanted to give staff the freedom to beef up the language within the part of the plan to address how we want to look at and consider housing affordability and aging population, along with the other items AARP brought up in their comments, but without getting into specifics, as the Planning Commission and City do not control all the facets of those things. Chair Richards also stated that the Matrix in the plan helps address the priority levels and could be used to address the priority levels of these concerns. She then asked if staff had anything to add. Ms. Petrosky stated that she agreed with Chair Richards and noted again how the plan is an outline, and that people need to be reminded that we need to create a foundation in order to get the results people want to see, but it would be good to make sure there is language in the plan that we want to look at concerns.

- (1:01:00)** Mr. Furgeson stated the strategy the state is taking assumes that if you remove obstacles to building more housing that will drive the market to increase housing and satisfy the need. He stated that it would be possible to add some more guidance into the plan related to housing, because most people would prefer some plain language as opposed to just having the information in the matrix. Chair Richards agreed that it would be appreciated and again stated her appreciation for all the public comments and work that had gone into the draft plan.

Motion & Vote

- (1:04:40)** Chair Richards made a motion that the Helena Planning Commission adopt the land use plan and the resolution in this resolution format with city discretion to make the



necessary changes as have been discussed tonight. Ms. Petrosky seconded the motion. A voice vote was called. The motion passed unanimously (2:0)

Meetings of Interest / Announcements

- (1:05:52) Next steps for the Draft Plan were briefly discussed. It was also noted that there is intent to expand the membership of this Commission in the future and what that process and timeline may look like.

Adjournment

- (1:12:10) The meeting was adjourned.

DRAFT

##	Source	Comment	Revised (Y/N)
1	Community Open House	Change zoning to allow more infill development Allow greater lot coverage Allow fewer parking spaces / lots Encourage ADUs (a path towards funding, one stop shop for permitting, ADU houseplans)	N
2	Community Open House	Mixed-use 4-5 story "village" development at whole Custer-Montana intersection - walkability, bike-friendly - like Paris, France village concept (former shopko property)	N
3	Community Open House	Wildlife Corridor Study Mtn View Meadows - So. Hills Interchange connector to E Helena include trails, bikeways, and possible wildlife overpass/underpass so antelope can reach the springs just west of Mountain View Meadows Elk are showing up at Selma Held Park - Nob Hill and crossing the interstate seasonally north of Montana - Need corridor planning now	Y
4	Community Open House	We appreciate the goal of public transport - ours is lacking!	N
5	Community Open House	On thje 9th Avenue block - keep the homes! Please do not turn out homes into commercial properties. You can't buy is out!	Y
6	Community Open House	How do you plan to make the housing affordable like you're saying you want to implement	N
7	Community Open House	Not everyone needs to live by Downtown or by the Capital. You can build out in the valley or out towards East Helena. No need for "denser" housing!!!	N
8	Community Open House	You say Helena has "small town character" yet you're pushing expansion with condensing living areas	N
9	Community Open House	"Variety of housing" like camper trailers or tiny houses? Because homes aren't getting cheaper & there's still not a concrete solution that's provided	N
10	Community Open House	There is no support in paying for the mandatory compliances we've had to make and are making as property owners	N
11	Community Open House	How many people do you really think will want an ADU?	N
12	Community Open House	We'd appreciate the possibility of mechanisms to allow us to work on/improve our private property, with less/no permit fees	N
13	Community Open House	Solar energy is <u>NOT</u> effective in Montana. Silly!	N
14	Community Open House	We appreciate the want to develop careers for trade workers	N
15	Community Open House	We support the incentivizing of underutilized parcels! We'd love to partake in this.	N
16	Community Open House	Selfie spot - Do one on the firetower!	N
17	Community Open House	Love the proposed "potential passenger rail route" Any plans for North to South Montana Ave?	N
18	Community Open House	"walkability" should apply to weeds/branches/snow	N
19	Community Open House	Gardens by the YMCA behind Nosweat?	N
20	Community Open House	The plan to organize uses into designated areas should also have room to flex & accommodate unique opportunities	N

21	Community Open House	RE: Urban Residential - As Downtown residents who commutes by foot mainly to support our favorite local businesses, get to work, and walk our dogs, I am less than impressed with the lack of expectation/monitoring of sidewalks all year. Winter -- so many rentals that do not shovel, many of them public services and subsidized housing. How are people supposed to safely walk? Summer -- tumbleweed et al growing out of the sidewalk cracks and 5 years of gravel accumulation are horrible eyesores and hazards to blind folks alike. I'm sorry but to the discerning Downtown is looking SHABBY! Also more tech/innovation Downtown. That's where young people want to live and spend their dough -- not stinky town over there. ewe!	Y
22	Community Open House	Preserving small-town character in the State Capitol is a laughable goal. Better to modernize & let small-towns keep their character. Don't let a NIMBY mindset destroy the ability to accommodate new growth. Pick a lane.	N
23	Community Open House	Get the City mobilization up with at minimum a bus line and more appropriately, trams/streetcars with dedicated lanes/lights. Do not make public transit sit in traffic	N
24	Community Open House	We complain about MTDOT controlling out city streets & their widths/speed limits. But if we will take all the other streets, narrow them, slow them, increase crossings, put far more pedestrian and cyclist-friendly infrastructure in then DOT can see that we don't need vehicles wherever they need to be. We may even invest in smaller, specialized emergency vehicles so we don't send the largest/most expensive truck to every call	N
25	Community Open House	If we will stop trying to make the entire town a "charming & historic" area we can instead focus on infill building up instead of out and making central areas more compact. Doing this will make all the history stand out.	N
26	Community Open House	Historically, Helena had taller buildings, we need to allow higher-rise and more infill. If we have more people living Downtown, we'll improve everything.	N
27	Community Open House	Remove parking lots! Our mixed-use areas are almost all paved lots that don't need to be there	N
28	Community Open House	Change for parking - read "The High Cost of Free Parking"	N
29	Community Open House	Improve what you have and plan for its maintenance. If a developer is going to build the infrastructure in the Growth Area great, but they shouldn't be able to unless they plan for future maintenance too...	N
30	Community Open House	Fire depts need various vehicle types. Look up micro-fire response and micro-EMT/ambulances Japan. We can do without sending a big truck everywhere	Y
31	Community Open House	If everything is historic, nothing is. Get rid of buildings that don't contribute. Put a marker	N
32	Community Open House	Reducing constraints to housing development - PLEASE don't turn Helena into another big city. We live here because Helena is a sweet, lovely place to live. We're here because its NOT a big city.	N
33	Community Open House	Air quality - if you continue to develop Helena, our air and water quality will suffer - nobody wants that	N
34	Community Open House	If you allow the permitting process and regulations to be relaxed the buildings will not be built with quality and longevity. The correct regulations are in place to make sure things are built safely and sustainably	N
35	Community Open House	This project should be voted on not decided by the City	N

36	Community Open House	Bike trail comments 1. Crossing @ Benton is hazardous/ I bike up Nature Park/Bill Roberts to get to 10-mile, I have to get off my bike and walk very close to Benton Ave traffic, or cross illegally to get to the sidewalk. Also need a curb cut on Carroll Collage side of trail 2. When heading to town under the tunnel, there needs to be a sign - turn right Brewhouse, straight Merrijo road, left front street to town but needs a curb cut. Now you have to jump the curb 3. Henderson x-ing is dangerous	Y
37	Community Open House	Not bike trail but other comments Need more multi-use areas, walkable neighborhoods Need a convenience store on walking mall for asundries Love Last Chance Gulch on walking mall now. Hawthorne, 10 mile, Hoppers - it's wonderful	N
38	Community Open House	PARKS: Add a recommendation that the City should inventory & assess "seldom-used" parks - divest from these properties, sell or swap for higher ROI properties. Specifically, get rid of the two lots of Lockey Park - east of Lamborn. These are <u>never</u> used - why support them?	Y
39	Community Open House	<u>Air Quality</u> - It makes <u>no</u> sense for the city to support giving low income households free fire wood to burn (LieAP). It pollutes the city during poor air vent and is harmful to households.	N
40	Community Open House	<u>Air Quality Cont.</u> - Add a recommendation -or- make a statement that says "...the city in cooperation with state and county health departments should/will seek alternative energy sources for low-income households to promote improved public health. Wood burning is discouraged and should be phased-out"	N
41	Community Open House	Chp 7 - Please put bike trails/paths on the quieter streets (e.g. Breckenridge not Broadway) and use paint to delinrate bike lanes - yes its inexpensive and people can still park on the streets AND bike more safely in Helena Please prioritize safe and complete streets at schools and eventually (!) we will have a better and more walkable, bikeable community. THANK YOU.	N
42	Community Open House	Consider sponsoring (City leading by example) (monthly or weekly) bike to work days during the summer & spring/fall for school kids bike to school dats/walking school buses are awesome!	Y
43	Community Open House	Please make the areas east and west of north Montana urban residential (not suburban residential) and keep city infrastructure costs (water, sewer, and roads) lower - build at a greater density within the City limits and allow less dense development within the county (and encourage the county to blend its density to be greater as its closer to city limits. Look at Strong Towns - build more density and save city infrastructure costs AND help maintain the community character of Helena.	N
44	Community Open House	Incomes numbers are made up should be lower even if I take your number the cost of housing should be around 300k How do you plan to fix that.	N
45	Community Open House	How do you plan to continue conserve of land, air, and water	N
46	Community Open House	Your number don't match 22,000 - 39,000 using your graph	N
47	Community Open House	Where are the new roads, wheres the traffic going to go	N
48	Community Open House	Expand focus of geothermal and solar retrofitting to more than new developments. Can we focus on lowering permitting costs/subsidizing solar/geo projects on existing properties/etc. Generally greater focus from <u>NEW</u> development -> upgrading existing infrastructure?	Y

49	Community Open House	Are there benefits to keeping ag/multi-use parcels near to town? Why run a strong focus on buying out ag land/open space rather than vertical density-building in town?	N
50	Community Open House	How does this plan manage/account for the trend of insolvency in local government and out natural obsession with growth? How do you anticipate wealth segregation in these continuously outward-focused developments?	N
51	Community Open House	Present vs Future Need - Can a factor of our "growth" be taking care/stewarding failing infrastructure rather than prioritizing new development?	N
52	Community Open House	"Future Proofing" - Why are we developing to a finished state rather than building infrastructure in an iterative way? Making infrastructure "modify-able" in units, rather than building complete fully-formed projects Where is the incentive for iterative advancement?	N
53	Community Open House	Underground parking?	N
54	Community Open House	Find space for unhoused to park cars and campers - possible supervised by non-profits? In the event Gods Love Shelter closes - Do we have an alternate plan space for urban camping - unsheltered w/ bathrooms - limited stay	N
55	Community Open House	We <u>desperately</u> need a "real" bus service with a route and schedule	N
56	Community Open House	Paid parking downtown seriously discourages potential customers going Downtown. Paid parking is hobbling Downtown businesses	N
57	Community Open House	The city and county need ot take responsibility for the many homeless people on our sidewalks and streets. The city has over 300 parcels of land. Some of these lots may be appropriate for a haven (tent camping) during this period of hardship	Y
58	Community Open House	What about hospitals	N
59	Community Open House	Change wording or explain more what potential gateway is	Y
60	Community Open House	What about technology infrastructure like internet	N
61	Community Open House	What about roundabouts or road expansions	N
62	Community Open House	What about apartment complexes	N
63	Community Open House	How about we review zoning and developing controls that prevent someone from placing a toilet or porta potty on someones property	N
64	Community Open House	Allow people to build on otherwise worthless properties or a lot city property to help the homeless	N
65	Community Open House	I would appreciate a more nuanced policy for the use of e-bikes on some of the trails in the city, particularly where they provide a way to transit from one section of the City to another. Could there by a way to allow bicycles that have electric assist while still avoiding the problems of e-moto dirt bikes? I am primarily interested in transportation scenarios, not recreation or fitness.	N
66	Community Open House	I also am very interested in solutions to improve cycling and walking North and South in the city. I feel comfortable moving East to West (especially in the South) butfind N-to-S much more challenging.	N
67	Community Open House	Like the zones ID'd in the plan - need/could add gateways at 6th and or Broadway for tourists coming from MHS	Y

68	Community Open House	"The Gulch" brand - not sure Downtown was in agreement - change to "Downtown Helena"	Y
69	Community Open House	Open Space - As the space between Knob Hill and Mountain View gets developed how can we add open space for a wildlife corridor?	N
70	Community Open House	Multi-use paths - How can we connect paths on W. Custer to Washington Street	N
71	Community Open House	Schools - Add to map schools outside city limits - Warren, Jim Darcy, Rossiter	N
72	Community Open House	Like Complete Streets! More trees, more bike paths, thinner/narrower roads	N
73	Community Open House	Love seeing passenger rail, also would like to see fixed bus routes come back	N
74	Community Open House	Events/Tourism - Where/how do we invest in new wayfinding signs to welcome visitors to Helena? -> Found it! Pg 94 - Like downtown and city gateways	N
75	Community Open House	"AND RESTORE" THE ENVIRONMENT	N
76	Community Open House	Network of seperated ADA bike, walk, STROLL PATHS	N
77	Community Open House	Protect and restore watershed and advocate for H2O quality entire basin	N
78	Community Open House	Green roods and solar on and with city facilities, encourage private	N
79	Community Open House	Incorporate "Greening America's Capitals" and Daylight Last Chance Creek	N
80	Community Open House	Solar for economic development and housing including thermal	N
81	Community Open House	Map and advocate for protection of upstream to water supply and include dedicated section to water and all waterway for setback, riparian protection	N
82	Community Open House	Add turn out lane on Montana Avenue	N
83	Community Open House	Introduce better bike riding education - some sort of public service announcement like Colorado?	Y
84	Community Open House	Mental Health Services - something that has no charge to it - potentially a non-profit	N
85	Community Open House	Add recommendation about adding in roundabouts	Y
86	Community Open House	I live on 9th Ave and Washington Drive, it looks like we (9th Ave Neighbors) are shown as commercial. Please adjust to make residential for 9th Ave neighbors? See screenshot and shared. Thank you!	Y
87	Community Open House	You say 11th Street/Montana will be at capacity in 2035. It is already at capacity!! Who are you kidding?	N
88	Community Open House	How are areas highlighted prioritized in terms of importance to put money in it? Parks vs housing are areas in greater need - been inventoried?	N
89	Community Open House	In transportation how many cars are in Helena? % of population that walks/bikes/drives?	N
90	Community Open House	How does the City coordinate with the county's surrounding area of impact for projects? And would there Jefferson and Broadwater the 2 most?	N
91	Community Open House	Bigger question - how do you convince residents to invest in their community?	N

92	Community Open House	Cultural/community/parks are important pieces who drives their car and retention?	N
93	Community Open House	And clean environment attract	N
94	Community Open House	In "final" condition new development Rights for green, community a public safety item as incentive and tax payer protect Envir... map out water resources including historic channels Establish dark sky zoning overlay to protect birds, sleep, a military training jobs	N
95	Community Open House	HHW and beneficial diversion plan for valley and city combined for green job, soil conserve, environment, and seniors by allowing smaller collect bins and keeping resources saving 300 gallon bins - also to prevent street conflicts	N
96	Community Open House	City should look at creative solutions to work with private developers to achieve goals for development	Y
97	Community Open House	FLU Designations - Suburban residential - change some of the "should" to "can" statements	Y
98	Community Open House	Add Recommendation - Evaluate the responsibility of sidewalk maintenance	Y
99	Community Open House	Who is responsible for keeping ADA street corners accessible and cleaned? South side, east bound broadway good example	N
100	Community Open House	What is there for young people to do in Helena besides the skate park and the sleeping giant wall climbing?	N
101	Community Open House	Please make a pedestrian crossing with lights to get across HWY 12 at Dakota/Lyndale and another one at Harrison Ave at Euclid so folks can get across without feeling as if they are going <u>to get runover!</u> Another one at Hauser crossing Benton. People in cars and tracks need to <u>calm down!</u>	N
102	Community Open House	Econ Dev Septemberfest in the best Make workforce parking free Add crosswalks in 11th corridor	N
103	Community Open House	Community Facilities and Public Services Sun Run fundraising for energy turn off sprinklers in parks when it rains Schools and city aren't the same	N
104	Community Open House	Parks and Open Space Why aren't there any recommendations? More ADA on trails?	N
105	Community Open House	Cultural Resources and Placemaking Make sure streetscape is pedestrian friendly - not too tall for cars to not see people Cyrrent cedar signage isnt user friendly (easily missed)	N
106	Community Open House	Land Use Framework Is it different at all? Annex possibilities	N
107	Community Open House	Housing and Neighborhoods Complete Neighborhoods!!! Also finish those that currently don't have sidewalks (start with safe routes to school)	Y
108	Community Open House	Transportation and Mobility Shrink cruise crosswalks for pedestrians Add flags are more intersections (Bend, OR and many other places have flex for pedestrians to carry across the road)	N

109	Community Open House	Transportation Use minor nearby roads but also paint the ground Minimat - keep stop signs reduce to 11 ave 1 direction	N
110	Online Public Comment Box Survey	If I could get permitting to have overnight access to parks, I'd be willing to put in the work to offer up to 12 running/biking events/year. Estimated revenue generation would be \$5,000,000-\$10,000,000/year for the community.	N
111	Online Public Comment Box Survey	I tried the link to download the Draft Land Use Plan. All I got wa an error message. Where is it?	N
112	Online Public Comment Box Survey	Page 11: "In 2023, Helena's median household income rose to approximately \$74,543,..." That is actually the median income for L&C County. Helena was \$69,341 according to the bar graphs above the paragraph.	Y
113	Online Public Comment Box Survey	Page 10 - Age Between 2010 and 2023, the number of residents aged 65 and older grew by 69%, contributing to the overall rise in median age. This trend reflects broader national patterns of aging populations ...I don't agree. This demographic shift reflects our land use choices. We build housing for out-of-staters to buy for their retirement. We don't build housing for families or working people.	N
114	Online Public Comment Box Survey	Pg 11 - Income "At the same time, the percentage of households earning less than \$25,000 declined by - 2.1%, suggesting an overall upward trend in income levels. These changes indicate a stronger local economy and a growing middle- to upper-income population. However, they also highlight potential challenges related to affordability, as rising incomes can drive up housing costs and living expenses, potentially outpacing wage growth for lower-income households." There is nothing potential about is. Rising housing costs definitely outpaced wages from 2020 to 2024. It has stabilized some now. You assume that if households earning less than \$25,000 declined then that means incomes are increasing. I think it is more likely those people became homeless or were forced to leave the community.	Y
115	Online Public Comment Box Survey	24 - Suburban Residential Suburban Residential is financially un-sustainable and environmentally disastrous. We should do everything possible to prevent this land use.	N
116	Online Public Comment Box Survey	Pg 24 -More large scale commercial development should be prioritized along high-traffic corridors such as East Custer Avenue and Interstate 15 to maximize visibility and accessibility. This is the conventional wisdom but does it actually make sense? These high traffic corridors are supposed to be moving cars at high speed. But the traffic going to the commercial business caused them to be congested. Ideally, the highways for through traffic and the access for the commercial businesses would be separate.	Y
117	Online Public Comment Box Survey	The process applied geospatial analytical tools to examine and assess potential future growth and development. --- What does that mean?	N
118	Online Public Comment Box Survey	Page 14 Improving Transportation and Mobility. This section mischaracterizes the input you received. Next to housing, the number one concern was that we have a walkable community with safe routes to schools.	Y

119	Online Public Comment Box Survey	<p>Page - 31:</p> <p>1,311 acres for Suburban Residential, 1,448 acres for Urban Residential, 828 acres for Mixed Use, 2 acres for Downtown. Based on the calculation presented, the City's future land use plan can accommodate a potential population increase of 22,000 to 39,000 new residents, suggesting there is plenty of land available for housing development. With this analysis, the City can carefully evaluate the types of growth it permits, particularly regarding sprawl. The City should work to avoid unsustainable expansion that could strain public utilities and services and lead to diminishing land availability, consequently driving up development and housing costs.</p> <p>This is insane. No amount of expansion or growth can ever be "sustainable". Everything has to stop growing at some point. No acres should be designated to become suburban - You can't build any suburban sprawl without straining public utilities and services and taking on debt that can't be repaid without more growth.</p> <p>Why is 20 years our horizon for planning? Will we grow in the next 20 years? Probably. Will we still be growing in the year 2065? Not likely. The entire country is essentially at zero growth. So why are we not planning for the inevitable top of the curve and the contraction that follows?</p>	N
120	Online Public Comment Box Survey	<p>P 33 - Missing Middle Housing</p> <p>The apartment pictured on the left couldn't be built today in the zone where it is located. A lot of our missing middle housing is old mansions that were converted to apartments. The city building codes and zoning would prevent anyone from doing that now.</p>	N
121	Online Public Comment Box Survey	<p>The fixation on density and the pervasive use of planning tropes and catchphrases that say nothing meaningful about what Helena should do is impressive. In my humble opinion the city should have paid about \$20 for this type of analysis. The pictures and formatting are pretty though...</p>	N
122	Online Public Comment Box Survey	<p>Neither link works. It says I don't have access to the file and it won't open.</p>	N
123	Online Public Comment Box Survey	<p>There was a lot of focus on water in the plan - this is good; however, nowhere in the document actually talks about the population carrying capacity of the area in question in regards to water. What is the maximum number of people that can live here with the available water we have? What is that number and what steps are we taking to be sure we're well under that?</p>	N
124	Online Public Comment Box Survey	<p>Land use planning in Helena should include finding land suitable for use by our growing population of homeless persons. I am not referring to another physical "shelter", shelters are expensive, they require maintenance, and they are by definition limited in space. We have shelters in Helena presently, but we still have unsheltered persons tent camping under bridges, in parks, and on the streets until the police evict them. It seems that these people can take care of themselves, if we would let them. It is a civic as well as an economic imperative that our city serve these persons. They need a place where they can camp temporarily and unmolested during hard times. After all many of them previously lived as "normal" working citizens of Helena.</p>	Y

125	Online Public Comment Box Survey	<p>I appreciate the time and effort that produced this document. I have lived my life in Montana. I was born in Libby. I attended college in Bozeman, and for the past 30 years I have resided in Helena. Bozeman, Missoula, and Kalispell have failed to be successful at what your Land Use Plan attempts. More growth brings more money which drives up land values. The poor remain poor. They struggle. We can't turn back the clock.</p> <p>Let's focus on what we can do. Three of Helena's many strengths are open land, its citizens, and clean water. Build affordable housing with a collaborative approach. There are nonprofit entities, grant writers, creative government funding, private donors, etc. When I grew up no one slept outside and was homeless. I even slept on a few floors. Thank you for your time.</p>	N
126	Online Public Comment Box Survey	<p>Please reconsider the proposed bike lanes on residential streets like Hauser Blvd. There is significant use by homeowners utilizing on street parking and restricting that to only one side of the street to accommodate a bike lane may not provide enough space for all who need to utilize that space. Work/utility vehicles frequently utilize on street parking while servicing homes and a bike lane restricting that use sets up an inconvenient and possibly dangerous situation.</p> <p>I get it - a bike lane to encourage more commuting seems like a good idea - but it s not practical especially in a climate like Montana's that experiences long weather stretches when riding a bike is not practical or safe. The majority of residents drive cars here and we need spots to park them and also spots for utility and service vehicles when we need work done on our homes.</p>	N
127	Online Public Comment Box Survey	<p>Transportation and Mobility: The "bus system" in Helena operates more like a taxi or Uber/Lyft service than a city bus system. It works well for one to arrive at a previously arranged medical appointment, or for the mobility impaired who would find it difficult to walk from a bus stop to their destination, because it will pick up a rider and deliver them to any location within the city limits. However, it is inconvenient and difficult for a tourist who wishes to use public transit to travel between attractions such as our historic downtown, the capital complex, the Myna Loy Center, shopping centers, or the airport for a number of reasons;</p> <p>A rider cannot take the bus to the airport because the airport is not in the city limits. There is no bus service on the weekends or federal holidays, and there is no bus service after 6:00PM.</p> <p>Service to East Helena is limited to two hours in the morning and two hours in the afternoon.</p> <p>Curb to Curb service should be scheduled one day in advance, which is not usually compatible with a tourist's agenda or a resident's spontaneous needs.</p> <p>In addition, an app is necessary to schedule a pick up via curb to curb service which is aggravating when the rider should be able to simply walk to the bus stop and wait.</p> <p>Curb to curb service could continue to serve its small sector of subscribers, but to better serve the residents at large and to encourage tourists to visit our city, a traditional bus service is necessary.</p>	N

128	Online Public Comment Box Survey	Community Facilities and Public Services: Helena's original downtown is a historical treasure struggling to survive. Nearly all of essential shopping takes place in the outlying box stores and shiny new national-name shops and restaurants. Small novelty shops open and close continually. The downtown hosts a number of historic, multi-floored buildings, many of which are lying empty. Much of the problem lies in the fact that Last Chance Gulch, or the main street, does not lead to anything of popular interest. Shops in the downtown complex cannot count on capturing many potential shoppers as they pass through town. To stimulate the downtown area, and to preserve this historic site, some creative planning is necessary. First, the parking kiosks need to be removed and adequate free parking established. After all, all of the box stores have lots of free parking. Second, the city should work with the owners of the historic downtown buildings to offer reasonable lease agreements for potential businesses. Third, new businesses should be encouraged to locate in the historic downtown Helena rather than on the edges of the city.	N
129	Online Public Comment Box Survey	Housing and Neighborhoods: Homelessness is an ever present sight in Helena. Unsheltered individuals are often seen camping and sleeping in public parks, on the sidewalks, under bridges, and elsewhere. There are nonprofit efforts to build or re-purpose existing buildings as shelter for these individuals but there are still many who are left out in the cold. When they try to survive in a sleeping bag and tent on public property they are evicted by law enforcement. Government exists to provide the services which the individual is unable to provide for themselves. The City of Helena and Lewis & Clark County, should work together to assist these unsheltered residents, many of which lived as contributing members of society in Helena before tough times hit. For those unsheltered residents, city or county land should be set aside as a temporary refuge for the unsheltered who are capable of existing in a tent and sleeping bag, without fear of being evicted.	Y
130	Online Public Comment Box Survey	If you want the downtown to be a vibrant area, you need to figure out how to find suitable free parking - especially for those who work downtown. Most downtown businesses have a narrow profit margin and those who are employed there -retail especially- do not make great wages. We are also back in the situation we had in the 80's when we had to drive to Missoula or Bozeman for shopping. I was surprised to see that the largest employers were healthcare related. Does that mean we are an older population? If so, where are the higher tech jobs that make more money? I love our little Helena, but find it difficult to see it as a place where our younger generation can find reasonable paying jobs. I also think that the higher cost of housing with our lower paying jobs deters young people from settling here.	N

131	Online Public Comment Box Survey	<p>This is a good plan. I have a few comments:</p> <ol style="list-style-type: none"> 1. Urgency and specificity: There are a lot of good recommendations here, but I worry that the lack of clear timelines will mean they just never get implemented. I've lived in Helena 13 years now and things just do not move quickly enough in this town. I recommend identifying at least a few clear specific priority items that have a target of completion within the next 3-5-10 years. I know all the realities of city operations, how long things take, and uncertainty over funding, but picking out a few specific items is a start and will have a meaningful impact. 2. Bike infrastructure: I love how much attention the plan pays to improving non-car infrastructure in Helena. Here too, I beg for some bolder commitments so that this doesn't drag on another 20 years. Helena has the most potential of almost any city in the country when it comes to bike transportation and we should seize on it. I would especially recommend prioritizing protected lane infrastructure. While they require a more significant commitment of resources, the data are increasingly showing that physically separated lanes are the safest for cars and cyclists, and that the safer lanes do more to encourage cycling transportation. Painted lanes, especially in some of the more car-intensive parts of the city, are simply not safe enough. (I speak from experience, some of the designated bike routes in this city are terrifying.) <p>Thanks for work on this plan!</p>	Y
132	Online Public Comment Box Survey	<p>Thank you for all the wonderful work.</p> <p>Comments:</p> <ol style="list-style-type: none"> 1. We are liking the 5-way stop at Last Chance/Helena Ave/Neill Ave/Cruse Ave 2. Would like to see improvements made to the Legrande Trail between Holter Street and Grant Street. 3. We are liking the close to traffic Legrande trail from Silverette to gate at top of Legrande before heading down to US hwy 12 4. Weed control on alley ways, vacant lots and city properties would be a big improvement and helpful to homeowners who try to implement weed control. 	N

133	Online Public Comment Box Survey	<p>Thanks for the opportunity to comment, my thoughts are below. Please focus the present the transportation chapter more on neighborhood vitality, the Commission Strategic Goal, rather than engineering for cars.</p> <ol style="list-style-type: none"> 1) Provide streetscape concepts, traffic calming, tree coverage, pedestrian connectivity, etc. 2) Identify safe routes to school corridors based on comments in map.social 3) Identify intersections that need improvements for pedestrian connectivity and provide sample pedestrian treatments to shorten crossing distances and encourage pedestrian use. 4) State that any street improvements must be funded commensurate of the users. City residents should not have to fund or have the burden of wasteful car centric infrastructure to support non-City residents. 5) Reduce parking requirements to avoid huge, wasteful parking lots. How can the existing lots be re-purposed for taxable area? 6) Require building to be placed with street frontage so pedestrian don't have to walk through a maze of parking. 7) Street improvements must be based on proper urban design for context sensitive solutions, not traffic volumes. 8) No street expansions based on traffic capacity, the goal should be to reduce the vehicle miles traveled. 9) Identify how the City is to implement the Complete Street Policy, including maintenance projects. <p>Thanks, Greg Wirth</p>	Y
134	Online Public Comment Box Survey	<ol style="list-style-type: none"> 1) The City hired an entity to build a traffic model. The Plan should provide a recommendation to eliminate traffic impact studies for development. These studies are regulatory barriers and lead to poor decision making and community design derived by transportation engineering criteria based on highways. 2) The neighborhood traffic calming program needs to be revamped to actually deliver projects and not shift the burden to residents. 	Y
135	Online Public Comment Box Survey	<p>This arcgis comment box has a ~250 word limit. How does one submit a 750 word comment?</p> <p>Paul Cartwright cartwright@montana.com</p>	N

