

**From:** [Karen Ehresman-Oberly](#)  
**To:** [Council](#)  
**Subject:** [EXTERNAL] Barber Farms Proposed Zoning Change #1074  
**Date:** Wednesday, November 19, 2025 7:04:19 PM

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Dear City Council Members.

My name is Karen Ehresman, I am a resident of the Sundance Subdivision, which directly borders the proposed Barber Farms subdivision. I oppose the current plan for the following reasons:

- \* The plans are not compatible with the character of surrounding residential subdivisions.
- \*. Significant Traffic concerns along Central Avenue, especially with the 44th West Subdivision under construction.
- \*. Insufficient parks, trails, and green space, concerns that Sundance-maintained amenities may be relied upon by new residents.
- \* Concern about long-term neighborhood stability due to the rapid pace of development.
- \*. Concerns about the aesthetics and layout of the proposal.

Thank you for your time and consideration in this matter. I oppose the current plan of the zoning proposal.

Karen Ehresman  
4613 Sundance Lane  
Billings, Mt 59106

**From:** [Allen E](#)  
**To:** [Council](#)  
**Subject:** [EXTERNAL] Comments regarding City Zone Change 1074, Barber Farms subdivision  
**Date:** Wednesday, November 19, 2025 10:32:38 AM

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Dear City Council Members:

We are Allen and Peggy Eggen, residents of the Cloverleaf Meadows subdivision, which is directly north of the proposed Barber Farms subdivision. We strongly oppose property re-zoning and the current development plan, for the following reasons:

- Central Avenue and Grand Avenue are already near their traffic capacity, but still new subdivisions which utilize these arterial roads have been, and continue to be, added. Further development served by these roads should stop until after a northwest area transportation plan has been developed and implemented by the city and county
- The zoning and development plan are inconsistent and incompatible with the character of the surrounding residential subdivisions. These subdivisions are predominately single-family homes on large lots. There are no multi-family buildings adjacent to the proposed development. From a larger perspective, there are no groups of multi-family buildings within the section bounded by Grand Avenue, Shilo Road, Central Avenue, and 48<sup>th</sup> Street West.
- The development plan does not provide sufficient parks, trails, and green spaces.

Thank you for considering our concerns.

Sincerely,

Allen and Peggy Eggen  
935 Bluegrass Drive East  
Billings

**From:** [Pam Ellis](#)  
**To:** [Council](#)  
**Cc:** [Kukulski, Chris](#); [Duray, Jennifer](#); [Meling, Debi](#)  
**Subject:** [EXTERNAL] Late Fees  
**Date:** Wednesday, November 19, 2025 6:13:16 AM

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The council vote was split on whether to begin requiring customers to pay delinquent water bills or face turn off. I don't recall a discussion about an 18% late fee. When the County Water District of Billings Heights refused to pay a delinquent water bill of \$2.8 million, our attorney advised the board that he did not believe 18% was legal and thought the maximum amount the city could be awarded in court was 10%. We settled for the amount due which the city had offered to the District.

Charging 18% late fees continues to erode the trust of citizens whether or not we have unpaid water bills. I know multiple errors were made in account set-ups for County Water District businesses and residents. Some were unable to resolve the issue with city billing staff without assistance from individual council members or other public works staff. There are few to no individuals that can afford to pay a \$7500 water bill with 18% charges. The council needs to put this back on the agenda and take a public vote of support or non-support of these interest charges.

Pam Ellis

#### [Billings Water Dispute - Citizens](#)

[REACTsSnrodetpo6i473m0l290t4f4u9l1lm75h7u67hmug5l79a01u042u5tui1a](#) ·

#### Important Update - Bogus Payment Plan Offered

As you may have heard, the Public Works Utilities department has offered to allow residents struggling with an abnormally high water bill balance to make a 12-month payment plan with them.

What you may not have realized -- and we just learned -- is that this 12-month payment plan comes with a string attached: 18% interest.

