

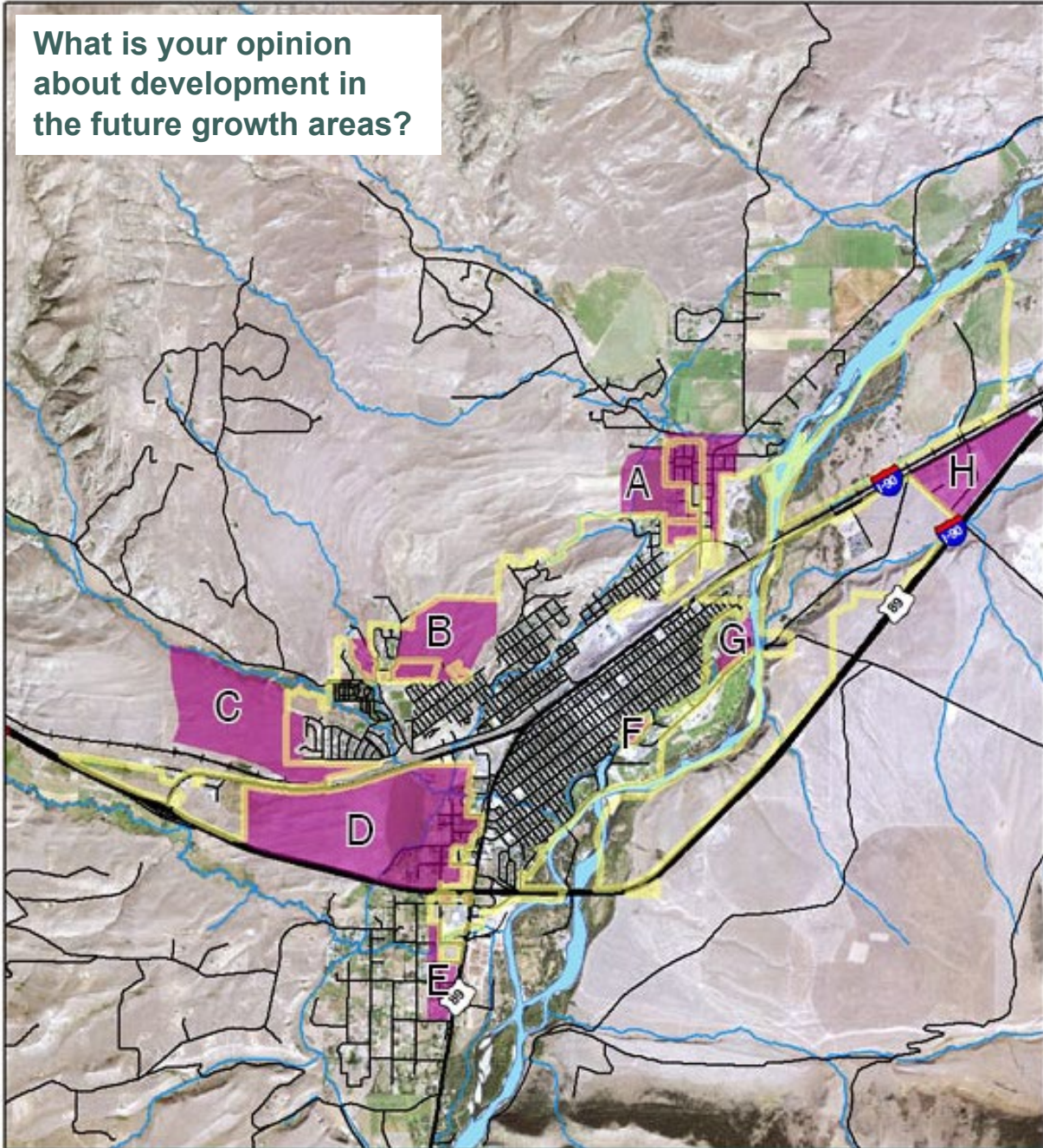


Livingston Growth Policy Update

Summary of Responses about Future Growth & ETJ

Online survey from June 16 and July 1 Community Meetings

What is your opinion about development in the future growth areas?



| | |
|----------------|-----------------------|
| — Major Routes | City of Livingston |
| — Roads | Planned Future Growth |

Area A

This question received 72 total comments. Most participants generally support development in this area. A few (about nine) comments indicated “no support” for development in area A, with some participants with no opinion on this subject.