136	Online Public Comment Box Survey	<p>1. Functional Classification- Roads: All of Saddle Road is closer to the "Major Collector" category; currently the section between Gold Rush and Cabernet Drive is shown as a "Local Road", which is not how it is used or likely to be used with the South Hills community growth. Gold Rush would ideally be classified as a "Local Road" because many of us move here for the neighborhood walking/park walks. Also, it is dangerous in winter for pedestrians (the slope and ice, and blind curves, no street lights), regardless of classification, please keep the lower speed for Gold Rush Ave., and encourage reduced traffic volumes for our kids pedestrian community members.</p> <p>2. Agree strongly that Helena's street improvements (all categories) should be designed to enhance pedestrian and bike safety; Would like to see Protected Bike Lanes for all evacuation/snow routes and school zones; and park/trail connectivity to neighborhoods and shops/restaurants should also be prioritized.</p> <p>3. South Hills area needs to promote restaurants and higher density [affordable] rental housing (e.g. an apartment type complex) to accommodate especially health care and education worker wages.</p> <p>4. Ensure that the City allocates the necessary funding to ADA accessibility improvements. I have mobility issues and have to work from home although I work for a federal contractor company with four downtown Gold Block office spaces leased; we can't find suitable office spaces elsewhere let alone that meet ADA obligations.</p>	N
137	Online Public Comment Box Survey	ENVIRONMENTAL ISSUES should include infrastructure retrofits or plumbing/fixture replacements for lead found in our city's buildings, including any schools. Is there a way for the city to help ensure our community, city workers, children, teachers and others are not being exposed to lead-contaminated water sources in these old buildings. There is NO SAFE level of lead in drinking water.	Y
138	Online Public Comment Box Survey	<p>Pg. 51</p> <p>The topography of downtown is a barrier to bicycle commuting. To cross downtown, bicycles have to climb a hill during rush hour traffic, while many vehicles are passing them. A low-stress protected bike route to access and cross downtown should be a priority.</p>	Y
139	Online Public Comment Box Survey	<p>Page 61</p> <p>The map shows "Proposed Bikeway or Multi-Use Path," but it seems like a bikeway could mean anything from some paint on the road for a "bike lane" to actual protected separated facilities. It is not clear whether the map is proposing real infrastructure that will actually make a difference, or just more painted bike lanes.</p>	N
140	Online Public Comment Box Survey	Many of the examples on page 54 are marked differently on the map on page 55.	Y

141	Online Public Comment Box Survey	<p>Reference: all edge of planning area maps along traffic corridors transiting open spaces.</p> <p>We have to acknowledge the temporary plight of our unsheltered neighbors during temperatures below freezing. Consequently we need “bothies,” such as those in the outdoor areas of Scotland scattered across the open space areas, public lands and residentially zoned areas closer than 200 feet to roads (Orofino, Grizzly, Davis, etc) so their vaulted toilets can be pumped to disposal trucks when needed. The toilet section can remain accessible year around for passing hikers and bikers. The inclement weather sleeping compartments can remain locked until opened by property owners or city authorities during hazardous cold weather. Expecting unsheltered people to survive extremely cold nights, or freeze to death, is a stressful immoral weight on the people of Helena. It needs to be addressed in a way that fits with the outdoor life style of our community. I suggest that the bothies be treated as a type of “auxiliary dwelling.”</p> <p>From walking among sleeping unsheltered neighbors during cold snaps, my personal estimate was that 24 were in danger of hypothermia for lack of shelter even on the floor of Gods love or Our Place. Six bothies scattered through our open areas would be sufficient.</p> <p>John B Driscoll 30 South Davis Street Helena, Montana 59601</p>	N
142	Online Public Comment Box Survey	<p>Years ago the City Staff advised me that the concept of creating at least two layers of underground parking across Cruse Avenue east of the Jackson Street Parking structure with lower and upper levels being entered from the north and south ends, respectively, of the Jackson Street structure, is in the too hard to do category because Urban Renewal left a lot of expensive infrastructure challenges Under Cruse Avenue, the main one being no sewer and water sufficient to pressurize water to an 8 or 10 story Multifamily Housing structure.</p> <p>Especially if Helena Housing properties farther south along Cruse Avenue are becoming more promising candidates for Multifamily Housing construction, as I was recently advised by City Staff, then a concentrated look at placing robust infrastructure underneath Cruse had become highly desirable.</p> <p>Sincerely, John Driscoll Vice President and Treasurer Steward Community Land Trust 30 South Davis Street Helena, MT 59601 Cell: 406-437-1526 driscolljohn37@gmail.com</p>	N

143	Online Public Comment Box Survey	<p>In all instances replace “alternative” transportation with “active” transportation.</p> <p>p. 24 Suburban Residential: As currently written, this paragraph by prioritizing single family detached homes would undercut much of the rest of the Land Use Plan. Suggested revision: Suburban Residential: While allowing for some larger lots and single family detached homes, these areas should allow for a variety of housing types. A mix of housing types like row houses, duplexes, small apartment buildings and smaller homes will encourage greater social, economic and age diversity, allowing seniors to age in place. Appropriate mixed use within residential neighborhoods will encourage active transportation and allow mobility without a car. Reducing household transportation costs can help offset housing costs.</p> <p>p. 33 Encourage the development of grid pattern streets in all neighborhoods. Grid patterns as opposed to cul-de-sacs provide greater connectivity for all transportation modes and decrease response times for fire and police.</p> <p>p. 33 Add this recommendation. “No neighborhood can be exempt from change; no neighborhood should experience radical change.” Chuck Marohn</p> <p>p. 44 Pay careful attention to transportation infrastructure for all travel modes. The safety and well being of Helena residents must not be sacrificed to accommodate commuters who live outside of the city and work in Helena.</p>	Y
144	Online Public Comment Box Survey	<p>p. 54 Functional Classification: Functional classifications were designed to apply to branching suburban systems and were not intended to be applied to the existing urban grid system of streets. If possible, the functional classification should be removed from traditional neighborhood streets to make them more walkable and safer for bicycling. If functional classification is retained for urban streets, it should be accompanied by strict standards which prevent widening, increasing speed limits and other changes to accommodate motorists at the expense of users of active transportation.</p> <p>P56. Add to paragraph on complete streets: “ By allowing households to reduce their dependence on autos for transportation, complete streets contribute to balancing housing costs by allowing residents to get by with fewer cars per household.</p> <p>Ensure pedestrians, bicyclists, seniors and disability advocates are considered in all roadway projects.</p> <p>Analyze pedestrian and bicycle crashes and identify potential safety improvements</p> <p>p. 66 Restrict further development in the Wildland Urban Interface</p> <p>p. 70 Encourage permeable surface treatments in new development or redevelopment</p> <p>p. 78 Develop a bike network to allow non motorized access for all ages and abilities to trailheads ,allowing residents and tourists to arrive at trailheads via active transportation, reducing the need for extra parking at trailheads.</p>	Y
145	Online Public Comment Box Survey	Not everyone uses sharepoint. Please share another way.	N
146	Online Public Comment Box Survey	<p>Pg 39 - This map could bankrupt the city of Helena. Low-density suburban housing does not pay its own way for the infrastructure that it needs. But under Senate Bill 382, if a proposed subdivision or major zoning change is in conformance with the newly adopted community land use plan, the city has little option but to accept it.</p> <p>If developers decide to fill all of the proposed growth areas with large lots of single family housing, the city's finances will be crushed under the infrastructure debt. Large lots and single family suburban neighborhoods should be non-conforming in all zones, so that the city has the option to review and reject any such development.</p>	N

147	Online Public Comment Box Survey	There should be a buffer along Ten Mile Creek to provide for animal habitat and prevent lawn fertilizer from getting in the creek.	N
148	Online Public Comment Box Survey	Page 61 map indicates that both Hauser and Knight have proposed bikeway paths. Those streets are residential with many sections of incomplete sidewalks which pushes pedestrians onto the street to walk in many places. This issue needs to be addressed first before adding restrictive lanes for bicycles into the mix. There also are no street lights west of Garrison. This is a safety issue which again should have priority over introducing increased bicycle traffic. Realistically with Helena's climate you really can only safely ride bicycles when there is no snow or ice on the roads. A year-round dedicated lane for bicycles only is not the best use for a residential street that already is fairly narrow. If parking is prohibited on one side of the street then residents with mobility issues would have difficulty accessing their own front doors and walkways. Some ADA planning would be nice to see to address these concerns. It seems these plans favor bicycle riders over the residents of these areas.	N
149	Online Public Comment Box Survey	As someone who regularly uses different forms of transportation around Helena (car, walk, bike), there are some important things I believe need to be addressed by this plan. One major part of the plan is how it classifies and prescribes development for the city. For future development in subdivisions, grid patterns should be encouraged instead of allowing for cul-de-sacs, as cul-de-sacs create fragmented transportation networks and can put stress on major thoroughfares unnecessarily. Another change for future development should be to allow a variety of housing types in the Suburban Residential area - higher density housing reduces the average trip length of citizens to go to work and run errands, reducing traffic. Along with these changes for developments, there must be a higher priority on non-car transportation options. Any changes or new infrastructure should be required to include adequate facilities for all modes of travel, including dedicated bike lanes and fully connected sidewalks. Alongside this, the plan should make provisions to develop an urban non-motorized transportation network - identifying ideal arterial and connector routes for non-motorized travel, and divesting infrastructure from cars to make them more multi-modal - including protected bike lanes, pedestrian bulb-outs, and traffic calming measures.	N
150	Online Public Comment Box Survey	page 57: reducing lane widths will not have the effect of slowing traffic as suggested in this report and definitely will not improve pedestrian and bicycle safety. The best way to reduce traffic speed on a residential street like Hauser is to add some strategic stop signs. This will also encourage motorists that are in a hurry to use a larger thoroughfare like Euclid for East-West travel. To improve pedestrian safely sidewalks need to be improved/added where they are absent. This needs to happen BEFORE any bike lanes are added to roadways other wise you just end up with bikes running over pedestrians that have been forced to walk in the street because no sidewalks are available. The lack of sidewalks is a serious ADA issue. The pushing forward with bicycle lanes just sound like someone on the planning board likes to ride their bike and is imposing their will on the rest of the city at the expense of pedestrians.	N

151	Online Public Comment Box Survey	<p>p.61 proposed bikeway or multi-use path along west Hauser and Knight streets. Both of those streets west of Glendale don't even have curbs and proper drainage gutters. Garbage cans are set out right next to the street and few if any sidewalks exist. I'm hoping the plan is for multi-use paths for pedestrians to use as well as bicycles as there is no safe way to walk around that area without either being in the roadway or on someone's property. But ideally the issue of gutters and drainage gets addressed first.</p> <p>p.60 sidewalk improvements. The sidewalks that are being installed with new construction on the west side aren't consistent in width or location in relation to the street so using them as an actual walking path is useless. I wish it were possible to retrofit sidewalks along streets all around Helena to improve walking access for the city, but I can see that would be prohibitively expensive. But new construction should be cohesive so that new houses and their sidewalks link up to previous and future sidewalks.</p>	N
152	Online Public Comment Box Survey	<p>Thank you for the opportunity to comment. I would like to see a valley-wide bicycle network developed to encourage more biking/walking. I would like to further request that bikers & walkers be considered in all roadway construction projects. Specifically, I would like to see the Centennial Trail completed, from Spring Meadow to Wal-Mart. Lastly, I would like to thank the City for the outstanding work they have already completed over the years in regard to bicycle/ped facilities.</p>	N
153	Online Public Comment Box Survey	<p>It has just come to our attention that our 100 percent urban residential neighborhood south of the alley between 11th Avenue and 9th Avenue west of Montana is colored red for commercial in the draft plan. It has been purely residential for more than 100 years. There are 2 state buildings on the north side of the alley at the corner of Montana and 11th and the corner of Montana and Washington Drive but the properties in between are also residential. The same urban residential is true for all of the homes on the north side of 9th Avenue from Washington Drive east to Roberts, after which there are state buildings. Please advise how I need to proceed to get this corrected. Thank you. Dan Hollow and Karen Ogden, 1224 9th Avenue.</p>	Y
154	Online Public Comment Box Survey	<p>Pages 60-62:</p> <p>It is worth noting that the usefulness of car alternatives (walking, biking, public transit) . Suggest including recommendation that winter conditions be considered when planning these routes. For example, guarded bike lanes maybe be challenging to plow and certain narrow roads may be too narrow to maintain bike lanes in the winter.</p>	Y
155	Online Public Comment Box Survey	<p>Helena has a number of unsigned intersections in residential areas which are especially hazardous to cyclists and pedestrians. Pages 57-61 do mention improving bike infrastructure and sidewalk connectivity for safety but do not mention improving road signage or structure (e.g roundabouts). This could be an effective and relatively easy way to improve road safety for all users.</p>	N
156	Online Public Comment Box Survey	<p>The public transit plan seems insufficient to meet needs of a growing city that is growing significantly faster than anticipated in 2019. The proposed bus system (62-63) lacks connectivity to other transport areas (the airport, other bus routes) and may benefit from connectivity to schools (middle and high schools). It is understandable that Helena may be hesitant to employ a more robust transport system initially due to high cost and long-term infrastructure commitment. Rather than updating the current plan, could the city consider a long-term bus route plan or staged route development to include such features?</p>	N

157	Online Public Comment Box Survey	<p>Page 30 has repetitive language: "Issues and Opportunities: As of 2022, the City had over 16,500 homes, with single-family detached houses making up 52.4% of the housing stock. Over the past five years, the median sales price of homes in Helena has experienced fluctuations. As of 2022, the City had over 16,500 homes, with single-family detached houses making up 52.4% of the housing stock. Over the past five years, the median sales price of homes in Helena has experienced fluctuations."</p> <p>Have you considered recommending mixed use in residential areas? Neighborhood commercial would be a great benefit to people further from downtown, and arterials could benefit from more residential and commercial development, particularly near Last Chance Gulch, Montana Ave, and Euclid.</p> <p>Recommendations are repeated on page 48.</p> <p>It would be great to see a more clear recommendation to fully connect the walking mall north of Neill Ave, all the way to the Carroll campus. The "Great Northern" district on the north side is totally disconnected from the rest of the mall, which really does not allow it to be fully utilized.</p> <p>I didn't read anything about the impact of climate change on recreation activities. There has been an effort to create an indoor recreation facility in town to accommodate activities in Helena's freezing winters, but also on days when it's too smoky to enjoy Helena's trails. It would be great to see a recommendation speaking to that need here.</p>	Y
158	Email to City Staff	Page 27 - FLUP - David would like the Transit Center on N. Montana to be designated Utilities and Transportation Land Use. It may be shown as mixed use	Y
159	Email to City Staff	P. 60 - mention that the LRTP planing process is currently underway	Y
160	Email to City Staff	P. 62 - expand the paragraph beginning with "Capital Transit, Helena..." to include how someone currently accesses the on-demand or curb-to-curb system; and address the recommendation outlining a desire to implement the Engineering standards relative to transportation stops and facilities. These such facilities are no longer mentioned in city code or the standards.	Y
161	Email to City Staff	P. 62 - photo doesn't match text	Y
162	Email to City Staff	P. 57 - Riding on the sidewalk, while not prohibited by state law or local ordinance, is widely recognized as unsafe for both pedestrians and cyclists and should not be encouraged by the city. The reference to incomplete sidewalk infrastructure for cyclists as an alternative to riding with traffic contradicts the emphasis on improving the safety of road cyclists. Some cyclists will still choose to ride on the sidewalk on dangerous roads and when it is perceived to be the best option, but the city should refrain from encouraging this and instead aggressively pursue complete streets and multi-modal infrastructure goals so this ceases to be the dilemma.	N
163	Email to City Staff	I propose replacing the phrase "choosing to travel" with simply "traveling via bike". Many cyclists ride by necessity and would otherwise experience the transportation insecurity acknowledged in the public transit section. Additionally, there is an urgent need to change the broader cultural perception that cyclists make the "choice" to put themselves in harm's way when they encounter conflict or collision with vehicles and, because of that, assume the responsibility for the consequences of unconscientious driving. This is the kind of perception that encourages cyclists to avoid riding in the road, or at all, as to not inconvenience motorists. While the suggestion may seem pedantic, I believe a minor change would do well to echo the accessibility and equity language applied to the pedestrian facilities and public transit sections and strengthen the messaging around our goal of promoting cycling and reducing traffic and emissions.	Y

164	Email to City Staff	Analysis of new development should include analysis of VMTs as a metric of traffic impact and an assessment of progress towards our sustainability goals, rather than/in addition to other conventional measures such as traffic flow, congestion, parking, etc. "Walk/Bike Scores" could also be considered in development impact analysis and would be good to reference in the policy. The noted volume/capacity projections are a great segue into a goal of reducing car dependency.	N
165	Email to City Staff	There could be clarification of the proposed density of the various residential designations and how those densities were determined. Several members of the public expressed concern that designations of low and moderate density contradict the communities infill and sustainable density goals. Considerations like infrastructure and the proposed density patterns in the land use map and accompanying text is unclear. Clarifying these factors would dispel misconceptions that the primary purpose of these designations is to accommodate the public's various lifestyle preferences rather than public service, conservation planning, or coordination with the County. Additionally, it would be good to include the potential unit per acre densities within the map key for context.	N
166	Email to City Staff	A map of existing conditions does not appear to be included in this draft. Was this intentional or am I mistaken? Since this was a major part of the plan's development it should absolutely be included.	N
167	Email to City Staff	The fire risk map that was included in the 2019 growth policy was critical in communicating the relative risk for wildfire that exists in the city. Without including this element in the growth policy, not only can the city not directly refer back to it for future planning policies and regulations, but it does not challenge the assumption much of the public may hold that the risk of wildfire is determined by living in wildland urban interface outside of city limits. As the previous map showed, the risk is not exclusive to outside of town or even the outer edges of town, but impacts a large transect of the community. When the potential for structure to structure conflagration is considered, the risk extends even further. Awareness of the collective risk of wildfire should be continually impressed upon the public in order to promote broad wildfire safety and mitigation behaviors. The reality is, the community risk would be greatly reduced if everyone used fire resilient construction practices and routinely engaged in fire mitigation and maintenance behaviors, whether they reside in the city or not. Education and awareness are crucial to promoting these behaviors and including this information in the growth policy will be crucial in developing future community planning efforts. Please reinsert the fire risk map into the growth policy update. If the information presented in the map is out of date, the most accurate, up to date information from statewide fire risk mapping should be used until it is able to be updated on a finer scale.	N
168	Email to City Staff	The Helena valley has been inhabited by Indigenous peoples for over 10,000 years, including the Confederate Salish and Kootenai Tribes and the Blackfeet and was a significant travel route and crossover point for many others. Please, at minimum, include an acknowledgement of the people whose ancestral lands the city now occupies.	Y
	AARP Montana	Projected housing demand: Helena's population is expected to grow by 10,353 residents by 2045. What is the city's projected number of new homes needed over the next 20 years? While the draft plan estimates potential housing capacity on vacant and annexed land, it does not clearly state how many new homes are projected. Based on a rough average of 2 persons per household, this equates to approximately 5,000 new homes.	Y
	AARP Montana	Rental housing needs: Currently, 37% of Helena residents are renters. What share of new housing will be rental units, and how will the plan ensure affordability and accessibility for renters?	Y

AARP Montana	Housing for older adults: With 40% of Helena householders age 65 or older, what proportion of new homes will meet their needs in terms of size, design, cost, and location in walkable, livable neighborhoods?	Y
AARP Montana	Mismatch in household size and housing stock: While 44% of Helena households consist of just one person, more than 80% of existing occupied homes have two or more bedrooms. What share of new housing will be studios and one-bedroom units? Can some of this need be met through remodeling existing homes?	Y
AARP Montana	Affordability benchmarks: With a median household income of approximately \$70,000, what portion of new housing—both rental and ownership—will be affordable to households earning at or below this level?	Y
AARP Montana	Prioritizing infill and redevelopment, especially in light of changing retail and office space needs. Across the country, digital commerce and remote work are creating vacancies in commercial properties—many of which are ripe for adaptive reuse.	Y
AARP Montana	Recognizing that remodeling existing large homes into duplexes may be a more cost-effective way to increase housing supply than constructing detached ADUs.	Y
AARP Montana	Emphasizing that infill and redevelopment can reduce the need for new infrastructure investments—such as roads, water and sewer lines.	Y
AARP Montana	Reassessing the Housing Framework Map to better reflect infill and redevelopment opportunities.	N
AARP Montana	Expressing the need to update zoning and building codes to support remodeling and reuse of existing structures.	Y
AARP Montana	What will be the taxpayer's share of infrastructure costs for new developments—particularly those shown in the Future Land Use Map?	Y
AARP Montana	Will fee increases be necessary to support new roads, water, stormwater and sewer lines, streetlights, schools, and fire stations?	Y
AARP Montana	How will the city balance investments in new neighborhoods with the need to maintain and improve existing ones?	N
AARP Montana	What priority will be given to infill, redevelopment and affordable housing options?	Y
AARP Montana	How will limited public funds be allocated between new and existing infrastructure?	N

Online Community Survey Summary

Helena Forward – Land Use Plan

Self-guided online outreach provided an opportunity for residents and stakeholders to get involved in the Land Use Plan process through an online survey located on the project webpage. Helena residents and stakeholders were invited to share their thoughts on the community's existing conditions and future opportunities. The survey covered various aspects of the City, including housing and residential areas, commercial and employment areas, transportation, community facilities and services, parks and recreation, and strengths and weaknesses. Each section assessed strengths and weaknesses alongside specific questions related to the topic.

Housing and Residential

While residents valued the overall character of the housing, noting it as a strength for Helena, the survey results indicated a lack of housing options, decrease in housing quality, and distinguished concern over housing affordability. There was broad support for new housing development types including single-family homes, townhomes, apartments, condominiums, and dedicated senior citizen housing.

Commercial and Industrial

While the community identified the character of Downtown Helena as a strength, the existing mix and availability of shopping options was a notable weakness. Other characteristics such as access to everyday goods and services, employment opportunities, and the impact of industrial uses were identified as neutral. For future development, the community indicated that retail stores, personal services, and entertainment facilities would have a positive impact. Other uses such as gas stations and mixed-use development were seen as potentially having a negative effect while restaurants, hotels, offices, and industrial uses were noted as neutral.

Community Facilities and Services

The survey results indicated that community facilities and services are generally strong and provide a good foundation for the overall function of the City. Educational facilities, police protection, and fire emergency responses were identified as strengths with the library notably standing out as the highest viewed asset in the community. A large portion of utilities like electric, stormwater drainage, health care and medical services, services for youth, and services for senior citizens were registered as neutral.

Transportation

In the survey, the primary strength in Helena's existing transportation network was its access to Interstates and highways. However, the survey results identified weaknesses in its effectiveness of major roadways to handle traffic, conditions of sidewalks, lack of transit options, as well as pedestrian and bicycle trail options. The condition of roadways was registered as neutral. The community indicated that parking in Helena was adequate.

Parks and Recreation

The community views its parks and recreation opportunities as significant assets across almost all categories including its neighborhood parks, community parks, playgrounds, sports fields, and courts. Recreational programs, recreational facilities, and the community's efforts toward sustainability were registered as neutral.

Image and Identity

Overall, the survey results indicated Helena's existing image and identity were viewed as strengths. Characteristics like community image and reputation, historic preservation and assets, arts and cultural amenities, and community events and festivals were registered as positive aspects of the City. While community appearance and the presence of a community center and focal point were noted as neutral, one distinct weakness was identified through the character of entry points into the community.

Overview

Of the topics discussed in the survey, the community indicated that Helena's greatest strength was its park and recreation opportunities while its greatest weakness was currently its housing and residential areas. Overall, results showed that the community was satisfied with their quality of life in Helena.

Community Visioning Workshop Summary

Helena Forward – Land Use Plan | October 2024

On October 2nd, 2024, Helena hosted a Community Visioning Workshop that allowed residents, business owners and operators, and other key stakeholders to discuss the community and provide visioning input for the City. Input from these outreach activities will help guide the planning process and inform the goals, recommendations, and policies for the Land Use Plan.

Total participants engaged: 39 attendees

Note on Summary Context

The following summaries reflect the thoughts, comments, and opinions received in the workshop. The items identified in this summary are not recommendations or observations of the consultant, but represent feedback and comments received from those who participated in the community workshop.

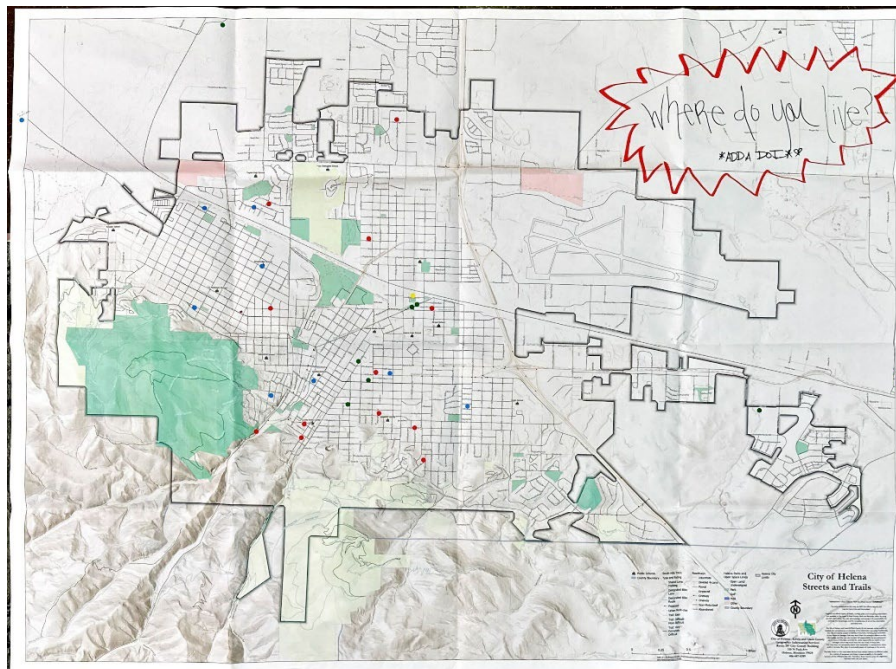
Workshop Format

At the workshop, participants worked together in breakout groups at tables. Each group worked as a team to prepare their vision for the community including mapping desired improvements and development. The exercise allowed community members to map out where they believe future uses should be developed within the City, as well as opportunity sites and other improvements. Each group was provided a packet that included guidelines for discussion along with a large map of the City.

The workshop included a brief presentation introducing the purpose and planning process, as well as an opening warm-up exercise and a group mapping exercise.

Opening Polling Exercise

The workshop opened with the option to answer the question as you walked in, “Where do you live?” Participants were prompted to answer by placing stickers on their location.



Summarized Results

A summary of community input received from the maps, activity packets, and the discussion is provided by topic area on the following pages.

Housing and Residential Neighborhoods

Density and Housing Diversity. Participants expressed strong support for increasing residential density to provide more diverse housing options. Many community members highlighted smaller lot developments, accessory dwelling units (ADUs), and mixed-use developments as ways to expand housing availability for a variety of income levels and life stages.

Zoning and Redevelopment. Participants emphasized the need to update the zoning code to allow greater flexibility and a broader range of permitted housing types. They also suggested rezoning key areas, such as the 6th Ward and the Hawthorne School site, to spur housing growth and redevelopment.

Preservation and Historic Integrity. There was a strong desire to preserve existing buildings and repurpose vacant spaces to create new housing opportunities. Participants called for increased financial support and incentives for the renovation and maintenance of historic buildings, both for housing and business purposes. Some community members stressed the importance of maintaining the character and integrity of existing neighborhoods amidst new development.

Urban Design and Connectivity. Some participants advocated for maintaining a traditional grid layout as new residential developments take shape. There was widespread agreement on the need for more sidewalks in residential areas to enhance walkability, with many calling for improved connectivity between neighborhoods and the downtown core.

Design Guidelines and Green Space. Community members strongly supported incorporating green space requirements into residential developments and called for consistent design guidelines to ensure neighborhood aesthetics are preserved.

Parking and Infrastructure. Participants recommended that the City reevaluates existing parking requirements for residential developments to better align with the evolving needs of residents and housing growth.

Commercial and Business Areas

Supporting Local Businesses. Participants called for a more streamlined permitting process to make it easier for local businesses to establish themselves. Additionally, participants strongly encouraged more incentives for businesses to occupy existing spaces to better support local enterprises. Several participants also advocated for reducing the number of banks and chain restaurants, favoring more local businesses as the City continues to grow.

Neighborhood Services and Amenities. Community members expressed a desire for neighborhood nodes to improve access to essential services, such as corner store grocery stores and accessible laundromats.

Mixed-Use Development. The majority of participants supported more mixed-use development. One group suggested that developing community-oriented retail within existing neighborhoods can enhance residential areas.

Aesthetic. Some participants specifically mentioned the need to renovate commercial buildings on Euclid Avenue to attract new businesses and improve the area's overall appeal.

Public Spaces and Gathering Areas. There was strong support for increasing and enhancing public gathering spaces in the downtown area, with participants emphasizing that these spaces would help foster community interaction and support local businesses.

Industrial and Utilities and Transportation Areas

Support Regional Travel. Many participants expressed their desire for passenger rail opportunities to better connect Helena with other nearby cities.

Zoning and Regulations. One group mentioned updating the existing zoning code to provide more industrial specific zoning districts. Additionally, participants emphasized the enforcement of sustainable principles as industrial development occurs.

Waste Management. Few participants expressed interest in providing a transfer station off McHugh Drive to improve waste management in the City.

Vehicular Transportation and Mobility

Intersection and Traffic Flow Improvements. Participants wish to address the malfunction at the junction of N Montana Ave and Helena Ave. Community members also wish to increase the number of roundabouts, including locations like N Last Chance Gulch and Helena Ave and Lyndale Ave and North Montana Ave.

Road Widening and Expansion. Groups expressed an interest in widening Custer Ave to improve access to the fairgrounds. Additionally, other groups expressed interest in widening Sanders Ave from Cedar Street to Montana Ave to enhance traffic flow.

Public Transportation and Commuter Services. Community members expressed a need for improved public transportation to better serve residents. Participants also noted a need for Park and Ride services for government workers and downtown employees.

New Connections and Infrastructure. Participants would like to ease traffic congestion by building a Montana Street overpass. Other participants expressed their desire to improve the connection between Airport Road and East Helena for better mobility across areas.

Improve Safety. Some participants wish for reduced speed limits in neighborhoods to enhance safety for various users.

Bike and Pedestrian Transportation

Sidewalk Improvements and Expansion. Participants would like to add sidewalks along Green Meadow Drive and extend sidewalks on North Montana Ave to Lincoln for walking and biking. Additionally, groups noted the need to ensure that all new and proposed sidewalks meet ADA requirements. Other community members mentioned making sidewalks a City service to improve maintenance and accessibility.