Yes, that's right: if you saw a crazy spike in your water bill within the first few months after the billing system conversion last year and it drove your balance up hundreds or even thousands of dollars, the City is offering to finance that at 1.5% per month.

Words fail me. When will the craziness stop?

If you have not yet signed the petition or shared it with others, now is the time:

<https://www.ipetitions.com/.../water-invoicing-truth-check>

If you saw a spike in your billing and have not yet submitted your usage & invoicing history, now is the time. Email it to: [react.billings@gmail.com](mailto:react.billings@gmail.com)

**From:** [James Lorenz](#)  
**To:** [Council](#)  
**Subject:** [EXTERNAL] Sun Dance subdivision  
**Date:** Wednesday, November 19, 2025 11:31:31 AM

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We own& live in the Sun Dance subdivision on the west end and are TOTALLY against the proposed subdivision someone wants to put in on our east side, please do what you can to help us stop it. Thank you. Jim & Judy Lorenz  
4627 Leading Light Lane Billings, MT 59106  
Sent from my iPad

**From:** [Resch, Dave](#)  
**To:** [Council](#)  
**Subject:** [EXTERNAL] Zoning Request Change #1074  
**Date:** Wednesday, November 19, 2025 4:51:24 PM

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David and Rebecca Resch  
610 Light Stream Lane  
Billings Mt 59106

### Sundance Subdivision

As residences in the Sundance Subdivision, we oppose the Zone Change # 1074 for the following reasons. We understand the area will be developed, we feel the development should complement and be representative of the current character of the subdivisions that surround it.

- The proposed multi-family plan does not fit with the character of the surrounding neighborhood. The surrounding neighborhoods (on three sides) are large lot rural subdivisions, and the proposed high-density housing complex is a complete contradiction in the type of homes currently in the area.
- The proposed multi-family plan does not supply enough green space to accommodate the planned housing density. The neighboring subdivisions currently pay a fee for the parks for the specific neighborhoods that the parks are located in.
- The high-density housing plan will overload the current traffic and streets ( estimated 450 homes with 2 cars per unit, 900 addition cars x 2 trips per day is 1800 additional cars). It was discussed on the Q2 news on 11-18-25 that two of the intersections with the most crashes in Billings were the Shiloh/Grand and Shiloh/King intersections. This proposed development will put more cars onto both of those intersections coming from the midway point between them, at the Shiloh and Central Avenue intersection, only increasing the potential for more accidents.
- The type of units proposed for the Barber Farms development do not fit with the character of the larger single-family homes in the current surrounding subdivisions.
- To put a high-density development in a rural area that does not have sidewalks, streetlights, public bus services, and that the streets are narrow county roads, does not make sense to anyone. High Density housing should be considered for areas that full city services with sidewalks, wide streets, streetlights, public transportation, and the amenities that come with living in the city, not the country.

During the Zoning Commission meeting on November 4, 2025, the commission heard from residence leaders from all the subdivision that encompass and surround the proposed Barber Farms zone change property. The commissioners even made the comment that they had not seen that many people at a zoning commission meeting before. I would think that that should say something about the opposition to this proposed zoning change.

The neighborhoods do understand that the area will be developed, and change does come. The local neighborhoods even suggested that the zoning be altered to “transition” from the current large lot neighborhoods to ever increasing housing density as you move to the center of the Barber Farms development. This would keep the character of the current large lot subdivisions intact and allow for higher density housing that does not share a common fence line with the current 1/2-acre plus, home sites.

The fact that the city is so set on “affordable housing” that we will allow an apartment complex to be placed anywhere, including an area of large lot residential neighborhoods, just does not seem to fit the goals set forth in the Zoning Guidance, adopted by the City of Billings and Yellowstone County, of maintaining the character of the adjacent neighborhoods and subdivisions.