A few respondents specifically indicated the area to be developed as a mixed-use neighborhood with residential, neighborhood commercial needs, institutional, light industrial, and with parks and open space. If development is considered in the area, it will be important to have public transport, enough infrastructure to support development, grocery stores, emergency services, gas stations, etc.

Several participants highlighted the need to address the railway intersection at Bennet St, that is not safe for pedestrians or bikers to cross currently, if development is considered in area A. Also, linking access to northside trails is mentioned.

- **Residential**
 - Majority (about 22) of the comments support residential development in the area. Participants support a mixed housing variety (single, multifamily, duplex, condo/vertical, apartment, accessory, etc.) that is also affordable. Several comments indicated it as a good place for tiny homes.
 - Dense development could be considered in this area to match the neighboring areas. Avoid cul de sacs.
 - One participant highlighted development will be better in flat areas, not hilly regions.
 - Participants highlighted the importance of making it a mixed-use area with separated walking/biking connectivity to downtown and commercial areas.
 - Participants also mentioned improving the area streetscape with trees and other infrastructure.
- **Commercial**
 - Commercial use complementary to residential area can be considered along the highway for instance.
- **Institutional**
 - Having schools, grocery stores, gas stations in the area was mentioned.
- **Industrial**
 - If considered, light use only
- **Parks and Open Space**
 - About eight to ten comments support having parks and open space in the area.
 - Leaving this as an open space could also address the need for septic and sewer issues.
 - If considering a park, good to have it centrally located surrounded by mixed-use development or use hillside areas.

Area B

This question received 70 comments. There is a general support for development in this area. About 13 comments indicate “no support” especially due to the lack of infrastructure, risking existing wildlife or sensitive topology, risking sprawl and distance from center, and issues with railroad crossing.

Several participants (about 10 comments) wish to see mixed-use development with residential, institutional, commercial, light industrial, and park/open spaces. Other aspects to consider included infill

development, using existing infrastructure, planning for pedestrian connectivity, emergency and transit services, gas stations, grocery store, etc. Extension of underground infrastructure could be a challenge given the bedrock features.

Like area A, addressing issues with the railroad crossing and related congestion is highlighted if development is considered in area B.

- **Residential**
 - Majority comments (17) indicate the area could be developed as a mixed residential space with a variety of housing types.
 - Topology should be considered in deciding housing type and style.
 - Participants suggest avoiding sprawl and wish for housing affordable by all income groups.
- Commercial
 - Considered complementary to residential.
- Institutional
 - Considered complementary to residential such as grocery stores, gas stations, etc.
- Industrial
 - One comment indicated that the area be used as industrial along with parks/open space.
- Parks and Open Space
 - About seven supportive comments received for maintaining area B as an open/park space.
 - Comments reflected that the area is hilly with strong winds.
 - There isn't much access to infrastructure, food, and transportation modes either.
 - Developing this area with recreational facilities is also suggested.

Area C

This question received 71 comments. Several (13) comments indicate **development in the area may not be feasible** (especially northern and western region) due to lack of infrastructure, presence of wetlands and other naturally sensitive areas, possibility of sprawl (not desirable) that may cause extra traffic, and it may not safe for walking/biking/children. Couple of participants indicated that development here might lead Livingston to become a bedroom community for Bozeman.

