

From: [Roger Aldinger](#)
To: [Council](#)
Subject: [EXTERNAL] Barber Farms Proposed Zoning Change #1074
Date: Thursday, November 20, 2025 3:22:20 PM



To: Billings City Council Members:

I am writing to express opposition to the proposed zone change on this parcel of land to N2.

In the event you have not had the opportunity to view the site and surrounding areas, below is a brief description of the the land adjoining this parcel.

I am a resident of Aldinger Acres Subdivision immediately to the West of Cloverleaf, and North of Sundance Subdivision. Though I do not at presently live within the city, my wife and I own property in the city. When I developed Aldinger Acres it was standing alone. There was nothing else around it; 48th Street west was gravel and the 80 acres which is now Cloverleaf was a cornfield.

I have been a licensed Real Estate Broker for 49 years. The owners of the land where Cloverleaf is now, contacted me on several occasions asking various questions regarding the area, land use traffic etc. This group of investors had a vision much like mine. They waited until homes were built and credibility for the area was established. They then developed the land and many beautiful high end homes were built.

With Cloverleaf well under way, Oakridge subdivision became the next beautiful area directly on the West side opposite of what is now Sundance Sub. Sundance Sub was next. It was developed after the site was proposed for multifamily dwellings. After protests thankfully the builder/developer changed his plans and worked with the county to develop a very nice single family subdivision. The proposed zone change to N2 is not compatible to these existing adjoining areas, as proposed. **Point 7 on the criteria list.**

In addition It's sad to see the opportunity slipping away for many first time home buyers. The cost of a home site is the single largest cost of a new home. I am fully aware that when a developer buys land at a high cost per acre, it does not pencil to build single family homes. However neither the residents of the surrounding area nor the county or the city of Billings is beholdng to a land owner seeking a high price on vacant land.

If this area becomes high density multifamily, like much of what is coming west off of King Avenue and Shiloh, there will be no choice but continuation of more of the same going East from the Barber land because no one will build single family housing sandwiched in between multifamily. So yes, it will affect prices of existing homes which is **point 9 on the list of criteria.**

My other point of opposition is point number 6 of the zoning review criteria which asks whether the new zoning will affect motorized and non-motorized transportation. It seems obvious. With 400 units being proposed and 2 vehicles per unit that's an additional

800 vehicles not including what is being developed directly across the street on the South side of Central. I am not aware of how many units are planned for that area but I'm guessing several hundred more vehicles. There can easily be an additional 1,000 – 1,500 vehicles more than at present which is already a problem. Once a new High School is built on land close by and as I understand already owned by the school district right off Central, it is going to be a zoo or rather, a night mare for those living on the West End.

Why not spread these high density housing developments out over a wider broader area?

The last point on zoning criteria list: Is the new zoning encouraging the most appropriate use of the land throughout the city? I would argue it is not and should not be a model to the rest of the city to replicate high density adjacent to beautiful existing single family homes in addition to the traffic and safety issues.

Thank you for considering these and other issues regarding this zone change. By the way, I would be in favor of N4 zoning.

Respectfully,

Roger Aldinger
roger@mcn.net



Virus-free www.avg.com

From: [Robert Wiens](#)
To: [Council](#)
Subject: [EXTERNAL] Barber Farms Proposed Zoning Change #1074
Date: Thursday, November 20, 2025 3:44:48 PM



Billings City Council,

Please deny and decline the application for zoning change #1074. the high density housing in this area will cause a heavy burden on traffic and other city services.

The high density housing will cause heavy traffic in Sundance Subdivision through Broadwater Avenue, which is not designed to accommodate.

We would see an increase in crime that comes with high density housing.

Thank You

Robert Wiens

640 Light Stream Ln.

Billings, Montana 59106

From: [Katharine Eberly](#)
To: [Council](#)
Subject: [EXTERNAL] Barber Farms
Date: Thursday, November 20, 2025 3:27:01 PM



Dear Billings City Council:

My name is Katharine Eberly , and I am a resident of the Sundance Subdivision. Which directly borders the proposed Barber Farms subdivision. I strongly oppose the current plan for zoning changes, for the following reasons:

It is not compatible with the current surrounding neighborhoods. Also I have concern for increased traffic on central. In the mornings it is very difficult to get onto central in a timely manner. Broadwater will not be open soon enough to allow for increased traffic. Last Monday it took me almost 10 minutes to get onto Central at 8:00 because of the constant stream of traffic currently on Central.