Crossing and Safety Enhancements. Community members would like to see improvements at pedestrian crossings and signals, especially on Hwy 12. Other groups emphasized the need to add flashing stop signs at pedestrian crossings, particularly at roundabouts. Some participants noted the need for a pedestrian bridge on Henderson for safer crossings.

Bike Lane Improvements and Connectivity. Participants would like to increase protection of bike lanes to enhance cyclist safety. Additionally, groups would like to see a designated bike lane along Green Meadow Drive and enhanced connections to Frontage Road.

Trail and Pathway Extensions. The majority of participants would like to see a completed Centennial Trail. Additionally, participants would like to see improved bike and pedestrian infrastructure along Prospect Ave and 11th Street as well as an underpass on Henderson Street to enhance connectivity.

Winter Maintenance. Participants encouraged snow removal services on bike and pedestrian routes to ensure year-round accessibility.

Parks, Open Space, and Natural Resources

Green Space and Park Integration. Participants want to ensure all new developments and neighborhoods incorporate green spaces and parks. Additionally, groups wish to see green spaces and parks within new developments, especially mixed-use areas near soccer and football fields. The majority of participants also desire the incorporation of more pocket parks in urban areas.

Maintenance and Expansion of Open Spaces. Groups desire for existing open spaces to be maintained and for the expansion of open lands from east to west of the City.

Natural Resources and Community Amenities. One group stated that they would like to see more community gardens to enhance local food production and community engagement. Other participants said they would like to see more trees in key areas, including the north side of Capital High School, along Custer Ave, and along the highway.

Safety and Environmental Concerns. Few groups stated that there should be an increase in fire safety measures for open spaces to protect natural areas.

Community Facilities and Infrastructure

Homelessness and Shelter Support. Many groups stated that they would like to relocate the existing homeless shelter away from downtown. Community members would like the City to partner with non-profit organizations to consider improved services for the unhoused population.

Public Safety and Emergency Services. One group suggested the development of an additional fire station near the airport to enhance safety in the area.

Child Care and Recreational Services. Groups desire better childcare service options, such as recreational after care facilities and the Boys and Girls Club. Some participants mentioned the development of an indoor community pool to enhance recreational opportunities.

Stormwater and Flood Management. Some groups mentioned the need to address stormwater and flooding issues to improve infrastructure resilience.

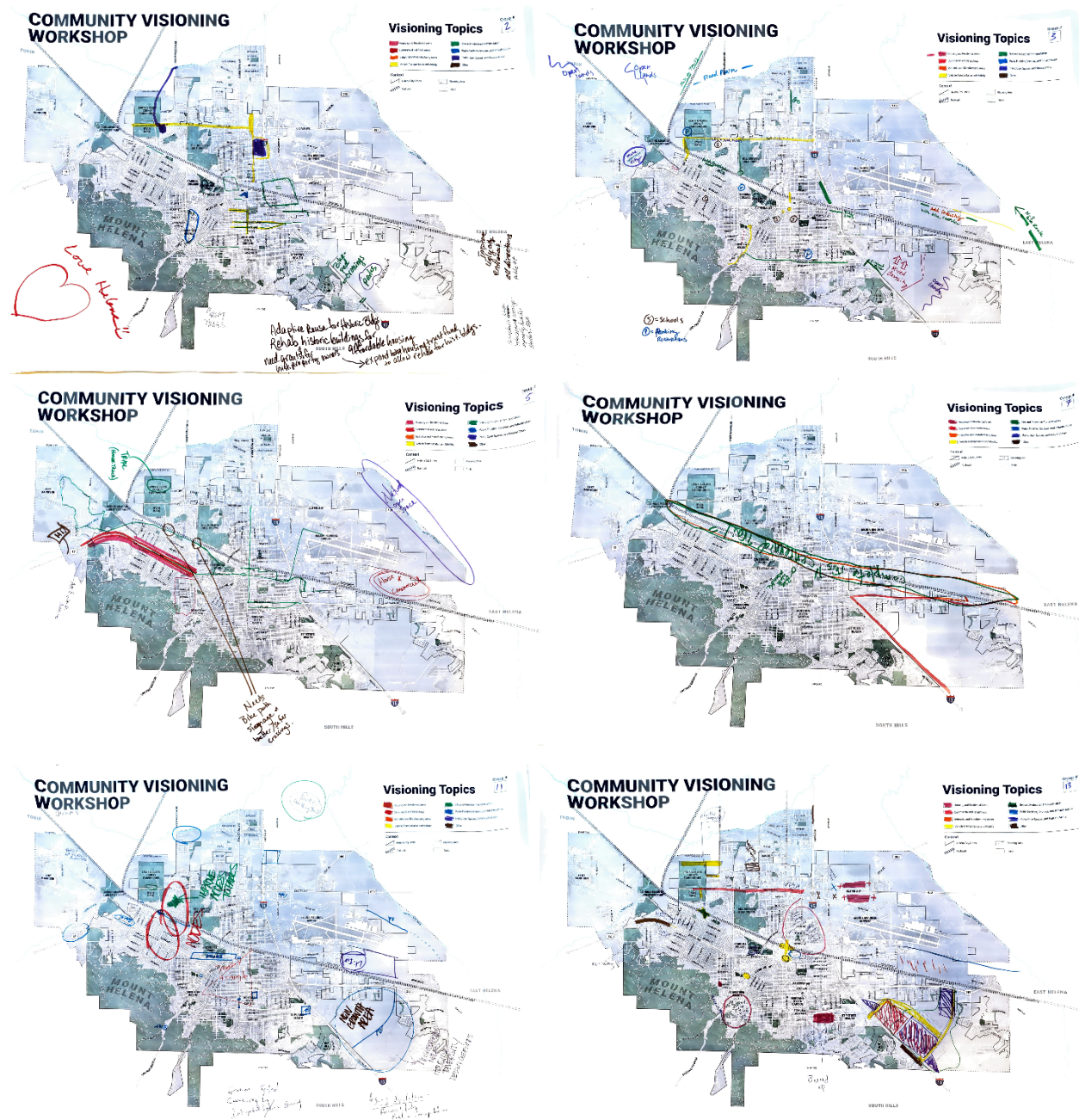
Other

City Beautification. Participants wish to enhance City entrances through beautification efforts, such as new signage and landscaping.

Environmental and Sustainability Initiatives. One group mentioned reducing light pollution through dark sky initiatives. Another group would like to expand recycling and composition options to promote sustainability.

Visioning Maps

Images of each map are included on the following pages, and high-resolution images are available to view and download by clicking [HERE](#).



Group Vision Statements – What are your group’s “big ideas?”

Each group was then tasked with translating their maps into a written vision statement or set of big ideas that explained their envisioned future for Helena. Vision or “Big Idea” statements are presented here largely “as written” with minor edits for spelling, grammar, and clarity, as needed.

- Welcoming diversity
- Better access
- Expanding Development from inside the City
- Passion for Community Living with Strong Local Business Support
- Human-oriented spaces over car-oriented spaces
- Connectivity to our existing resources
- Trust the experts
- Bring back the Trail Rider shuttle to reduce car needs for all recreational users

Key Stakeholder Interviews Summary

Helena Forward – Land Use Plan | July 2024

As a part of the community engagement phase of the planning process, confidential interviews were conducted with individuals and small focus groups to discuss existing conditions and potential within the Helena community. Residents, business owners, and other stakeholders from Helena were asked to provide unique and direct insight to the community.

Houseal Lavigne conducted a series of 16 interview session with 47 participants throughout June and July 2024. Each lasted approximately 45 minutes. Interviews were framed around a sequence of questions regarding the community and conducted in a conversational style. The conversations are summarized thematically below.

Issues and opportunities identified in this summary are not recommendations or observations of the planning consultant. They represent feedback and comments received from interviewees.

Housing

Affordable housing was one of the most consistent issues facing Helena according to stakeholders. The increasing cost of housing has put homeownership and rental properties out of reach for many residents in the City. Stakeholders noted multiple different housing options to help diversify the market.

Issues and Opportunities

- Lack of affordable housing was a major issue that was repeatedly mentioned throughout interviews.
- Cost of housing has significantly increased over the past few years and has outpaced wages pricing many people out of the market.
- Housing supply is lacking, especially for low-income households.
- The new housing developments that are being built are too expensive for residents.
- Concern about sprawling development and desire to instead prioritize infill development.
 - Opportunity to incentivize affordable, infill housing developments.
 - Need to make development of accessory dwelling units (ADUs) easier and incentivize building in certain areas of the City.
- Need for more housing diversity, such as more multi-family options, smaller homes for downsizing, and intergenerational households.
- Concerns about being able to stay in a neighborhood as property taxes and property values continue to rise.
- Concerns about housing availability as AirBnBs and second homeowners buy out properties.
- Need to repurpose old and empty buildings for housing.

Transportation

Enhancing transportation options and improving overall connectivity were often cited during stakeholder discussions. Stakeholders highlighted deficiencies in the existing network, including inadequate bike lanes, an unconnected sidewalk grid, lack of public transit, and problematic intersections. Stakeholders also noted that railroad crossings presented a particular problem for residents who would frequently get stuck waiting for freight trains to pass.

Issues and Opportunities

- Lack of connectivity and options for multimodal transportation.
- Need for safety and comprehensive bike lanes, sidewalks, and public transit.
 - Lack of public transportation mentioned multiple times
 - Concerns about how lack of public transportation affects student population and access to healthcare
- Multiple problem roadways identified, including Custer Avenue, Montana Avenue, and the railroad crossings, especially at Montana Avenue.
- Concerns about getting around the City efficiently, especially considering future growth.
- Opportunity to improve overall transportation network and connectivity.
- Need for better wayfinding, especially to downtown and other attractions and with expected tourism increases spurred to new history museum.

Economic Development

While Helena benefits from a stable employment base due to government jobs and facilities, stakeholders expressed concerns about maintaining adequate income levels to keep pace with the rising cost of living. Some stakeholders advocated for cultivating a more diverse economy and employment base by attracting new businesses and amenities.

Issues and Opportunities

- Local economy is stable due to high amount of government jobs.
 - Concerns with income levels keeping pace with cost of living increases.
- Desire for more businesses, restaurants, and amenities throughout the community to support growth.
- Difficulty with development process, including City regulations and costs mentioned multiple times.
- Need for more diverse employment opportunities outside of government jobs.
 - Lack of major employers or businesses that could provide a larger tax base.
- Need to plan for the City's long-term economic growth and development.
- Concerns about losing young people and employment base due to lack of affordability and job opportunities.
- Observation that Helena produces a skilled/educated workforce that takes their skills elsewhere.
- Need for a large complex to hold sporting events and conferences that would boost the economy.
- Helena has a steadier stream of retail than other surrounding towns.
- Helena seen as a good place to set-up for remote work and tech industries.
- Noted strong entrepreneurial spirit in Helena; increase of people wanting to start their own businesses.
 - Potential for a business incubator program to build and attract mid-sized businesses and expand employment opportunities.

Parks, Recreation, and Open Spaces

Helena's abundance of parks, open spaces, and recreational trails were consistently cited as one of the City's strongest assets by stakeholders. There were also concerns that these facilities need to be properly maintained and expanded as the population increases. Stakeholders stressed the importance of improving trailhead facilities, connecting parks and trails across the community, and developing safeguards for open spaces and agricultural lands to preserve these recreational amenities.

Issues and Opportunities

- Good access to trails and other outdoor recreation areas seen as a major asset, mentioned multiple times.
- Concerns about overcrowding on trails.
- Need for better trailhead facilities as overall use increases with population growth.
- Need to protect open spaces and facilitate support for conservation efforts.
- Opportunity to promote connectivity between parks and trails across the community.
- Opportunity to develop a sports and recreational facility
- Suggestion to require new developments include open space corridors that connect into the network.
- Concerns about growth and impacts on agricultural land.
- Interface between natural/public lands and small city living highlighted as a strong community asset.
- Suggestion to make fire tower more walkable and add a photo location.
- Need for a facility that can host youth sports tournaments and concerts beyond the Area Recreation Center (ARC).

Facilities and Services

Stakeholders noted that essential public services and facilities required necessary funding to remain not only operational but to keep up with future growth and demand. Stakeholders highlighted multiple facilities including the Fire Department, Police Department, healthcare, schools, and other community spaces would soon be overcrowded and meet capacity at the City continues to grow.

Issues and Opportunities

- Concerns with future funding public services such as the Fire Department, Police Department, and other emergency medical services.
- Need for more healthcare facilities and different specialists.
- The quality of schools and educational opportunities in Helena are important to maintain.
 - Funding for public schools was described as problematic, especially for facilities and maintenance.
- Lack of community spaces and other third spaces beyond Downtown.
 - Suggestion to build a community center or convention center through a collaboration between the City and County.
- Lack of access to childcare was mentioned as an issue multiple times.
- Need for better homeless shelter and support services.

Image and Identity

Stakeholders expressed a strong appreciation for Helena's rich history, character, and small-town charm. While accommodating for growth, stakeholders suggested that the City should define a clear vision and path for Helena that preserves its greatest amenities and allows for new residents to appreciate it.

Issues and Opportunities

- Importance of preserving Helena's history, architecture, and cultural character.
- Concerns about maintaining Helena's small-town charm while accommodating future growth.
- Desire for a well-defined vision and identity for the City.
- Opportunity to leverage the existing arts and cultural scene in the community to grow Helena's image and amenities for younger residents.
- Strong sense of community and personal connections were highlighted.
- Helena viewed as a great place to raise a family with a good work-life balance.
- Desire to create a well-defined destination out of the Downtown area and leverage it as an asset in the community.

Other Themes

Stakeholders identified other items that did not fit into one of the overall thematic groups. Improving communication between municipal entities and residents was an important issue for some stakeholders. Some discussions focused on the challenges with providing city services to unincorporated areas and other jurisdictions that might not opt in to supporting their upkeep. Stakeholders were equally concerned about the impacts to Helena's water supply and resources, noting that careful management will need to be established.

Issues and Opportunities

- Need to improve communication and public trust between municipal entities and residents.
- Difficulties with different jurisdictions and unincorporated areas using City services without contributing to them.
- Need for better/improved planning and coordination between the City and County.
 - Need for better collaboration between nonprofit organizations and city governments
- Concerns with impact of growth on water resources and usage.
- Community is proud of its diverse and engaged residents.
 - Diversity mentioned as an area for continued improvement; desire for Helena to become more welcoming to all.
- Noted challenges in philanthropy, particularly due to Helena's status as the state capital.
- Concerns about City government's ability to tackle complex problems and follow through on plans.
- Inconsistency in application of laws to businesses noted as an issue.
- Need for Helena to accept and plan for future growth proactively.
- Suggestion for implementing a sales tax to generate revenue for City government.

Workshop Summary

Helena Forward – Land Use Plan | June 2024

On June 4th and 5th, 2024, Helena hosted three meetings for the Land Use Plan project. These included the Department Heads Workshop, Business Workshop, and Steering Committee Workshop. The workshops provided attendees with the opportunity to share their thoughts on the current state of the City and provide feedback regarding the changes they would like to see. Input from these outreach activities will help guide the planning process and inform the goals, recommendations, and policies for the Land Use Plan.

Note on Summary Context

The following summaries reflect the thoughts, comments, and opinions received in the workshops. The items identified in this summary are not recommendations or observations of the consultant, but represent feedback and comments received from those who participated in the workshops.

Business Workshop

June 4th, 2024

Attendance – 6

The Business Workshop was an opportunity for business owners and operators to offer their input and feedback regarding the City and the plan, with a focus on business community impacts. The workshop included a review of the planning process as well as an exercise to gather input regarding issues, opportunities, and key strengths and assets of the City for business owners and local entrepreneurs. This is an important demographic, especially considering the interest shown in previous outreach regarding increasing local businesses and commercial offerings. Input from this workshop will inform the vision, goals, and recommendations of the Land Use Plan.

Issues and Concerns

Participants were asked to individually identify the issues and concerns facing Helena. Next, participants worked to create a single, cumulative list as a large group where each participant shared issues from their list. Participants were tasked with ranking the top three most important issues discussed from the cumulative list.

The summaries identify the highest-ranked collective issues as determined by this method, as well as all other issues identified throughout the workshop. The number of votes an issue received is included for issues most often identified by participants.

Below are the rest of the issues as determined by this method, as well as all other issues identified throughout the workshop.

- Affordable/workforce housing (6)
- Growth (3)
- Lack of communication/public awareness (2)
- Accessibility
- Lack of neighborhood attractions
- Little foot traffic
- Childcare for workforce
- Lack of multi-use paths
- Downtown development
- Community facilities
- Lack of retail and restaurants
- Development regulations

- Homelessness
- Wayfinding
- Maintenance

Priority Actions and Projects

In response to the list of issues, participants were asked to name specific projects or actions that would provide solutions to those issues identified in the first part of the exercise. Below is a list of the projects identified by participants.

- Citywide sidewalk improvements (3)
- Public/private partnership opportunities (2)
- Develop multi-use paths (2)
- Regional sports facility
- Remove Euclidian zoning
- Develop affordable housing
- Community Land Trusts
- Connect trail network

Strengths and Assets

As the Land Use Plan is developed, the key strengths and assets of Helena should be regarded as areas to maintain and build upon. For the final part of the exercise, participants were asked to list the strengths and advantages of Helena that should be preserved. The following were identified:

Strengths and Assets

- Location
- Nature and outdoor recreation
- History
- State Capitol
- Art

Department Heads Workshop

June 4, 2024

Attendance – 17

The Department Heads Workshop consisted of seventeen department heads in the City County Building. The Department Heads Workshop was an opportunity for City staff to offer their input and feedback regarding the City and the plan, with a focus on community impacts. The workshop included a review of the planning process as well as an exercise to gather input regarding issues, opportunities, and key strengths and assets of the City. Input from this workshop will inform the vision, goals, and recommendations of the Land Use Plan.

Issues and Concerns

Participants were asked to individually identify the issues and concerns facing Helena. Next, participants worked to create a single, cumulative list as a large group where each participant shared issues from their list. Participants were tasked with ranking the top three most important issues discussed from the cumulative list.

The summaries identify the highest-ranked collective issues as determined by this method, as well as all other issues identified throughout the workshop. The number of votes an issue received is included for issues most often identified by participants.

Below are the rest of the issues as determined by this method, as well as all other issues identified throughout the workshop.

- Affordable housing (12)

- Homelessness (6)
- Growth exceeding city resources (4)
- Development standards and process (4)
- Sustainable growth (3)
- Public safety funding (3)
- Connectivity with sidewalks (3)
- Aging infrastructure (3)
- Parking (2)
- Transportation improvements (2)
- Infrastructure costs (2)
- Funding for public schools/city services (2)
- Preserving the character of the community (2)
- Annexation (2)
- Lack of job opportunities (2)
- Traffic volume (2)
- Adequate water (2)
- Resiliency (2)
- Trail signage
- Downtown wayfinding signs
- State tax policy
- Lack of consensus regarding a shared community vision
- New regulations
- Lack of recreational facilities
- Inequalities
- Lack of mental health support
- Increasing cost to live and work
- Need for additional emergency services
- Access to government services
- Local government control
- Inconsistent growth planning between the City and County
- Quality open land
- Sanitation services
- Climate change

Priority Actions and Projects

In response to the list of issues, participants were asked to name specific projects or actions that would provide solutions to those issues identified in the first part of the exercise. Below is a list of the projects identified by participants.

- Recreation center (3)
- Update aging infrastructure (2)
- Address tax collection at state level (2)
- Improve sidewalks (2)
- Update engineering standards (2)
- Custer Avenue improvements (2)
- Community facility upgrades (2)

- Provide livable/competitive wages (2)
- Fund school districts
- Provide an additional fire station
- South Helena connector
- Limit Airbnb/short term rentals
- Improve police force
- Provide mental health support
- Provide incentives for first time home buyers
- Provide tax breaks for long term home owners
- Accommodate traffic volume
- Improve grade separation at railroad crossings
- Stormwater improvements
- Green space projects
- Homeless shelter
- Provide incentives to build downtown

Strengths and Assets

As the Land Use Plan is developed, the key strengths and assets of Helena should be regarded as areas to maintain and build upon. For the final part of the exercise, participants were asked to list the strengths and advantages of Helena that should be preserved. The following were identified:

Strengths and Assets

- City leadership
- Historical preservation
- Public parks and open space
- Location
- Small town atmosphere
- Water supply
- State Capitol
- Downtown

Steering Committee (HCC + Planning Commission) Workshop

June 5, 2024

Attendance – 8

The Steering Committee Workshop consisted of eight members of the Helena Citizens Council and the Planning Commission in the City County Building. The Workshop was an opportunity for the committee to offer their input and feedback regarding the City and the plan, with a focus on community impacts. The workshop included a review of the planning process as well as an exercise to gather input regarding issues, opportunities, and key strengths and assets of the City. Input from this workshop will inform the vision, goals, and recommendations of the Land Use Plan.

Issues and Concerns

Participants were asked to individually identify the issues and concerns facing Helena. Next, participants worked to create a single, cumulative list as a large group where each participant shared issues from their list. Participants were tasked with ranking the top three most important issues discussed from the cumulative list.

The summaries identify the highest-ranked collective issues as determined by this method, as well as all other issues identified throughout the workshop. The number of votes an issue received is included for issues most often identified by participants.

Below are the rest of the issues as determined by this method, as well as all other issues identified throughout the workshop.

- Housing (6)
- Existing infrastructure (3)
- Water rights/availability (3)
- Pedestrian connections (3)
- Transportation (2)
- Education/schools (2)
- Lack of public engagement/communication (2)
- Increasing population (2)
- Maintaining natural resources (2)
- Preserving historical structures
- Lack of funding resources
- Resistance to change
- Lack of planning execution
- Sprawl
- Lack of interesting gateway corridors
- Downtown development
- Business development
- Entertainment
- Traffic congestion
- Maintaining a family atmosphere
- Understanding City processes
- Property taxes
- Homelessness

Priority Actions and Projects

In response to the list of issues, participants were asked to name specific projects or actions that would provide solutions to those issues identified in the first part of the exercise. Below is a list of the projects identified by participants.

- Provide affordable housing (3)
- Connect bikes lands and pedestrian connections to trailheads and downtown (3)
- Montana Ave underpass (2)
- Transportation and mobility improvements (2)
- Ensure adequate water supply (2)
- Conduct more community outreach (2)
- Update aging infrastructure (2)
- Provide incentives to build downtown
- New performance venue downtown
- Employ a different tax structure
- Parking reductions
- Public transportation
- ADA improvements
- More community events
- Sporting/convention center

Strengths and Assets

As the Land Use Plan is developed, the key strengths and assets of Helena should be regarded as areas to maintain and build upon. For the final part of the exercise, participants were asked to list the strengths and advantages of Helena that should be preserved. The following were identified:

Strengths and Assets

- Cost of living
- Public parks and open space
- Available land
- Local government
- Third spaces
- Historical character
- Committed community members
- Stability
- Sense of place
- State Capitol
- Downtown
- Local business environment



OFFICIAL AD PROOF

This is the proof of your ad scheduled to run in **Helena Independent Record** on the dates indicated below. If changes are needed, please contact us prior to deadline at **(123) 456-7890**.

Notice ID: SODQrfkrytGbNMx0AJ2j | **Proof Updated: Oct. 22, 2025 at 03:43pm MDT**
Notice Name: Land Use Plan Adoption Hearing | Publisher ID: COL-MT-201629

This is not an invoice. Below is an estimated price, and it is subject to change. You will receive an invoice with the final price upon invoice creation by the publisher.

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April Sparks
apsparks@helenamt.gov
(406) 447-8000

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Helena Independent Record

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11/08/2025: General Legal Notice	30.00

Subtotal \$66.00

Tax \$0.00

Processing Fee \$0.00

Total \$66.00

See Proof on Next Page

Land Use Plan Public Hearing

The Helena City Commission will hold a public hearing at 6:00 p.m. on Monday, November 17, 2025 in the Commission Chambers, Room 330 of the City County Building, 316 North Park Avenue, Helena, Montana and via Zoom: <https://zoom.helenamt.gov/c/36053471/publicmeetings> to consider the following proposal:

Consideration of a Resolution to repeal the 2019 Growth Policy and adopt the 2025 City of Helena Land Use Plan and Future Land Use Map, providing for a 5 year update of the 2019 Growth Policy and incorporating revised visions, goals, objectives, data, narratives, and maps as required under §76-25-201, Montana Code Annotated and known as the Montana Land Use Planning Act.

The Draft Land Use Plan and associated documents can be accessed from the City's Website at: www.helenamt.gov

The City Commission will accept, consider, and respond to all written and oral comments. For more information or to submit written comments in advance of the hearing, contact: Chris Brink, Community Development Department, City of Helena, 316 N. Park Avenue, Room 445, Helena, MT 59623, 406-447-8490 or email cbrink@helenamt.gov. Written and oral comments will also be taken at the public hearing.

Persons with disabilities requiring accommodations to participate in the City's meetings, services, programs, or activities should contact the City's ADA Coordinator as soon as possible to allow sufficient time to arrange for the requested accommodation, at any of the following: Phone: (406) 447-8490; TTY Relay Service 1-800-253-4091 or 711; Email: Citycommunitydevelopment@helenamt.gov; Mailing Address & Physical Location: 316 North Park, Avenue, Room 445, Helena, MT 59623.

November 1, 8, 2025 COL-MT-201629 MNAXLP



REVISED DRAFT LAND USE PLAN

NOVEMBER 2025

Agenda

- About the Project and Planning Process
- Plan Document – A Foundation for Decision Making

ABOUT THE PROJECT



Helena
FORWARD

History • Opportunity • Legacy

Planning Under MLUPA

- Public participation
- Land Use Plan and Future Land Use Map (vs. Growth Policy)
- Plan to meet needs of projected population in 20 years
- Update Zoning & Subdivision Regulations
- Administrative Review with Appeals

- The Helena Forward Land Use Plan complies with all applicable parts of Montana statute

What is a Land Use Plan?

The Land Use Plan...

- Identifies community desires, needs, and aspirations
- Assesses the City's existing issues and strengths
- Guides a broad range of topics (policy)
- Is a dynamic document – can be updated and maintained to reflect trends and events
- *The process allows the City to engage the entire community.*

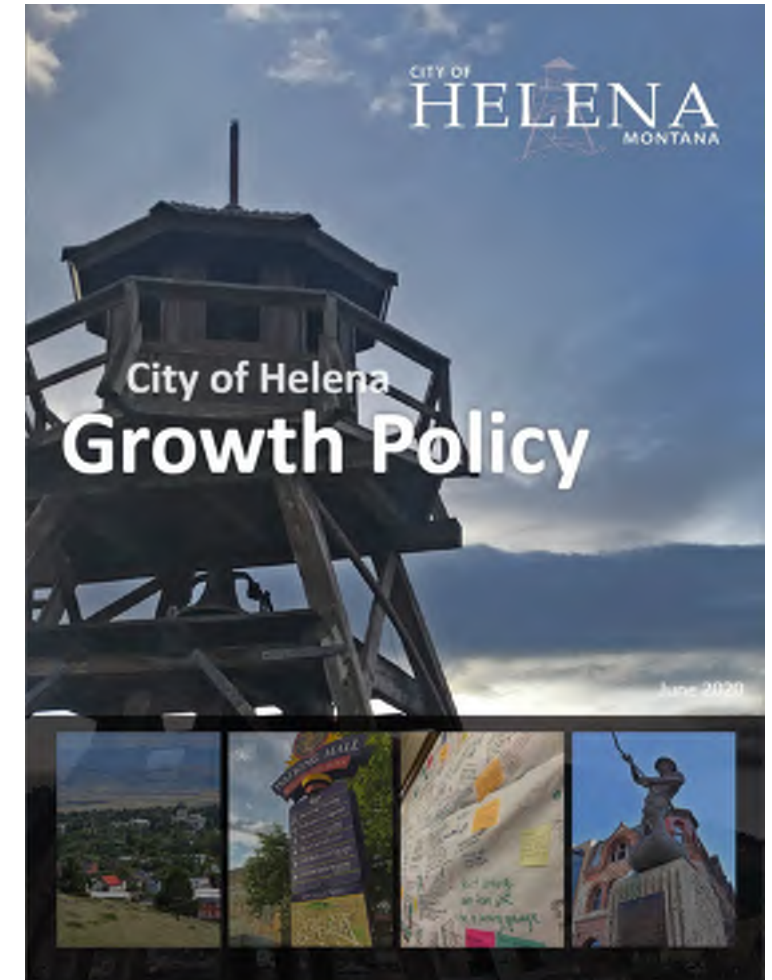
Why is it Important?

- Tell Helena's story and share the City's vision
- Evaluate and inform development proposals
- Foundation for the regulatory framework
- Coordinate local and regional initiatives
- Support the CIP and budgeting
- Identify future studies
- Inform and educate the community



What about our previous plans?