General support was indicated for development in area C, some indicating specific conditions that first need to be satisfied. A few participants support the idea of a mixed-use development including residential, neighborhood specific commercial, light industrial, institutional and park space with trails and bike parks.

Similar to Area A and B, the railroad crossing issue remains necessary to be addressed before considering development here.

- **Residential**
 - Residential development received general support. Some indicated having mixed housing type while some said single family and tiny homes would be good.
 - Avoid sprawl in all cases. Density could help with sprawl and affordability.

- Residential development should be accompanied with green space, connectivity to downtown via biking and walking.
- Commercial
 - A couple of comments supported commercial development here, while another indicated placing strip commercial development in some other location.
- Institutional
 - Considered complementary to residential such as grocery stores, gas stations, etc.
- Industrial
 - Couple of comments support industrial use along with park/open space.
- Parks and Open Space
 - Some responses are in favor of maintaining the area as an open/park space with trails (also connecting to Bozeman) especially due to its proximity to creeks and supporting wildlife.

Area D

This question received a total of 72 comments. Development in this area was generally well received. It is indicated that this may be a private property and not available for development. Participants indicated that topology also supports development with flat land availability. In addition, proximity to the center, general accessibility and infrastructure makes it further feasible. Participants suggested focusing development closer to the city center and along the highway.

About 10 comments indicated either no support or highlight factors such as wetlands and traffic, that discourage development in this area. Development should proceed with caution.

Apart from the below mentioned specific use types, mixed use development is favored. Several combinations are suggested from residential+commercial, residential+parks, industrial+parks, to all development types mixed. Additional need for traffic planning, infrastructure planning, accessibility through walking and biking, height and density regulations, and preserving wetlands are highlighted. In all cases, sprawl is undesirable.

Area D does not face the railroad crossing challenges like the other areas do.

- Residential
 - There is a general support for housing in the area, especially multifamily and affordable housing. Some indicated a mixed housing development could be considered.
 - Attention to be given to noise and pollution due to proximity to the interstate.
- **Commercial**
 - Commercial use in the area is suggested along with residential use. A couple of comments recommended commercial only. Along the highway 10 could be a feasible location. Suggestions to avoid strip malls were made.
 - This area as an extension of businesses on Park St., and businesses like Shopko and woods rose, are also recommended. Collaboration with BNSF for an underpass system is mentioned.
- Institutional
- Industrial

- This area received comments in favor of industrial development given its location between interstate and railroad.
- Parks and Open Space
 - Few respondents (about 4) support maintaining the area as a park or open space.

Area E

This question received a total of 68 comments. Of these 12 comments specifically indicated development here is not a good idea/is not supported by them. General acceptance for development, especially infill development was received. Residential and commercial development is most preferred.

Comments indicated support for higher density mixed-use development including walkable and bikeable spaces. Managing traffic and congestion was highlighted as important for successful development several times.

A few participants shared they were unable to locate this area and/or have no opinion regarding development here.

- **Residential**
 - Residential development received reasonable support with suggestions to focus on increasing density. Apartments, single and multi-family homes are recommended.
 - Some suggested a mix of all housing types to allow affordability.
 - Additionally, having bike/walk connections, paved roads and well-maintained streets, and traffic management is important.
- **Commercial**
 - Commercial development in this area received high support (over 15 comments) compared to any other area.
 - Several comments voted for infill development, said avoid sprawl and strip mall effect.
 - This area could also have a gateway feature or developed as a TIF district to be attractive and welcoming to tourists.
- Institutional
 - Little support but okay as mixed use along with commercial.
- Industrial
 - Industrial received two supportive comments. Generally, not preferred for this area.
- Parks and Open Space
 - Less support (only two comments) compared to other areas

Area F

This question received 65 comments. A significant 14 comments indicated no support for further growth, more than what may already be present, in this area due to proximity to the river and lack of sufficient infrastructure.

Comparatively, this area received fewer comments supporting mixed-use development. Comments indicated development (some housing) already exists in the area and were unsure what more could be done. Some stated proximity to the floodplain is important for this area while planning and developing it further.