I am very concerned about what this intended project will do to my property value. Currently this is a very nice neighborhood that is a safe place to live and raise a family with nice views of the rims.

I am very concerned about how this property will change the look and feel of our current neighborhood. I love the open views of the rims and I do not want them blocked by horrendous apartments that are popping up all over town. This is a quiet, beautiful neighborhood and I am hoping you can help us keep it that way.

I am not opposed to a zoning change that would allow a similar single family neighborhood like the surrounding neighborhoods. I **STRONGLY** oppose any changes that will allow for commercial use or multifamily large units.

Thank you for your time.

Katharine

From: phuppert@charter.net
To: [Council](#)
Subject: [EXTERNAL] Proposed Barber Farms Zone Change #1074
Date: Thursday, November 20, 2025 2:35:09 PM



Dear Council Members,

We are writing to express our sincere concern about the proposed zone change to the Barber Farms property on Central Avenue. We purchased our forever home in the Sundance Subdivision just west of the Barber Farms property because it was individual family homes. We were told by the subdivision developer that Broadwater would never become a "busy" street but that won't be true for long if more than 350 housing units are built in a relatively small area. We implore you to deny this zone change request.

Thank you,

Kevin and Patty Huppert
4620 Broadwater Ave.

From: twalker567@aol.com
To: [Council](#)
Subject: [EXTERNAL] Proposed Zone Change Barber Farm
Date: Thursday, November 20, 2025 3:56:24 PM



Tami Walker
267 Sundance Ridge Road
(206) 380-3489
twalker567@aol.com

11/20/2025

To:
The Honorable Members of the City Council
316 N 26th St
Billings, MT

RE: Zone change application for the property known as Barber Farms, 4511 & 4449 Central Ave.

Dear Honorable City Council Members,

I am writing to express my opposition for the proposed zone change for the above property known as the Barber Farm. As a resident of Sundance Subdivision, I am concerned about the potential impact of this rezoning on our community.

The proposed change will allow for the construction of many multifamily residential buildings.

- The current infrastructure in this area is already strained. A zone change to allow for N2 rentals will exacerbate traffic, congestion, especially during peak hours and may negatively impact pedestrian and auto safety on Grand and Central Avenue.
- Neighborhood character: the proposed development is inconsistent with the existing character of our neighborhoods, surrounding three sides of the barber farm, e.g., single family homes on large lots. The scale and density would be out of place and could negatively affect property values of our neighborhoods.
- Public Services: the local schools and roads are already near or at capacity. I'm concerned about the ability of these services to handle the increased demand that this rezoning and subsequent development would create.

I urge you to vote against the zone change request. I believe it is crucial for our community to maintain the existing neighborhood character.

Thank you for your time and consideration of my concerns.

Sincerely,
Tami Walker

[Sent from the all new AOL app for iOS](#)

From: [Gulick, Ed](#)
To: [Kukulski, Chris](#); [Friday, Wyeth](#); [Iffland, Kevin](#)
Cc: [Council](#)
Subject: Need more visual understanding of what is occurring in Item 1G.
Date: Thursday, November 20, 2025 1:01:52 PM

Wyeth,

Would you be able to provide a better visualization of what is being proposed with the Popelka plat that includes the building footprints of the courts and ice facilities? I'm not able to follow what's being proposed by looking at the civil engineer's plat. Thank you!

Sincerely,

Ed Gulick | City of Billings Councilmember, Ward 1 |

Email: GulickE@billingsmt.gov |

From: [Zoeller, Andy](#)
To: [Council](#)
Cc: [Iffland, Kevin](#); [Kukulski, Chris](#)
Subject: FY2027-2031 CIP Presentation
Date: Thursday, November 20, 2025 10:10:50 AM
Attachments: [FY2027-FY2031 Proposed v2 11-17-2025 \(1\).pdf](#)

Mayor & Council,

There was a request Monday evening that I share with you the presentation that was provided on the CIP. Please let me know if you have any questions.