- Greater Helena Area Long Range Transportation Plan
- Railroad Urban Renewal District Plan
- Downtown Helena Master Plan
- ADA Transition Plan
- Helena Downtown Urban Renewal Plan
- Parks and Recreation Master Plan
- Growth Policy
- Capital Hill Mall Urban Renewal Plan
- Downtown Renewal Vision for Cruse Avenue
- Helena Open Lands Management Plan Update



Scope of Work

Approximately 18-month process to:

- Establish where we are today
- Define where we want to go
- Establish the roadmap to get there



Scope of Work

Approximately 18-month process to:

- Establish where we are today
- Define where we want to go
- **Establish the roadmap to get there**




Public Engagement

 Overall
Participants
Engaged
1,276



 **19**
Total Public Events

15,471
Fliers Sent
(Through
Utility Bills) 

 **6**
Pop-Ups at
Farmers
Markets

Fliers, Posters, and
Sandwich Boards
Distributed at
Key Locations 

 **Community
Workshops**

**Working Group
Sessions**

**City Staff
Meetings**

**Community
Open House**

**Public Hearing
and Adoption**

 Online
Engagement
Participants
497

 **11**
Social Media
Posts

 **389**
Community
Surveys Taken

 **10,579**
Project Website
Interactions
(Unique Clicks)

51
map.social
Contributors

523
map.social
Points Created

587
map.social
Likes and Dislikes

REVISED DRAFT PLAN OVERVIEW

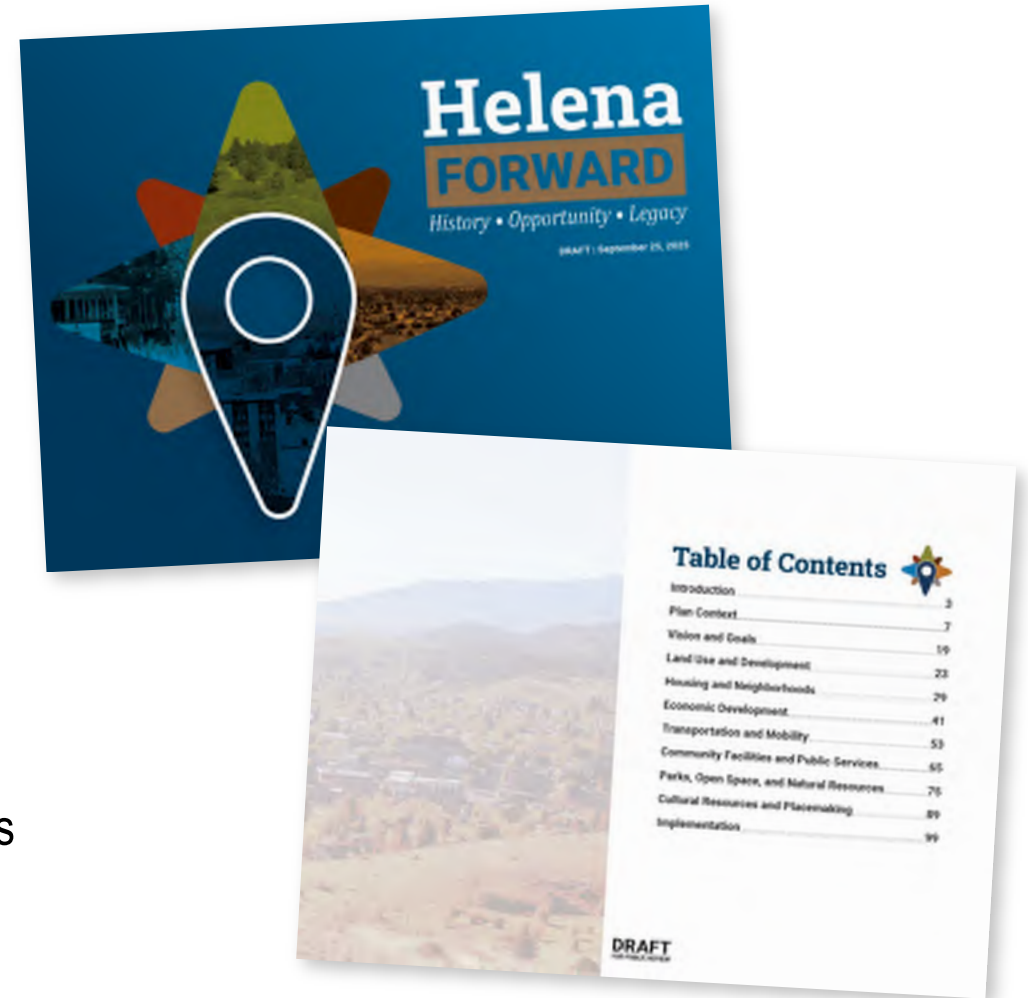


Helena
FORWARD

History • Opportunity • Legacy

Plan Content

- Chapter 1 – Introduction
- Chapter 2 – Plan Context
- Chapter 3 – Vision and Goals
- Chapter 4 – Land Use and Development
- Chapter 5 – Housing and Neighborhoods
- Chapter 6 – Economic Development
- Chapter 7 – Transportation and Mobility
- Chapter 8 – Community Facilities and Public Services
- Chapter 9 – Parks, Open Space, and Natural Resources
- Chapter 10 – Cultural Resources and Placemaking
- Chapter 11 – Implementation



Plan Framework

- Sets the stage for the Plan
 - Introduction to the Plan
 - Community Context
 - Demographic Snapshot
 - Community Outreach
 - Vision and Goals
 - Future Land Use



Vision and Goals

VISION STATEMENT

Helena is a community rooted in history, opportunity, and legacy. It is an exceptional place to live, work, raise a family, start and grow a business, and visit. Over the next 20 years, Helena will continue to capitalize on its distinctive character, welcoming atmosphere, and plentiful access to public lands to be a livable, resilient, and sustainable community.

GUIDING PRINCIPLES

History – Helena preserves and celebrates its rich history and draws on its past as a source of identity, community pride, and wisdom to attract visitors and investment and to support and guide community resilience and sustainability.

Opportunity – Helena is a community that embraces diversity and possibility where anyone can realize their potential—whether through education, by starting or growing a business, or in its varying land uses and variety and quality of employment options.

Legacy – Helena looks forward to its future while recognizing its debt to the past and its responsibility for generations to come—it is a community dedicated to government transparency and accountability, fiscal responsibility, and protecting the environment.

HELENA STRIVES TO...

Be a welcoming, safe, and affordable community, accessible to all;

Preserve and celebrate its history, historic neighborhoods, and heritage;

Ensure that growth is thoughtfully planned and upholds community values while meeting community needs;

Be a connected and walkable community;

Support a healthy, and diverse economy that benefits all;

Be resilient and adaptable to meet the challenges of a changing climate;

Support a vibrant arts, cultural, and civic environment;

Invigorate and nurture a lively, authentic downtown, create and sustain attractive commercial corridors, and support connected and inviting third spaces;

Be a leader in preserving, conserving, and restoring its natural environment and open space while maintaining and enhancing residents' access to exceptional outdoor recreational opportunities;

Provide quality, efficient municipal services; and

Empower citizen involvement and engagement in all community decision-making.

GOALS

Goals are broad and long-range desired outcomes. They are ambitious and will require the culmination of incremental actions to be fully achieved. The goals and objectives are organized by key planning topics.

Housing

- Support residents' access to affordable, quality housing throughout Helena's socially diverse and livable neighborhoods
- Preserve Helena's historic integrity and small-town character throughout existing and new development.
- Ensure Helena's zoning code and regulations provide necessary flexibility in housing development, enabling creative solutions and denser housing types.

Economic Development

- Incentivize high-quality commercial and industrial opportunities that support beautifying major corridors and neighborhoods.
- Promote a series of neighborhood nodes that embody the character of the area and encourage local businesses to grow.
- Continue to revitalize Downtown, cementing its status as the central place for entertainment and activities that serve all ages, ability levels, and lifestyles for residents and visitors alike.

Transportation and Mobility

- Promote a transportation network that enables easy access to neighborhoods, community facilities, employment opportunities, and recreation areas.
- Improve infrastructure and encourage active transportation such as walking, bicycling, and public transit for travel while making roadways and intersections safer and more efficient for all user groups.

Public Facilities, Utilities, Infrastructure, and Community Facilities

- Continue to maintain and improve facilities, services, and infrastructure, ensuring they are reliable for current and future residents.
- Leverage the city's role as the state capital and county seat to collaborate with other agencies and jurisdictions and improve public services while addressing regional impacts.
- Promote sustainable technologies and renewable energy through policies and actions as new technologies become available.

Parks, Open Space, and Natural Resources

- Continue to conserve and steward Montana's land, air, and water and serve as a model for sustainability and resilience.
- Support an extensive parks, open space and trails network, and continue to monitor opportunities to increase and secure outdoor recreational access and improve the wayfinding and safety of trails.

Cultural Resources and Placemaking

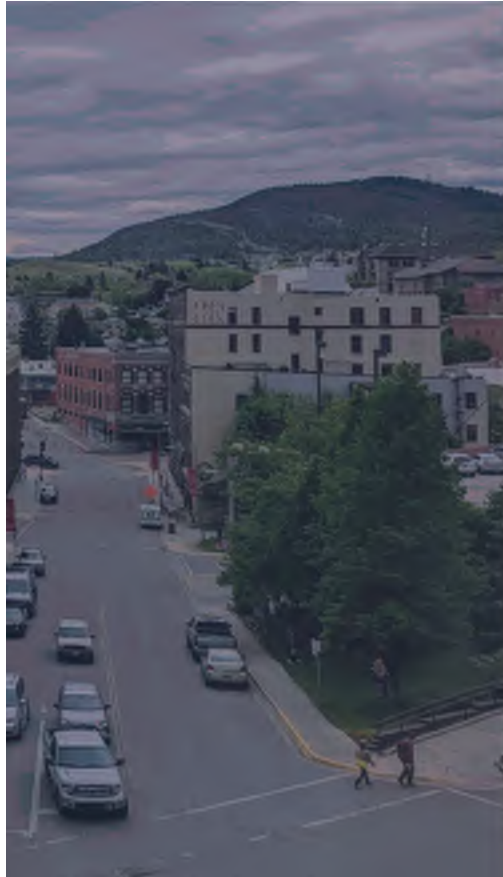
- Preserve the city's local landmarks and attractions, encouraging a lively and active tourism economy.
- Continue to support the preservation of Helena's historical structures and maintain the city's heritage and identity.
- Promote a strong sense of community and personal connections to continue to be an exceptional place to live at all ages and stages of life with a healthy, work-life balance.
- Maintain and enhance the city's unique character, including its charming downtown and neighborhoods, all set within a stunning and accessible natural environment.

Core Chapters and Elements

- Land Use and Development
- Housing and Neighborhoods
- Economic Development
- Transportation and Mobility
- Community Facilities and Public Services
- Parks, Open Space, and Natural Resources
- Cultural Resources and Placemaking



Land Use and Development

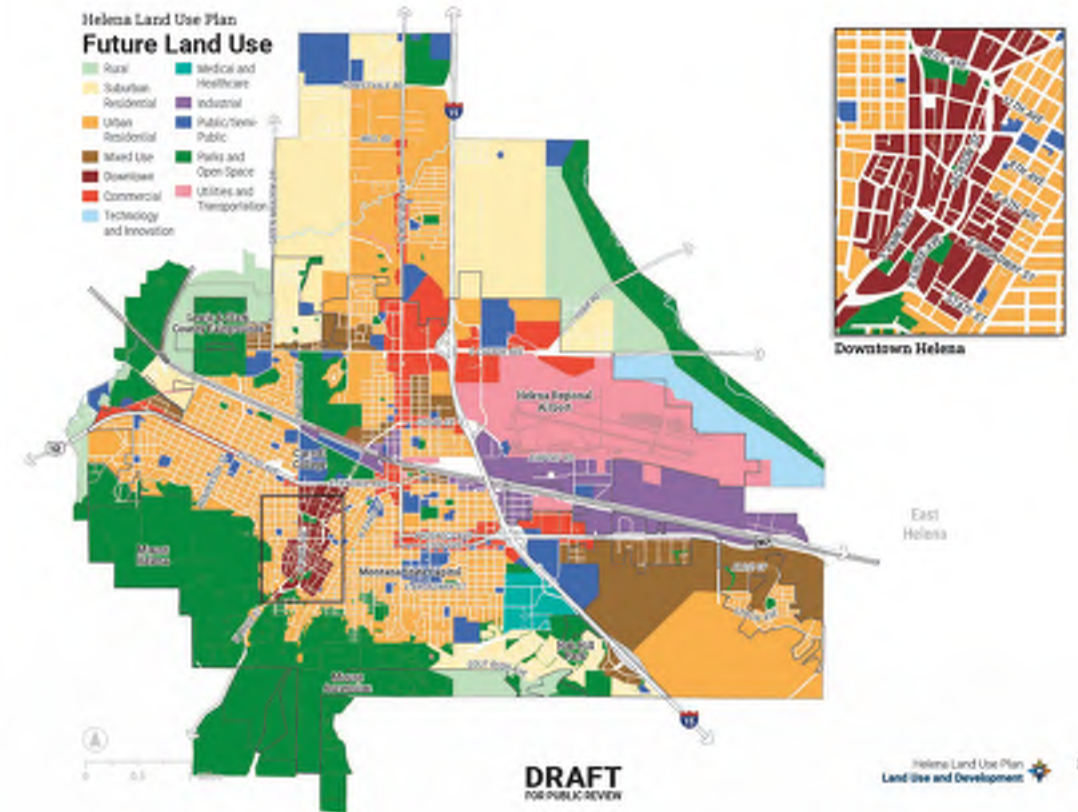


CHAPTER 4

LAND USE AND DEVELOPMENT

The Land Use and Development chapter establishes five definitions and guidance for land use and promotes strategies to make Helena more sustainable and resilient, preserve its character, enhance its quality of life, accommodate growth, and advance its economy. This chapter is specific enough to guide land-use decisions while also allowing the City to be flexible and creative in individual approaches to new development.

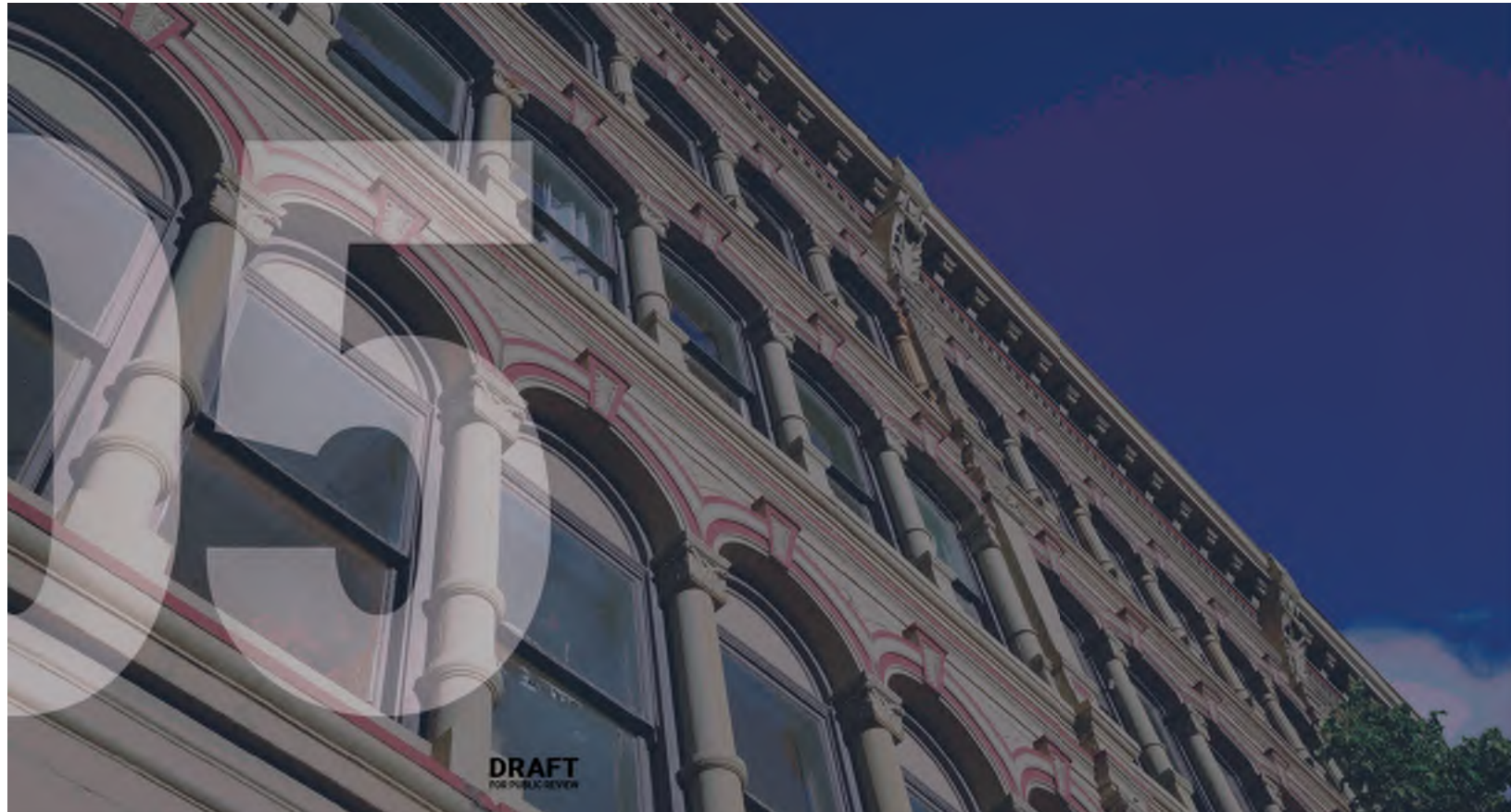
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Land Use and Development  27

Example Chapter: Housing and Neighborhoods



CHAPTER 5

HOUSING AND NEIGHBORHOODS

Consistently, the top issue identified by residents during the planning process was housing affordability and the need for a greater mix of housing options throughout Helena. Skyrocketing housing costs over the past several years have become a significant weight on the community and its economy.

The Housing and Neighborhoods chapter provides direction for the City to meet its housing needs. It identifies Helena's current housing inventory and future housing needs and provides detailed and specific recommendations for how to fulfill projected demand over the next two decades including identifying and addressing constraints on new development and guidance for public and private investments in residential development. The chapter builds on the residential land use categories established in the Future Land Use map to provide a Residential Growth Framework that identifies opportunities for new housing to satisfy Helena's needs.

HOUSING AND NEIGHBORHOOD GOALS

- Support residents' access to affordable, quality housing throughout Helena's socially diverse and livable neighborhoods
- Preserve Helena's historic integrity and small-town character throughout existing and new development.
- Ensure Helena's zoning code and regulations provide a great amount of flexibility in housing development, enabling creative solutions and denser housing types.

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Housing and Neighborhoods

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Example Chapter: Housing and Neighborhoods



HOUSING NEEDS ASSESSMENT

Helena is committed to addressing various housing issues in the community. The City works with the Helena Housing Authority (HHA), which was established by federal and state legislation in 1958, to provide safe and affordable housing throughout the City. The non-profit organization supports programs such as Public Housing, Local Housing Choice Vouchers, Project Based Vouchers, and Affordable Rental programs.

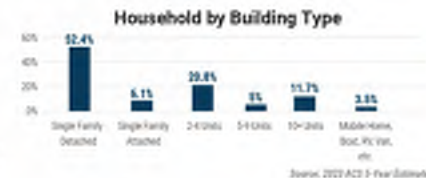
NOTE: Typically the U.S. Census Bureau's American Community Survey (ACS) is the preferred source to assess median home value; however, the most recent ACS, conducted in 2022, reports a median home value (\$395,700) that does not reflect the home sale prices that are being felt by residents. Therefore, the Helena Forward Land Use Plan conservatively uses the lowest reported median home sale price provided by the real estate industry.*

Issues and Opportunities

As of 2022, the City had over 16,500 homes, with single-family detached houses making up 52.4% of the housing stock. Over the past five years, the median sales price of homes in Helena has experienced fluctuations. Though home prices dipped 5.3% in 2024 from their high point, median prices are now over \$450,000, increasing steadily (45.4%) since 2019.

Notably 21.2% of renters and 19.2% of homeowners with mortgages are cost-burdened, spending more than 30% of their income on housing. While Helena's homeowners are less cost-burdened than Lewis and Clark County homeowners (at 10.2% compared to 13.2%), the City's renters are slightly more cost-burdened than the county's (21.2% compared to 20.4%). Gaps in the City's housing stock are likely to contribute to the high renter cost-burden of Helena. There is a mismatch between population trends that indicate a growing number of older individuals living alone or households without children and a historic housing stock that is geared largely to families.

A significant portion of Helena's housing stock (20.5%) was built between 1960 and 1999. Helena has a large share of older housing, with 21.9% of all homes built in 1939 or earlier. As the City evolves, there will be opportunities to address maintenance and efficiency needs for homeowners in the community. On the other end of the spectrum, new construction has begun towards the city's edges to the north and southwest. With building permits for residential development rising from 67 to 113 annually between 2019 and 2021, the City has seen moderate growth in its housing stock with over 1,156 new residential buildings constructed during this period.



PROJECTED HOUSING ANALYSIS

As part of the Montana Land Use Planning Act, cities must prepare an inventory and plan to prepare for future housing growth and development. Helena developments in the early 2020s, including the COVID-19 pandemic and migration to Montana from other states, make predicting Helena's future population difficult.

The first step in this analysis utilized data from the Montana Department of Commerce (MDOC) which provides six estimates based on different assumptions to project the future populations of Montana communities and advises that municipalities choose the one that they think may be the most accurate. For Helena Forward, the City reasonably expects that Helena's projected population for 2045 will be approximately 44,817 in alignment with the compound annual growth rate model. This increase in population will result in a need for roughly 5,000 additional homes in the next 20 years.

Helena could accommodate as many as **22,000 to 58,000** new residents by 2045.



The compound annual growth rate provides a more accurate representation of long-term trends, smoothing out short-term fluctuations and more suitable for long-term planning. This rate incorporates decennial census counts, county-level vital statistics, administrative records, and national immigration records.

The next step in the housing analysis utilized 2020 U.S. Census blocks to take an inventory of existing household densities and the number of residents per household within each of the residential future land use categories. These densities were recorded as follows:

- Suburban Residential** areas typically develop with 3.71 households per acre (2.30 people per household).
- Urban Residential** areas typically develop between 3.73 - 9.56 households per acre (1.70 - 2.29 people per household).
- Infused Use** areas typically develop with 4.34 households per acre (2.13 people per household).
- Downsized** areas typically develop with 13.45 households per acre (1.62 people per household).

Following the inventory, these densities were applied respectively to the available acreages for each land use category within the planning area. An 80% efficiency rate was applied to the households per acre calculation to reflect the approximate usability of the total area. There are approximately 3,501 acres of agricultural and vacant land zoned for new residential development according to the Future Land Use Plan, when apportioned, results in the following distribution of 1,220 acres for Suburban Residential, 1,554 acres for Urban Residential, 825 acres for Mixed Use, 2 acres for Downsized.

Based on the calculation presented, the City's future land use plan can accommodate a potential population increase of **22,000 to 58,000 new residents**, suggesting there is plenty of land available for housing development. With this analysis, the City can carefully evaluate the types of growth it desires, particularly regarding sprawl. The City should work to avoid unsustainable expansion that could strain public utilities and services and lead to diminishing land availability, consequently driving up development and housing costs.

MDOC Population Projections



Example Chapter: Housing and Neighborhoods

RESIDENTIAL GROWTH FRAMEWORK

The Residential Growth Framework is based on the collected community outreach and specific characteristics of each residential area. Building on the residential land use categories established in the Future Land Use map, the Residential Growth Framework indicates where the City can strategically plan for future residential development along with enhancing and preserving its existing neighborhoods and public services.

While the highest recommendation for this chapter is to promote a greater mix of housing and promote strong traditional neighborhood development across Helena, the areas outlined in the framework provide vision and scope for where the City can more readily plan for significant growth.

Infill Development

There are approximately 725 parcels of vacant or underdeveloped land, totaling nearly 3,500 acres, located within Helena's planning area. These parcels range from less than one-acre to over 100 acres. These vacant or underdeveloped parcels provide significant opportunities for infill development.

The infill development area includes land adjacent to the established and developed areas within the municipal boundary as well as areas where the City is expanding infrastructure and future development. Infill development should be prioritized as it reduces the need for new infrastructure and benefits from the walkability and proximity to services and amenities of established neighborhoods and development. It can also take advantage of adaptive re-use opportunities as building uses change. While there are opportunities for infill development throughout the City, the most significant opportunities are located along the eastern edge of the City along Route 287 and Interstate 15. Future infill development areas should emphasize connectivity with adjacent, established development and align design standards with existing development in scale and intensity.

Growth Development

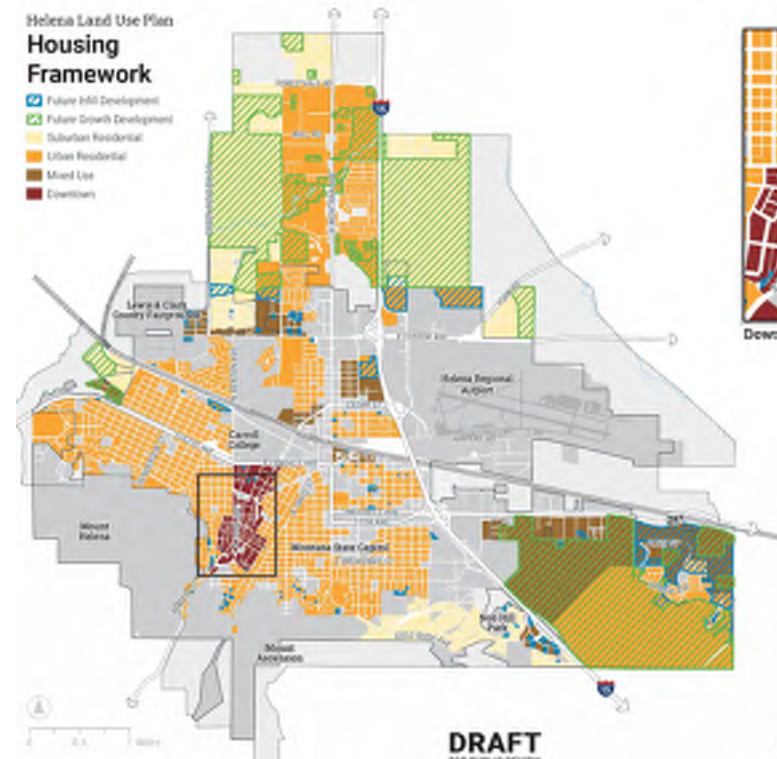
The growth development area consists of new growth areas that present significant opportunities for expansion beyond Helena's existing neighborhoods and commercial corridors. While the demand for single-family homes may continue, it is important to provide a mix of housing options that complement the existing neighborhood character, support the market, meet the needs of residents, and encourage an equitable community. Future development in these areas should integrate into the fabric of surrounding neighborhoods while meeting the needs of the City's growing population.

Context Sensitive Density

Context sensitive density refers to a development pattern of incorporating a mix of residential housing types and other supporting land uses such as commercial, retail, and service-related uses within a compact, well-connected node. This idea can be applied across the City to promote a mixed-residential development pattern and maintain vibrant and diverse neighborhoods throughout Helena. While context sensitive development encourages density, it also aims to address concerns related to infill development and redevelopment projects that could have an impact on the existing surrounding neighborhood scale and character. Additional development considerations should be included for preserving unique architectural elements and aesthetics of neighborhoods without completely restricting maintenance and growth.

Helena Land Use Plan Housing Framework

- Future Infill Development
- Future Growth Development
- Suburban Residential
- Urban Residential
- Mixed Use
- Downtown



Downtown Helena

East Helena

Example Chapter: Housing and Neighborhoods



REDUCING CONSTRAINTS TO HOUSING DEVELOPMENT

As the community continues to grow, the City will need to consider where to prioritize residential development with thoughtful planning and coordination. The following list highlights geographically and financially based incentives and growth strategies which could be applied to targeted growth areas as effective tools to encourage efficient and orderly growth patterns while also reducing constraints to development.

- Development/service connection fees can be reduced or waived within targeted growth areas.
- Density bonuses can be provided for decreasing minimum lot areas or increasing allowable dwelling units per acre within targeted development growth areas.

Current Zoning and Subdivision Regulations

The Land Use Plan is a policy guide that outlines actions the City should take to realize its aspirations; zoning and subdivision regulations are the legal tools that Helena will use to implement the Land Use Plan. The Land Use Plan itself does not have the "legal teeth" needed to require new development or redevelopment in the community to align with the community's vision, goals, objectives, or recommendations conveyed in the Plan. Zoning and Subdivision Regulations address the physical characteristics of development such as height, bulk, density, and lot coverage. It also defines allowable uses within zoning districts.

The recommendations and strategies in this chapter may require updates to the city's zoning and subdivisions regulations to facilitate these desired land use and development patterns within the community. Properly drafted land development regulations that align with the vision and goals of the Land Use Plan can remove unnecessary barriers to investment by providing developers with clear and concise development and design standards.

Infrastructure Needs and Capacity

The Land Use Plan should prioritize long-term growth and residential development within the existing planning area, utilizing existing infrastructure before expanding beyond the City's available infrastructure support. The City should encourage infill development and promote policies to avoid "leap frog" development where developers skip over large tracts of land to build housing on cheaper land further away from the city.

The City could consider a variety of responses to limit leap frog development, including requiring developments to show access to a one hundred year supply of water that would not contribute to depletion of groundwater.

NEIGHBORHOOD CHARACTER

Neighborhood character plays a vital role in fostering attractive, desirable, and sustainable neighborhoods. Character is a combination of architectural design, size, scale, landscaping, street layout, street furniture, sidewalks, setbacks, and other elements that contribute to the appearance and feel of a neighborhood. Many of the existing neighborhoods throughout Helena exhibit a great deal of historic integrity and small-town charm that is highly attractive for residents. Qualities such as access to nearby community amenities, well-maintained infrastructure, and affordability are essential for building strong communities. Preserving and enhancing these unique elements and identities throughout existing and new housing development is a critical component to the Land Use Plan.

Quality Residential Neighborhoods

Helena's neighborhoods form the core of its uniquely historic and small-town identity, characterized by a blend of architectural design, scale, landscaping, and layout. Preserving and enhancing this character while accommodating future growth is essential to maintaining the community's appeal. Future development should embrace the community's distinctiveness, ensuring new projects are contextually appropriate and varied. This can be achieved through effective development regulations that address factors like material use, scale, massing, setbacks, and roadway design to provide continuity between existing and future neighborhoods.

Complete Neighborhoods

To meet rising housing costs, Helena will need to develop a greater variety of housing options and improve access to employment and recreational opportunities. The concept of "complete neighborhoods," where residents can access housing, shops, parks, and schools within a short walking distance, should guide future development. These walkable, amenity-rich neighborhoods would support diverse residents of all ages and incomes, strengthen the local economy, and promote job growth. Compact, mixed-use development along key routes and intersections can enhance neighborhood connectivity and foster a stronger sense of community.

Neighborhood Elements



Recommendations

- Require well-designed, walkable residential developments with access to open space, recreation, commercial centers, and community services.
- Coordinate with Helena Housing Authority, Habitat for Humanity, and other housing and social service related non-profits to identify and address housing issues and opportunities.
- Buffer residential areas from incompatible uses and promote transitions between housing types.
- Support programs to ensure affordability for people at all income levels.
- Continue to support property owners, residents, and non-profit organizations to bring properties into compliance with city codes as needed.
- Encourage the development of gridded street patterns in all neighborhoods to provide greater connectivity for all transportation modes.

Example Chapter: Housing and Neighborhoods



HOUSING VARIABILITY AND ATTAINABILITY

As Helena accommodates its growing population, it will need to balance preserving its small town neighborhood character while supporting a variety of higher density housing options. Helena currently has over 15,000 housing units, with 53.5% of the housing stock consisting of single family detached homes. To meet the evolving needs of residents, the City should continue to encourage higher density housing options like duplexes, townhomes, and multifamily apartments. These alternatives can offer affordability, particularly for those who cannot afford a single-family home or wish to downsize, while enhancing the community's inclusivity and livability.