- **Residential**

- Residential development in this area is highly favored.
- Both multi-family and single-family housing recommendations are seen. Some also suggest accessory and tiny homes.
- Overall, high density residential is preferred due to the area's proximity to schools, parks, trails, etc.
- Care to be taken to ensure affordability and its proximity to floodplain. Also plan to plant trees and improve safety with residential development.
- Commercial
 - Just one supportive comment for commercial infill in this area.
- Institutional
- Industrial
- **Parks and Open Space**
 - A significant 13 comments stated the desire to see a park or open space in this area with walk/bike connectivity to downtown.

Area G

Total 68 comments for this question. Majority participants (42) do not support growth in this area. They have either indicated no growth/development of any sort or preserve the area as a park space. Further, they said that the presence of brownfields, floodplain, and river in the area makes it unsuitable for growth.

Infill development on existing parking lots is suggested. Few comments recommended mixed use development (institutional+parks, residential+parks+commercial, residential+parks+institutional).

- Residential
 - Compared to other areas, area G received lesser support for residential development. However, after parks, this received some support.
 - Comments indicated residential units of a mixed and affordable variety can be accommodated here.
- Commercial
- Institutional
- Industrial
- **Parks and Open Space**
 - Most preferred choice for this area
 - In addition, participants indicated having walk and bike connectivity to downtown as well as a bridge over the river (at Mayor's landing).
 - Also indicated is that this area is polluted and is an EPA designated brownfield. Hence, development here is not desirable. Environmental sensitivity of the area further adds to this concern.
 - It is already popular as a dog park and for boating. Can be maintained that way and enhanced as a greenspace with more trees, etc. Participants said that this area could be the greenspace, the existing dense city needs.
 - Some participants referred to the working along with the Girls Scouts group towards maintaining this area.

