

<p>At Large Members</p> <p>James “Andy” Patten, 6/30/2025</p> <p>David Fishbaugh, 6/30/2025</p> <p>Mary Walks Over Ice, 6/30/2025</p> <p>Meri McGlone, 6/30/2024</p> <p>Steve Tostenrud, 6/30/2024</p> <p>Steve Wahrlich, 6/30/2024</p> <p>Chris Montague, 6/30/2023</p> <p>Ethan Kanning, 6/30/2023</p> <p>Sean Lynch, 6/30/2023</p>	<p>downtown <i>Billings</i></p> <p>Partnership</p> <p>Sean Lynch, President</p> <p>Jock West, Vice-President</p> <p>Steve Tostenrud, Treasurer</p> <p>Dave Fishbaugh, Secretary</p>	<p>Partners</p> <p>City of Billings: Chris Kukulski, Wyeth Friday, Andy Zoeller</p> <p>Yellowstone County: VACANT</p> <p>School District 2: Janna Hafer</p> <p>Big Sky EDA: Steve Arveschoug</p> <p>Downtown Billings Association: Matt Blakeslee, Braondon Scala, Katy Easton</p> <p>Business Improvement District: Blake Wahrlich, Katy Easton, James Chandler</p> <p>Billings Cultural Partners: Matt Blakeslee, Katy Easton</p> <p>Parking Advisory Board: Brandon Scala</p> <p>Downtown Billings Property Owners Association: Jock West, Janna Hafer</p>
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DBP Board Agenda - April 28, 2023

Big Sky Economic Development - Zoot Training & Event Center - 201 N Broadway

Regular Business Meeting - 7:30 - 9:00 a.m.

- 1) Call to Order – Introductions, Courtesies, and Public Comments (3 min. limit)
- 2) Regular Agenda:
 - a. Minutes – March 24, 2023 meeting minutes - vote to approve minutes
- 3) Presentation:
 - a. Randy Hafer (OBHB & Burger Dive updates)
- 4) Staff Updates
- 5) Action Items
 - a. 1st Ave N MDT Project
 - b. DA Language
- 6) Old Business/New Business
- 7) Partner Reports

<ol style="list-style-type: none"> a. Big Sky Economic Development c. Billings Parking Board e. City of Billings g. Downtown Billings Property Owners Association i. Yellowstone County 	<ol style="list-style-type: none"> b. Billings Cultural Partners d. Business Improvement District f. Downtown Billings Association h. School District #2
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- 8) Adjourn by 9:00 a.m.

May DBP Board Meeting - 5/26/2023

Present: Andy Patten	Katy Easton	Dave Fishbaugh	Matt Blakeslee
Brandon Scala	Steve Arveschoug	Sean Lynch (Zoom)	Chris Kukulski
Steve Tostenrud	Meri McGlone	Chris Montague	Mehmet Casey
Janna Hafer	Ethan Kanning	Jenny Milu	Blake Wahrlich
Mary Walks Over Ice	Councilman Tom Rupsis	Steve Wahrlich	Jock West
James Chandler	Absent:		

1. Call to Order –Mr. Lynch called the meeting to order at 7:37 AM.

2. Regular Agenda:

- a. Minutes – February 24, 2023 meeting minutes** – A motion was made by Mr. Tostenrud to approve the minutes from the February 24, 2023 Meeting Minutes, his motion was seconded by Mr. Scala, all were in favor, none were opposed.

3. Presentations:

- a. Griffin Development - Old Town Flats** – Mr. Griffin provided an update on his Old Town Flats Project; he shared various ideas that have been suggested by City Council, neighboring properties and City staff that he is working on implementing. Mr. Griffin highlighted several of the new attributes to this project including an area for children, exterior lighting, security systems, amenities for dogs, and EV charging stations. He shared the structure has not changed and the number of units has not changed, however the amenities and exterior of the building are what have changed.

Mr. Griffin updated the Board that they are now four million over budget, which is a disappointment and isn't something he has experienced in his career and he believes he's experiencing this due to the pandemic and economic challenges our country is facing. The increase in the budget is not indicative of the addition of the amenities but simply the cost of construction and rising interest rates. Mr. Griffin informed the board of the three items (interest rates, construction costs, and cost of land) that could shut this project down. He asked for the Board to consider his request to increase his original TIF award. The Board discussed financing efforts that Griffin Development has pursued or could consider, he shared that recently he has had to back out of other projects and sell other

properties to help finance this project. Mr. Griffin departed and the Board dove into discussion.

Mr. Warhlich proposed an extended repayment of the TIF funds over a longer period of time if the award amount increase is approved. The Board discussed rent rates, the different phases of the Old Town Flats Project, the benefit of preserving the historic component of this building and the unpredictable costs of new construction in a downtown environment.

The Board also discussed the couple of legislative pieces that are currently being discussed at the state. Mr. Arveschoug asked about the efforts being made to oppose anti-TIF bills. Mr. Casey shared that he's reached out to opponents of those bills and they have reached out to their representatives as well as the Local Government Committee. The Board was in agreement that if they approve this, it will still need to go to Council and to identify the next open window to be placed on the agenda.

4. Staff Updates - No discussion was had.

- a. Budgets – Mr. Casey provided an overview of the proposed FY24 budget as approved by the Board. Mr. Casey also provided an update to the Board regarding what we've learned about the history of the Quiet Zone line item.

5. Action Items

- a. **Old Town Flats TIF Award modification request** – The board discussed comparable units within the community, the need for workforce housing and the continued housing need within the downtown neighborhood. The Board inquired about City Councils' view on this, and it was suggested that requests of this nature might need to be taken on a case-by-case basis. The Board wanted to make sure this does not set a precedent among other former recipients. There was consensus that this project is different given that there has not been new construction in the downtown area for decades so it's that much harder to have 100% predictability and that the hope here is that this will set the tone for future potential applicants to follow suit of compatible larger developments. Mr. Casey reviewed the original amount that was requested and approved for the Old Town Flats Project, which was \$1,693,050. He reviewed the increased amount that is being requested to be awarded, which is \$614,268, making the total grant \$2,307,318. Mr. Warhlich made a motion to increase the award by \$614,268 and that the reimbursement would be paid out over 6 years (instead of the original 5-year payout period). This keeps the ratio like the original ask, which is 7:1 private to public. Mr. Scala seconded the motion. A question was asked whether a new development agreement will need to be signed or if an addendum is

sufficient? Mr. Casey promised that he'll take that to the expertise of the legal staff. All were in favor, none were opposed.

- b. Development Agreement language about aesthetics** - Mr. Casey presented some history on examples of former projects who presented one design when seeking TIF but implemented another design when the project was completed. Mr. Casey is seeking input from the Board if they'd like to tighten the language of the Development Agreement (DA) in regards to how it handles exterior aesthetics. The current DA language requires documentation but otherwise provides flexibility in making changes if needed. Understanding that circumstances may force some changes (e.g. how the pandemic shifted priorities), Mr. Lynch has heard from Council members, Board, and Committee members regarding some of those changes. Perhaps at least, a developer should come back to the Board and/or Council if a change is being considered/made. For the interest of time, the Board requested to review this at the next Board meeting to take a deeper dive into the language, nature of projects, flexibility of the architectural world, and other deciding factors.
 - c. Resolution 22-11092 adoption** – Mr. Casey shared with the Board an update to Resolution 22-11092 adoption and the policies and procedures in how to handle the remote nature of attending a board meeting and it's been advised that this be adopted into the by-laws. Mr. Kukulski provided further clarification on actual notice and observation of the public into public meetings of Council, Boards, and Commissions. Mr. Patten made a motion to adopt Resolution 22-11092 which was seconded by Mr. Tostenrud, no further discussion, all were in favor, none were opposed.
6. Old Business/New Business – N/A
 7. Partner Reports
 - a. Big Sky Economic Development
 - b. Billings Cultural Partners
 - c. Billings Parking Board
 - d. Business Improvement District
 - e. City of Billings
 - f. Downtown Billings Association
 - g. Downtown Billings Property Owners Association
 - h. School District #2
 - i. Yellowstone County
 8. Mr. Lynch Adjourned the meeting at 9:02 AM.