Andy



Capital Improvement Plan

FISCAL YEAR

20
27
—
20
31

Proposed Version 2 11-13-2025

Total Investment: \$502.6 Million

128 Projects | 5-Year Plan



CIP Overview

- **What is the CIP?** 5-year roadmap for infrastructure & facilities
- **Scope** 128 projects | \$502.6M total
- **Year 1 (FY27) = \$103.6M**

Changes from 11/3/2025

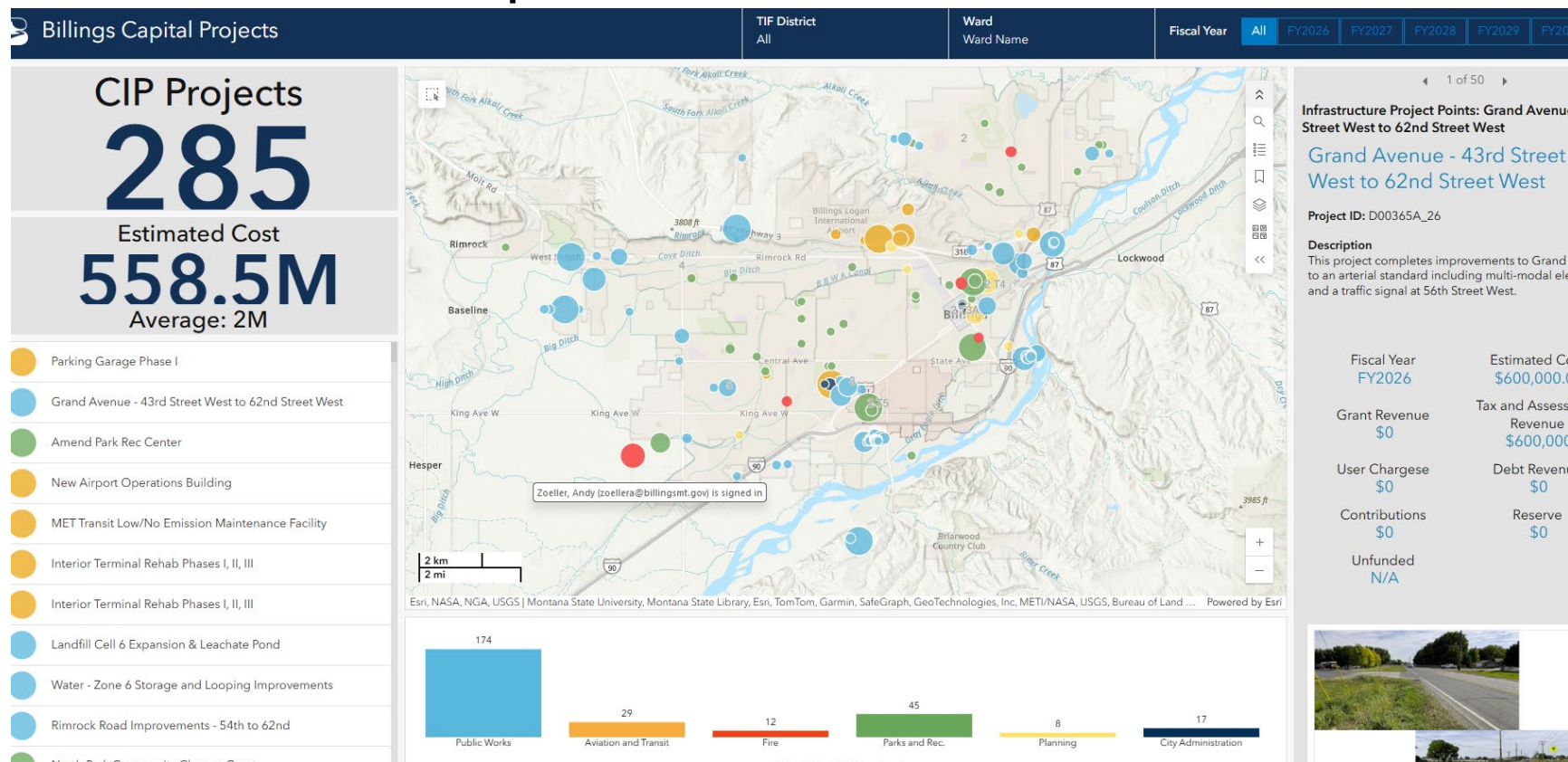
- Removed
 - 5th Avenue Corridor \$8M
 - 21st Street – Underpass Improvements \$14.5M
 - Added \$1M to future projects
- Modified
 - Evidence Facility Lot Expansion
 - Funding Source – Public Safety Fund
 - Years – Design FY27, Construction FY28