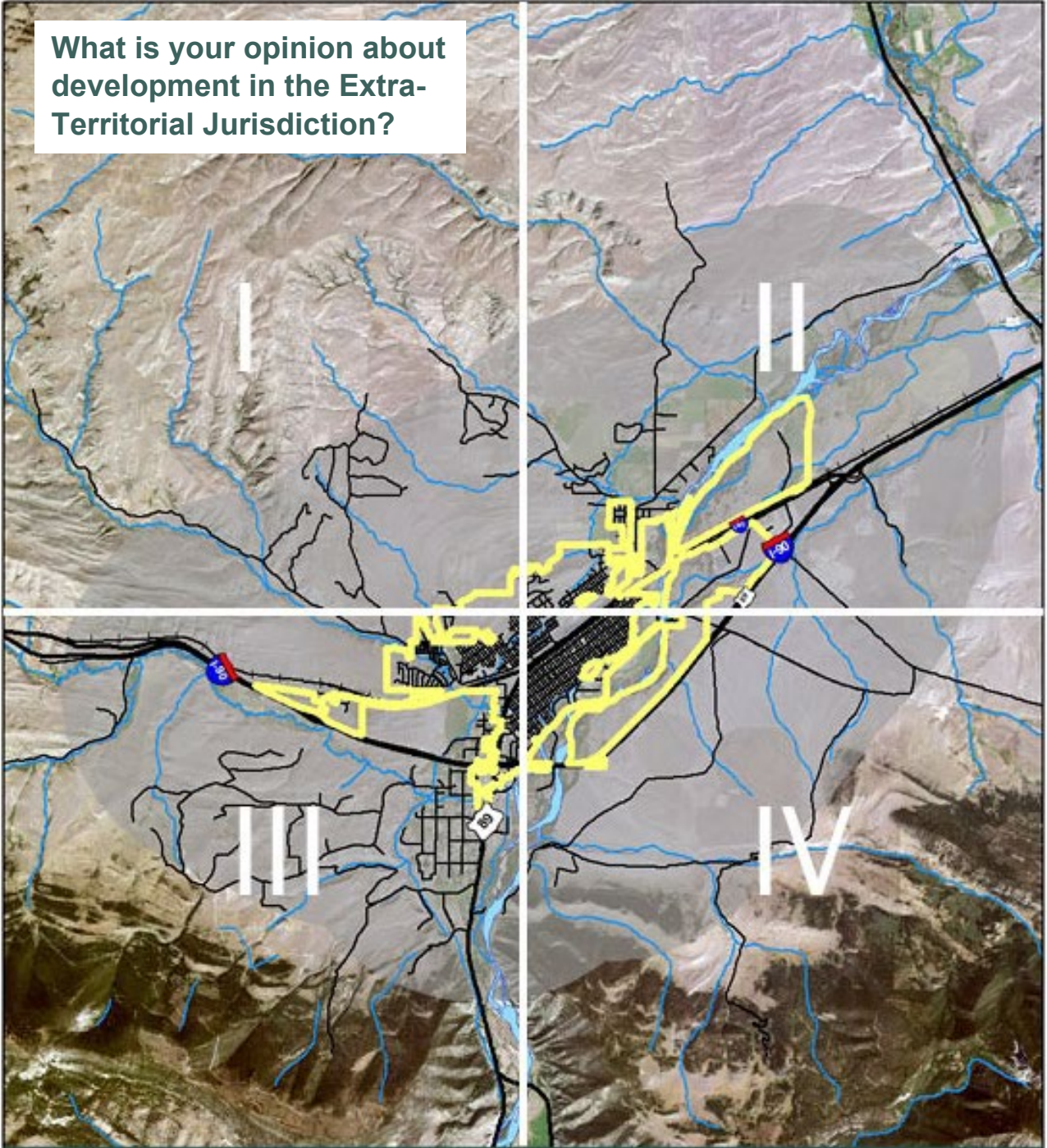
Area H

Area H received 67 comments of which about 15 do not support any growth in the area. There is a general support for development in the area. Some concerns relate to its proximity to the interstate, floodplains, water and sewage planning, and maintaining the visual appeal of the area.

A few participants suggested a mixed-use development along with some residential (apartment, affordable units, senior housing) along with parks, hotels, hospital, light commercial. Additionally, development must consider walk/bike paths and trails within and around the area.

- Residential
 - Residential development received little support. Smaller neighborhood pockets and proximity to the interstate could be good for some housing here but could become a commuter town.
 - Mixed variety and affordable housing are recommended by some along with trails and connectivity to downtown.
- Commercial
 - Travel shops and truck stops (like Love's) received support since area is close to the interstate and supports the hospital, but also some disapproval as it could be sprawl inducing and make the place "ugly".
 - Connectivity (walk/bike) is important for commercial development in the area.
- Institutional
- **Industrial**
 - Compared to any other area, area H received most support for industrial development, mostly light industrial.
 - Participants also raised concerns to ensure development does not lead to sprawl.
 - Along with industrial, a mixed-use option with parks, commercial, institutional, are also recommended by some.
 - Some mentioned development that supports the existing hospital would be good.
- Parks and Open Space
 - A few (about 6) comments support park development in the area and along the river. One recommendation was to look into having fairgrounds, rodeo grounds, or RV park here.

What is your opinion about development in the Extra-Territorial Jurisdiction?