Housing diversity in neighborhoods can be an important aspect in building socio-economic diversity. A broad range of housing types and prices can also provide greater stability to a neighborhood during market fluctuations. Future homebuyers may be looking to live in a particular area, either due to employment reasons, social and family ties, or access to childcare resources. In the same vein, seniors may be looking to downsize and want to move into a senior living community, multi-generational housing, or other living options near family or other support or amenities. Thirty-seven percent of Helena residents are renters. Planning for housing variability provides diversity of housing, including units for rent, at different price points, to accommodate renters close to services and amenities.



Missing Middle Housing

Missing middle housing types include a range of options between single-family homes and small scale apartments such as townhomes, duplexes, triplexes, four- to six-unit apartments, and mixed-use buildings. Missing middle housing can help address multiple housing issues including affordability, adapting to changing demographics, walkability and transit support, and environmental sustainability. Missing middle housing types are more likely to be affordable for purchase or rent by residents making near the median household income. By offering a variety of housing options at different price points, housing in Helena can provide more flexibility and begin to accommodate young professionals, growing families, and seniors looking to downsize.

Mixed-Use

Mixed-use development typically refers to buildings that include multiple uses within the same structure or horizontally across a unified space. Promoting mixed-use development, with housing conveniently located near employment centers, shopping areas, restaurants, parks, and other day-to-day activities can better connect residents with necessary services and amenities. The City should encourage mixed-use development to minimize the negative impacts of physically separated uses and subsequently promote active transportation options such as walking, biking, and public transit.

Senior Housing

According to the AARP's 2024 Home and Community Preferences Survey, 75% of adults aged 50 and older would prefer to remain in their homes as they age, but nearly 44% of them expect to have to move to accommodate their new wants and needs later in life. With the median age increasing to 40-4 years in 2022 and, more specifically, residents aged 55 and older growing 68% between 2010 and 2023 to 40% of Helena's population, the City will need to consider ways for residents to be able to age in place and remain active participants in the community. The ability to age in place is an important factor for long term residents who wish to remain in a community as well as attract new residents to the area.

Alternative, small-scale housing options should be considered that integrate into Helena's neighborhoods to support residents looking to age in place, rather than developing large senior living communities that can be disconnected from parks, commercial centers, and services. Some small-scale senior oriented housing may be achieved through balancing the housing mismatch that exists in the City. Forty-four percent of Helena households consist of just one person but more than 80% of existing homes have two or more rooms. To add to housing diversity and create options for older residents to age in place, the City can encourage convert sensitive remodeling of existing homes into multiple units.

Accessory Dwelling Units

An additional type of dwelling unit that could satisfy the need for missing middle housing is the accessory dwelling unit (ADU). An ADU is a smaller, independent dwelling unit located on the same lot as a single-family home. ADUs can be attached to the main home, as basements, or upper floors and remodeling a larger single-family home into two units is typically the most cost-effective way to add an ADU to a property. They can also be added as new additions, or detached as standalone structures elsewhere on the parcel. ADUs can support housing affordability for both homeowners and tenants and offer options for senior relatives that want to stay close to family. ADUs also provide flexibility for Helena's transient population, including legislation that meets every other year and university students needing housing nine months out of the year.

While ADUs are a unique and desirable option for increasing density, the actual implementation towards developing this housing option can be difficult. ADUs are typically expensive to build and do not provide enough return on investment for homeowners and property owners to consider developing. Furthermore, other restrictions such as dimensional requirements from zoning can prohibit ADU development. The City should consider strategies for loosening restrictions and offering incentives to encourage ADU development while discouraging any negative impacts of vacation rentals.

Recommendations

- Encourage additional missing middle housing types to accommodate renters and homeowners of all incomes and abilities.
- Promote a mix of housing options that complement the existing neighborhood character, support the market, meet the needs of residents, and encourage a livable community.
- Encourage housing options that allow senior residents to remain in the community in walkable, livable neighborhoods near services and amenities.
- Work with developers to explore incentives to promote housing development that aligns with the City's vision.
- Consider prioritizing City-owned property for the construction of missing middle housing types that are affordable to residents at the median household income.

- Explore the development and use of affordability benchmarks to incentivize the construction of housing that is affordable to residents at and below the median household income.
- Update zoning and subdivision regulations to remove barriers to the construction of missing middle housing, re-modeling and adaptive re-use of existing structures to increase housing diversity and affordable housing options.
- Consider conducting a fiscal impact study for planned development in the Infill Development and Growth Development areas identified in the Residential Growth Framework to assess long-term infrastructure and service costs and ensure new development contributes to the City's fiscal health while maintaining equitable cost allocation.
- Consider strategies for loosening restrictions and offering incentives to encourage ADU development while discouraging any negative impacts of vacation rentals.

“Safe, affordable and accessible low-income housing is absolutely critical to the growth of our community.”

Example Chapter: Economic Development



CHAPTER 6

ECONOMIC DEVELOPMENT

Largely as a benefit of being the state capital, Helena has enjoyed relative economic stability. High-paying government jobs have created a foundation that has attracted new industries eager to take advantage of the City's location, infrastructure, and high quality of life. Diversity makes Helena's economy more resilient, attracts investment, and will make the City more prosperous. In the years to come, Helena should strive to further diversify its economy and attract industries that provide high-paying jobs.

The Economic Development chapter outlines strategic recommendations designed to attract diverse industries, build a skilled and adaptable workforce, and cultivate thriving commercial areas. These efforts aim to enhance the city's economic foundation, promote long-term growth, and create a flourishing environment for both residents and businesses.

ECONOMIC DEVELOPMENT GOALS

Encourage high-quality commercial and industrial opportunities that support beautifying major corridors and neighborhoods.

Promote a series of neighborhood nodes that embody the character of the area and encourage local businesses to grow.

Continue to revitalize Downtown, cementing its status as the central place for entertainment and activities that serve all ages, ability levels, and lifestyles for residents and visitors alike.

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Helena Land Use Plan
Economic Development 

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Example Chapter: Economic Development



CURRENT ECONOMY

Helena's economy is driven by public administration, which remains the City's largest employment sector, accounting for approximately 21.5% of all jobs in 2022. Healthcare and social assistance is the second-largest sector, making up nearly 16% of the workforce. Major employers include the State of Montana, St. Peter's Hospital, the Federal Government, Lewis and Clark College, and Boeing, reflecting a strong foundation in government, healthcare, education, and advanced manufacturing.

According to the latest data from the U.S. Census Bureau Center for Economic Studies, Helena had 32,851 jobs in 2022—marking a 10% increase since 2010. The City's fastest-growing industries during this period were manufacturing and construction, which surged by 141% and 68%, respectively. However, not all sectors experienced growth; educational services saw the largest decline, losing 254 jobs.

JOBS LOCATED IN HELENA: 10 EMPLOYMENT SECTORS (2022)

	Total Jobs in 2022	Share of Job Market in 2022	Change in Jobs since 2010
Public Administration	7,071	21.5%	-2.3%
Health Care and Social Assistance	5,156	15.7%	31.2%
Retail Trade	3,711	11.3%	19.7%
Accommodation and Food Services	2,778	8.5%	5.2%
Construction	2,254	6.9%	67.6%
Professional, Scientific, and Technical Services	2,105	6.4%	15.7%
Finance and Insurance	1,771	5.4%	-8.5%
Administration & Support, Waste Management and Remediation	1,668	5.1%	53.0%
Other Services (excluding Public Administration)	1,539	4.7%	-5.8%
Educational Services	1,329	4.0%	-17.6%
Totals	29,381	89.5%	156.2%

U.S. Census Bureau Center for Economic Studies 2022

Top Industries

The top industry for Helena residents, either working in the city or elsewhere, is the Health Care and Social Assistance sector, which employs 17.2% of city residents. The other industry sectors that employ the most Helena residents include the Public Administration (15.7%), Retail Trade (10.7%), Accommodation and Food Services (8.4%), and Professional, Scientific, and Technical Services (6.7%) sectors.

Between 2010 and 2022, the total number of working residents increased from 14,525 to 16,525, showing a 14.5% growth. Among all industry sectors, the largest percentage increases in employed residents were seen in Agriculture, Forestry, Fishing and Hunting (95.7% increase, representing 44 additional jobs), Construction (64.4% increase, or 372 more jobs), and Administration and Support, Waste Management and Remediation Services (47.1% increase, or 282 more jobs). Collectively, these three sectors added 698 jobs, though they still represent a relatively small portion of total employment.

Where Residents Work

As of 2022, Helena had 15,492 residents with primary jobs—defined by the U.S. Census as an individual's highest paying job for the year. Approximately 9,775 of these workers both live and work in Helena, while 5,717 residents commute to jobs outside the City and 21,042 workers live elsewhere and commute into City. Major job centers in the region include Helena Valley Southwest, Helena Valley West Central, Helena Valley Northeast, and the City of Great Falls.

TOP EMPLOYERS FOR HELENA RESIDENTS: 10 EMPLOYMENT SECTORS (2022)

	Total Jobs in 2022	Share of Job Market in 2022	Change in Jobs since 2010
Health Care and Social Assistance	2,859	17.2%	26.8%
Public Administration	2,783	16.7%	0.5%
Retail Trade	1,775	10.7%	12.6%
Accommodation and Food Services	1,566	9.4%	19.1%
Professional, Scientific, and Technical Services	1,110	6.7%	37.2%
Educational Services	987	5.9%	-15.0%
Construction	950	5.7%	64.4%
Administration & Support, Waste Management and Remediation	681	5.3%	47.1%
Other Services (excluding Public Administration)	761	4.6%	4.7%
Finance and Insurance	727	4.4%	-11.7%
Totals	14,399	86.6%	195.7%

U.S. Census Bureau Center for Economic Studies 2022



Example Chapter: Economic Development



COMMERCIAL CORRIDORS

Key commercial corridors, including Montana Avenue, Cedar Avenue, Prospect/11th Avenue, Cedar Street, and Lyndale/Eucild offer a diverse mix of retail, service, and commercial amenities that serve the needs of Helena residents and visitors. To further enhance these areas, the City must explore strategies to support the growth and retention of businesses that contribute to the local economy while providing inviting, lively spaces where residents can shop, dine, and engage with their community.

Support Infill Development

Promoting infill development along Helena's existing commercial corridors offers an opportunity to transform underutilized areas into cohesive environments. Currently, corridors such as Montana Avenue and Eucild Avenue are fragmented by vacant or undeveloped parcels, which hinder their full potential. Strategic infill development can revitalize these areas, fostering economic growth while creating attractive spaces for local businesses to expand. By focusing on redeveloping these corridors, Helena can strengthen its identity as a thriving economic hub and enhance its sense of place through efficient land use. Modernizing the zoning code will play a role in guiding this transformation.

Promote Compatible Land Uses

As infill development and redevelopment occur along Helena's major commercial corridors—such as Montana Avenue, Cedar Street, and Lyndale/Eucild Avenue—it is essential to ensure that new development is compatible with adjacent land uses, particularly where these corridors border residential neighborhoods. Promoting land use compatibility helps protect community character, minimize potential conflicts, and maintain a high quality of life for residents. To guide this process, new development should be consistent with the Future Land Use Plan. Aligning redevelopment efforts with this vision will help support a more cohesive urban environment while advancing the overall health, safety, and welfare of the Helena community.

Recommendations

- Establish tax incentives, grants, or fee waivers to encourage property owners and developers to invest in underutilized parcels.
- Simplify permitting and regulatory procedures for infill projects to reduce barriers and encourage timely redevelopment.
- Support the rehabilitation and repurposing of vacant or obsolete buildings for new commercial, office, or mixed-use developments.
- Consider updating the zoning ordinance to remove parking minimums.
- Ensure that all new developments align with the Future Land Use Plan and are compatible with surrounding uses.



Example Chapter: Economic Development



Encourage Regional Commercial

East Custer Avenue has emerged as a key destination for regional commercial development in Helena, attracting both local residents and a broader customer base from surrounding areas. The corridor is home to large shopping centers, big box retailers, and other high traffic businesses that serve as economic drivers for the City. Additionally, its direct connection to Helena Regional Airport enhances its role as a critical gateway for commerce. To strengthen its position as a regional commercial hub, Helena should continue supporting development along East Custer Avenue, encouraging growth that capitalizes on its momentum while strategically planning for future opportunities. The Community Development Department, City Commission, and Planning Commission should only approve new regional commercial development if it complements the character of Helena.

Recommendations

- Encourage regional commercial development including destination retail and entertainment offerings that align with the needs of the community and region.
- Promote infill development and the redevelopment of underutilized parcels.
- Align transportation planning with economic development efforts to reduce traffic congestion and provide multimodal travel options where appropriate.
- Continue to support outlot development in large retail areas to maximize land use efficiency.
- Update zoning regulations to incorporate design standards for new commercial developments including setback and parking design requirements.



Improve Multimodal Access

Much of Helena's commercial development is currently designed with an auto-centric focus, characterized by front-loaded parking lots, buildings set far from the sidewalk, and limited amenities for pedestrians and cyclists. This layout not only prioritizes car travel but also discourages the use of alternative transportation options. As Helena's commercial corridors evolve, the City should emphasize site designs that cater to pedestrians, cyclists, and public transit users. This can be achieved by positioning buildings closer to the street, creating a more inviting environment, while locating parking behind or to the side of buildings rather than in front. To further enhance multimodal access, the City should encourage the development of wide, accessible sidewalks, protected bike lanes, and well-placed crossings, making it easier for people of all ages and abilities to navigate between destinations safely.

Recommendations

- Encourage the development of complete streets that prioritize multimodal transportation along key commercial corridors.
- Implement protected bike lanes and designated bike parking areas throughout commercial corridors to encourage cycling as a viable transportation option.
- Work with community groups to develop a low street bicycle network to allow residents from different neighborhoods to access commercial corridors without traveling on major roadways.
- Identify key intersections to increase safety measures for people walking, such as adjusting timing of traffic signals to allow for safer crossing by people.
- Work with seniors, disability advocates, and other community members to identify barriers to active transportation and develop solutions.



Character and Image

Helena's commercial corridors face several challenges that impact their character and appeal, including outdated infrastructure, insufficient maintenance, and a lack of beautification efforts. These issues not only detract from the visual appeal of the corridors but also limit their potential for future growth and development. To address these concerns and improve the overall image of these areas, the city should focus on establishing and enforcing clear development standards that enhance the aesthetic and functional quality of commercial spaces.

This can include requirements for thoughtful landscaping—such as xeriscaping, tree-lined streets, green buffers, and decorative planters—which add vibrancy, reduce water usage, and soften the built environment. Xeriscaping, in particular, can help ensure landscaping remains attractive and sustainable in Helena's semi-arid climate by using drought-tolerant native plants and efficient irrigation techniques. Additionally, encouraging the use of high-quality, durable building materials that complement the surrounding area can help create a cohesive and effective corridor. Routine maintenance, such as cleaning, repairing, and updating infrastructure, should also be prioritized to ensure that commercial areas remain welcoming and well-kept.



Recommendations

- Align future development efforts with the goals of the Railroad District Neighborhood Plan to ensure consistency in design, character, and connectivity.
- Develop a streetscape plan for Downtown that includes landscaping features such as tree-lined streets, decorative planters, green buffers, and public art installations to enhance the aesthetic appeal.
- Encourage incentive programs that support local businesses in updating and improving the appearance of their storefronts.
- Establish commercial design guidelines that promote high-quality materials and building designs that reflect the character of Helena.
- Reduce or eliminate parking minimums for commercial land uses and encourage shared parking to reduce land used for surface lot parking and reduce instances of unused/underutilized parking spaces and lots.
- Encourage restaurants to develop parklets to allow for more outdoor seating and serve as traffic calming to provide a safer and more inviting streetscape.

Example Chapter: Economic Development



DOWNTOWN HELENA

Downtown Helena is the city's historic and cultural core, offering a vibrant space for work, shopping, dining, and exploration. The Business Improvement District (BID), operating under the brand Downtown Helena, plays a pivotal role in preserving and boosting the area's economic vitality. Through initiatives such as facade improvement grants, new business development grants, and event grants, Downtown Helena fosters growth and revitalization, helping local businesses thrive. As Helena's downtown continues to evolve, it is essential for the City to prioritize the preservation of its unique character while encouraging economic development. By striking a balance between growth and historic preservation, Helena can ensure that its downtown remains a dynamic hub that attracts residents, visitors, and businesses for years to come.

Recommendations

- Continue funding and expanding event grants for festivals, the farmers market, and public gatherings to attract visitors and increase local business exposure.
- Coordinate with local businesses, groups, and nonprofits, including the Business Improvement District and Visit Helena to schedule events to align efforts and decrease competition.
- Make better use of underutilized Performance Square including music festivals, outdoor theater, etc.
- Reevaluate parking requirements to minimize adverse impacts like excess parking and car-centric design.
- Encourage denser development Downtown minimizing the visual and financial impact of surface parking lots while preserving the unique sense of place that has been established.
- Consider a low-stress protected bikeway to provide bicyclists better access to and across Downtown.

- Continue to support and expand Downtown Helena brand to increase visibility and promote downtown businesses.
- Prioritize mixed-use spaces that combine residential, retail, and office functions to boost activity throughout the day and night.
- Continue to invest in placemaking and make additional improvements to infrastructure Downtown including landscape architecture, street furniture, lighting, public art, and play features to further enliven Downtown and attract visitors.
- Encourage industries that are central to the downtown economy, such as retail, hospitality, and creative sectors.
- Simplify the event permitting process to make it easier to attract and hold community events Downtown.
- Consider creative ways to incentivize development or redevelopment of underperforming or vacant city-owned property to achieve community's vision and housing and economic development goals.

“Our identity is strongest in downtown Helena. If we could strive to make all of Helena as welcoming as that area of the city we would be heading in the right direction.”

Helena Land Use Plan Downtown Framework

- Great Northern District**
This area should be a modern center for business and family entertainment that includes high-quality multifamily housing, desirable amenities, and lively nightlife activities.
- Fire Tower District**
This area should be a hub for all kinds of entertainment, recreation, arts and culture embracing a mix of businesses and architecture.
- Last Chance Gulch Corridor**
This commercial corridor should serve as a traditional downtown shopping street that appeals to both tourists and local residents looking for their daily needs. The corridor should include wide sidewalks, engaging storefronts, and the distinctive walking mall.
- Gateways**
Gateway features should be used to announce the entrance into Downtown as a distinct area within the community. Other considerations should be included for the Fire Tower and Great Northern Districts.
- Intersection Improvements**
The safety of pedestrians, bicyclists, and car users is still paramount to creating a widely accessible Downtown environment. Elements such as bump-outs, ADA-accessible sidewalk ramps, crosswalk treatments, and pedestrian refuge islands should be considered throughout the Downtown.
- Carroll College Connection**
Work with Carroll College to strengthen the connection between the campus and Downtown encouraging pedestrian connections and supporting land uses.
- Residential Connection**
Strengthen the connections to surrounding residential neighborhoods and other community nodes and destinations. Continue to develop a comprehensive pedestrian and bikeway network.
- Helena Business Improvement Districts (HBID)**
Continue to work with the HBID to monitor and facilitate the implementation of the Downtown Helena Master Plan.



Example Chapter: Transportation and Mobility



CHAPTER 7

TRANSPORTATION AND MOBILITY

Helena's transportation system creates a balanced, efficient, and well-connected network providing access to goods, services, and community resources, and supports land use development through a variety of modes. The Transportation and Mobility Chapter provides guidance aimed at providing a system that will ensure the community will be effectively served by multi-modal transportation opportunities. The section discusses the Plan's approach to "human-centric transportation," including strategies to support walking, biking, and complete streets.

TRANSPORTATION AND MOBILITY GOALS

*Promote a transportation network that enables easy access to neighborhoods, community facilities, employment opportunities, and recreation areas.
Improve infrastructure and encourage alternative modes of transportation such as walking, bicycling, and public transit for traveling while making roadways and intersections safer and more efficient for all user groups.*

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Helena Land Use Plan
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Example Chapter: Transportation and Mobility

ROADWAY NETWORK

The Transportation Systems Department is responsible for planning, approvals, maintenance of the local roadway system, and implementing the city's engineering standards for both public and private transportation facilities. Engineering standards are focused on providing a safe and efficient transportation system, while implementing a complete streets policy. In addition to these standards, transportation plans and subdivision regulations are used when planning and evaluating new and existing facilities.

Currently, the City is responsible for approximately 84.5 miles of roadways that support regional mobility to local streets that ultimately provide property access to residents and businesses within city limits. As the population in Helena continues to grow, it is critical to foster a transportation network that enables easy access to neighborhoods, community facilities, employment areas and recreational opportunities. The transportation network should also encourage a connected, pedestrian-oriented, and human-centric active transportation system that prioritizes modes such as bicycling or walking.

Functional Classification

The roadway system in Helena consists of various street types and functions designed for a branching, suburban system. The functional classification of a road describes the character of the service intended for the roadway and degrees of travel mobility. Overall, a roadway system should include a balance of mobility and access. Helena's roadway system is classified using definitions from the Montana Department of Transportation (MDT).

Principal Arterial

The purpose of a principal arterial is to serve the major centers of activity, the highest traffic volume corridors, and the longest trip-distances in an area. This group of roads carries a high proportion of the total traffic. Most of the vehicles entering and leaving the area, as well as most of the traffic bypassing the central business district, utilize principal arterials. Significant intra-area travel, such as between central business districts and outlying residential areas, and between major suburban centers, is served by principal arterials. Principal arterials in Helena include Prospect Avenue/11th Avenue east of Montana Avenue, North Benton Avenue, Montana Avenue, Lyndale/Euclid Avenue, Custer Street and Cedar Street/Last Chance Gulch. On the map, principal arterials are split between Interstate Principal Arterial and Other Principal Arterial to highlight major corridors like Interstate 15.

Minor Arterial

The minor arterial street system interconnects with and augments the principal arterial system. It accommodates trips of moderate length at a somewhat lower level of travel mobility as compared to principal arterials, and it distributes travel to smaller geographic areas. With an emphasis on traffic mobility, minor arterials include all arterials not classified as principal arterials while providing some access to adjacent lands. In Helena, examples of minor arterials include Henderson Street, Broadway Street, 11th Avenue West of Montana, and Green Meadow Drive.

Major Collector

Major collectors provide a balance between mobility and access, linking arterial roadways to local streets and facilitating traffic flow through a community. These roadways are often continuous and designed to handle moderate volumes of traffic at lower speeds than arterials, serving shorter-distance travel. In Helena, examples of major collectors include Montana Avenue, Rodney Street, Custer Avenue, and National Avenue function as major collectors.

Minor Collector

Minor collectors focus on connecting smaller populations and properties not served by higher-classified roadways. These roads prioritize property access over mobility, with lower traffic volumes and speeds. 6th Avenue, Davis Street, and Hauser Boulevard are examples of a minor collector in Helena.

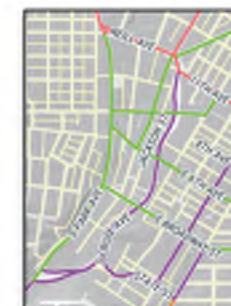
Local Road

Local roads primarily serve neighborhood traffic and provide direct access to adjacent land uses. These roadways typically have lower speeds, reduced traffic volumes, and limited connections to arterial roads. They are often not continuous through a community and are designed to support local movement within residential and commercial areas.

Jurisdiction

There are routes within the City that are the responsibility of entities other than Helena, such as Lewis and Clark County and the Montana Department of Transportation (MDT). The City should maintain close coordination with these entities as routes under their jurisdiction may require improvements due to age, level of service, or the expanding needs of the community.

Helena Land Use Plan Functional Classification



Downtown Helena

Note: The City of Helena utilizes its own separate functional classification system that differs from the MDT classifications.

Example Chapter: Transportation and Mobility



Traffic Flow and Congestion

While roadway widening projects may offer temporary relief from traffic congestion, they often fail to provide long-term solutions and can even worsen the issue due to induced demand. Traffic flow and congestion issues have many detrimental effects on communities and the environment, including economic impacts due to delayed delivery of goods and services, air quality and fuel consumption, and a general disruption of daily routines resulting from longer commute times and unpredictable delays.

The Greater Helena Area Long-Range Transportation Plan, updated in 2014, examined projected roadway volumes and capacity for the year 2035. The plan calculated volume/capacity (v/c) ratios for principal and minor arterials, and major and minor collector routes, identifying multiple routes projected to be very near, at or over capacity in 2035. These routes include Outer Avenue, Prospect Avenue, 11th Avenue, Benton Avenue, Montana Avenue, and Airport Road.

One considerable issue within Helena, resulting in significant traffic delays, is the presence of six railroad crossings located with no grade separation. At these locations, traffic is required to stop when trains are in route. Four of these crossings are on low volume roads; however, crossings on North Montana Avenue and North Benton Avenue, both major north-south traffic corridors, can cause traffic to back up for several minutes to half an hour or more. Both routes are within the Greater Helena Area Metropolitan Planning Organization (MPO) boundary; however, North Montana Avenue is the responsibility of MDT, while North Benton Avenue is the responsibility of the City.



The City should continue conducting traffic studies and surveys to determine how residents travel through Helena. In addition, the City should continue analyzing current crash locations and severity to identify problematic intersections and corridors to determine improvement priorities. While the City has complete authority over local streets, it should continue working with regional partners to develop a comprehensive traffic management plan to ensure that people driving into the city do not have a negative impact on the active transportation needs of Helena residents and visitors.

Complete Streets

Complete streets are designed and operated to be safe for all types of road users, not just drivers. Pedestrians, cyclists, and motorists of all ages and abilities must be able to safely move along and across a complete street. Complete streets incorporate physical infrastructure, such as raised crossings, protected bike lanes, medians, and similar treatments, to reduce hazards from automobiles and protect and make pedestrians and cyclists more visible. In addition to their safety benefits, Complete streets often ease congestion, support economic growth, encourage walking and biking, improve air quality, and enhance mobility options for children and elderly residents. Complete streets also enable other financial incentives offering long-term savings for household spending less on car maintenance and cities spending less on large-scale roadway widening projects and routine upkeep.

In 2010, Helena adopted Resolution No. 19799 which requires the implementation of Complete Street infrastructure and principles for newly constructed streets and those undergoing reconstruction or extensive maintenance. Perceptions of safety are a primary factor for residents in determining whether to utilize bicycling or walking for trips, especially for trips that include major streets. To successfully implement Complete Streets principles, the City should identify points of potential conflict where existing bicycle or pedestrian routes intersect with high-speed corridors and analyze crash location and severity data to identify street segments and intersections where injury risk to people walking and bicycling is most acute. The City should then prioritize roadway infrastructure projects that improve multi-modal safety.

Complete Streets principles recognize that the City cannot rely on laws or human nature or common sense to adequately protect more vulnerable users of roadways and encourages the use of physical barriers between vehicles and pedestrians and bicyclists. By prioritizing infrastructure projects at locations with observed safety issues and targeting street safety projects based on crash data analysis and risk factors, Helena can improve pedestrian safety outcomes and perceived comfort for active users.



Recommendations

- Review the City's Engineering and Design Standards for roadway design to ensure that they support the goals and vision of this Land Use Plan.
- Continue implementing the Complete Streets Policy and following the Public Right-of-Way Access Guidelines (PROWAG).
- Improve connectivity within the roadway network to meet the demands of future growth.
- Support future and ongoing city roadway development through Capital Improvement Projects to ensure long-term functionality.
- Identify mechanisms to assist the City with funding necessary roadway projects, such as Special Improvement Districts, Street Maintenance Districts, and private funding sources.

- Coordinate with regional and state entities to align roadway expansion and maintenance needs.
- Conduct the planned update to the Greater Helena Area Long-Range Transportation Plan to ensure that current and future transportation network needs are met.
- Identify new projects that will address traffic flow and congestion issues for the projected population increase.
- Coordinate with MDT and BNSF to evaluate options that will alleviate traffic delays due to at-grade railroad crossings including replacing at-grade crossings on Montana Avenue with an overpass.
- Seek grant and loan funding opportunities to help finance modifications to at-grade railroad crossings.
- Evaluate major north-south and east-west routes within Helena to identify concerns for freight traffic.

- Continue incorporating new infrastructure to improve safety for pedestrians and cyclists, and reduce automobile crashes.
- Encourage the development of a low-stress bicycle network by incorporating new street infrastructure that improves safety for pedestrians and cyclists, and reduces automobile crashes.
- Review crash data and crash severity data to analyze dangerous intersections or corridors within the City.
- Consider installing roundabouts at intersections throughout Helena.
- Identify oversized roadways for opportunities to implement road diets and potential lane narrowing.
- Assess the impacts of lanes wider than 10 feet and reduce lane widths, where possible, to reduce vehicular speeding and improve pedestrian and bicyclist safety.

Greater Helena Area Metropolitan Planning Organization

In 2005, the Greater Helena Area MPO was federally required to be created as the area's population exceeded 50,000 people. The MPO is comprised of the City of Helena, City of East Helena, Lewis and Clark County, and the Montana Department of Transportation. The purpose of the MPO is to provide greater coordination and cooperation between all agencies for improved transportation planning. While the MPO does not directly provide funding for projects, they receive financial assistance in the form of Metropolitan Planning (FPL) funds to carry out the required planning activities and transit funds for transit planning.

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Example Chapter: Transportation and Mobility



BIKE AND PEDESTRIAN FACILITIES

The introduction of safe, interconnected, and accessible bike and pedestrian facilities with the transportation framework of a community encourages greater usage and provides numerous benefits, including reduced traffic congestion, positive environmental impacts, and improvements to physical health. With the adoption of the Complete Streets policy, the City should continue to promote active transportation.

Connectivity Between Residential Areas and Key Destinations

Certain areas of a community are more apt to attract pedestrian and bike traffic, and improving pedestrian and bike traffic connections to these areas will encourage additional non-motorized transportation throughout the City. In Helena, the numerous schools, the Capitol Complex, parks and open space, and the Last Chance Gulch area are all local destinations that would benefit from increased connectivity from residential areas.

“With the increasing popularity of e-bikes and more people getting around on two wheels, Helena’s street improvements should be designed to enhance pedestrian safety.”



There are large areas of older residential development in Helena that have very limited sidewalk networks, likely because they were not required during development of the neighborhoods. In addition to gaps in sidewalk infrastructure, there are large gaps without existing bike infrastructure, which proves challenging for those traveling via bike rather than automobile. Because bikes are most often sharing the road with vehicles, it introduces added safety concerns for bike users. Newer residential areas, and areas yet to be developed, must follow the City of Helena Engineering and Design Standards, which contain requirements for sidewalks, bike and pedestrian paths, and bike lanes.