Timeline

- 10/22/2025 - Shared with Budget and Finance Committee members
- 11/03/2025 – City Council Work Session
- 11/12/2025 – Budget and Finance Committee
- 11/13/2025 – Combined Neighborhood Task Force Meeting
- 11/17/2025 – City Council Work Session
- 12/08/2025 – Regular City Council Meeting – Plan Adoption

CIP Online

- www.billingsmt.gov/cip
- Interactive Online Map



Council Topics of Interest



PROJECT FUNDING
SOURCES



AVERAGE HOMEOWNER
ESTIMATED COSTS



SAFE ROUTES TO
SCHOOL PROJECTS



MPO – PLANNING
FUNDS PROCESS

Project Funding Source

- Projects by Funding Source – Beginning on Page 18

PROJECTS FUNDED WITH STATE REVENUES

GAS TAX REVENUES

Project Name	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
Annual ADA Replacement	260,000	260,000	260,000	260,000	260,000	1,300,000
Annual Misc. Curb, Gutter, and Sidewalk Program	400,000	420,000	435,000	450,000	465,000	2,170,000
Annual Pedestrian Crossings	115,000	120,000	125,000	129,000	133,000	622,000
Annual SIDs	50,000	50,000	50,000	50,000	50,000	250,000
Annual SRTS (Non-sidewalk)	700,000	700,000	700,000	700,000	700,000	3,500,000
Annual Traffic Calming	200,000	250,000	250,000	250,000	250,000	1,200,000
Daniels Street - King Ave to Industrial Ave	-	-	700,000	6,600,000	-	7,300,000
Elysian Road - South Frontage Road to Annafeld Roundabout	-	420,000	3,900,000	-	-	4,320,000
Rimrock Road Improvements - Clearview Drive to 54th	3,368,000	-	-	-	-	3,368,000
Wicks Lane - Hawthorne Lane to Bitterroot	250,000	2,090,000	-	-	-	2,340,000
TOTAL GAS TAX REVENUES	5,343,000	4,310,000	6,420,000	8,439,000	1,858,000	26,370,000

URBAN FUNDS

Project Name	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
Grand Avenue - 43rd Street West to 62nd Street West	-	24,315,000	-	-	-	24,315,000
Yellowjacket Trail	-	-	-	590,000	-	590,000
TOTAL URBAN FUNDS	-	24,315,000	-	590,000	-	24,905,000

CMAQ (AIR QUALITY) FUNDS ***

Project Name	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
Yellowjacket Trail	-	-	-	175,000	-	175,000
TOTAL CMAQ (AIR QUALITY) FUNDS ***	-	-	-	175,000	-	175,000

STATE REVENUES TOTAL	5,343,000	28,625,000	6,420,000	9,204,000	1,858,000	51,450,000
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Project Funding Source