0 0.75 1.5 3 Miles

- Major Routes
- Roads
- City of Livingston
- Extra-Territorial Jurisdiction

Quad 1

- Do you have concerns about development here?
 - o Overall, opinions with concerns exceeded those participants without any concern about development in Quadrant I.
 - o **Major concerns reflected environmental topics, lack of infrastructure and accessibility, as well as possibility of development induced sprawl.** Participants said that if development is considered here, it should be done in an environmental sensitive manner and keeping in mind resource capacity.
 - o Environmental concerns include wildlife, loss of habitat, erosion, water quality, pollution, and general ecological concerns. Participants said that maintaining this region as open/park space with trails and recreational facilities could be a good idea.
 - o Development could lead to sprawl is a major concern among many respondents, especially in the direction of Bozeman.
 - o A general lack of infrastructure and accessibility in the area is a concern such as railroad crossing issues, traffic congestion and emergency flow obstructions, lack of walk/bike facilities, and road infrastructure. Other infrastructure for living will also be needed.
 - o Some respondents raised the above concerns but recommended options that could be considered such as, focus on infill development and low-lying areas, low-density mixed-use residential/institutional/commercial development, river setbacks, build walk/bike facilities, light commercial activities, and supporting sustainable and local food, livestock and artisan community in the area.
- What do you see as opportunities for development here?
 - o About 14 comments indicated there are no opportunities for development in this region and should not be developed.
 - o **Among other comments, opportunities identified included primarily residential, open/park space, and mixed-use development**
 - o With respect to residential, comments highlight needs for infill and affordable housing keeping in mind the need for infrastructure expansion and traffic plan to support. Individual comments indicate opportunity for single, multi, and townhouses.
 - o Several people prefer to see the region conserved as an open space with wildlife habitat and rural environment or developed as a park with trails. One comment expressed interest in having a golf course.
 - o Mixed-use development is reflected as a possible opportunity with residential, open/park space, trail systems, grocery store, school, etc., as a part of a comprehensive neighborhood.
 - o Other comments identified that region is close to the interstate, hence has high potential. Some development is already taking place.

Quad 2

- Do you have concerns about development here?
 - o About 17 comments simply stated that they have concerns with development in the region

- **Other comments indicate that people have concerns with due to primarily the risk of harming the natural environment or inducing sprawl.** Of these some wouldn't mind seeing development provided it is done carefully to avoid negative impacts.
- Majority concerns are towards environmental damage. Participants said that river may be impacted and polluted along with its wildlife habitat, hence setbacks are important. Wildlife migration paths may also be impacted. Some recommended maintaining it as an open space with trails, while not effecting the viewshed either. Development focused on low-lying areas is suggested by some.
- The next biggest concern is sprawl and lack of access and infrastructure in the region. Development should avoid sprawl and promote walkability/bike-ability; sprawl may further lay stress on infrastructure needs that may already be lacking in the region. Preference is to infill and develop closer to existing infrastructure first.
- A few different comments were received that include suggestions to develop the area as commercial that is not big chains (or an eyesore), single or multifamily residential, and light industrial. Some mentioned improving access to the hospital and avoid light pollution close to the hospital.
- What do you see as opportunities for development here?
 - General support for development in this region was received. Limiting growth to flatlands would not obstruct viewsheds, but railroad crossing issues may interrupt growth in the region.
 - A number of comments indicate a **mixed and affordable residential** development would be suitable along with some open space and increased accessibility in the region. Care to be taken regarding availability of infrastructure and not disturbing the natural environment drastically.
 - A few comments support open space here preserving the rural and wildlife environment
 - **Mixed-use development** is identified as an opportunity here with mixed-residential, park space and trails, schools, shops, restaurants, offices, and good connectivity within the region and to downtown.
 - Few comments state commercial development as an opportunity, while some disagree.
 - About 10 comments generally disagree that there is an opportunity in this region

Quad 3

- Do you have concerns about development here?
 - Several comments indicated concerns with development in this region especially in the hilly areas. Along the interstate could be a better area to focus on according to some participants.
 - **Of all the concerns, environmental, sprawl and access related, as well as traffic related concerns were the most.**
 - Of all, environmental concerns were stated by several participants. In addition to preservation of open space and wildlife, concerns are raised regarding flooding and septic issues in the region. Development could include trails for public access.
 - The next greatest concern was related to lack of infrastructure and accessibility in the region. Participants said that sprawl is not desirable and if development occurs, it should be walkable/bikeable.