In 2021, The City of Helena Multimodal Traffic Study examined existing conditions and provided recommendations for connecting the downtown and midtown areas of Helena. Within this study, multiple projects were identified to improve connectivity to key destinations, such as sidewalk improvements along Last Chance Gulch, Lyndale Avenue pedestrian crossings, Helena Avenue bike lanes and pedestrian accommodations, and the Montana Avenue Centennial Trail crossing.

As the population of Helena continues to grow, special attention should be given to preserving and improving connectivity between destinations and residential neighborhoods. Upgrading intersections and roadways to promote the development of a low-stress bicycle network will ensure that active transportation modes are a viable option for residents and visitors. Investing in active transportation infrastructure which is significantly more cost effective than costly roadway widenings or intersection infrastructure can reduce congestion, lessen the need for parking, enhance air quality, and promote the health of residents, visitors, and the environment.



Bikeways

A tiered approach to implementing bikeways throughout Helena’s streets can provide a range of options for the City to support bike infrastructure. A tiered approach can include bikeway types that are comfortable and easily implementable such as conventional bike lanes to high investment, high-safety infrastructure like protected bike lanes and grade-separated side paths. The tiered approach will also allow for the most appropriate category of bike lane for the roadway to be implemented based on the level of separation or protection needed. For example, conventional bike lanes might be appropriate for local roads while multi-use trails/side paths would be a more suitable bike lane option along a roadway defined as a primary arterial.

The following categories provide more details about how these bike lanes should be implemented:

- **Multi-Use Trail/Side Path:** Shared use path located immediately adjacent and parallel to a roadway, typically grade-separated and designed with a buffer between the street and path.
- **Conventional Bike Lane:** Exclusive space on the side of the road for bicyclists designated by pavement markings and signage.
- **Buffered Bike Lane:** Exclusive space for bicyclists with additional buffer space between bicyclists and drivers typically designated by diagonal hatch or solid lines.
- **Protected Bike Lane:** Dedicated space for bicyclists with physical separation from vehicles typically using concrete barriers or bollards.

Expanding the City’s bike network, prioritizing protected bike lanes for safety, and enhancing signage and pavement markings to reduce conflicts could encourage cycling as a viable and sustainable transportation option.



Multi-Use Trail/Side Path



Conventional Bike Lane



Buffered Bike Lane



Protected Bike Lane

Example images of bikeway types for reference

Example Chapter: Transportation and Mobility



Sidewalk Improvements

As identified in the 2014 Long Range Transportation Plan, the southeast portion of Helena, neighborhoods west of Benton Avenue, and the area west of North Montana Avenue and north of the railroad tracks are condensed areas of incomplete sidewalks. In addition to these large areas, the Plan identifies numerous locations throughout Helena that have smaller gaps in sidewalk infrastructure, resulting in an unpredictable walking resource.

Inadequate or nonexistent ADA accessible facilities also exist throughout Helena, deterring sidewalk usage by pedestrians with disabilities and creating a barrier to independent mobility. The existing ADA accessible transportation facilities are currently inadequate for community members requiring use and will certainly not accommodate the future population demands of Helena.

Addressing gaps in sidewalk and ADA accommodations throughout the transportation network can result in reduced motorized transportation, improved pedestrian safety, and access for all mobility levels.

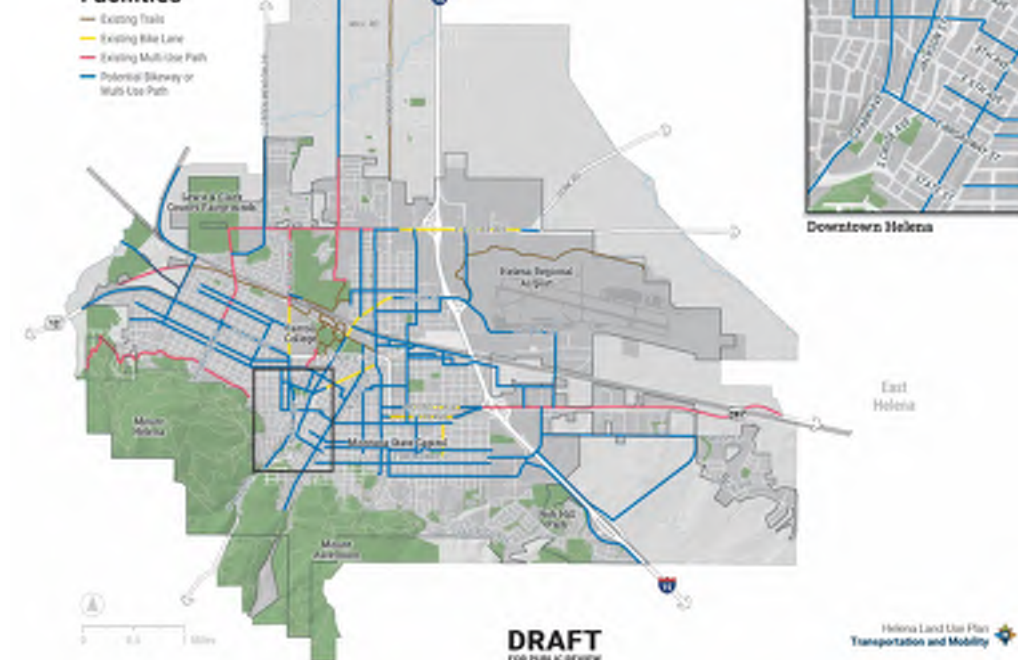
Recommendations

- Prioritize and implement project recommendations outlined in the ongoing Long Range Transportation Plan update process to address gaps in sidewalk and bikeway networks.
- Utilize identified priority routes from the updated Long Range Transportation Plan to plan pedestrian and bike network improvements throughout Helena.
- Utilize the updated Long Range Transportation Plan to identify areas of connectivity to key community destinations.
- Prioritize completion of the Centennial Trail.
- Plan similar north-south paved shared-use trails or routes that will connect with the Centennial Trail and enable users to connect to many parts of the City without riding on roads.
- Design and implement safer intersection and crossings to reduce the risk of collisions and provide more comfort to the overall bike and pedestrian network.



- Provide access to existing residential trail systems through city pedestrian and bicycle facilities.
- Review City of Helena Engineering and Design Standards to ensure that they are consistent with the goals and vision of the Land Use Plan.
- Implement a tiered approach to incorporating bikeways throughout Helena's streets that can provide a range of options for the City to support bike infrastructure.
- Where feasible, prioritize protected bikeway infrastructure to help establish a safer bicycling transportation network.
- Continue to upgrade existing facilities to meet ADA requirements.
- Work with HOC and community bicycle advocacy groups to ensure that proposed bikeways and multi-use paths include low stress options for people of all ages and abilities.
- Install wayfinding signage to help cyclists and pedestrians identify safe routes to destinations.
- Consider bike signals, where necessary, to better organize bike traffic and improve system safety.
- Coordinate with local businesses to sponsor bike-to-work/school days.
- Develop resources to provide bicycling education including information like safety tips, route designation, and rules of the road.
- Consider alternative systems of maintaining sidewalks to ensure they are safe and accessible for pedestrians and enhance the City's appearance.
- Bring back the Neighborhood Traffic Calming Program or investigate ways to improve implementation of traffic calming design strategies.
- Invest in infrastructure to maintain bicycle and pedestrian facilities year-round, especially during Helena's harsh winter season.

Helena Land Use Plan Bike and Pedestrian Facilities



Example Chapter: Transportation and Mobility

PUBLIC TRANSPORTATION

Public transportation can provide multiple benefits to a community: economic, health, reduction in road congestion, and safety. Public transportation systems meet the needs of individuals who are unable to drive, cannot afford to own or operate a vehicle, or just wish to sit back and allow someone else to do the driving. It results in less traffic congestion, lower carbon emissions, and more efficient travel for all.

Aligning Transit Options with Employment

Providing transit options in a community provides many economic benefits and lowers obstacles related to transportation insecurity. In a report published by the American Public Transportation Association (APTA), approximately 20,000 jobs are supported for every \$1 billion spent nationally on public transportation in a year.

To make public transportation successful, however, it is important to align transit options with employment opportunities. Making sure that transportation systems access the primary areas of employment opportunities and are available during the times they are most needed by users are important considerations when planning transportation routes.

Capital Transit, Helena's public transportation system, provides curb-to-curb service throughout the city as well as limited service between the Capital Transit Station and East Helena. To utilize this service, rider can use the Capital Transit App to schedule a ride up to one day in advance—same-day service is subject to availability. Users can also apply to set up regular service for recurring trips. Though Helena has had fixed bus routes in the recent past, there are no fixed bus routes offered through the service at this time.

The 2013-2018 Transportation Development Plan (TDP) identified that the primary way to increase transit usage was to develop a more efficient transit service, which resulted in the curb-to-curb service currently offered. Feedback received during public outreach revealed that curb-to-curb service may not be adequate to meet demand for regular transit service.

Potential Return of Passenger Rail

The Big Sky Passenger Rail Authority is working to rebuild passenger rail service across southern Montana, with the proposed route stopping in Billings, Eliceman, Helena or Butte, and Missoula. Overall, restoration of this passenger rail route will connect Seattle to Chicago, and Billings to El Paso, Texas, opening transportation opportunities throughout the nation.

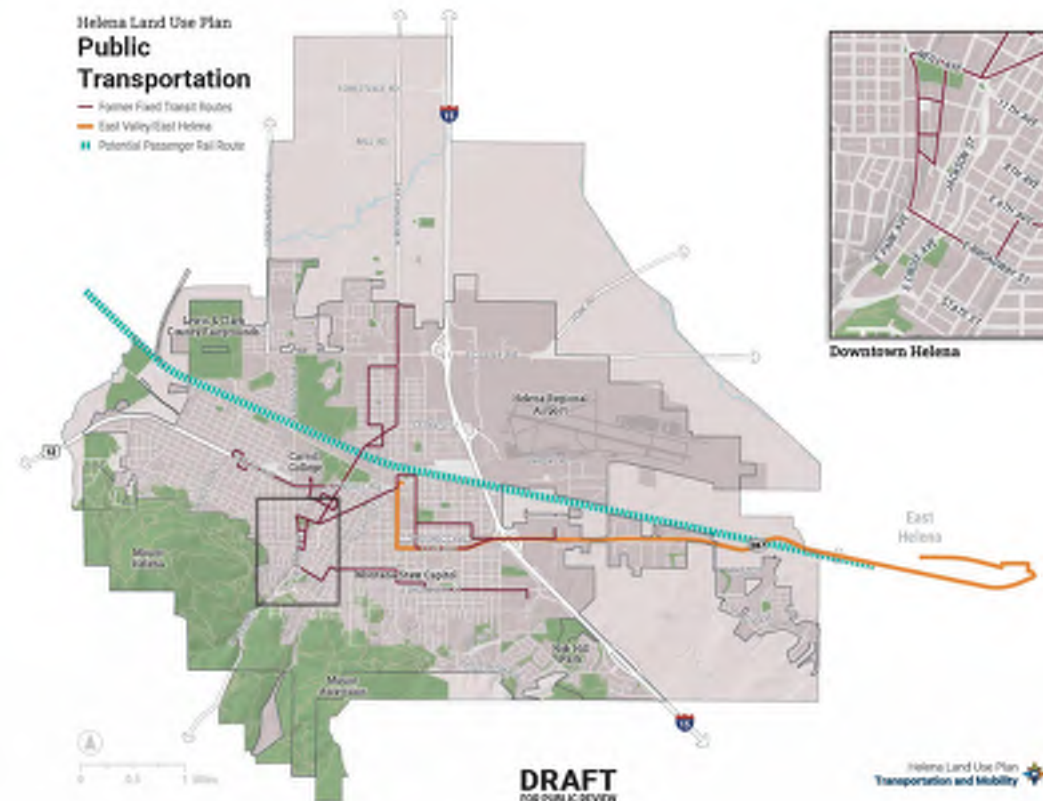
Restoration of passenger rail would have a significant economic impact on the state and Helena specifically by creating jobs and providing an affordable transportation alternative. While this service is currently not available, the introduction of passenger rail service will become more valuable as the population of Helena, and other Montana cities, continues to grow.

Air Travel

The Helena Regional Airport is located on the eastern edge of the city. The airport provides major airlines such as Delta, United, and Alaska Airlines with direct flights to Seattle, Salt Lake City, and Denver.

Recommendations

- Expand public transit options to establish fixed routes as identified in the Capital Transit FY2023 Coordination Plan.
- Update the Transportation Development Plan to identify existing and future community needs.
- Establish designated transportation stops with signage and ADA access that align with community employment opportunities.
- Expand Capital Transit hours of operation as ridership increases.
- Develop a Capital Transit fleet expansion plan to meet the growing demand for service.
- Continue to implement the Complete Streets Policy as related to providing, maintaining, and improving public transportation stops and facilities and implementing transit priority signalization, as necessary.
- Coordinate public transit opportunities near housing centers for all income levels.
- Update the Transportation Development Plan to identify existing and future community needs.
- Support the efforts of the Big Sky Passenger Rail Authority.



Example Chapter: Community Facilities and Public Services



CHAPTER 8

COMMUNITY FACILITIES AND PUBLIC SERVICES

Helena's quality of life, economic vitality, workforce strength, and adaptability all depend on reliable community facilities and infrastructure. The Community Facilities and Public Services chapter presents guidelines to help ensure that Helena is served by reliable, high-quality facilities and services into the future. The Plan does not replace efforts undertaken by the City and other providers such as detailed infrastructure and capital improvements plans but intend to complement and extend those efforts.

COMMUNITY FACILITIES AND PUBLIC SERVICES GOALS

Continue to maintain and improve facilities, services, and infrastructure, ensuring they are reliable for current and future residents.

Leverage the city's role as the state capital and county seat to collaborate with other agencies and jurisdictions and improve public services while addressing regional impacts.

Promote sustainable technologies and renewable energy through policies and actions as new technologies become available.

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Helena Land Use Plan
Community Facilities and Public Services 

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Example Chapter: Community Facilities and Public Services



CITY FACILITIES

Helena's city facilities are essential hubs for government operations, public services, and civic engagement, providing residents and businesses with critical resources and support. As Helena continues to grow over the next 20 years, investing in facility maintenance, modernization, and accessibility enhancements will be key to ensuring these spaces remain functional, efficient, and welcoming while preserving their historic significance. Upgrading infrastructure, improving energy efficiency, and ensuring compliance with ADA accessibility standards will help city facilities continue to serve the evolving needs of the community. Strategic planning and investment will allow these facilities to operate at peak efficiency, reinforcing Helena's role as a dynamic and responsive city.

Recommendations

- Support future and ongoing city facility upgrades through Capital Improvement Projects to ensure long-term functionality.
- Promote renewable energy solutions such as geothermal heating and rooftop solar on city facilities to reduce operational costs and environmental impact.
- Integrate water conservation measures and renewable energy solutions to promote long-term sustainability in public facilities.
- Preserve the historic character of public buildings while integrating modern amenities to enhance usability.
- Ensure that the City allocates the necessary funding to ADA accessibility improvements.
- Conduct regular assessments of public facility conditions and service demands to accommodate anticipated population growth and demographic shifts.
- Expand multi-purpose spaces within city facilities to better serve residents and host community programs.



Fire Department

The Helena Fire Department consists of three divisions including Administrative Operational Leadership, the Fire Prevention and Investigation Bureau, and Fire Suppression. The Suppression Division is responsible for structure protection, wildfire suppression, emergency medical services, hazardous materials response, and technical rescue operations. Currently, Helena is served by two fire stations, with plans underway for a third station and training facility to meet the growing demands of the community. This expansion aims to enhance emergency response times, improve firefighter training, and ensure the department can continue to provide high-quality service as the city evolves.

Recommendations

- Utilize the 2023 Fire Department Master plan to implement proposed recommendations.
- Strengthen coordination with state and federal agencies, neighboring counties, and East Helena for fire-fighting efforts and hazard mitigation planning.
- Implement recommendations from 2023 Fire Department Master Plan.
- Enhance wildfire mitigation through partnerships with the Montana Department of Natural Resources and Conservation, Lewis and Clark County fire departments, and neighboring counties.
- Modernize fire stations and facilities to ensure they remain functional, efficient, and up-to-date.
- Maintain adequate staffing levels to ensure all fire stations and emergency services operate effectively.
- Conduct comprehensive hazard mitigation planning to safeguard residents, property, and infrastructure.
- Promote firewise landscaping and structural features in residential and commercial buildings.
- Consider implementing micro-emergency response vehicles for narrow streets.



Police Department

The Helena Police Department's Patrol Division provides preventive patrol, law enforcement, emergency assistance, public information, and hazard mitigation. The department also includes Support Services, which oversees the 911 Communication Center, a Civil Investigations Division, and Animal Control. In partnership with Lewis and Clark County, the City recently renovated the former Blue Cross Blue Shield building into the Law and Justice Center, now home to the Police Department, Municipal Court, and County Sheriff's Office. This investment reflects the City's commitment to preserving historic properties while ensuring accessible and efficient public safety services.

Recommendations

- Continue to renovate and modernize police facilities to improve functionality and efficiency.
- Ensure that 911 dispatch and emergency response infrastructure remain up-to-date to support timely assistance.
- Provide adequate staffing levels to meet the city's growing needs and maintain efficient emergency response.
- Support ongoing training and professional development for officers, including de-escalation techniques, crisis intervention, and community policing strategies.
- Partner with schools, businesses, and community organizations to enhance crime prevention and public safety education efforts.



EDUCATIONAL SERVICES

Helena's education system is a key asset to the community, offering diverse learning opportunities through public schools, charter schools, and virtual programs. While enrollment trends have remained relatively stable, many residents have voiced concerns about insufficient funding and failed levies, which have impacted the ability to maintain and improve school facilities. The Helena School District drafted a Facilities Master Plan to address shifting community needs, but many school buildings require upgrades to sustain their level of service. Deferred maintenance can result in costly emergency repairs, highlighting the importance of proactive planning and investment. As Helena grows, ensuring that educational facilities remain modern, well-maintained, and equipped with necessary resources will be essential to supporting students, teachers, and the broader community.

Recommendations

- Prioritize long-term planning and budgeting for school facility maintenance and renovations to extend their lifespan and prevent costly repairs.
- Invest in new school facilities as needed to accommodate population growth and neighborhood shifts.
- Ensure all educational buildings meet modern safety, accessibility, and sustainability standards.
- Strengthen programs that recruit, support, and retain high-quality teachers, ensuring students receive the best education possible.
- Invest in student support services, including mental health resources and special education programs, to create an inclusive and supportive learning environment.
- Implement ongoing safety and security improvements to protect students and staff.

Example Chapter: Community Facilities and Public Services



HEALTH AND MEDICAL FACILITIES

Helena is home to a variety of private and non-profit healthcare facilities, including St. Peter's Hospital, Benefis Health System-Specialty Center, Pure View Health Center, Loo Poocha Memorial Clinic, and Shodair Children's Hospital. The Fort Harrison Veterans Administration Medical Center provides essential care for veterans, while private clinics affiliated with St. Peter's or Benefis, offer services such as dental, physical, and mental health care.

Additionally, Lewis and Clark County's Public Health Department conducts regular Community Health Assessments to identify priorities and address the most pressing health needs. The most recent assessment, completed in 2024, found that while Helena has sufficient healthcare facilities and professionals to serve its population, access to care is limited, primarily due to a lack of providers accepting Medicaid. This issue is particularly significant for dental, mental, and behavioral health services.

Recommendations

- Increase investment in community health initiatives to address unmet needs and promote preventive healthcare, focusing on populations most affected by access barriers.
- Plan for and prioritize the development of new healthcare facilities to accommodate the increasing population, ensuring that both primary and specialized care are accessible to all residents.
- Implement public health education programs to raise awareness about available services and resources, especially for residents who may have difficulty accessing care.
- Enhance public transportation options to ensure that all residents, especially those without private transportation, can access healthcare facilities easily.

HOMELESSNESS

Homelessness is a highly multifaceted and complex issue that will require extensive coordination between the many community organizations and support services that exist in the region. According to the United Way Lewis and Clark Area's (UWLCA) Point in Time Survey for 2025, approximately 143 individuals are experiencing homelessness which was a notable decrease from 181 individuals in 2024. While this survey may not provide an accurate representation of homelessness, especially for people living in camps, cars, or doubled up with friends or family, the data is used to access federal and state funding for homeless community programs.

Through partnering with organizations like the UWLCA and God's Love, the City can support a coordinated effort to more effectively assist this vulnerable population and connect them with needed resources.

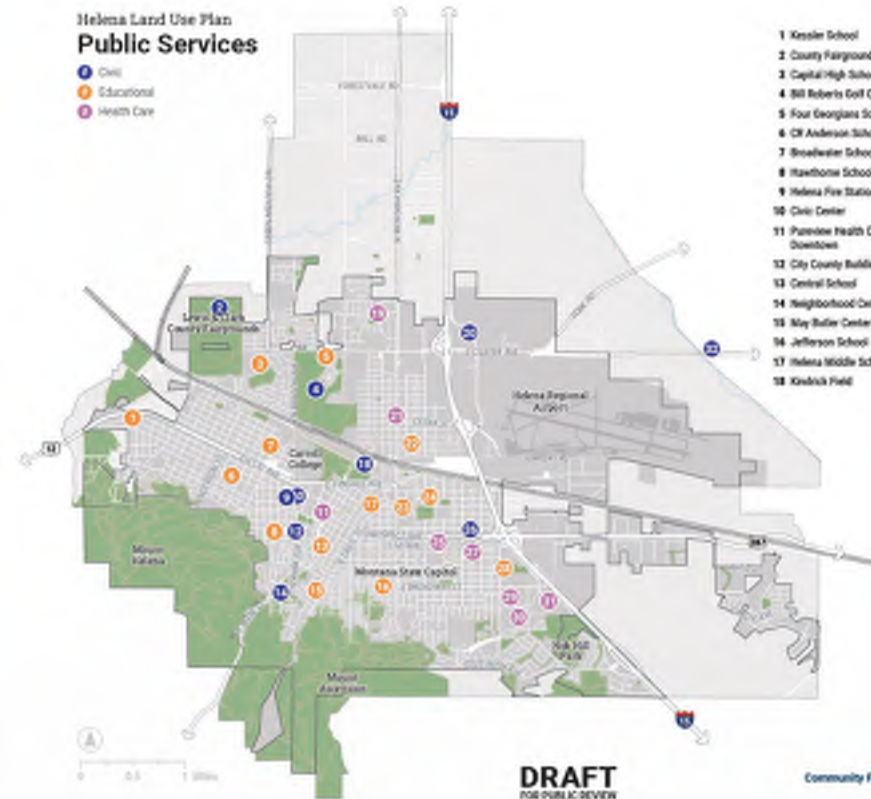
Recommendations

- Continue to work with regional partners and neighboring communities to collect data on populations experiencing homelessness to better assess needs and strategies.
- Continue regional partnering with public and private organizations in providing temporary housing and exploring opportunities for new high needs supportive housing.

"In general, Helena has great services, police, library, street maintenance, trash removal. There is room for improvement partnering public support for funding education and mental health services."

Helena Land Use Plan Public Services

- 1 Civil
- 2 Educational
- 3 Health Care



- 1 Kessler School
- 2 County Fairgrounds
- 3 Capital High School
- 4 Bill Roberts Golf Course
- 5 Four Georgians School
- 6 CW Anderson School
- 7 Broadwater School
- 8 Hawthorne School
- 9 Helena Fire Station #1
- 10 Civic Center
- 11 Pureview Health Center Downtown
- 12 City County Building
- 13 Central School
- 14 Neighborhood Center
- 15 May Butler Center
- 16 Jefferson School
- 17 Helena Middle School
- 18 Knickerbocker Field
- 19 St. Peter's Health Urgent Care - North
- 20 Wadsworth Treatment Facility
- 21 Benefis Urgent Care
- 22 Lincoln School
- 23 Helena High School
- 24 Bryant School
- 25 Benefis Helena Specialty Center
- 26 Helena Fire Station #2
- 27 Lewis and Clark Public Health Department & Pureview Health Center
- 28 Smith School
- 29 St. Peter's Health
- 30 Benefis Health System
- 31 Shodair Children's Hospital
- 32 Missouri River Water Treatment Facility

Example Chapter: Community Facilities and Public Services



INFRASTRUCTURE

The Public Works Department oversees the planning, maintenance, and expansion of essential infrastructure. Several studies guide these efforts, such as the Water Master Plan Update (2022), Storm Water Management Program (2022-2027), Water Treatment Master Plan Update (2023), and the Integrated Solid Waste Master Plan (2024). Additionally, Helena is conducting an infrastructure study with Lewis and Clark County within the Urban Services Boundary (USB)—areas adjacent to city limits prioritized for future innovation and utility connections. This study will assess existing and future infrastructure needs, including drinking water, wastewater, stormwater management, solid waste, fire protection, and transportation systems. The following sections outline Helena's current infrastructure, planned expansions, and necessary improvements to meet the city's future growth.

Stormwater

Helena's stormwater system is an extensive network of gutters, storm sewers, and engineered collection systems designed to manage runoff efficiently. The system includes 70 miles of storm pipe, 30 miles of open drainage channels, 700 manholes, and 1,800 storm inlets, directing runoff to seven drainage basins and 34 outfalls. To ensure consistency and regulatory compliance, all new developments must adhere to City of Helena Engineering and Design Standards, which align with local ordinances, state permits, and best engineering practices. Developers are required to implement stormwater systems before constructing impervious surfaces and the use of Low Impact Design (LID) techniques is encouraged to enhance runoff management. By maintaining and expanding its stormwater infrastructure, Helena can accommodate future growth while protecting local waterways.

Recommendations

- Expand and maintain stormwater infrastructure to accommodate future growth and prevent localized flooding.
- Ensure all new developments comply with City of Helena Engineering and Design Standards for stormwater management.
- Encourage the use of Low Impact Design (LID) techniques to improve water quality and reduce runoff.
- Regularly inspect infrastructure to ensure efficient operation and longevity.
- Enhance public awareness and education programs on responsible stormwater management practices.

- Coordinate with regional and state agencies to align stormwater management strategies and funding opportunities.
- Evaluate and update stormwater policies as needed to reflect best practices and climate considerations.
- Work with the development community to see how new construction can be compatible with installation of grey water systems for irrigation.
- Encourage permeable surface treatments in new development or redevelopment opportunities.

Low Impact Development

Low Impact Development (LID) is the integration of green infrastructure and conservation of on-site natural features to mitigate stormwater runoff and protect water quality. Green infrastructure is an attractive and sustainable alternative to traditional concrete (or "gray") infrastructure that substitutes paved and hard surfaces with vegetated or permeable areas. It has numerous environmental benefits on top of stormwater management, including reducing urban heat islands, improving air quality, and promoting economic vitality through attractive urban settings. Examples include incorporating permeable surfaces, landscaping grassed swales, rain gardens, bioretention strips, and green roofs into parking lot, streetscape, and building designs. Native and locally adapted vegetation should be encouraged to support LID, pollinators, and wildlife habitats.

Wastewater

The wastewater system in Helena includes seven lift stations, 176 miles of sanitary sewer pipes, and 3,470 manholes, with wastewater treated through a biological nutrient removal process at the city's treatment plant. Recent improvements include a system expansion on Helena's westside to support new development and the rehabilitation of over 11,500 feet of aging sewer mains. Ongoing capital projects include additional sewer main replacements, a new gravity main at the airport, treatment plant upgrades, and equipment replacements totaling nearly \$45 million. Additionally, a Wastewater Collection and Treatment System Master Plan, along with the anticipated Joint Infrastructure Study, will guide future system expansion and operations.

Recommendations

- Continue implementing wastewater system rehabilitation projects to replace aging infrastructure and maintain system reliability.
- Continue expanding wastewater infrastructure to accommodate new development and support growth in underserved areas.
- Secure grant and loan funding opportunities to help finance system improvements while minimizing financial impacts on residents.
- Implement strategic rate adjustments to ensure sustainable funding for wastewater system operations and maintenance.
- Upgrade treatment plant facilities and equipment to enhance efficiency and maintain regulatory compliance.
- Invest in workforce development and training to ensure a skilled team capable of managing and operating a modern wastewater system.

“Helena should become more resilient. While the stormwater maintenance is excellent, there is room for improvement in preventing flash floods and heavy water events.”

Example Chapter: Community Facilities and Public Services



Solid Waste

As Helena continues to grow, it is essential to ensure that solid waste management systems remain efficient and sustainable. The City's Solid Waste Division oversees both residential and commercial waste collection through outside service and the Solid Waste Transfer Station, which processes approximately 45,000 tons of refuse annually. To address the increasing demands of a growing population, Helena is collaborating with Lewis and Clark County to develop an Integrated Solid Waste Master Plan.

To address the increasing demands of a growing population, Helena collaborated with Lewis and Clark County to develop an Integrated Solid Waste Master Plan. This plan evaluates the current waste management operations, identifies potential improvements, and explore alternative waste management practices. By also considering funding strategies, the master plan will help guide the City's decision-making process regarding necessary upgrades to the existing system. These efforts help ensure that Helena's solid waste management infrastructure can meet the future needs of the community, maintain environmental sustainability, and promote efficient resource utilization as the city expands.