For these reasons, we are opposed to the Zone Change Request #1074

Respectfully  
David and Rebecca Resch

## **Rockin' for Rimrock! - Featuring Austin Martin**

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  - Mentions on social media
  - Mention by emcee at concert
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  - Mentions on social media
- **Bronze - \$500**
  - Name appears on concert poster and concert program

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MARTIN**

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Billings, MT 59101

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EMAIL [GARDENOFHOPE@RIMROCK.ORG](mailto:GARDENOFHOPE@RIMROCK.ORG)  
OR CALL (406) 248-3175

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**From:** [Wegner, Jamie](#)  
**To:** [Cole, Bill](#); [Kukulski, Chris](#); [St. John, Rich](#); [Ihde, Brandon](#); [Zoeller, Andy](#); [Dahl, Gina](#)  
**Cc:** [Council](#)  
**Subject:** RE: Email from U.S. Department of Transportation  
**Date:** Wednesday, November 19, 2025 3:58:04 PM

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Thank you!

	<b>Jamie Wegner</b> Administrative Coordinator Billings Police Department <a href="mailto:wegnerj@billingsmt.gov">wegnerj@billingsmt.gov</a> Tues – Friday 6:00 am – 5:00 pm
<a href="http://billingsmt.gov">billingsmt.gov</a>	P.O. Box 1554 • Billings, MT 59103 P 406.657.8452 F 406.657.8417

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**From:** Cole, Bill <coleb@billingsmt.gov>  
**Sent:** Wednesday, November 19, 2025 3:49 PM  
**To:** Kukulski, Chris <kukulskic@billingsmt.gov>; St. John, Rich <stjohnr@billingsmt.gov>; Ihde, Brandon <ihdeb@billingsmt.gov>; Wegner, Jamie <wegnerj@billingsmt.gov>; Zoeller, Andy <zoellera@billingsmt.gov>; Dahl, Gina <dahlg@billingsmt.gov>  
**Cc:** Council <council@billingsmt.gov>  
**Subject:** Fw: Email from U.S. Department of Transportation

All:

FYI. I believe we get DOT grants for the BPD. I don't know if this have ever been relevant to those grants or not, but, if they are, please be advised per the email below.

Bill

**Bill Cole, Mayor**  
City of Billings, Montana  
[coleb@billingsmt.gov](mailto:coleb@billingsmt.gov)  
406-294-5700

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**From:** FRA-Grants (FRA) <[FRA-Grants@dot.gov](mailto:FRA-Grants@dot.gov)>

**Sent:** Wednesday, November 19, 2025 2:33 PM

**To:** Cole, Bill <[coleb@billingsmt.gov](mailto:coleb@billingsmt.gov)>

**Cc:** FRA-Grants (FRA) <[FRA-Grants@dot.gov](mailto:FRA-Grants@dot.gov)>

**Subject:** [EXTERNAL] Email from U.S. Department of Transportation



**U.S. Department of Transportation**  
**Federal Railroad Administration**

On November 4, 2025, the U.S. District Court for the District of Rhode Island issued a decision addressing a U.S. Department of Transportation (“DOT”) grant condition requiring recipients to cooperate with federal officials in enforcing federal immigration law (the “Immigration Enforcement Condition” or “IEC”). *California v. Duffy*, 1:25-cv-208-JJM-PAS (D.R.I.) (Nov. 4, 2025). The Court’s order stated that:

“The IEC is declared unlawful and ordered vacated from all grant agreements administered by Defendants. Defendants are permanently enjoined from implementing or enforcing the IEC against the States, or otherwise attempting to condition federal transportation funding on State cooperation with federal civil immigration enforcement.”

Accordingly, DOT will not include any grant conditions requiring cooperation with federal civil immigration enforcement in any grant agreements presented to recipients for signature on or after November 4, 2025. To the extent any such conditions are included in any grant agreement that was executed or presented for signature prior to November 4, 2025, DOT will not enforce those conditions, the conditions have no legal effect, and the conditions should be considered stricken from the agreements. DOT reserves its rights to appeal the order.

Thank you.

Federal Railroad Administration (FRA)  
1200 New Jersey Ave, SE  
Washington, DC 20590