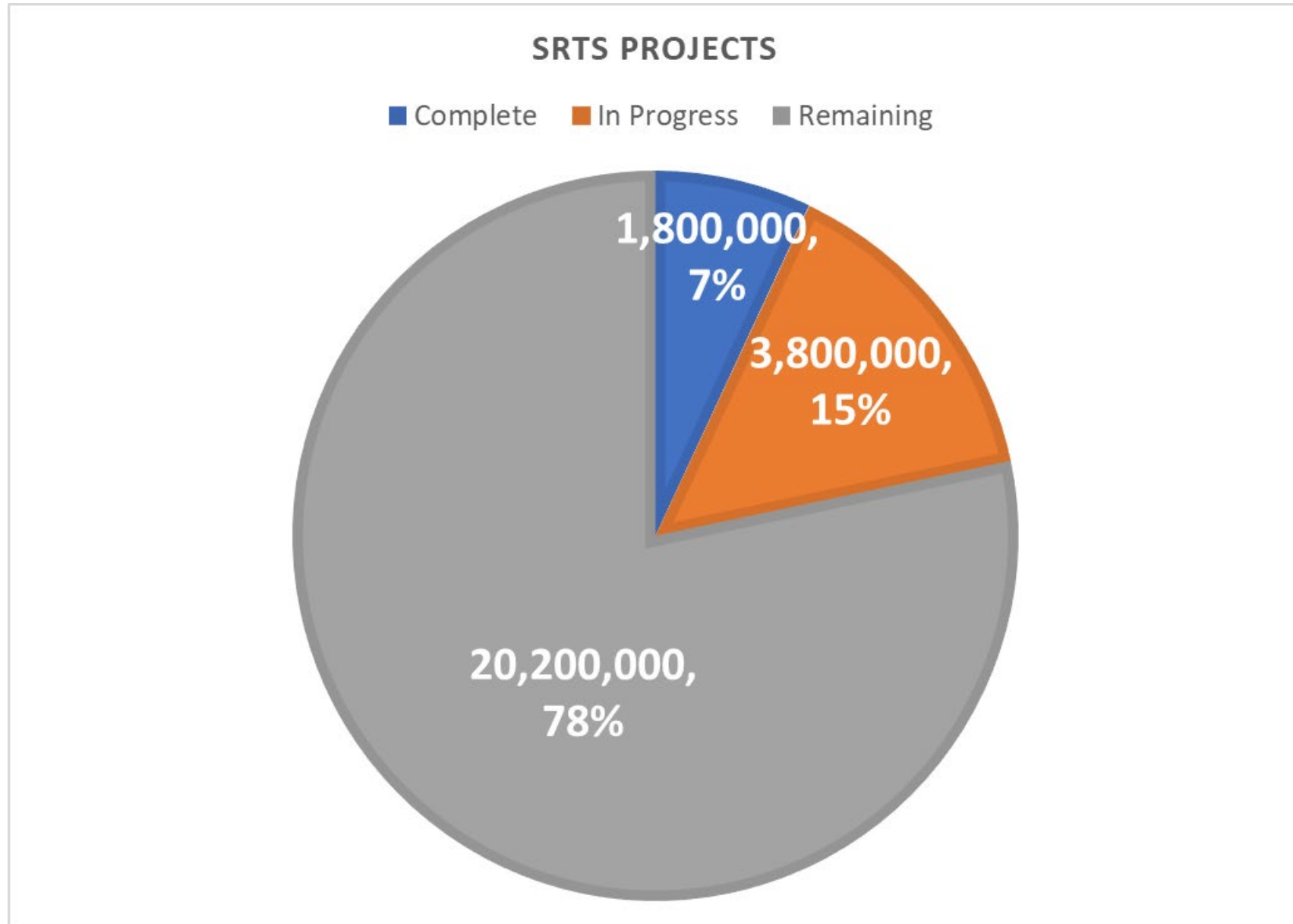
- Downloadable Excel File (online & packet)