Downtown Billings Partnership
Profit and Loss by Month
 July 1, 2022 - April 19, 2023

	Jul 2022	Aug 2022	Sep 2022	Oct 2022	Nov 2022	Dec 2022	Jan 2023	Feb 2023	Mar 2023	Apr 1-19,	Total
Income											
4400 Service Fee from City	23,286.75	23,286.75	23,286.75	23,286.75	23,286.75	23,286.75	23,286.75	23,286.75	23,286.75		209,580.75
4410 Property Management	6,500.00	6,500.00	13,000.00		6,500.00	6,500.00	6,500.00	6,500.00	6,500.00	6,500.00	65,000.00
4430 Grant Revenues				1,942.75		3,519.50	9,620.00		3,000.00		18,082.25
Total Income	\$ 29,786.75	\$ 29,786.75	\$ 36,286.75	\$ 25,229.50	\$ 29,786.75	\$ 33,306.25	\$ 39,406.75	\$ 29,786.75	\$ 32,786.75	\$ 6,500.00	\$ 292,663.00
Gross Profit	\$ 29,786.75	\$ 29,786.75	\$ 36,286.75	\$ 25,229.50	\$ 29,786.75	\$ 33,306.25	\$ 39,406.75	\$ 29,786.75	\$ 32,786.75	\$ 6,500.00	\$ 292,663.00
Expenses											
6040 Dues & Memberships	5.70	280.70	35.70	5.70	5.70	5.70	255.70	5.70			600.60
6065 Gifts				46.90							46.90
6070 Insurance											0.00
6072 Property	1,009.68	1,009.68	1,009.68	1,009.68	1,009.68	1,009.68	1,009.68	1,009.67	1,009.67		9,087.10
Total 6070 Insurance	\$ 1,009.68	\$ 1,009.68	\$ 1,009.68	\$ 1,009.68	\$ 1,009.68	\$ 1,009.68	\$ 1,009.68	\$ 1,009.67	\$ 1,009.67	\$ 0.00	\$ 9,087.10
6090 License & Permits									20.00		20.00
6110 Meetings	200.25	10.75	69.00	11.25	25.70		95.95	248.07			660.97
6140 Office Costs											0.00
6142 Office Supplies		12.00	91.42					71.01	99.99		274.42
Total 6140 Office Costs	\$ 0.00	\$ 12.00	\$ 91.42	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 71.01	\$ 99.99	\$ 0.00	\$ 274.42
6150 Parking Expenses							7.20	2.69			9.89
6200 Payroll Expenses											0.00
6202 Cell Phone Stipend	48.48	32.32	32.32	32.32	32.32	48.48	32.32	32.32			290.88
6204 P/R Services	53.34	108.34	103.33	54.00	95.00	115.00	57.00	158.00	56.00	70.75	870.76
6205 P/R Taxes	1,368.61	912.37	885.12	879.32	879.31	1,316.18	953.67	953.66			8,148.24
6206 Retirement	526.20	354.20	354.20	354.20	354.20	531.30	354.20	354.20			3,182.70
6207 Wages	16,637.12	11,253.66	11,253.66	11,253.66	11,253.66	16,880.49	11,253.66	11,253.66			101,039.57
Total 6200 Payroll Expenses	\$ 18,633.75	\$ 12,660.89	\$ 12,628.63	\$ 12,573.50	\$ 12,614.49	\$ 18,891.45	\$ 12,650.85	\$ 12,751.84	\$ 56.00	\$ 70.75	\$ 113,532.15
6300 Postage & Shipping						17.99	17.99	67.99	17.99		121.96
6320 Professional Services											0.00
6321 Accounting & Bookkeeping	747.50	520.00	541.66	476.00	693.00	766.00	689.00	560.00	676.00	653.00	6,322.16
Total 6320 Professional Services	\$ 747.50	\$ 520.00	\$ 541.66	\$ 476.00	\$ 693.00	\$ 766.00	\$ 689.00	\$ 560.00	\$ 676.00	\$ 653.00	\$ 6,322.16
6330 Property Taxes						8,431.01					8,431.01
6350 Repairs & Maintenance	9,781.00	250.00	180.00						183.00		10,394.00
6400 Special Project Expenses				996.00							996.00
6406 Grant Expenditures				1,942.75		2,523.50	2,378.00	6,000.00	4,242.00		17,086.25
6407 Property Management	130.00	201.74						291.15	273.78		896.67
Total 6400 Special Project Expenses	\$ 130.00	\$ 201.74	\$ 0.00	\$ 2,938.75	\$ 0.00	\$ 2,523.50	\$ 2,378.00	\$ 6,291.15	\$ 4,515.78	\$ 0.00	\$ 18,978.92
6520 Training & Development		7,500.00									7,500.00
6550 Utilities	1,983.32	1,949.17	1,927.12	1,782.28	2,467.84	2,976.44	3,320.08	3,055.38	2,855.53		22,317.16
Total Expenses	\$ 32,491.20	\$ 24,394.93	\$ 16,483.21	\$ 18,844.06	\$ 25,247.42	\$ 26,190.76	\$ 20,424.45	\$ 24,063.50	\$ 9,433.96	\$ 723.75	\$ 198,297.24
Net Operating Income	-\$ 2,704.45	\$ 5,391.82	\$ 19,803.54	\$ 6,385.44	\$ 4,539.33	\$ 7,115.49	\$ 18,982.30	\$ 5,723.25	\$ 23,352.79	\$ 5,776.25	\$ 94,365.76
Net Income	-\$ 2,704.45	\$ 5,391.82	\$ 19,803.54	\$ 6,385.44	\$ 4,539.33	\$ 7,115.49	\$ 18,982.30	\$ 5,723.25	\$ 23,352.79	\$ 5,776.25	\$ 94,365.76

Action Item - A

RE: 1st Ave N MDT Project

Background:

MDT has partnered with Sanderson Stewart to facilitate the planning of a facelift project for 1st Avenue North from the Metra to Division. The project will go wall to wall improving sidewalks, curbs, gutters, lighting, trees, and bulbouts. Because the EBURD had installed decorative lights in their secondary roads, they'd like the lights on 1st Ave N to match. Due to the intensity of the project and the opportunity of going uniform, we too can request the lights to be consistent along our district and beyond. The good news, MDT has already given its permission to switch from their standard galvanized cobra lights that you see on N 27th Street to a decorative light. The catch is that we would have to front the difference in the cost.

To simply switch the light pole from the standard MDT to a decorative one, the increase of cost is roughly \$300K (rounded numbers and inflation is included). The EBURD would take care of their stretch out of their TIF district, which is roughly \$100K. The remaining \$200K would be out of the downtown TIF district.

Additionally, if we were to add any further features to these light poles, below is a breakdown of each feature according to Mountain States Lighting. The electrical team at Sanderson Stewart has worked with Mountain States Lighting in the past and found them helpful, informative, and competitively priced. Still, I'm also working to get a quote from Frank Dugus with Lumen FX.

GFIC Receptacles = \$150 a unit.

Flag holders = \$140 a unit.

Plant hanger = \$185 a unit

Banner arms = \$370 a couplet (banner arms come in a couplet of two rods).

According to this quote above, it would be an additional \$79,430. If the timing of the construction aligns with the timing of us borrowing bonds for the 2-way project, there's a likelihood we can include this project in the 2-way bond. Otherwise if the timelines don't complement each other, we would be looking at a separate project likely out of TIF cash (not big enough to bond).

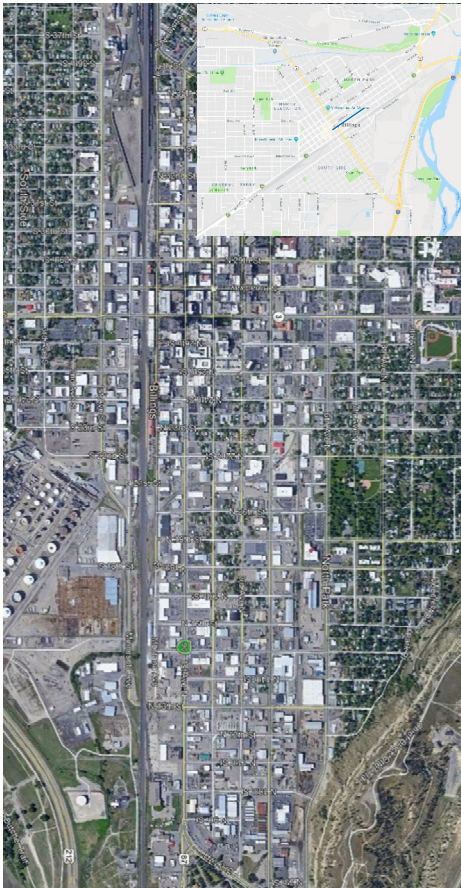
MDT and Sanderson Stewart would like to know by June 1st, 2023 what our preference is so they can move forward with the rest of the planning. There will be many public open forums to come, the first of which is May 10th from 3:30 to 6:30 at the DBA office.

Lighting Analysis Technical Memorandum

1st Avenue North – RR Xing to Broadway | NH 115-1(5)1 | UPN 9880000

Yellowstone County, Montana

January 20, 2023



Summary

This project is located in Yellowstone County within the Billings urban limits along 1st Avenue North (N-115). The project begins at North Broadway and continuing to the northeast approximately 0.52 miles to Railroad Crossing 1st Ave N between N 20th St. and N 22nd St.

The purpose of this study is to evaluate the lighting levels for the project corridor utilizing the existing luminaire configuration and perform analyses and preliminary cost estimates for decorative luminaires and standard MDT luminaires. The existing roadway lighting was analyzed utilizing the wattage indicated on each fixture based on field review and the surveyed pole locations. For uniformity purposes, the analysis will examine the complete corridor. The functional classification of 1st Ave. N is Urban Principle Arterial (Non-Interstate) and has area classifications of both Commercial and Intermediate.

The existing roadway lighting was analyzed using AGI 32 and Visual 2020 Lighting Analysis Software. The existing roadway dimensions and lighting configurations were utilized for the existing analysis while new proposed spacing was analyzed for the preliminary proposed roadway lighting with the East Billings Urban Renewal District (EBURD) decorative and MDT standard roadway luminaires.

All existing poles are round or hexagonal, tapered, 30-ft, 40-ft, 45-ft or 47-ft tall, poles with 8-ft, 10-ft, or 15-ft mast arms. Existing cobra head luminaires utilize single 250W or 400W high pressure sodium (HPS) lamps with semi-cut off optics. All poles are set in opposite staggered configuration. Luminaire spacing varies along the extent of the project. Below is a breakdown of the existing lighting analysis.