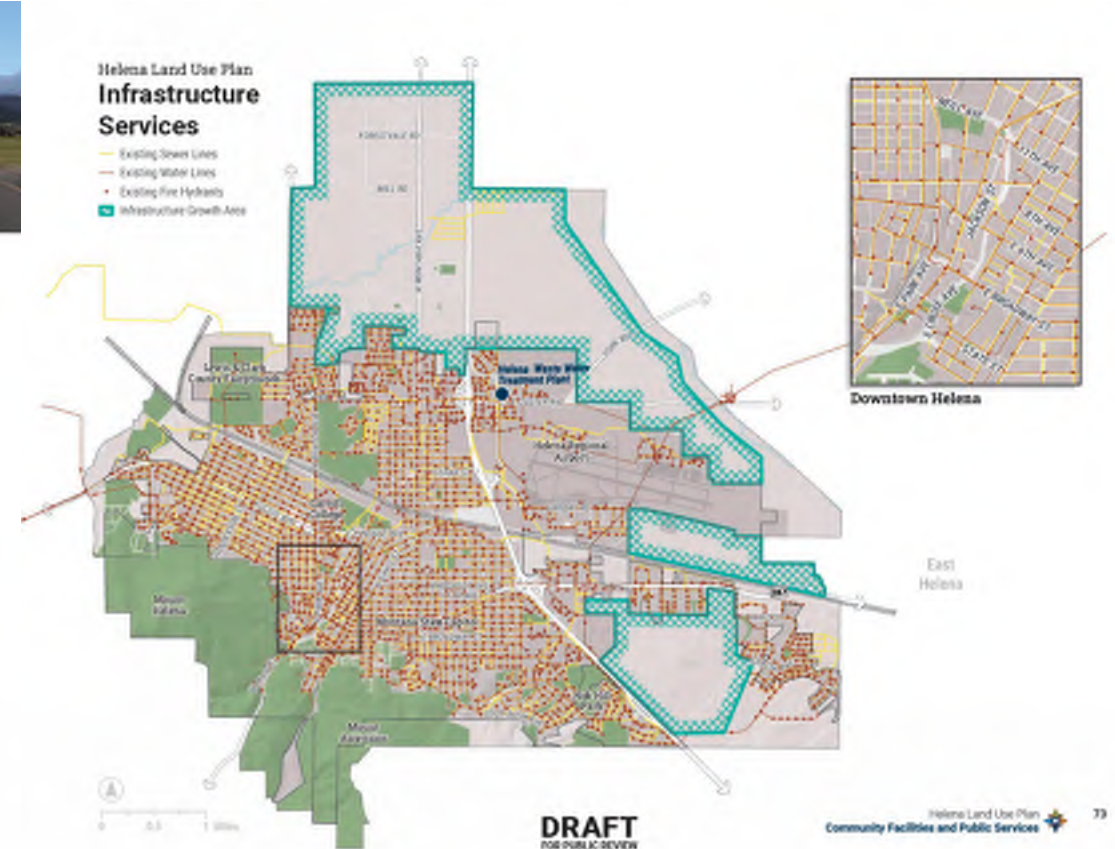


Recommendations

- Utilize the Integrated Solid Waste Master Plan to guide future system improvements.
- Upgrade solid waste infrastructure, including waste storage and new scales at the transfer station.
- Expand recycling and composting programs, including initiatives to encourage household composting and food waste reduction.
- Explore partnerships to establish a waste diversion/thrift store at the transfer station, providing a second life for reusable goods and reducing landfill demand.
- Evaluate funding options to sustain long-term waste management improvements.
- Enhance partnerships with private and public entities to optimize waste management efficiency.
- Support local and regional efforts to conserve energy, promote recycling and reduce solid waste.

Maintain and Expand Community Facilities

As Helena continues to grow, so too will the demand for community services and facilities, including infrastructure, libraries, schools, recreational amenities, and public safety services. As the needs and desires of residents change over time, the City should plan ahead for increases in service demands and need for new amenities. Long-term planning and coordination with respective service providers will be key to ensuring the efficient and equitable distribution of new and expanded facilities and services.



Example Chapter: Parks, Open Space, and Natural Resources



CHAPTER 9

PARKS, OPEN SPACE, AND NATURAL RESOURCES

Helena is an exceptional place to live, in large part, due to its complementary mix of intact and functioning natural ecosystems and a high-quality built environment. Its natural resources and environment ground the community in place and provide a foundation for its future. Residents and visitors alike cherish these elements and rank the City's parks, natural areas and open space as some of the most desirable and valued features in Helena.

Incorporating practices that protect the natural systems that ensure the City's ability to provide clean drinking water, protect clean air and biodiversity, improve stormwater management, preserve and sustainably manage wetlands and forests, and safeguard topsoil will make Helena more resilient to growth and a changing climate.

PARKS, OPEN SPACE, AND NATURAL RESOURCES GOALS

Continue to conserve and steward Montana's land, air, and water and serve as a model for sustainability and resilience.

Support an extensive parks, open space and trails network, and continue to monitor opportunities to increase and secure outdoor recreational access and improve the wayfinding and safety of trails.

DRAFT
FOR PUBLIC REVIEW

Helena Land Use Plan
Parks, Open Space, and Natural Resources

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Example Chapter: Parks, Open Space, and Natural Resources



CLIMATE ACTION PLAN

In 2007, City of Helena Commission passed Resolution 19530, recognizing that there is "sufficient scientific evidence to conclude that global climate change is occurring, that humans are contributing to it, and that reduction in greenhouse gases (GHG) is necessary in to avert the negative consequences of a changing climate." Lowering GHG emissions will likely result in numerous additional benefits to the Helena community, including improved water quality, reduced energy costs, and improved waste and air pollution efforts. The passage of this resolution, allowed for the construction of a Climate Change Task-force, and for this task force to give recommendation on the following categories:

1. Energy Efficiency & Municipal Operations
2. Water Supply, Treatment, and Delivery
3. Transportation, Waste, Recycling, and Public/Private Partnership

Over the years the City has pursued many of these recommendations and moved its GHG goals forward. In 2017, the City Commission adopted Resolution 20347, requiring the preparation of an annual report to document specific activities implemented by the City, track greenhouse gases, energy usage, and other resources such as water and recommend future sustainability measures for Helena. The City continues to make energy efficiency and sustainability upgrades to buildings, parks, and practices. The information below outlines the upgrades and efficiencies for each calendar year as well as proposed projects for the future. Where applicable, the activity references the corresponding recommendation from the Climate Action Plan.

PARKS, OPEN SPACE, TRAILS, AND RECREATION

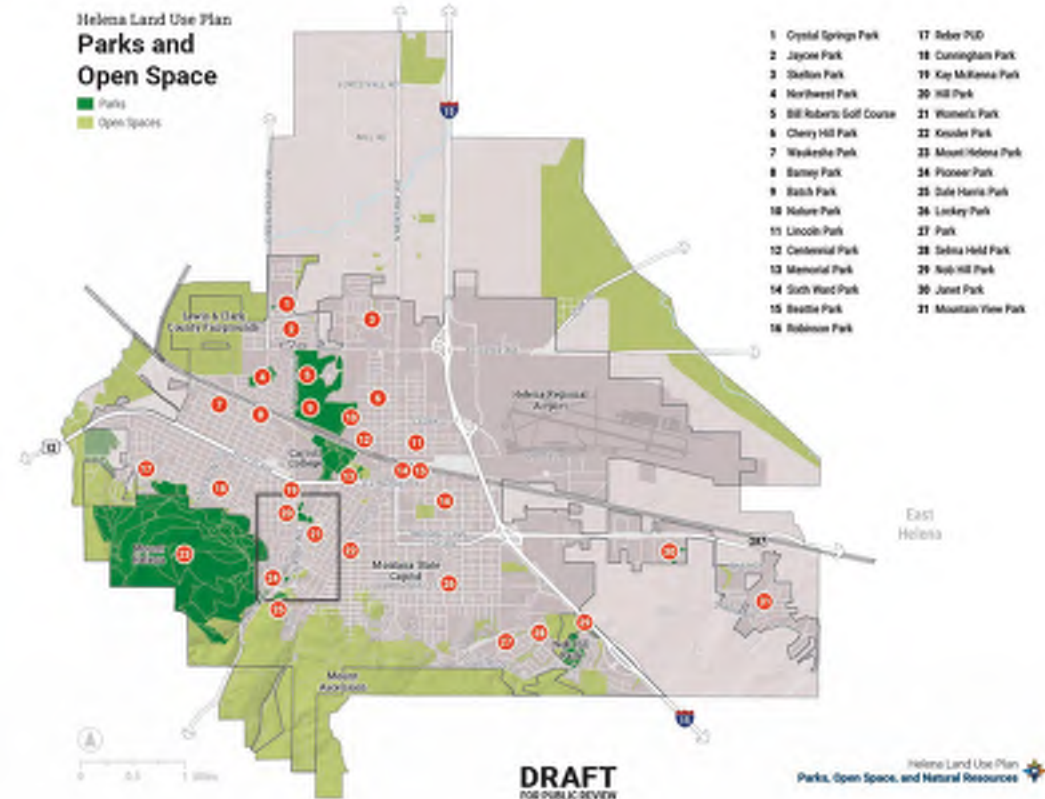
Helena developed parkland supports the City's high quality of life by providing essential green space for recreation, relaxation, and community engagement. These parks offer residents opportunities to maintain a healthy lifestyle, host organized sports, and gather for civic events, all of which contribute to the City's vibrancy. With over 2,140 acres of parkland and 30 parks, including bike and pedestrian trails, the Parks, Recreation and Open Lands Department is committed to preserving and enhancing these valuable assets.

As Helena continues to grow, strategic investments in accessibility, maintenance, and expansion will ensure that parks and open spaces remain welcoming, equitable, and resilient—safeguarding natural resources while adapting to a changing climate. Through thoughtful planning and partnerships, the City will continue to enrich its parks, trails, and open spaces, making Helena an even more vibrant place to live and visit.

Park Access

Ensuring equitable access to parks is essential to fostering a healthy and well-connected community. While Helena is home to iconic parks like Mount Helena and Centennial Park, some areas—particularly north of Last Chance Gulch between McHugh and Sanders up to Custer Avenue—have limited access to park space. Addressing these gaps will help ensure that all residents have parks and recreational amenities within a short walk of their homes.

Additionally, improving connectivity through new paths along existing rights-of-way and within neighborhoods will make cycling and walking safer, more convenient, and enjoyable for all. Enhancing park quality and usability is equally important, as aging facilities and inadequate ADA accessibility can limit inclusivity. Climate-related challenges, such as drought and wildfire smoke, further impact safe outdoor recreation. By prioritizing strategic park investments and improvements, Helena can create a more accessible and resilient park system that serves the needs of all residents.



Example Chapter: Parks, Open Space, and Natural Resources

Trail Connectivity and Improvements

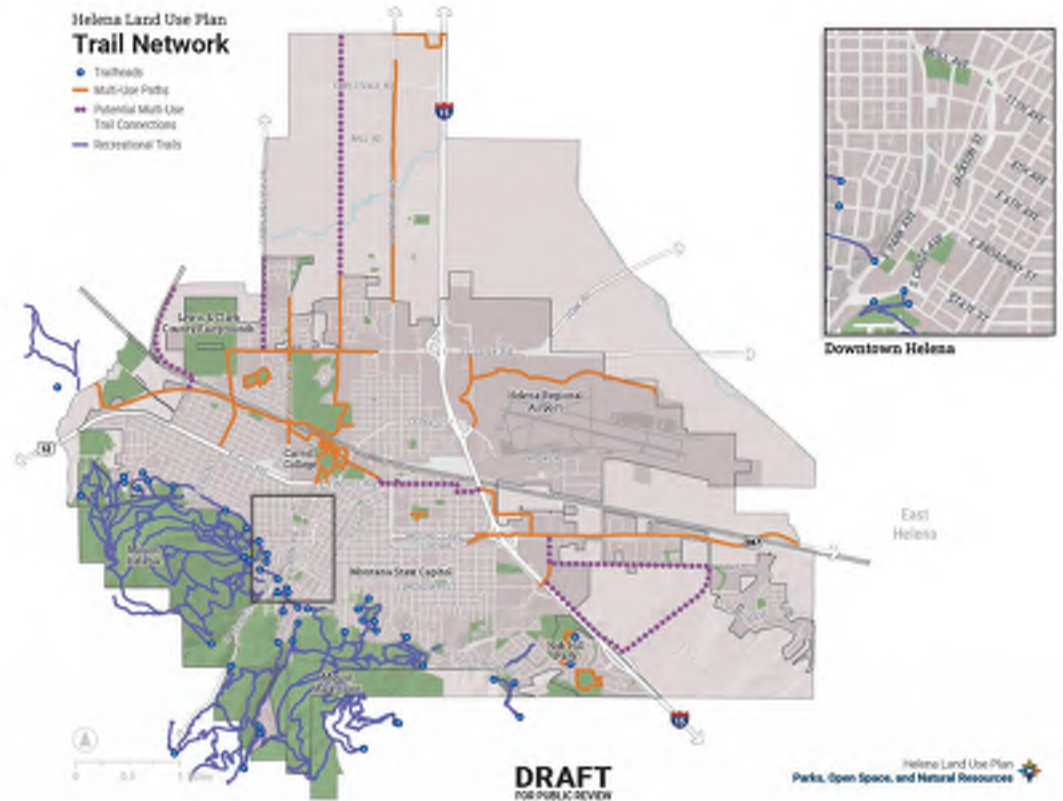
Helena's 75-mile trail network is a regional treasure, seamlessly connecting urban neighborhoods to surrounding wildlands while attracting tourists and outdoor enthusiasts. However, increasing use, outdated or insufficient signage, limited trailhead access, and gaps in connectivity pose challenges to its long-term success. There is significant potential to improve trail interconnectivity within Helena and throughout the region to further solidify the city's reputation as a premier destination for hikers, mountain bikers, and endurance athletes.

By securing access to key trailheads and linking multiple soft surface trails, the city can further position itself as a hub for mountain biking and trail running events that bring visitors and economic benefits to local businesses. Collaborating with Picky Pear Land Trust and neighboring jurisdictions will be essential in expanding trail connections between parks, neighborhoods, and adjacent communities. Additionally, ongoing investments in trail maintenance, signage, and facilities will help ensure the system remains safe, accessible, and enjoyable for all.

Recommendations

- Work towards acquiring lots that would be suitable for more inclusive park spaces and community gardens that are multi-generational.
- Partner with other City departments to identify and plan to address key barriers of access to parks and recreational components.
- Focus short-term strategies toward maintenance of aging or distressed components in the park system.
- Continue to evaluate current offerings for efficiencies, and opportunities to provide more value through programming or facilities.
- Inventory and assess underutilized parks within Helena for potential reprogramming or redevelopment.
- Maintain current levels of trail access and look for opportunities to secure and expand access for existing trails as well as for new trail construction.
- Strive for a balance of providing multiple access points with concentrating access in specific areas to reduce public resource and user impacts.
- Improve wayfinding at trailheads and through easily accessible mobile-optimized web-based information to help distribute users more evenly throughout the system, reduce overuse and crowding at high use trailheads and on high-use trails, and prevent conflicts between trail users.
- Expand accessible trails within the Helena open lands and trails system where feasible.
- Analyze the current trail system to identify opportunities to connect trails to maximize accessibility, and to identify possibilities for designating or creating new trails that are restricted to mountain biking or foot travel to reduce user conflicts.
- Continually look for opportunities to increase trail connectivity, active transportation infrastructure and public transit, if it is available, to make access more inclusive.
- Increase signage, such as on blind corners, and to inform users that the Helena Open Lands system is a multiple use trail system, educating users on trail etiquette, and preventing user conflicts.
- Strengthen partnerships with land management entities including the Montana Department of Fish Wildlife and Parks, U.S. Forest Service, and federal Bureau of Land Management to coordinate trail planning and management initiatives.
- Work with community partners like bike shops, Picky Pear Land Trust, and Chamber of Commerce to help develop safe urban bike routes to connect to trailheads.

“Helena should strengthen its Sustainability Program - additional outreach and education for the community, led by City staff, private and public entities would go a long way in improving trails, urban tree canopy, composting and so much more.”



Example Chapter: Parks, Open Space, and Natural Resources



NATURAL ENVIRONMENT

A healthy natural environment is essential to ensuring a sustainable and resilient local economy. The natural environment includes, but is not limited to, land, topography, agriculture, open space, flora and fauna, sand and gravel resources, air quality, surface and ground water, wetlands and riparian areas, floodplains, noise, light, and climate.

Helena experiences a dry climate, receiving approximately 11.2 inches of annual precipitation, with an average daily temperature of 45.4°F. Seasonal extremes range from average lows of 22°F in December to highs of 86°F in July, though winter temperatures can drop well below freezing and summer highs can occasionally exceed 100°F. Despite these variations, Helena's climate remains a key factor in its appeal as a place to live, work, play, and invest.

Residents value the city's natural environment and support sustainable growth that protects its resources. As the city expands, preserving open space, critical habitats, and natural areas will be essential to maintaining a high quality of life. Thoughtful planning should prioritize conservation, enhancement, and mitigation efforts to balance development with environmental sustainability. Additionally, an increasing demand for housing will put pressure on open spaces and wetlands, altering ecosystems and reducing essential services such as clean air and water, shade, biodiversity, and the psychological benefits of nature. To accommodate growth while safeguarding these natural systems, Helena must focus on strategic planning and sustainable development practices that enhance resilience and protect the City's long-term environmental health.



Land and Topography

Helena is situated on the southern edge of Lewis and Clark County, just East of the Continental Divide, approximately mid-way between Glacier and Yellowstone National Parks. The city sits on the southern end of the Helena Valley, which still contains agricultural uses. There are five lakes within a 30-minute drive, and Helena is surrounded by timbered mountain ranges that contain sites of former mining activity conducted during the late 1800s and early 1900s. Much of the Helena valley floor was in agricultural use prior to residential and commercial development.

Helena's greatest natural assets include its forested mountain backdrop and open spaces. These areas provide not only aesthetic value, but also wildlife habitat and recreational opportunities – including city parks such as Mt. Helena and Mt. Assension, state and federal lands, and privately held lands – some of which are preserved through conservation easements.

Sand and Gravel Resources

Gravel is an important component in many construction activities and is essential for future development in the area. Gravel extraction can be noisy and dusty and include extensive truck traffic, which can conflict with other land uses. Balancing the need for gravel and the pressure to provide land for homes to accommodate the incoming population can be difficult. Due to its geology along the Missouri River, the Helena Valley has numerous gravel deposits. Most current gravel extraction occurs outside the municipal boundary east and northeast of Helena.



Flora and Fauna

The Montana Natural Heritage Program (MNHPP) identifies one sensitive flowering plant species of concern in the area surrounding Helena (the Lesser Rushy Milkweed). Most of Helena's flora have been intentionally planted as people have developed individual properties. Since the area receives less than twelve inches of rainfall a year, landscaping that incorporates drought-tolerant and deer-resistant plants should be supported in this Plan's implementation framework and in adopted standards.

Helena's natural environment includes complex ecosystems with diverse wildlife and habitat. It may also include areas essential to the conservation of species protected by the Endangered Species Act or of special interest or concern to the State of Montana. In addition to deer, the adjacent mountains to the south also provide habitat for elk, coyotes, mountain lions, foxes, occasional black bear and moose, along with numerous birds and non-game animals.

Grizzly bears have also been sighted in the hills west and south of the City in the past few years. Sandhill cranes have been reported within the northern part of the City and northeast of the City. Antelope have been observed in the grassy areas located to the southwest, east of I-15. Riparian areas provide important wildlife habitat and wildlife travel corridors and contribute to the community's sense of place. Wildlife management issues will continue to be a development consideration for subdivisions and annexations as the City grows in the future.

Nuisance and noxious weeds are a concern in Helena. The City works closely with the Lewis and Clark County Weed Board to enforce noxious weed control, and City code defines noxious and nuisance weeds and identifies property owners' weed control responsibilities. The County has adopted a weed management program that reviews the distribution and abundance of each noxious weed species known to occur within the district, and specifies herbicide management goals and procedures. The City's weed management program generally refers to nuisance weeds if they are a fire hazard. State law also requires a no-vegetation plan for subdivisions; these are submitted to the County Weed Board for approval.



Air Quality

Helena and its residents are directly affected by the air quality in Lewis and Clark County. Helena's air quality is generally good because of winds that scatter pollutants. Yet air inversions occasionally occur during winter, creating poor air quality days until the wind dispenses wood smoke, dust, particulates, and pollutants.

Recent trends show a spike in the number of days with high particle counts in the county. This is mainly due to the forest fires that have become more common in recent years, causing more "poor" air quality days during the summer months. In response to wood smoke particulate issues, the Lewis and Clark Public Health Department monitors air quality conditions closely during the period from November 1 to March 1 and enforces no-burning rules during poor air quality episodes.

Given the concerns around air quality, Helena should focus on its land use patterns, especially those promoting urban densities and residential development in close proximity to employment and services, reduce vehicle miles traveled and promote more efficient use of land, infrastructure, and the transportation network. As a result, the potential for air pollution can be reduced, and development pressures on the natural environment can be lessened.

Further, Helena should inventory public facilities that serve as refuges where vulnerable populations can escape unhealthy air quality and travel to during the summer fire season.

Example Chapter: Parks, Open Space, and Natural Resources

Surface and Groundwater

Helena, located in a semi-arid region, receives 11–12 inches of annual precipitation, making water essential to the city's health, economy, and quality of life. Beyond residential and commercial use, water supports fire suppression, recreation, forest health, wildlife preservation, and agriculture. In addition to surface water from the Ten Mile Creek watershed and from the Missouri River, the City holds water rights for groundwater wells in the Helena Valley, which could support future expansion, particularly for irrigation.

Unlike City residents connected to municipal water, those outside City limits depend on private wells, which are currently exempt from permitting and regulation. This less regulated and relatively easy-to-obtain water promotes growth in the areas surrounding Helena. A number of factors can influence the quantity of groundwater in a given area: the number of wells, extended drought conditions, and the functioning of recharge areas.

Although the City has adequate water supply at this time, the population of Helena and the surrounding areas is growing. Future needs should be evaluated on a regular basis, with actions taken to ensure that Helena will always have sufficient and economical water, and that other water-dependent uses, such as recreational activities, forest health, wildlife preservation, and maintaining viable agriculture lands, are balanced with urban uses.

One way to promote future availability of adequate water supply is to make land use and development decisions that promote efficient use of water infrastructure and resources. A number of other mechanisms can increase future water availability, such as water conservation, reuse, and more efficient use of water resources; drought-resistant landscaping; and means that increase the City's access to water sources. Compact, higher density development also reduces water consumption compared to more spread out or larger lot development. As Helena grows, managing water resources sustainably will be crucial to maintaining a reliable supply for both urban and rural users.

Water Quality

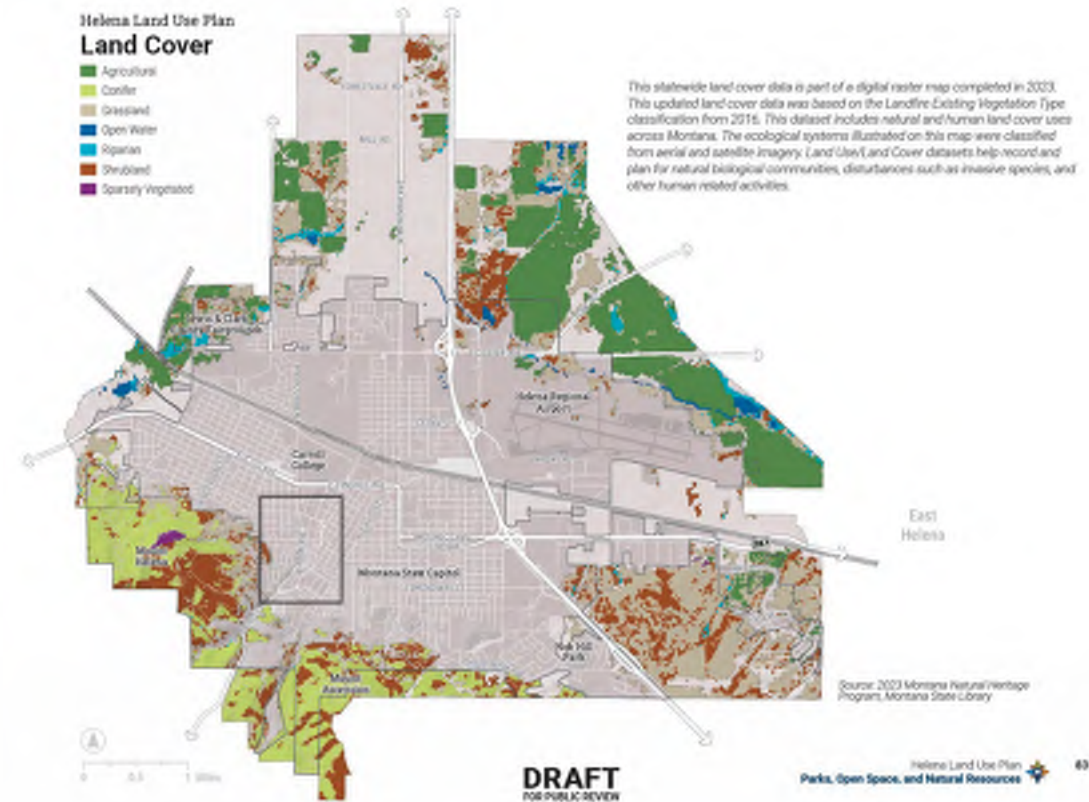
Ensuring adequate water quantity is essential to Helena's future—ensuring water quality is equally vital. In addition to providing a source of municipal water, surface water in the Helena area provides water for industrial uses, agricultural irrigation, wildlife habitat, fisheries, and recreational opportunities.

Groundwater is the sole source of drinking water for most of the people in the vicinity who live outside of Helena including more than 27,000 people in the surrounding areas. Mitigating the impacts to water quality should be a main focus of the City, including issues related to municipal wastewater outflows, failing septic systems, aging wastewater treatment facilities, wetland and waterway encroachment, erosion, and agricultural runoff.

Recommendations

- Plan for and establish types and quantities of land uses in Helena supporting community needs, neighborhood centers, aesthetics and the City's long-term sustainability.
- Coordinate with adjacent jurisdictions, including East Helena, Lewis and Clark County, Jefferson County, Broadwater County, and state and federal land management agencies on environmental and natural resources issues that have regional impacts.

- Promote energy efficiency and the use of renewable energy in new and existing development, minimizing impacts on natural resources and the environment.
- Preserve habitat areas identified by the Endangered Species Act or as important to wildlife identified by the State of Montana as species-of-conservation concern.
- Encourage use of technologies and techniques that shed light downwards, minimizing intrusive or excessive glare, reducing energy use and optimizing "dark sky" conditions in Helena.
- Reduce the spread of invasive plant species in Helena, including requiring City operations or contracts to include weed-free materials and construction methods.
- Increase ecosystem appropriate vegetation, particularly trees in parks and open spaces, and landscaping on individual properties and in boulevards to help offset the negative effects pollutants have on air quality.
- Consider creating a system of public refuge locations where vulnerable populations can escape unhealthy heat and air quality during the summer fire season.
- Coordinate the development of a wildlife corridor plan connecting trails, bikeways, and potential crossings for wildlife such as elk and antelope especially near the interstate.



Example Chapter: Parks, Open Space, and Natural Resources



ENVIRONMENTAL ISSUES

It will be important to protect environmentally sensitive areas by encouraging urban development where appropriate and with lower density or minimal development in areas with environmental constraints. As the City continues to develop, it should consider constraints such as the wildland urban interface, floodplains, potential liquefaction during an earthquake, and earthquake faults.

Flooding

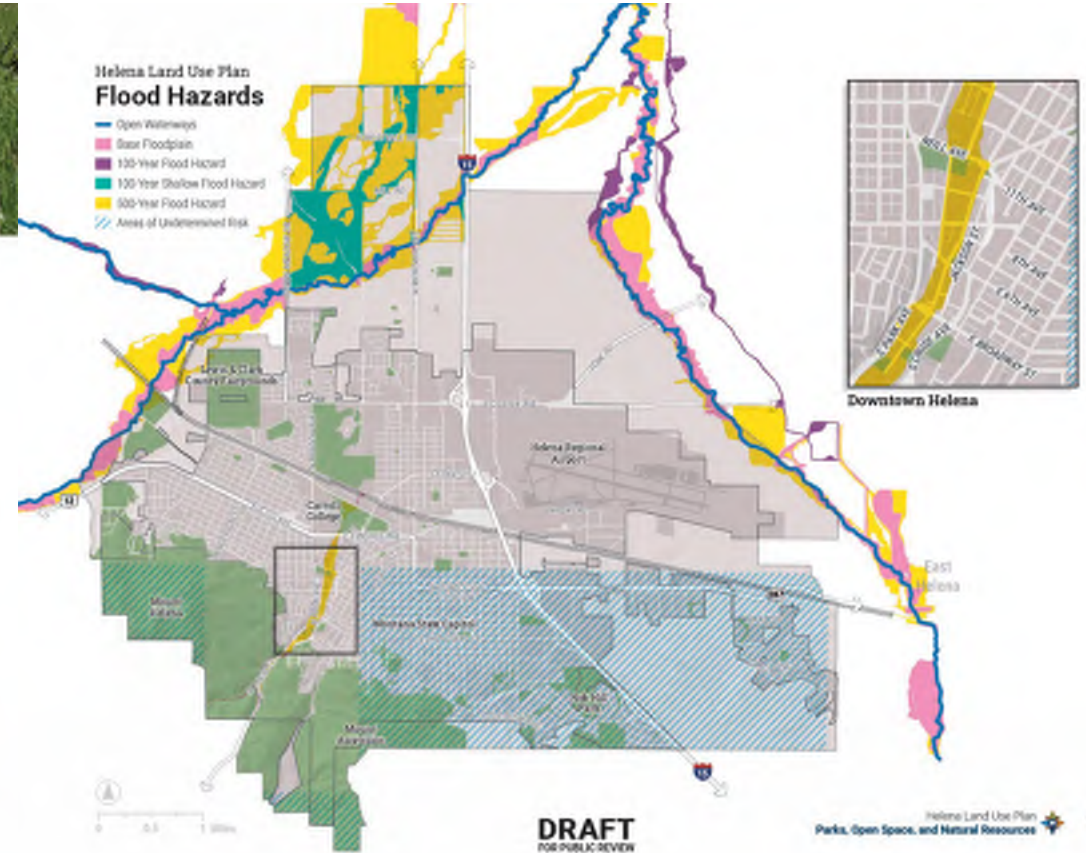
Ten Mile Creek is located within a mile north and northwest of the city, bordering an area that could be developed in the future. The floodplain along Prickly Pear Creek extends through East Helena and continues north and east of the airport. These areas tend to have higher groundwater than properly located farther from the floodplains. Some limited floodplain areas are located within City limits. Ten Mile Creek floods periodically, most recently in the Spring of 2019, and flash flooding during summer rainstorms can overwhelm the City's stormwater system and roar down Last Chance Gulch and through Downtown as they did in the July of 2022.

Helena has adopted a Floodplain Ordinance and building codes to address construction standards that will affect the identified floodplain areas as the City grows to the north and northwest. Development within the floodplain area requires a permit, flood insurance, and specific building requirements to mitigate flood hazards.