- Another concern raised is traffic and congestion control that would come along with development. Existing roads may not be sufficient for additional traffic. New roads may not be financially feasible.
- A general concern regarding development in this region is sprawl and it becoming a bedroom community to Bozeman.
- Seven comments indicate no concern in general.
- What do you see as opportunities for development here?
 - Generally, people stated this quadrant has both urban and rural opportunities also due to proximity to the interstate.
 - Majority of the opportunities listed by participants are of **mixed-use development type**. With residential + Commercial + Open/Park being most recommended, other mixed-use suggestions and some specific suggestions include – restaurant, hospitality, light industrial, golf course, sports field. Some aspects to take into consideration while planning of development in this region are – traffic and congestion planning, wildlife and migratory habits of animals, protect riparian and sensitive areas, connectivity within and to downtown, broadband and other community services, height restrictions, and avoid sprawl.
 - Some participants focused on a single development type in their comments. This included having mixed and affordable housing, retaining it as an open space or developing public trails and recreation outdoor spaces, and relevant commercial uses.
 - About 10 comments state that no opportunity exists in this region.

Quad 4

- Do you have concerns about development here?
 - Several (about 17) comments generally stated they have concerns with development in Quadrant IV.
 - **Environmental concerns were the highest recorded** with participants saying development could lead to destruction of natural resources, watersheds, and wildlife; disrupt the views; impact public health and safety; and related environmental damage. If developed, should have enough setbacks and create public access recreational land with trails.
 - The other major concern is the lack of infrastructure and utilities in the region as well as risk of causing traffic congestions due to lack of accessibility. Accessibility will also be required for emergency access. Sprawl, again, is very undesirable.
 - Some participants have noted that the area has strong winds and may be unsuitable for residential development.
- What do you see as opportunities for development here?
 - Quite a few participants (21 comments) indicated there is no opportunity for development here, or development should not occur. A few were unsure.
 - Among others who identified some opportunities, **having parks and open space in the area stood out**. Suggestions stated to either leave the land as it is or to develop it for outdoor recreation with public access trails. Possibility to look into sustainable agri/tourism economy.
 - Some suggested housing closer to the interstate and town center.

- Other development should be infill development, maybe light industrial and commercial, sustainable-tourism industry, or a wind/solar farm.

Open Comments

Generally, People of Livingston are concerned about preserving their natural environment. They do not wish to see sprawl, and cul-de-sacs, in their city due to uncontrolled growth, neither do they want to see Livingston become a commuter town to Bozeman. Comments reflect sentiments towards preserving the rural and natural environment of Livingston, its wildlife, and water bodies and parks. Views of the hills are also important.

Majority of the comments suggest well-planned controlled and slow growth, only what is required. Mixed-use development is most preferable, followed by residential and park space development. While planning any development, infill and redevelopment should be prioritized as well as creating walkable and bikeable connectivity in the City. For residential, affordable and density housing is mentioned several times.

Infrastructure and traffic planning are crucial for development to avoid heavy cost burdens and congestion, pollution, health impact, etc. Critical for development is also planning safety around the railroad crossing.

Comments on the planning process and related

A few comments were made on the survey and the planning process. A couple of participants appreciated the effort and said planning is an important exercise. Care must be taken to not go with “one-size-fits-all” approach. A couple of participants said the survey structure could have been better, and quite a few found the boundaries on the maps not easy to read

Overall summary of possible use by Area and Quadrant

Area A – Residential

Area B – Residential

Area C – No development, Residential

Area D – Mixed-use, Commercial

Area E – No development, Commercial

Area F – Residential, Park/Open

Area G – Park / Open

Area H – Industrial

Quad I – Open/Park, Residential, Mixed-use

Quad II – Open/Park, Residential, Mixed-use

Quad III – Mixed-use

Quad IV – Open / Park