The EBURD has installed various improvements, including decorative luminaires along various side streets within its boundaries. Although not included within the project limits, the EBURD improvements were considered throughout the 1st Ave N corridor to provide a consistent design approach for roadway lighting and aesthetic upgrades, as well as being the preferred alternative of the project stakeholders. The EBURD decorative roadway luminaires have a decorative pedestal base, a smooth, round straight pole, a decorative filigree mast arm bracket, an upswept 6-ft arm and decorative pendant style luminaire, all powder coated black. The existing EBURD standard pole utilized in the area has a pole length and fixture mounting height of 24-ft and a 13,300 lumen LED fixture. This pole is ideal for the narrower side streets in the Urban Renewal District adjacent to this project. As part of the analysis a 24-ft and 30-ft EBURD standard pole were evaluated. However, due to the additional width of 1st Ave North as compared to the area side streets, neither pole was able to meet the required lighting standards. Therefore, a 35-ft mounting height and a 17,350 lumen LED was also analyzed using the EBURD luminaire to provide improved illumination with increased pole spacing on this corridor. The MDT standard fixture utilized in the analysis is a 40-ft smooth tapered pole with a 15-ft mast arm and a 15,000 lumen LED fixture. No field photometrics were measured or obtained.

Existing Roadway Lighting Analysis

Roadway Location	Direction of Travel	Calculated Average Illumination (fc)	Calculated Uniformity Ratio (Ave/Min)	Required Average Illumination (fc)	Required Uniformity Ratio (Ave/Min)	Lamp Wattage (Watts)	Fixture Spacing (Feet)	Pole Height (Feet)	Arm Length (Feet)
Broadway to 24 th St.	Westbound (One-Way from Broadway to RR X-ing)	5.9	6.1:1	1.6	3:1	400	104	35	8
24 th St to RR X-ing	Westbound (One-Way from Broadway to RR X-ing)	3.0	7.6:1	1.2	3:1	400	197	35	8
Broadway to 24 th St.	North Sidewalk	2.8	9.5:1	1.1	3:1	400	104	35	8
24 th St to RR X-ing	North Sidewalk	1.1	3.6:1	0.8	3:1	400	197	35	8
Broadway to 24 th St.	South Sidewalk	2.8	9.5:1	1.1	3:1	400	104	35	8
24 th St to RR X-ing	South Sidewalk	1.0	3.3:1	0.8	3:1	400	197	35	8

Proposed Design Criteria

The lighting design criteria for the existing and proposed lighting analysis was based upon MDT Highway Lighting Design manual (November 2007 Revision) and Illuminating Engineering Society of North America’s (IES) Lighting Handbook Reference & Application, 9th Edition.

The proposed design criteria are summarized below:

- Roadway Classification: Principal Urban Arterial
- Area Classification: Intermediate
- Pavement Classification:
 - Class R3 Asphalt
 - Class R1 Sidewalk
- Roadway Light Levels (Average Illumination):
 - 1.2 footcandles (Intermediate)
 - 1.6 footcandles (Commercial)
- Sidewalk Lighting Levels (average Illumination):
 - 0.8 footcandles (Intermediate)
 - 1.1 footcandles (Commercial)
- Uniformity Ratio (Average to Minimum): 3:1

A summary of the existing roadway analysis is below with an assumed roadway pavement classification of R3 and a sidewalk pavement classification of R1. In addition to the recommendations described below, stakeholder requirements and input will need to be considered as part of final design preparation.

1. One-Way Westbound (Broadway to Railroad Crossing)

The existing configuration meets the MDT Highway Lighting Design average illumination requirement of 1.2 fc for Intermediate Principal Urban Arterials. The existing average to minimum uniformity ratio does not meet the requirement of 3:1 for this segment of roadway.

- Recommend improvements to increase the uniformity in this section to improve the safety of drivers and pedestrians.

2. North Sidewalk; Broadway to Railroad Crossing

The existing configuration meets the MDT Highway Lighting Design average illumination requirement of 0.8 fc for the Intermediate Principal Urban Arterial areas. The existing average to minimum uniformity ratio does not meet the requirement of 3:1 for this segment of roadway.

- Recommend improvements to increase the uniformity in this section to improve the safety of drivers and pedestrians.

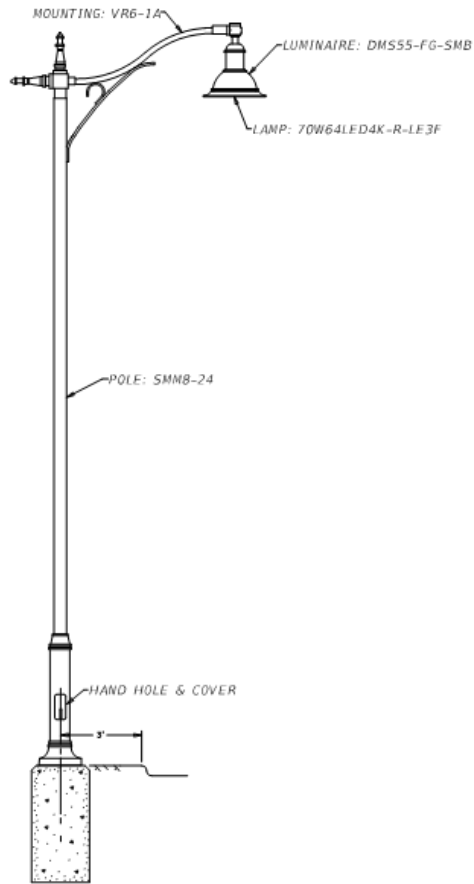
3. South Sidewalk; Broadway to Railroad Crossing

The existing configuration meets the MDT Highway Lighting Design average illumination requirement of 0.8 fc for Intermediate Principal Urban Arterial areas. The existing average to minimum uniformity ratio does not meet the requirement of 3:1 for this segment of roadway.

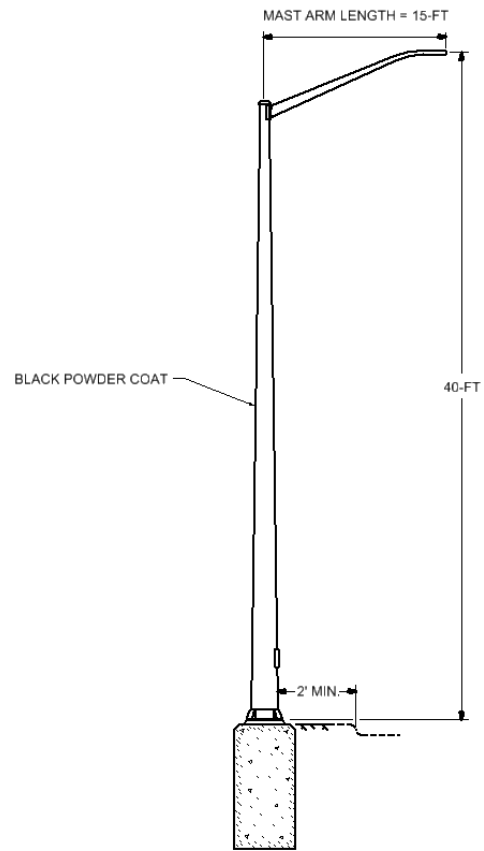
- Recommend improvements to increase the uniformity in this section to improve the safety of drivers and pedestrians.

The standard EBURD decorative roadway luminaire pole is shown in the following figure. As previously mentioned, this luminaire pole is used by the City of Billings for roadway lighting improvements to the side streets north of this project in the East Billings Urban Renewal District. These poles were used in a preliminary lighting analysis for this roadway segment and approximately 52 fixtures would be required to adequately illuminate the sidewalks but over-illuminated the roadway. Due to the large number of pole/luminaires required, and the roadway lighting levels not being achieved, this configuration is not recommended to be utilized on this project.

An alternate analysis was performed utilizing a similar style decorative pole, the same mast arm and bracket, and luminaire fixture type but at a 35' mounting height. This taller pole, along with a Type 4 lighting distribution and higher output fixture, allows the luminaire pole spacing to be increased while providing adequate illumination on the roadway and sidewalks without over-illuminating the roadway.



EBURD Decorative Luminaire – Type A Pole



MDT Standard Luminaire – Type 10-A Pole

MDT standard poles and luminaires were used for the proposed improvements on the nearby 27th Street project from I-90 to Airport Road. The same mounting height and mast arm and the current generation of LED fixture were used for a separate analysis of this roadway segment.

Both proposed analyses meet MDT Lighting Design Standards and IESNA lighting recommendations.