2022 Floods

In June 2022, Montana faced severe flooding triggered by heavy rainfall and snowmelt, prompting Governor Greg Gianforte to declare a statewide disaster. The floods submerged roadways, damaged infrastructure, and threatened communities, particularly agricultural areas where crops were destroyed and fields remained underwater for weeks. Residents faced property damage, and some were forced to evacuate. The economic impact was substantial, with millions of dollars in damages to homes, infrastructure, and agriculture. In response, local authorities focused on emergency repairs and improving flood preparedness to mitigate future risks. Together with a summer storm and flash flood that sent a foot-deep torrent of water down Helena's Last Chance Gulch on July 3, 2022, this event highlighted Helena's vulnerability to climate-driven disasters and underscored the need for enhanced flood defenses.

It is extremely important we plan and prepare for Helena's natural disasters, including extreme weather, earthquake, wildfire and flooding.



Example Chapter: Parks and Open Space

Earthquakes

Helena is located in Seismic Design Category D for earthquake potential. In 1935, Helena received extensive damage from a series of significant earthquakes and aftershocks. Occasional earthquake activity is often experienced in the area since that time, and another large earthquake is anticipated.

Additionally, a large portion of the Helena Valley has been identified as susceptible to liquefaction. A geotechnical analysis is currently required by the City during preliminary plat application, and on a case-by-case basis for building permits, helping provide site-specific liquefaction potential.

Because of the earthquake potential associated with the Seismic Design Category D designation, certain building code standards are required for all construction. Compliance with these building codes means buildings will better withstand earthquakes and the accompanying liquefaction.

1935 Helena Earthquake

On April 18, 1935, Helena was struck by a magnitude 6.2 earthquake, one of Montana's most destructive seismic events. The disaster caused widespread damage, including landslides, ground ruptures, and structural collapses. Property damage totaled \$3 million at the time (equivalent to over \$66 million today). Key landmarks like the Montana State Capitol and Hotel Broadwater's Natatorium sustained significant damage, with the Natatorium closing permanently in 1941. The earthquake disrupted transportation networks and altered landscapes, indirectly affecting recreational areas and infrastructure. In response, the city prioritized long-term efforts to improve earthquake preparedness and infrastructure resilience. The event underscored Helena's vulnerability to seismic activity and highlighted the need for stronger disaster defenses.



Image Source: Montana History Portal



Wildfires

Wildland fires in Montana and across the US West in recent years have clarified the immediate threat such events pose to Helena. Wildfires are a yearly occurrence, increasing in frequency and severity as the climate warms and dries. They have the potential to spread into the Wildland Urban Interface (WUI), threatening homes and lives. Recent fires near population centers have increased levels of awareness and spurred efforts to mitigate wildfire dangers in WUI settings. Beyond the costs of fighting wildfires, the loss of property and potential loss of life, the secondary effects of a wildland fire are also significant, including unhealthy air quality, loss of wildlife habitat, soil erosion, the spread of noxious weeds, flash flooding and landslides. Affected areas may not return to pre-fire conditions for decades.

The southern portion of Helena is located in the WUI and has the potential for human and environmental conflicts including wildland fires. Helena's WUI has also seen significant issues associated with pine beetles, which leave trees vulnerable to a deadly fungus. As a result, significant portions of surrounding forests include dead stands of trees, increasing the potential for wildfires. Urban Standards Boundary has been enlarged to incorporate sections of the WUI to better facilitate the establishment of joint standards with Lewis and Clark County.

South Hills

Helena is vulnerable to wildfire along the South Hills due to a number of factors including the accumulation of fuels from beetle-killed trees; urban development; the wildland setting; varied topography; and areas that are difficult to access. As population and recreational uses increase along the South Hills, the number of fires and potential fire impact may increase.

Recommendations

- Consider and implement ways to reduce nutrient discharges from Helena's wastewater treatment plant and its stormwater system to meet regulatory standards, including enforcement of the Stormwater Ordinance and erosion control requirements.
- Update the Flood Ordinance to align with the City's current practice of building code enforcement.
- Protect and sustain irreplaceable natural features such as wetlands, stream corridors, and similar high-value areas that provide wildlife habitat, recreational opportunities, improved water quality and safety values such as flood control.
- Minimize environmental degradation in areas with challenging physical and environmental characteristics, such as steep slopes, watersheds, drainage ways and wetlands.
- Prioritize proactive maintenance and strategic upgrades to water systems containing lead service lines.
- Minimize cut-and-fills on slopes resulting from road or building construction to reduce soil erosion and the risk of landslides.
- Evaluate subdivision impacts to ground and surface waters, drainages, floodplains, riparian areas and wetlands, incorporating adequate buffers or requiring appropriate mitigation, including, but not limited to, stormwater treatment and discharges to improve wetland viability.
- Encourage the use of xeriscape landscaping, grey water, rain barrels, and other mechanisms to reduce demand on potable water and the amount of effluent.
- Educate property owners and provide incentives to create defensible space around homes.
- Require new construction and renovation of existing buildings in high wildfire risk areas to use fire-resistant materials.
- Adopt policies requiring multiple ingress and egress points of access for new areas of construction in the WUI to reduce the likelihood of residents and emergency personnel being cut off during a large fire event.

Example Chapter: Cultural Resources and Placemaking



CHAPTER 10

CULTURAL RESOURCES AND PLACEMAKING

Helena has a distinctive and vital character and sense of place that is almost tangible for residents and visitors alike. Consistently, participants cited its historic charm and small-town feel as assets to be protected and leveraged for sustainable economic development. The Cultural Resources and Placemaking chapter offers strategic guidance to enhance and promote Helena's local attractions, events, public art, and historic sites. These initiatives aim to strengthen the City's cultural identity while attracting visitors and supporting local community engagement.

CULTURAL RESOURCES AND PLACEMAKING GOALS

Preserve the city's local landmarks and attractions, encouraging a lively and active tourism economy.

Continue to support the preservation of Helena's historical structures and maintain the city's heritage and identity.

Promote a strong sense of community and personal connections to continue to be an exceptional place to live at all ages and stages of life with a healthy work-life balance.

Maintain and enhance the city's unique character, including its charming downtown and neighborhoods, all set within a stunning and accessible natural environment.

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Example Chapter: Cultural Resources and Placemaking



SUPPORT LOCAL ATTRACTIONS

Helena is a lively community that takes pride in its arts and cultural amenities. Residents recognize these assets as essential to Helena's identity and the City has actively worked to promote year-round cultural activities that foster social connections and enhance regional appeal. Through partnerships with local organizations, the City supports a wide range of events celebrating art, music, food, history, and the performing arts. These efforts signal Helena's commitment to cultural enrichment, strengthen community engagement, and contribute to its economic vitality.

Unique Destinations

Helena has many unique destinations that make it a regional tourism hub. Attractions such as the Grand Street Theatre, Hutter Museum of Art, the Archie Bray Foundation for the Ceramic Arts, the Montana Heritage Center, the State Capitol, Reeder's Alley, Montana Wild Outdoor Education Center, Exploration Works, Myrna Loy Center, the Helena Indian Alliance, and its historic downtown and neighborhoods offer diverse cultural and artistic experiences that showcase the City's rich history and creative spirit. By strategically promoting these destinations through coordinated marketing efforts, improved wayfinding, and event programming, Helena can strengthen its identity as a premier arts and heritage destination. Investing in visitor-friendly infrastructure, partnerships with local businesses, and expanded tourism initiatives will not only attract more visitors but also support local economic growth and community vitality.



Recommendations

- Collaborate with Visit Helena and the Montana Department of Commerce Office of Tourism to increase the visibility of Helena's cultural and artistic offerings.
- Develop a tourism strategy that incorporates both local and regional attractions to position Helena as a comprehensive arts and heritage destination.
- Create promotional materials, including brochures, websites, and social media campaigns, to showcase the city's attractions.
- Install clear and attractive signage throughout the city to direct visitors to local attractions utilizing improved transportation connectivity plans, models, and strategies.
- Improve accessibility for all visitors, including supporting the installation of ramps, accessible parking, and other accommodations at arts and cultural destinations.
- Ensure continued investment in the upkeep and expansion of key cultural and artistic institutions to maintain high-quality experiences for visitors.
- Consider resurrecting the Helena Trolley free public transit system, allowing visitors to move between local attractions, lodging, and restaurants without having to worry about parking.



Events and Festivals

Events and festivals are a fun and engaging way of building a sense of community and drawing outside visitors to Helena. These celebrations not only boost tourism but also increase the visibility of local businesses and encourage cultural exchange. Helena already hosts a diverse array of events, such as Alive at Five, Ales for Trails, Last Chance Community Pow Wow, Art Walk, Montana PRIDE, Vigilante Days Parade, Last Chance Stampede and Fair, Septemberfest, North Fence Mile Trail Run, Governor's Cup, and the Montana Symphony under the Stars. To further enhance Helena's appeal, the City should continue to support and expand these events while encouraging the development of new ones that reflect Helena's unique identity and spirit.

Recommendations

- Continue to collaborate with key partners like the Helena Area Chamber of Commerce, Visit Helena, Downtown Helena (Business Improvement District), Priddy Pear Land Trust, Big Sky PRIDE, and local nonprofits and businesses to schedule, organize, improve, and create new community events and activities.
- Regularly review events after they are held to identify and address issues that impacted their operation as well as explore opportunities for new events.
- Conduct regular surveys with both residents and event attendees to identify which events are most successful and potential improvements that could be implemented at future events.



Tourism

Tourism is an important asset to a community as it draws new visitors to the area to spend time and money and enhances the community's reputation and identity. Tourism can be a tool for economic development, increasing local tax revenues and job opportunities for tourism-based industries. Helena offers many assets that can be leveraged for tourism. Heritage tourism can also be promoted based on the city's historic districts and structures.

Example Chapter: Cultural Resources and Placemaking



HISTORICAL ASSETS

Helena is home to a rich tapestry of historic assets that reflect its diverse and evolving story, from its Indigenous peoples to the dynamic city that stands today. These resources are essential to Helena's identity, contributing to the city's unique character and sense of place. Currently, there are twelve designated historic districts and forty-two Helena area properties are individually listed on the National Register of Historic Places. Of the forty-two properties, three are cemeteries in addition to a variety of residential, commercial and public buildings. Recent properties added to the register include the Crump-Howard House, Donsey Grocery and Residence (2017), the Haight Bridgewater House (2014), the Huxley, John, M. House, Western Life Insurance Company Helena Branch Office and the Unemployment Compensation Building (2012). By preserving and celebrating these assets, the City can leverage its history continues to shape its future, creating lasting connections for both residents and visitors alike.

Established Historic Districts and Sites

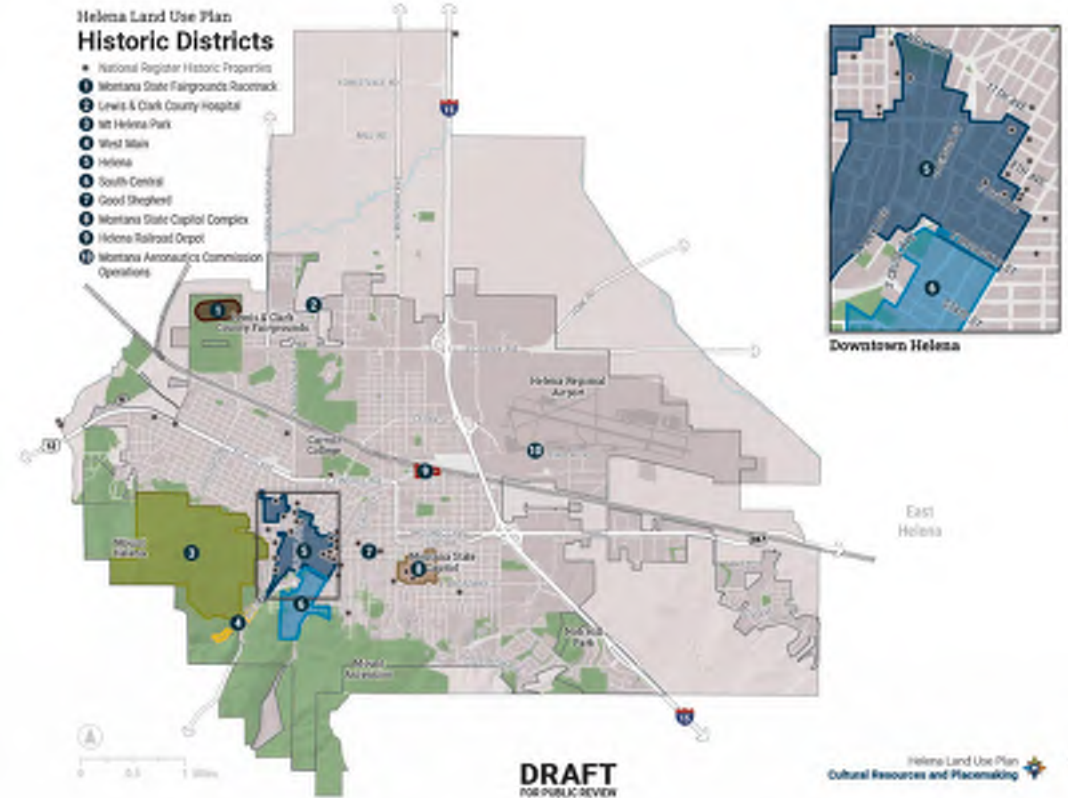
As Helena continues to grow and evolve, it is essential to support and preserve the City's established historic districts and sites. By capitalizing on the distinctive qualities of these districts and sites, the City can create an intriguing and attractive environment that honors its history while accommodating modern development.

Strategies should include promoting the adaptive reuse of historic buildings, providing incentives for preservation, and fostering an atmosphere that celebrates Helena's past while supporting its future. As the City changes over time, maintaining a balance between progress and preservation will ensure that historic landmarks remain integral to Helena's identity, offering residents and visitors a connection to the past while enhancing the City's overall appeal.

Recommendations

- Provide information, advice, and guidance to property owners for restoration, rehabilitation, landscaping, or maintenance of historic buildings or structures.
- Develop additional incentives to support the use and reuse of existing historic structures through maintenance, conservation, and rehabilitation.
- Continue to maintain City-owned historic buildings in a manner that is consistent with the buildings' historic integrity.
- Review and update implementing programs, codes, and ordinances.
- Conduct surveys to identify under-recognized historic sites and buildings that may be eligible for local, state, or national landmark status.
- Incorporate informational signage that highlights the historical significance of key buildings and districts.
- Collaborate with local historic preservation organizations to share resources, knowledge, and funding for preservation efforts.

“Helena's arts, culture, and historic buildings are huge public assets that contribute to community identity and sense of place, and are worthy of public and local government support.”



Example Chapter: Cultural Resources and Placemaking



PLACEMAKING AND IDENTITY

Placemaking combines branding, beautification, and functional infrastructure to create an attractive identity and encourage social interaction. Through thoughtful design and artistic expression, the City can celebrate local character, strengthen neighborhood connections, and distinguish itself within the region. Moving forward, the City should continue incorporating placemaking elements—such as public gathering spaces, comprehensive branding, and community-driven art installations—that reflect the area's function, culture, and the distinct character of its neighborhoods and businesses.

Third Spaces

Third spaces—such as parks, plazas, streetscapes, and parklets—act as an informal setting for social connections beyond the confines of primary environments. Among these, streetscapes offer the most extensive public space, providing opportunities for people to socialize, shop, and relax. A well-activated streetscape integrates residential, commercial, and civic uses with pedestrian- and bike-friendly designs. By investing in third spaces, Helena can strengthen its sense of place, support community engagement, and create areas that enhance daily life.

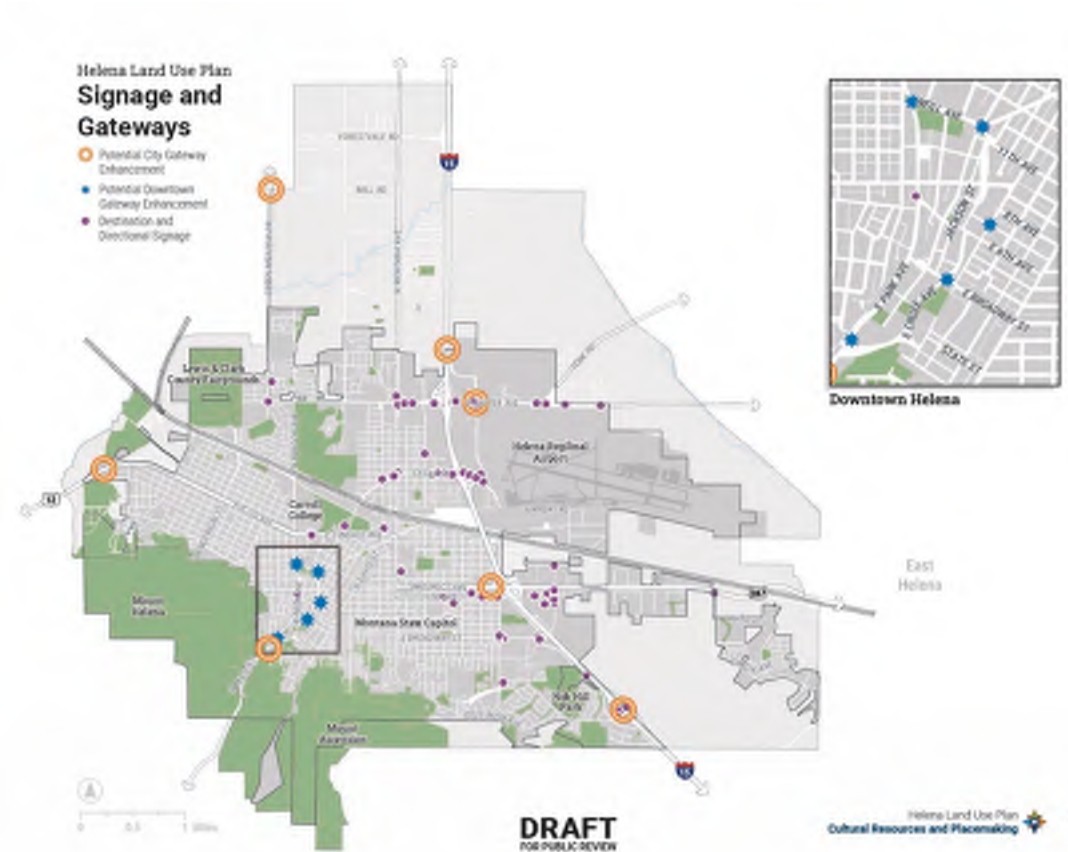


Gateways

Gateways serve as key entry points that shape the first impression of Helena, visually defining where the city begins and enhancing its overall identity. Thoughtfully designed gateways at major entry points should incorporate elements such as signage, architecture, landscaping, and lighting to create a welcoming and distinctive sense of place. High-quality materials and design should reflect Helena's character while directing visitors to key destinations, including historic landmarks, public gathering spaces, event venues, and downtown parking. By investing in well-designed gateways, the city can strengthen its identity and create a more cohesive and inviting experience for residents and visitors alike.

Recommendations

- Consider ways to expand the street scene network throughout the city to create different nodes and corridors for public gathering.
- Develop parklets Downtown and in other neighborhood commercial areas to expand usable human-scale third spaces.
- Evaluate zoning districts, particularly in gateway areas, to ensure certain districts and land uses align with the intent of activating the streetscape.
- Where appropriate and feasible, promote the development of public gathering spaces and plazas with consideration for landscaping, pedestrian amenities, and site furniture.
- Install gateway features and wayfinding at key locations in the community to announce the entry points into Helena.
- Develop standards for signage, architectural elements, landscaping, lighting, and other design features around gateways into the city.
- Implement a comprehensive signage program to guide visitors to key locations across all modes of transportation throughout the City, starting at key gateway locations.



Example Chapter: Cultural Resources and Placemaking



Public Art

Public art plays a role in enhancing Helena's economy and community identity. With a thriving local artist population, the arts contribute significantly to the city's economic vitality by boosting regional tourism and attraction. Public art not only beautifies public spaces but also helps cultivate a unique sense of place, transforming streetscapes and enriching the city's character. The Helena Public Art Committee (HPAC) has been instrumental in spreading art throughout the city, creating accessible and engaging spaces for residents and visitors alike. To continue fostering this cultural growth, the City should collaborate with HPAC, the local art community, and other partners to expand the public art collection and ensure it remains a dynamic force in Helena's development.



Arts and Culture

Helena enjoys an active arts community that, with the right support, could help turn the City into a regional arts destination. Downtown features a cluster of galleries, studios, and art shops. These establishments are within walking distance of each other, making coordinated events or arts-centric neighborhood branding an opportunity. The City should supplement these various cultural assets with decorative signage, gateways, public murals, and sculptures, as well as establish recurring and special events to activate parking lots and public spaces.

Branding

A strong community brand helps establish Helena's visual identity, attracting businesses, homebuyers, and tourists while supporting local shops and restaurants. Effective branding goes beyond a logo or slogan—it requires a thoughtful approach that reflects Helena's history, culture, values, and unique character. By investing in a well-defined brand, the City can strengthen its sense of place, enhance economic opportunities, and create a lasting impression that resonates.

The Helena Tourism Business Improvement District, otherwise known as Visit Helena, led a rebranding effort that aimed at stimulating long-term growth in tourism, workforce development, and business attraction while maintaining a distinct Helena look.

This comprehensive rebrand included a new logo mark, website redesign, video production, and every piece of collateral from digital ads to trade show booths. The results of this effort led to a fresh, bold new look and a one-stop resource for events, entertainment, and activities.



Branding image by SCVNM and Visit Helena

Recommendations

- Prioritize integrating public art at key focal points and activity centers with high foot traffic and gateway routes to the airport.
- Work with HPAC to increase funding resources to commission local artists to create public art installations.
- Work with property owners to install murals on large-scale windowless buildings, activating facades into cultural destinations.
- Enhance the appearance of industrial areas with public art and decorative screening that reflects the industrial nature of the area.
- Continue to support the Art Walk event to celebrate local artists and local businesses.
- Use the city's public art program to celebrate the region's indigenous peoples.
- Continue to promote the Visit Helena brand, ensuring that it properly reflects the community over time and contributes to the visual identity of the City.
- Consider opportunities for promoting thoughtful community branding within neighborhoods.
- Work with HOC, Neighborhood Watch, and other neighborhood groups to promote what residents love about their neighborhoods and amplify placemaking efforts in the community.

Implementation



CHAPTER 11 IMPLEMENTATION

Realizing the vision and goals of the Helena Forward Land Use Plan will require leadership, organization, persistent monitoring, and adjustment. The Implementation chapter translates the Land Use Plan's recommendations into tangible actions the City should take to achieve the Land Use Plan's long-term vision.

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Implementation



USING THE PLAN

The *Helena Forward Land Use Plan* should be used as the official policy guide for planning decisions by elected officials, boards, commissions, and staff. The Plan should serve as a primary reference in guiding policy formation, evaluating projects and planning initiatives, reviewing development proposals, and prioritizing public expenditures. Referencing the *Land Use Plan* will ensure future planning efforts and decisions align with the community's long-term vision and goals. Service providers and partner organizations should also be encouraged to use the *Land Use Plan* when considering new development, facilities, infrastructure updates, and programming within Helena.

Update Related Plans

Past plans, studies, and reports have influenced planning and development policy in Helena. The *Helena Forward Land Use Plan* has integrated relevant goals and ideas from these documents. Looking ahead, these plans should be updated to correlate with recommendations presented in the Plan.

REVIEWING AND UPDATING THE PLAN

Noting the City's dedication to thoughtful planning, the *Land Use Plan* should not exist as a static document, but rather the center of a continuous planning process. Following adoption of the Plan, the City will continue to move forward, change, and evolve. As such, the Plan should be updated on a regular basis to respond to these changes, addressing shifts in community aspirations and demographic trends as well as new and unexpected issues as they arise.

Montana statute requires that the planning commission review the *Land Use Plan* at least every five years and determine whether an update to the *Land Use Plan* and *Future Land Use Map* is necessary. Change, of course, follows its own schedule without much consideration for state statute. Given the fast pace of change, a full review should be completed at least every two to three years. Best practice, however, would be an annual review. This process should coincide with the preparation of the City's annual budget and *Capital Improvements Program*, enabling recommendations and projects from the Plan to be considered as part of upcoming funding commitments for that fiscal year. Establishing a routine for review of the Plan will ensure the document remains relevant to the needs and desires of the City.

Capital Improvements Program

Helena's *Capital Improvements Program* (CIP) represents its fiscal commitment to initiatives aimed at maintaining and improving the community. As a critical tool for implementing the *Land Use Plan*, the City should review and update the CIP as needed to reflect *Land Use Plan* recommendations. Projects or initiatives may include restoring and upgrading existing utilities and infrastructure, and the renovating, expanding, or relocating City facilities.

The annual review of the CIP should ensure that projects align with the vision and goals set out in the *Land Use Plan*. This review should assess short-term and long-term recommendations that City staff can review, prioritize, and organize cost estimates and potential funding sources to complete. Some of these projects could be broken down into incremental stages that contribute to the Helena's long-term vision.

POTENTIAL FUNDING SOURCES

The following funding sources are available to the City and its partners to help implement the plan. This is a general overview of the potential tools and resources. City staff should research each in more detail and regularly monitor these sources to account for legislative and statutory changes that may affect the applicability or availability of funding as well as proactively seek new funding sources.

HOUSING AND COMMUNITY DEVELOPMENT

Tax Increment Financing (TIF)

TIF funding is a tool that can be used to incentivize and attract desired development within key areas, including housing. As with commercial developments, TIF can be used for infrastructure, streetscaping, public improvements, land assembly, and offsetting the cost of development.

Affordable Housing Trust Fund

In 2020, the City established an Affordable Housing Trust Fund to provide gap financing to organizations that serve beneficiaries of low- to moderate-income. The fund was initially created through several investments from the City Commission and will receive \$100,000 each year from the City's General Fund. Since the fund was created, staff have been working with a seven-member advisory board that will provide recommendations to the City Commission, which makes the final decision concerning which projects receive support.

Home Investment Partnerships Program (HOME)

This federal block grant program is directed by the U.S. Department of Housing and Urban Development (HUD) and administered in Montana by the state Department of Commerce. It provides funds to units of local government and non-profit organizations to expand the supply of affordable housing for Montanans with low- and very low incomes. HOME supports the state and local governments in implementing strategies to achieve adequate supplies of decent, affordable housing and provides financial and technical assistance to develop model programs for affordable housing.

Housing Trust Fund (HTF)

The Housing Trust Fund Program is an affordable housing program that complements existing federal, state, and local efforts to increase the supply of decent, safe, and sanitary affordable housing for extremely low-income (ELI) households, including special-needs households, unhoused households, and those at risk of homelessness. Administered by the Montana Department of Commerce and funded by the U.S. Department of Housing and Urban Development (HUD), the HTF provides grants for the construction, rehabilitation, and preservation of affordable rental housing for ELI families. Cities, non-profits, or public housing authorities may apply for HTF funds.

Implementation

ACTION MATRIX

The action matrix offers a comprehensive list of all implementation strategies, policies, and recommendations included within the **Helena Forward Land Use Plan**. It serves as a tool for staff to prioritize implementation tasks and projects throughout the duration of the Plan. In addition, the matrix allows the City to approve specific, actionable items on an annual basis and evaluate progress based on completed implementation strategies.

Priority Level

Each action item has been designated a priority level to aid with implementing the Plan recommendations. Action item priorities are broken into three levels:

- **(1) - Actions that have immediate impact.** Though not necessarily more important, items listed as priority 1 may have a fundamental impact on the community, may be more easily completed, or may be necessary for long-term projects to begin.
- **(2) - Actions that have interdependent needs.** These items include strategic and substantial projects, actions that indirectly impact the quality of life, and actions that require the completion of other projects before they can begin. They may require additional planning, have additional financial considerations, or include outside agency cooperation.
- **(3) - Actions that are desirable or aspirational.** Though these items may not be necessary for Helena's daily operations, they represent the community's forward-looking planning approach.

Timeline Estimate

Timeline estimates indicate, in years, how long it would take to complete a specific action.

- **(S) Short-term:** Less than two years.
- **(M) Mid-term:** Two to five years.
- **(L) Long-term:** Greater than five years.
- **(O) Ongoing:** Requires immediate action and continued attention throughout the life of the Land Use Plan.
- **(ADO) As Development Occurs:** Can be implemented as development occurs over time.

Partners

To fully implement the Land Use Plan, Helena will require the assistance of neighboring government units, organizations, and community groups. Although the City is primarily responsible for initiating and implementing the Plan's policies and recommendations, numerous partnerships will be essential to realize the goals and supporting strategies outlined in the Plan. The partners section of the action matrix identifies potential partner organizations; however, there may be instances where an organization that is well-matched to one of the Plan goals, supporting policies, or recommendations is not listed as a potential partner for a given topic and should be added.

Potential Funding Sources

Realizing the vision and goals of the Land Use Plan will require funding beyond what will be provided for by the City's general fund. For each action item, potential funding sources are provided to help guide the City in implementation.

#	Key Action	Priority Level	Timeline Estimate	Partners	Prospective Funding
CHAPTER #: CHAPTER NAME					
Housing and Neighborhoods					
5.1	Require well-designed, walkable residential developments with access to recreational amenities and community services	2	ADO	Developers	
5.2	Coordinate with housing and social service-related non-profits to identify and address housing issues and opportunities	1	0	Non-profit affordable housing organizations	
5.3	Buffer residential areas from incompatible uses and promote transitions between housing types	3	0	Property owners, business owners and operators, Developers	
5.4	Support community programs to ensure affordability for people at all income levels	1	0	Non-profit affordable housing organizations	Home Investment Partnerships Program, Montana Housing Trust Fund, Helena Affordable Housing Trust Fund, Community Development Block Grant
5.5	Continue to support property owners, residents, and non-profit organizations to bring properties into compliance with city codes as needed	2	0	Property owners, business owners and operators, Non-profit organizations	
5.6	Encourage the development of gridded street patterns in all neighborhoods where technically feasible to provide greater connectivity for all transportation modes	3	0	Developers, Transportation Systems Department	
5.7	Encourage additional missing-middle housing types to accommodate residents of all abilities and incomes	1	0	Property owners, Developers	
5.8	Promote a mix of housing options that complement the existing neighborhood character, support the market, meet the needs of residents, and encourage a livable community	2	0	Property owners, Developers	
5.9	Encourage housing options that allow senior residents to remain in the community	2	0	Developers	
5.10	Work with developers to explore incentives to promote housing development that aligns with the City's vision	1	0	Developers	
5.11	Encourage a greater variety of housing types while maintaining existing neighborhood character	2	0	Property owners, Developers	



**COMMENTS OR
QUESTIONS?**



Helena

FORWARD

History • Opportunity • Legacy

THANK YOU!