**Proposed Roadway Lighting Analysis
EBURD Decorative Luminaire**

Roadway Location	Direction of Travel	Calculated Average Illumination (fc)	Calculated Uniformity Ratio (Ave/Min)	Required Average Illumination (fc)	Required Uniformity Ratio (Ave/Min)	Lamp Output (Lumens)	Fixture Spacing (Feet)	Pole Height (Feet)	Arm Length (Feet)
Broadway to 24 th St.	Westbound (One-Way from Broadway to RR X-ing)	2.0	2.0:1	1.6	3:1	17,350	160±	35	6
24 th St to RR X-ing	Westbound (One-Way from Broadway to RR X-ing)	1.4	2.0:1	1.2	3:1	17,350	200±	35	6
Broadway to 24 th St.	North Sidewalk	1.1	1.6:1	1.1	3:1	17,350	160±	35	6
24 th St to RR X-ing	North Sidewalk	0.8	1.6:1	0.8	3:1	17,350	200±	35	6
Broadway to 24 th St.	South Sidewalk	1.1	1.7:1	1.1	3:1	17,350	160±	35	6
24 th St to RR X-ing	South Sidewalk	0.8	1.6:1	0.8	3:1	17,350	200±	35	6

**Proposed Roadway Lighting Analysis
MDT Standard Luminaire**

Roadway Location	Direction of Travel	Calculated Average Illumination (fc)	Calculated Uniformity Ratio (Ave/Min)	Required Average Illumination (fc)	Required Uniformity Ratio (Ave/Min)	Lamp Output (Lumens)	Fixture Spacing (Feet)	Pole Height (Feet)	Arm Length (Feet)
Broadway to 24 th St.	Westbound (One-Way from Broadway to RR X-ing)	1.7	2.1:1	1.6	3:1	15,230	160±	40	15
24 th St to RR X-ing	Westbound (One-Way from Broadway to RR X-ing)	1.2	2.0:1	1.2	3:1	15,230	200±	40	15
Broadway to 24 th St.	North Sidewalk	1.1	2.0:1	1.1	3:1	15,230	160±	40	15
24 th St to RR X-ing	North Sidewalk	0.8	2.0:1	0.8	3:1	15,230	200±	40	15
Broadway to 24 th St.	South Sidewalk	1.1	2.0:1	1.1	3:1	15,230	160±	40	15
24 th St to RR X-ing	South Sidewalk	0.8	2.0:1	0.8	3:1	15,230	200±	40	15

Preliminary Cost Estimate

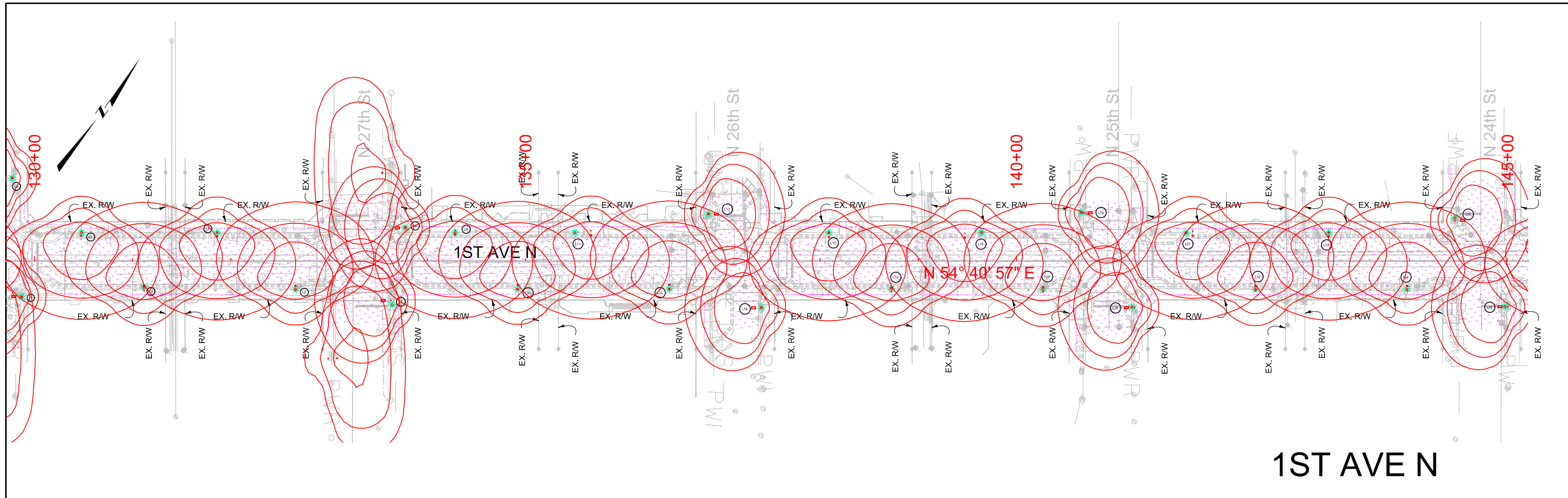
The following table shows preliminary cost estimates for the two lighting options that were evaluated for this project. The first option included the EBURD style decorative luminaire with a 35' mounting height and the second option is the MDT standard luminaire with a 40' mounting height.

35' EBURD Decorative Luminaires				
<u>Item Description</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Total</u>
Decorative Luminaire	40	EA	\$9,800	\$392,000.00
Plastic 2IN Conduit	8,600	LF	\$20.00	\$172,000.00
CU AWG No. 8	26,900	LF	\$1.75	\$47,075.00
Type 2 Pull Box	26	EA	\$800.00	\$20,800.00
200A Service Assembly	3	EA	\$5,000.00	\$15,000.00
Total:				\$646,875.00

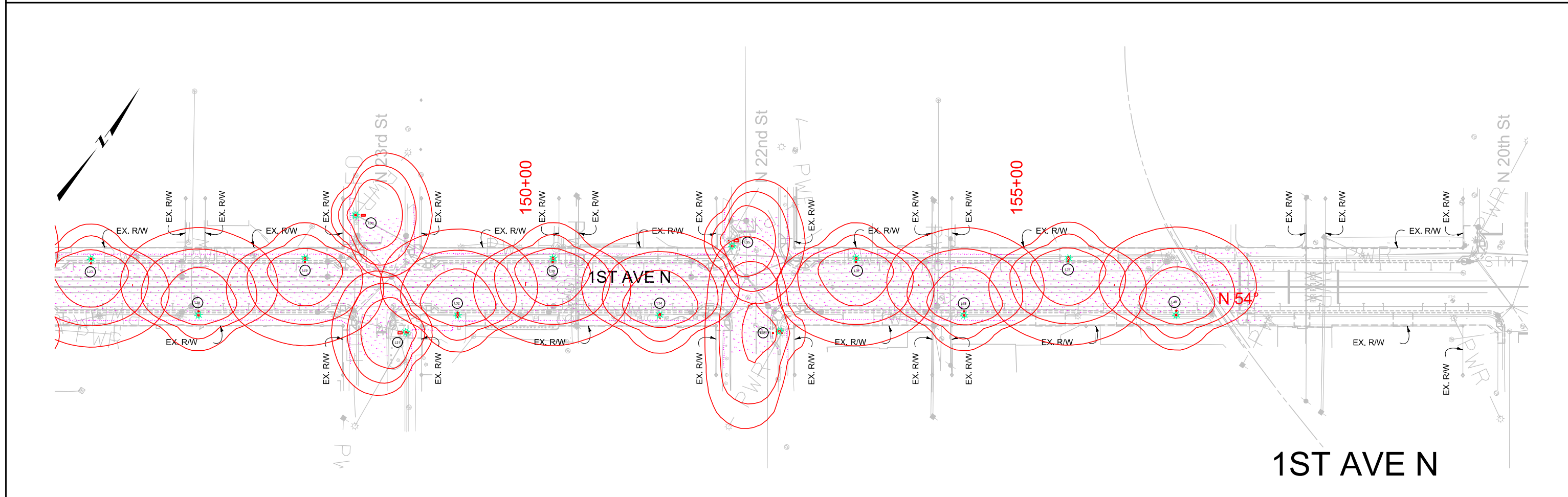
40' MDT LED Luminaires				
<u>Item Description</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Total</u>
Luminaire (LED)	40	EA	\$750.00	\$30,000.00
Pole Assembly	40	EA	\$7,100	\$284,000.00
Plastic 2IN Conduit	8,600	LF	\$20.00	\$172,000.00
CU AWG No. 8	26,900	LF	\$1.75	\$47,075.00
Type 2 Pull Box	26	EA	\$800.00	\$20,800.00
200A Service Assembly	3	EA	\$5,000.00	\$15,000.00
Total:				\$568,875.00

These estimates include the installation of two roadway luminaires at each intersection aligned with the intersecting roadways. These luminaires were included as they are critical for the illumination of the intersections and crosswalks along 1st Ave N and it is unknown if they are powered with the existing 1st Ave N street lighting or is fed from cross streets. Some of these luminaires may be removed with additional review of as-builts and coordination with MDT on the ownership and condition of the existing luminaires. In addition, if EBURD decorative luminaries are selected, a combination of decorative roadway lighting and MDT standard poles at intersections could be evaluated to reduce overall project costs.

DR



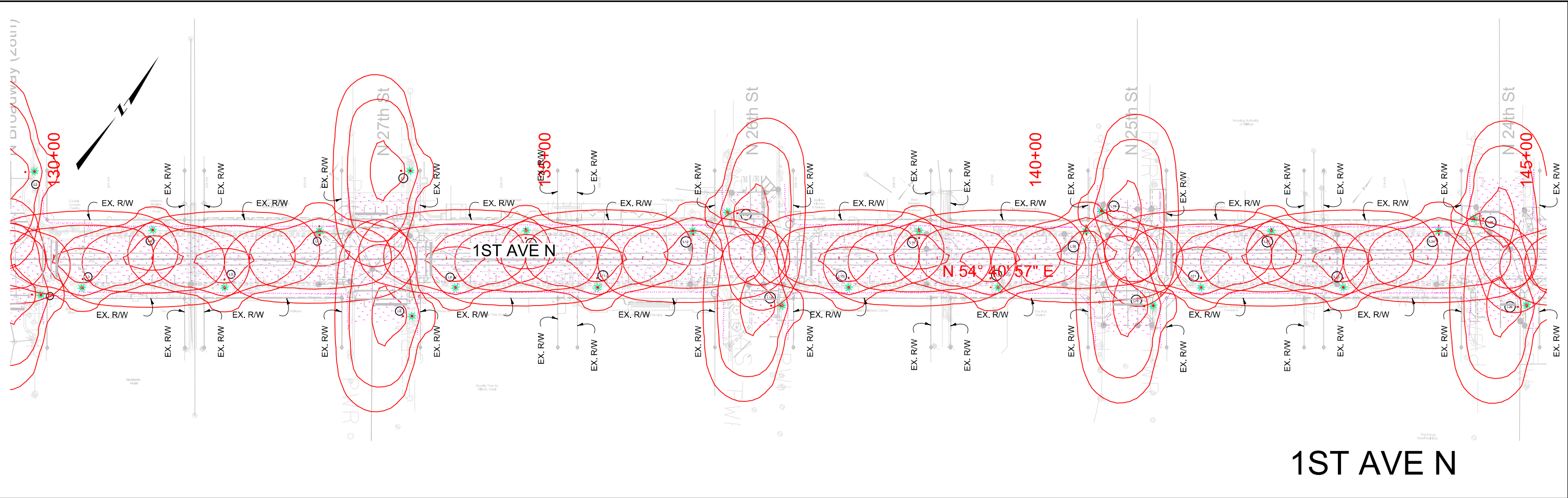
1ST AVE N



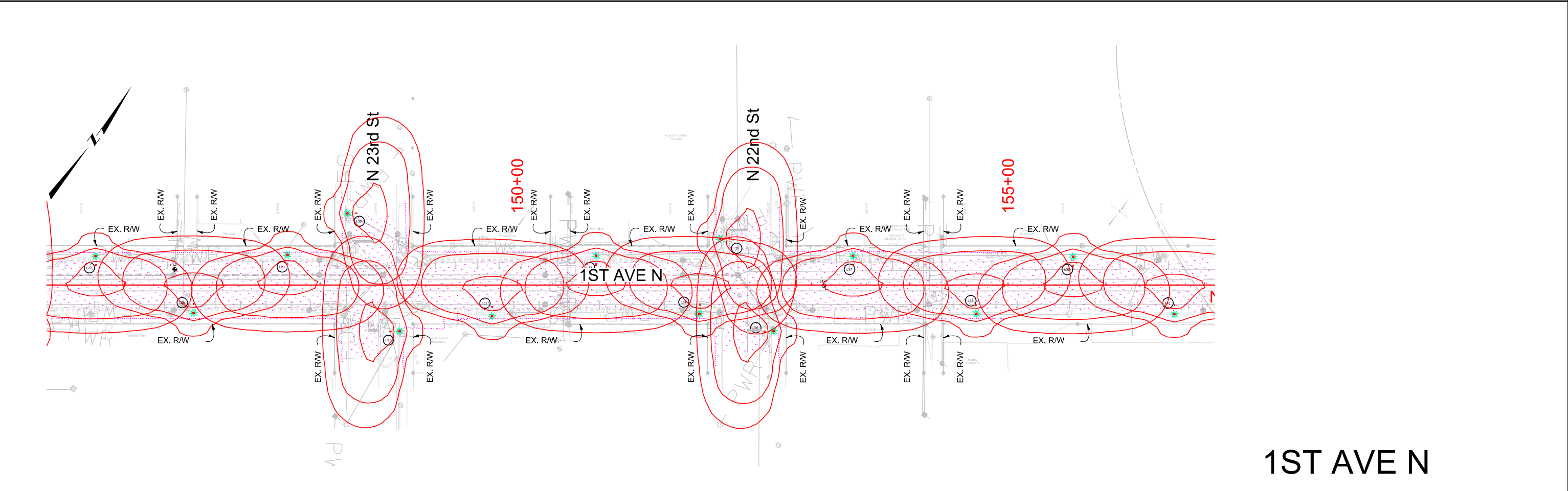
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3 1		SFILEABBREV\$	DESIGNED BY	ELECTRICAL PLANS	PRELIMINARY EBURD LIGHTING	1ST AVENUE N - BILLINGS		NH 115-1(1)0
		SDATES	REVIEWED BY			YELLOWSTONE COUNTY	UPN 9022000	EXHIBIT 2
		\$TIMES	CHECKED BY					

FOR



1ST AVE N



1ST AVE N

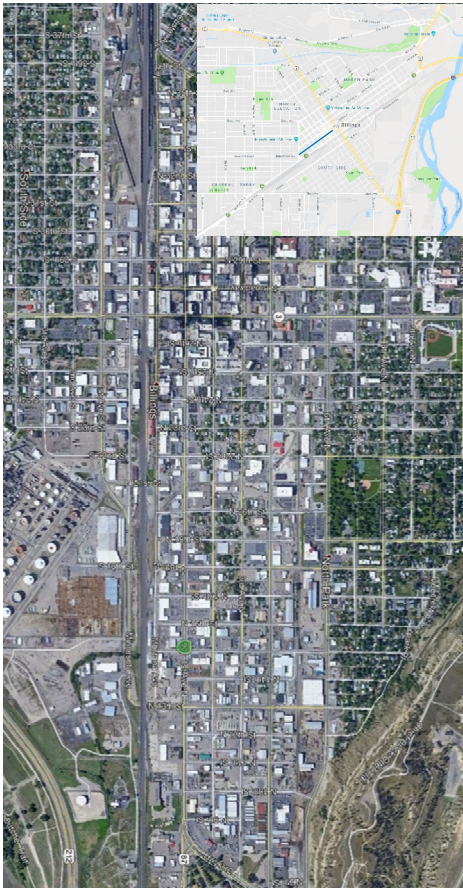
3 1		SFILEABBREV\$	DESIGNED BY	ELECTRICAL PLANS	PRELIMINARY MDT-STD LIGHTING	1ST AVENUE N - BILLINGS		NH 115-1(1)0
		SDATES	REVIEWED BY			YELLOWSTONE COUNTY	UPN 9022000	EXHIBIT 1
		STIMES	CHECKED BY					

Lighting Analysis Technical Memorandum

1st Avenue North – Broadway to Division | NH 115-1(3)1 | UPN 9881000

Yellowstone County, Montana

January 20, 2023



Summary

This project is located in Yellowstone County within the Billings urban limits along 1st Avenue North (N-115). The project begins at Division Street continuing to the northeast approximately 0.55 miles to North Broadway

The purpose of this study is to evaluate the lighting levels for the project corridor utilizing the existing luminaire configuration and perform analyses and preliminary cost estimates for decorative luminaires and standard MDT luminaires. The existing roadway lighting was analyzed utilizing the wattage indicated on each fixture based on field review and the surveyed pole locations. For uniformity purposes, the analysis will examine the complete corridor. The functional classification of 1st Ave. N is Urban Principle Arterial (Non-Interstate) and has area classifications of both Commercial and Intermediate.

The existing roadway lighting was analyzed using AGI 32 and Visual 2020 Lighting Analysis Software. The existing roadway dimensions and lighting configurations were utilized for the existing analysis while new proposed spacing was analyzed for the preliminary proposed roadway lighting with the East Billings Urban Renewal District (EBURD) decorative and MDT standard roadway luminaires.

All existing poles are round or hexagonal, tapered, 30-ft, 40-ft, 45-ft or 47-ft tall, poles with 8-ft, 10-ft, or 15-ft mast arms. Existing cobra head luminaires utilize single 250W or 400W high pressure sodium (HPS) lamps with semi-cut off optics. All poles are set in opposite staggered configuration. Luminaire spacing varies along the extent of the project. Below is a breakdown of the existing lighting analysis.

The EBURD has installed various improvements, including decorative luminaires along various side streets within its boundaries. Although not included within the project limits, the EBURD improvements were considered throughout the 1st Ave N corridor to provide a consistent design approach for roadway lighting and aesthetic upgrades, as well as being the preferred alternative of the project stakeholders. The EBURD decorative roadway luminaires have a decorative pedestal base, a smooth, round straight pole, a decorative filigree mast arm bracket, an upswept 6-ft arm and decorative pendant style luminaire, all powder coated black. The existing EBURD standard pole utilized in the area has a pole length and fixture mounting height of 24-ft and a 13,300 lumen LED fixture. This pole is ideal for the narrower side streets in the Urban Renewal District adjacent to this project. As part of the analysis a 24-ft and 30-ft EBURD standard pole were evaluated. However, due to the additional width of 1st Ave North as compared to the area side streets, neither pole was able to meet the required lighting standards. Therefore, a 35-ft mounting height and a 17,350 lumen LED was also analyzed using the EBURD luminaire to provide improved illumination with increased pole spacing on this corridor. The MDT standard fixture utilized in the analysis is a 40-ft smooth tapered pole with a 15-ft mast arm and a 15,000 lumen LED fixture. No field photometrics were measured or obtained.

Existing Roadway Lighting Analysis									
Roadway Location	Direction of Travel	Calculated Average Illumination (fc)	Calculated Uniformity Ratio (Ave/Min)	Required Average Illumination (fc)	Required Uniformity Ratio (Ave/Min)	Lamp Wattage (Watts)	Fixture Spacing (Feet)	Pole Height (Feet)	Arm Length (Feet)
Division St. to 32 nd St.	Westbound (One-Way from Broadway to RR X-ing)	1.8	3.6:1	1.2	3:1	250	190	35	8
32nd St. to Broadway	Westbound (One-Way from Broadway to RR X-ing)	5.9	4.5:1	1.6	3:1	400	104	35	8
Division St. to 32 nd St.	North Sidewalk	1.1	3.6:1	0.8	3:1	400	197	35	8
32nd St. to Broadway	North Sidewalk	2.8	3.6:1	1.1	3:1	400	104	35	8
Division St. to 32 nd St.	South Sidewalk	1.0	3.3:1	0.8	3:1	400	197	35	8
32nd St. to Broadway	North Sidewalk	2.8	3.2:1	1.1	3:1	400	104	35	8

Proposed Design Criteria

The lighting design criteria for the existing and proposed lighting analysis was based upon MDT Highway Lighting Design manual (November 2007 Revision) and Illuminating Engineering Society of North America's (IES) Lighting Handbook Reference & Application, 9th Edition.

The proposed design criteria are summarized below:

- Roadway Classification: Principal Urban Arterial
- Area Classification: Intermediate
- Pavement Classification:
 - Class R3 Asphalt
 - Class R1 Sidewalk
- Roadway Light Levels (Average Illumination):
 - 1.2 footcandles (Intermediate)
 - 1.6 footcandles (Commercial)
- Sidewalk Lighting Levels (average Illumination):
 - 0.8 footcandles (Intermediate)
 - 1.1 footcandles (Commercial)

- Uniformity Ratio (Average to Minimum): 3:1

A summary of the existing roadway analysis is below with an assumed roadway pavement classification of R3 and a sidewalk pavement classification of R1. In addition to the recommendations described below, stakeholder requirements and input will need to be considered as part of final design preparation.

1. One-Way Westbound (Division Street to Broadway)

The existing configuration meets the MDT Highway Lighting Design average illumination requirement of 1.2 fc for Intermediate Principal Urban Arterials. The existing average to minimum uniformity ratio does not meet the requirement of 3:1 for this segment of roadway.

- Recommend improvements to increase the uniformity in this section to improve the safety of drivers and pedestrians.

2. North Sidewalk; Division Street to Broadway

The existing configuration meets the MDT Highway Lighting Design average illumination requirement of 0.8 fc for the Intermediate Principal Urban Arterial areas and 1.1 fc for the Commercial Principal Urban Arterial areas. The existing average to minimum uniformity ratio does not meet the requirement of 3:1 for this segment of roadway.

- Recommend improvements to increase the uniformity in this section to improve the safety of drivers and pedestrians.

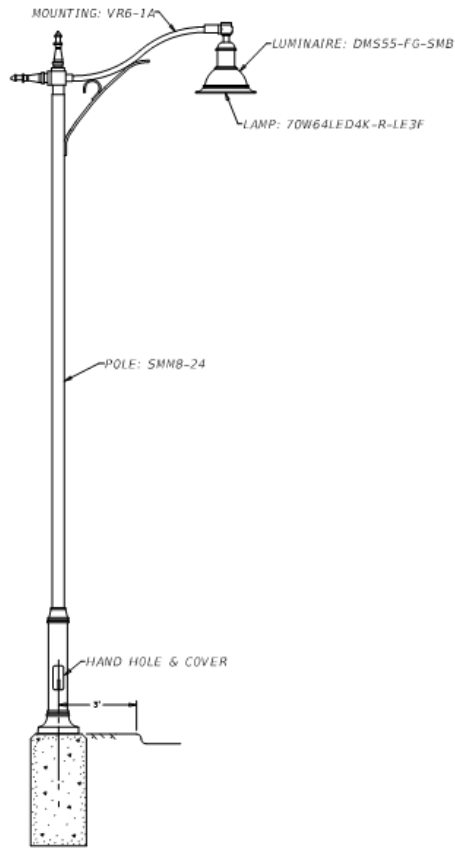
3. South Sidewalk; Division Street to Broadway

The existing configuration meets the MDT Highway Lighting Design average illumination requirement of 0.8 fc for the Intermediate Principal Urban Arterial areas and 1.1 fc for the Commercial Principal Urban Arterial areas. The existing average to minimum uniformity ratio does not meet the requirement of 3:1 for this segment of roadway.

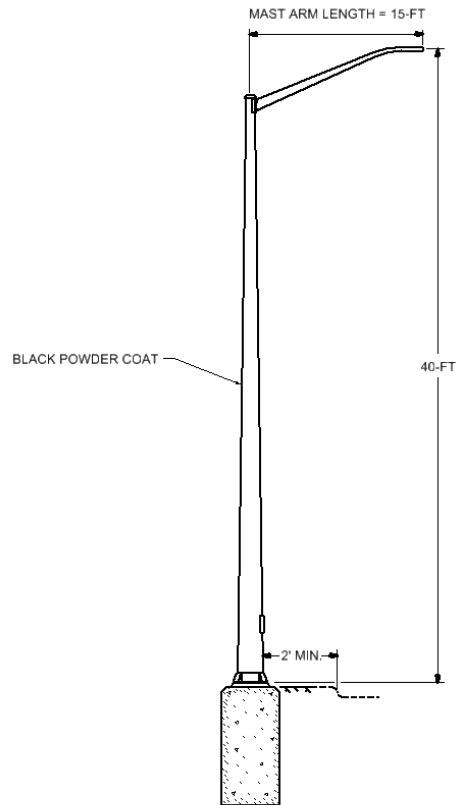
Recommend improvements to increase the uniformity in this section to improve the safety of drivers and pedestrians.

The standard EBURD decorative roadway luminaire pole is shown in the following figure. As previously mentioned, this luminaire pole is used by the City of Billings for roadway lighting improvements to the side streets north of this project in the East Billings Urban Renewal District. These poles were used in a preliminary lighting analysis for this roadway segment and approximately 55 fixtures would be required to adequately illuminate the sidewalks but over-illuminated the roadway. Due to the large number of pole/luminaires required, and the roadway lighting levels not being achieved, this configuration is not recommended to be utilized on this project.

An alternate analysis was performed utilizing a similar style decorative pole, the same mast arm and bracket, and luminaire fixture type but at a 35' mounting height. This taller pole, along with a Type 4 lighting distribution and higher output fixture, allows the luminaire pole spacing to be increased while providing adequate illumination on the roadway and sidewalks without over-illuminating the roadway.



EBURD Decorative Luminaire – Type A Pole



MDT Standard Luminaire – Type 10-A Pole

MDT standard poles and luminaires were used for the proposed improvements on the nearby 27th Street project from I-90 to Airport Road. The same mounting height and mast arm and the current generation of LED fixture were used for a separate analysis of this roadway segment.

Both proposed analyses meet MDT Lighting Design Standards and IESNA lighting recommendations.

Proposed Roadway Lighting Analysis EBURD Decorative Luminaire									
Roadway Location	Direction of Travel	Calculated Average Illumination (fc)	Calculated Uniformity Ratio (Ave/Min)	Required Average Illumination (fc)	Required Uniformity Ratio (Ave/Min)	Lamp Output (Lumens)	Fixture Spacing (Feet)	Pole Height (Feet)	Arm Length (Feet)
Division St. to 32 nd St.	Westbound	1.5	1.8:1	1.2	3:1	17,350	165±	35	6
32nd St. to Broadway	Westbound	1.8	2.5:1	1.6	3:1	17,350	200±	35	6
Division St. to 32 nd St.	North Sidewalk	0.8	2.0:1	0.8	3:1	17,350	165±	35	6
32nd St. to Broadway	North Sidewalk	1.1	2.0:1	1.1	3:1	17,350	200±	35	6
Division St. to 32 nd St.	South Sidewalk	0.8	2.0:1	0.8	3:1	17,350	165±	35	6
32nd St. to Broadway	North Sidewalk	1.1	2.0:1	1.1	3:1	17,350	200±	35	6

Proposed Roadway Lighting Analysis MDT Standard Luminaire									
Roadway Location	Direction of Travel	Calculated Average Illumination (fc)	Calculated Uniformity Ratio (Ave/Min)	Required Average Illumination (fc)	Required Uniformity Ratio (Ave/Min)	Lamp Output (Lumens)	Fixture Spacing (Feet)	Pole Height (Feet)	Arm Length (Feet)
Division St. to 32 nd St.	Westbound	1.2	1.7:1	1.2	3:1	15,230	170±	40	15
32nd St. to Broadway	Westbound	1.6	1.5:1	1.6	3:1	15,230	200±	40	15
Division St. to 32 nd St.	North Sidewalk	0.8	2.0:1	0.8	3:1	15,230	170±	40	15
32nd St. to Broadway	North Sidewalk	1.1	2.0:1	1.1	3:1	15,230	200±	40	15
Division St. to 32 nd St.	South Sidewalk	0.8	2.0:1	0.8	3:1	15,230	170±	40	15
32nd St. to Broadway	North Sidewalk	1.1	2.0:1	1.1	3:1	15,230	200±	40	15

Preliminary Cost Estimate

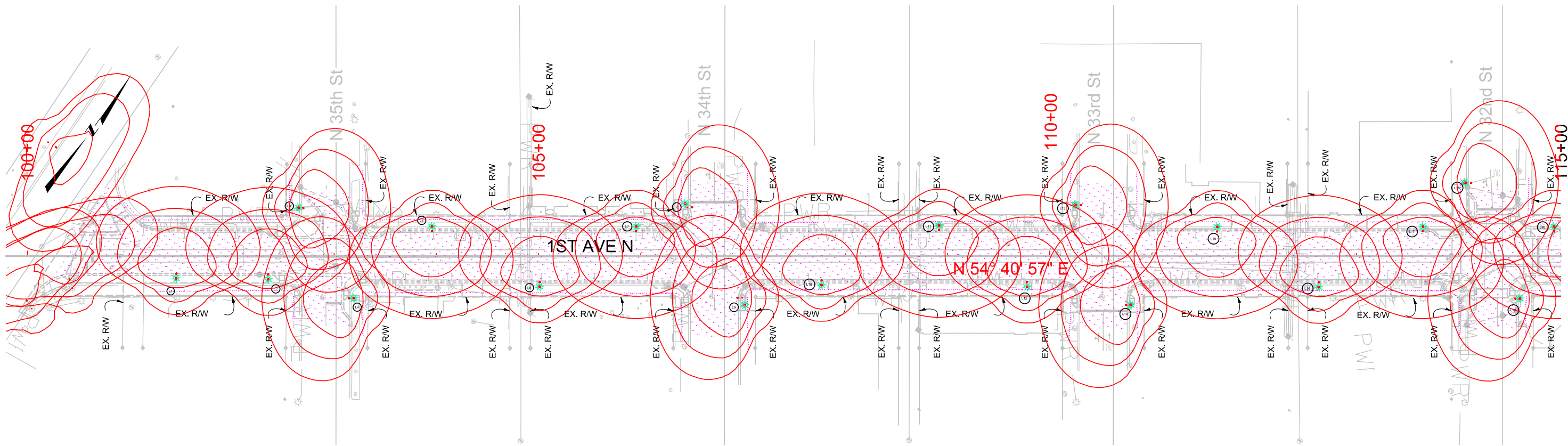
The following table shows preliminary cost estimates for the two lighting options that were evaluated for this project. The first option included the EBURD style decorative luminaire with a 35’ mounting height and the second option is the MDT standard luminaire with a 40’ mounting height.

35’ EBURD Decorative Luminaires				
<u>Item Description</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Total</u>
Decorative Luminaire	41	EA	\$9,800	\$401,800.00
Plastic 2IN Conduit	8,300	LF	\$20.00	\$166,000.00
CU AWG No. 8	25,900	LF	\$1.75	\$45,325.00
Type 2 Pull Box	30	EA	\$800.00	\$24,000.00
200A Service Assembly	1	EA	\$5,000.00	\$5,000.00
Total:				\$642,125.00

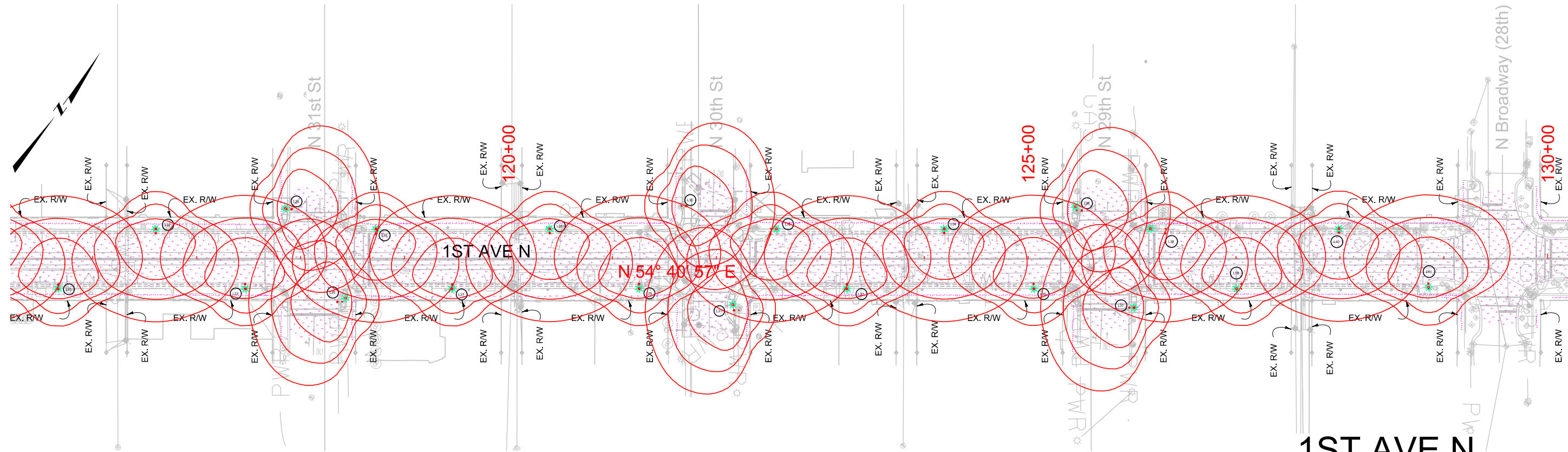
40’ MDT LED Luminaires				
<u>Item Description</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Total</u>
Luminaire (LED)	41	EA	\$750.00	\$30,750.00
Pole Assembly	41	EA	\$7,100	\$291,100.00
Plastic 2IN Conduit	8,300	LF	\$20.00	\$166,000.00
CU AWG No. 8	25,900	LF	\$1.75	\$45,325.00
Type 2 Pull Box	30	EA	\$800.00	\$24,000.00
200A Service Assembly	1	EA	\$5,000.00	\$5,000.00
Total:				\$562,175.00

These estimates include the installation of two roadway luminaires at each intersection aligned with the intersecting roadways. These luminaires were included as they are critical for the illumination of the intersections and crosswalks along 1st Ave N and it is unknown if they are powered with the existing 1st Ave N street lighting or is fed from cross streets. Some of these luminaires may be removed with additional review of as-builts and coordination with MDT on the ownership and condition of the existing luminaires. In addition, if EBURD decorative luminaires are selected, a combination of decorative roadway lighting and MDT standard poles at intersections could be evaluated to reduce overall project costs.

FOR



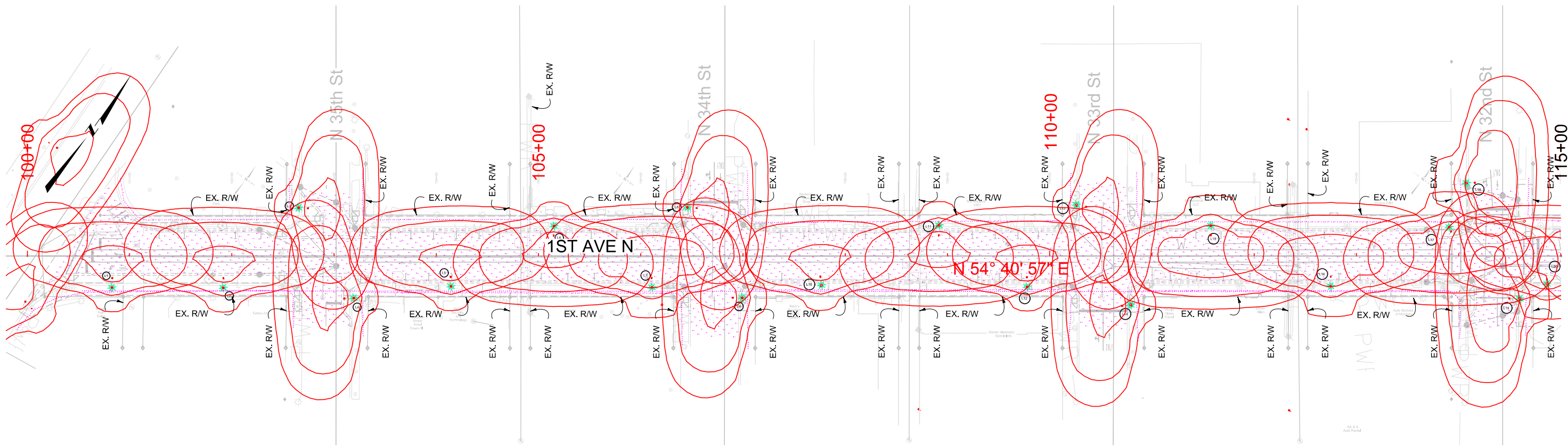
1ST AVE N



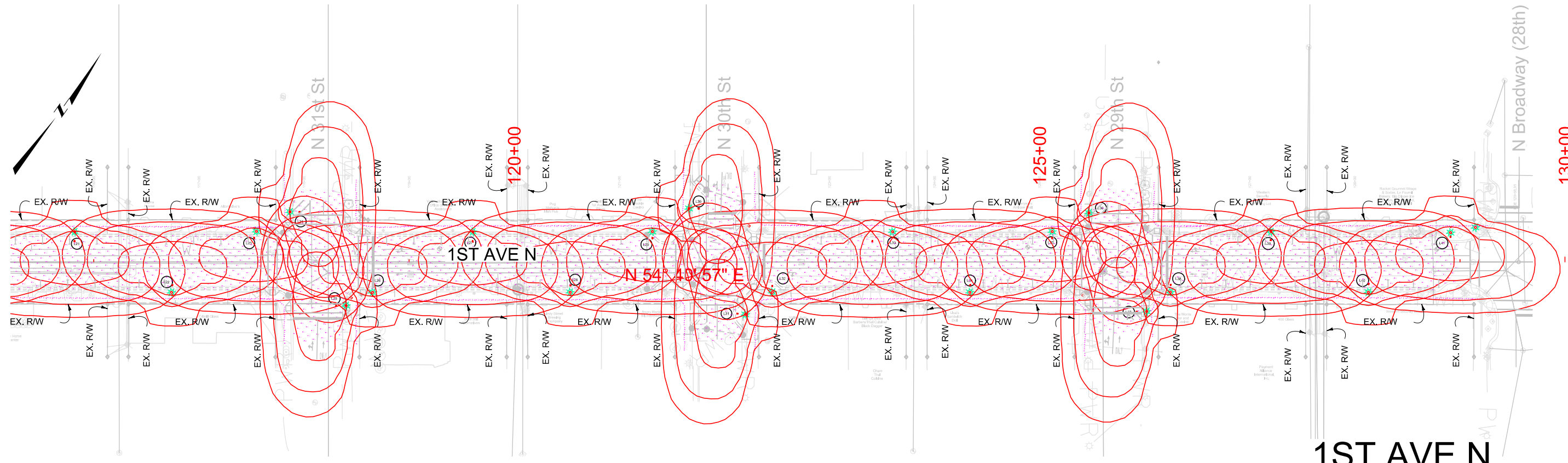
1ST AVE N

3	MONTANA Department of Transportation	SDATES	DESIGNED BY	ELECTRICAL PLANS	PRELIMINARY EBURD LIGHTING	1ST AVENUE N - BILLINGS		NH 115-1(1)
		STIMES	CHECKED BY			YELLOWSTONE COUNTY	UPN 9022000	EXHIBIT 1

FOR



1ST AVE N



1ST AVE N

3 2		\$FILEABBREV\$ \$DATES\$ \$TIMES\$	DESIGNED BY REVIEWED BY CHECKED BY	ELECTRICAL PLANS YELLOWSTONE COUNTY	PRELIMINARY MDT-STD LIGHTING	1ST AVENUE N - BILLINGS	NH 115-1(1)0 EXHIBIT 1
		\$username\$	UPN 9022000				

Action Item - B

RE: TIFD Assistance Development Agreement Language Regarding Aesthetics

Background:

On February 10, 2020, we presented to Council 123 N Broadway as a potential redevelopment of three commercial spaces or one expansion effort by Stacked | A Montana Grill.

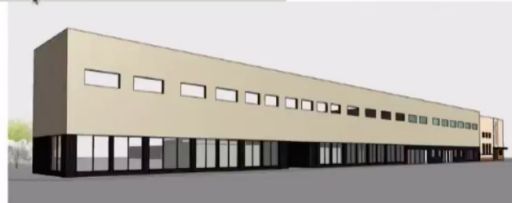


123 N Broadway became Bravera Bank.



On April 26, 2021, we presented to Council the Montana Rescue Mission United Campus redevelopment project.

Montana Rescue Mission Building Design



MRM United Campus is under construction but the final design has been modified.



On July 11, 2022, we presented to Council the Lincoln Apartments mixed use redevelopment.



Due to structural issues with the building, the Lincoln Apartments design has also been modified but a conversation is being had to bring it as close as possible to the renderings.



Discussion: Current language of the DA regarding design drawings states the following:

“Developer has prepared and submitted final design drawings ("Design Drawings") and construction documents for the Developer's Improvements (collectively, the "Final Plans") in accordance with the terms of this Agreement and the Final Plans have been reviewed and approved by DBP and the City and the estimated cost of the approved design is within Developer's Budget. When completed and approved, the Final Plans will be made a part of this Agreement and will be attached as Exhibit F.”

Next Steps:

DBP staff is seeking your guidance:

1. Would you like to keep the DA's language as is?
2. Would you like to instruct staff to re-write the DA's language to strictly state that a design shall not be modified once an agreement has been executed and that in the event a project does change, the developer must request DBP approval?
3. If the latter is recommended, what is the course of action if DBP does not approve the change?
4. If a recipient does not have a design or does not submit a design, is this not applicable?
5. In the event the applicant is not receiving facade related reimbursements, does the change of design matter?

JOIN US AT THE 1ST AVENUE NORTH—BILLINGS OPEN HOUSE!

Through the 1st Avenue North—Billings project, the Montana Department of Transportation (MDT) will reconstruct approximately two miles of 1st Avenue North in downtown Billings, from Division Street to North 9th Street. The project is currently in the design phase and comprised of three segments. Construction on the first (east) segment is tentatively scheduled for 2027.

Join us in one of two ways, either in-person or virtually, to learn more about the proposed plans for the corridor and ask questions and give feedback directly to the project team.

The same content will be provided during both sessions. No formal presentation will be made during the in-person event, and attendees are welcome to drop by at any time. The virtual event will have a brief presentation followed by a Q&A session.



IN-PERSON

Wednesday, May 10, 2023 | 3:30 p.m. - 6:30 p.m.

Downtown Billings Alliance
116 North 29th Street, Suite A
Billings, MT 59101

VIRTUALLY

Thursday, May 11, 2023 | 12:00 p.m. - 1:00 p.m.

On Zoom. Register to attend at:
<https://bit.ly/1stAveN-OpenHouse>

STAY IN THE KNOW



EMAIL UPDATES

sloane@bigskypublicrelations.com



PROJECT HOTLINE

406-207-4484
Monday - Friday, 9 a.m. - 5 p.m.



TEXT UPDATES*

Text 1STAVENORTH to 41411



WEBSITE:

www.mdt.mt.gov/pubinvolve/1stAveNorth/



MONTANA
Department of Transportation

SANDERSON
STEWART

*Message frequency may vary. Message and data rates may apply. Text STOP to cancel. Texting alerts are not managed by MDT and may have different privacy and security policies. For more information, see: <https://smstc.us/t41411/>

The Department of Transportation will make reasonable accommodations for persons with disabilities who wish to participate in this 1st Avenue North Billing Open House or need an alternative accessible format of this notice. If you require an accommodation, contact the Department of Transportation no later than May 6 to advise us of the nature of the accommodation that you need. Please contact Matt Maze, Office of Civil Rights, P.O. Box 201001, Helena, Montana 59620; telephone 406-444-5416; Montana Relay 711; facsimile 406-444-7243; or e-mail to mmaze@mt.gov.



April 26th, 2023

Reference: Downtown Two-Way Restoration and Montana Avenue Road Diet

Dear Property Owner:

As you may know, the City of Billings has a pavement maintenance program to extend the life of City streets. The streets in downtown Billings are due for pavement preservation, which will likely consist of chip sealing and restriping. Additionally, the City of Billings and the Downtown Billings Alliance have initiated work on a project to restore several streets downtown from one-way to two-way travel. The most economical time to restore the streets to two-way travel is with the pavement preservation, given the streets will require restriping.

This project will also include design for a “road diet” on Montana Avenue from N 27th Street to N 21st Street. The road diet will consist of maintaining one-way traffic but reducing the number of travel lanes from three to two, which will promote reduced travel speeds. Montana Avenue is a state-owned roadway, so the design will be reviewed by MDT, and if approved, constructed by MDT in the future.

The work completed to date includes a Downtown Traffic Study (completed August of 2019) as well as a public preference plan, which solicited additional public feedback (completed February of 2021). Generally, the restoration of two-way streets was supported and North 29th Street and North 30th Street were chip sealed and restored to two-way travel in the fall of 2021. **The streets included within the next phase of construction are 2nd Avenue North, 3rd Avenue North, North 25th-26th Streets, and North 31st-35th Streets. Broadway (N 28th Street), which is currently a two-way street, will be included in the pavement preservation and restriping.**

The City of Billings has hired a consultant team (DOWL and Kittelson and Associates, Inc) to complete the engineering and design of the two-way restoration and Montana Avenue road diet. Downtown property owners and residents will have opportunities to see the progress of the design via public and individualized meetings, which will be scheduled for this summer. The design is anticipated to be completed by the end of 2023. The two-way restoration is anticipated to be constructed in 2024.

In the meantime, representatives from the City of Billings or Downtown Billings Alliance would be happy to discuss any specific questions or concerns you may have. Please contact either Sarah Plath at plaths@billingsmt.gov or Mehmet Casey at mehmetc@downtownbillings.com with any questions.



EXCELLENCE • INNOVATION • INTEGRITY



From here on, communications about the project will be via email, the project website, and Facebook. If you are interested in email updates on the project, please send your email with your property address to either Mehmet or Sarah at the emails listed above. The project website (www.billings2way.com) will be launched soon and periodically updated with information including meeting dates, design information, and construction updates.

Sincerely,

Sarah Plath, PE
Staff Engineer, City of Billings
plaths@billingsmt.gov
406-657-8242

ENGINEERING

2224 Montana Ave
Billings, MT. 59101
P 406.657.8231