	A	B	C	D	E	F	G	H	I	J
1	ProjLis	ProjectName	FundSourceCategory	FundSource	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
2	2411	25th Street Bridge	Projects Funded With Contributions	Billings Trailnet	0.00	0.00	75,000.00	0.00	0.00	75,000.00
3	2411	25th Street Bridge	Projects Funded With Grants	Federal/Local Discretionary Grant	0.00	0.00	5,380,000.00	0.00	0.00	5,380,000.00
4	2486	32nd St W Widening/Signal Improvements	Projects Funded With Special Assessments	Street Maintenance Fees	0.00	0.00	0.00	1,000,000.00	8,000,000.00	9,000,000.00
5	2500	54th Street West - Grand to Rimrock	Projects Funded With User Fees And Charges	Storm Revenue(s)	0.00	300,000.00	2,700,000.00	0.00	0.00	3,000,000.00
6	2500	54th Street West - Grand to Rimrock	Projects Funded With Special Assessments	Street Maintenance Fees	0.00	600,000.00	5,000,000.00	0.00	0.00	5,600,000.00
7	2413	Alkali Creek Trail Connection	Projects Funded With Contributions	Billings Trailnet	10,000.00	0.00	40,000.00	0.00	0.00	50,000.00
8	2413	Alkali Creek Trail Connection	Projects Funded With Grants	Metropolitan Planning Organization (PL Funds)	20,000.00	0.00	0.00	0.00	0.00	20,000.00
9	2413	Alkali Creek Trail Connection	Projects Funded With Grants	Trail Stewardship Grant	0.00	0.00	50,000.00	0.00	0.00	50,000.00
10	2413	Alkali Creek Trail Connection	Projects Funded With Grants	Transportation Alternatives Program Fund	0.00	0.00	370,000.00	0.00	0.00	370,000.00
11	2367	Amend Park Turf Field	Projects Funded With Tax Revenues	TIF - South Tax Increment Fund	0.00	0.00	1,800,000.00	0.00	0.00	1,800,000.00
12	2501	Annual ADA Replacement	Projects Funded With State Revenues	Gas Tax Revenues	260,000.00	260,000.00	260,000.00	260,000.00	260,000.00	1,300,000.00
13	2425	Annual Boulder Pit Upgrades & Replacements	Projects Funded With User Fees And Charges	Storm Revenue(s)	444,000.00	458,000.00	472,000.00	486,000.00	501,000.00	2,361,000.00
14	2426	Annual Detention Pond Upgrades	Projects Funded With User Fees And Charges	Storm Revenue(s)	297,000.00	306,000.00	315,000.00	324,000.00	334,000.00	1,576,000.00
15	2502	Annual Gravel Street Reconstruction	Projects Funded With Debt	SID Bonds	565,000.00	582,000.00	600,000.00	618,000.00	636,000.00	3,001,000.00
16	2502	Annual Gravel Street Reconstruction	Projects Funded With Special Assessments	Street Maintenance Fees	310,000.00	318,000.00	328,000.00	338,000.00	348,000.00	1,642,000.00
17	2503	Annual Intersection Improvements	Projects Funded With Special Assessments	Street Maintenance Fees	589,000.00	460,000.00	625,000.00	643,000.00	662,000.00	2,979,000.00
18	2427	Annual Local Area Capital Improvements	Projects Funded With User Fees And Charges	Storm Revenue(s)	180,000.00	185,000.00	191,000.00	197,000.00	203,000.00	956,000.00
19	2504	Annual Misc. Curb, Gutter, and Sidewalk Program	Projects Funded With State Revenues	Gas Tax Revenues	400,000.00	420,000.00	435,000.00	450,000.00	465,000.00	2,170,000.00
20	2504	Annual Misc. Curb, Gutter, and Sidewalk Program	Projects Funded With Debt	Sidewalk And Curb Districts Bonds	650,000.00	680,000.00	700,000.00	720,000.00	740,000.00	3,490,000.00
21	2505	Annual PAVER Program	Projects Funded With Special Assessments	Street Maintenance Fees	4,700,000.00	5,200,000.00	5,700,000.00	6,300,000.00	6,900,000.00	28,800,000.00
22	2506	Annual Pedestrian Crossings	Projects Funded With State Revenues	Gas Tax Revenues	115,000.00	120,000.00	125,000.00	129,000.00	133,000.00	622,000.00
23	2488	Annual SIDs	Projects Funded With State Revenues	Gas Tax Revenues	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	250,000.00
24	2488	Annual SIDs	Projects Funded With Debt	SID Bonds	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00	5,000,000.00

Estimated Average Homeowner Costs

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Annual						
Street	___ 216.25	___ 231.39	___ 245.27	___ 259.99	___ 275.59	___ 292.12
Annual Assessment Total	216.25	231.39	245.27	259.99	275.59	292.12
Monthly						
Water	47.71	48.71	52.37	55.77	59.39	63.25
Wastewater	30.85	31.80	33.39	34.39	35.42	36.49
Solid Waste	14.50	15.52	16.60	17.76	19.01	20.34
Storm	___ 8.81	___ 9.96	___ 11.25	___ 12.71	___ 14.36	___ 15.66
Monthly Utility Total	101.87	105.98	113.61	120.64	128.19	135.74
Annualized Combined Total	\$1,438.69	\$1,503.18	\$1,608.54	\$1,707.62	\$1,813.85	\$1,920.94

Safe Routes to School Projects



MPO Project & Funds Process

- LRTP – formally approved by council every 5 years (last adopted in 2023)
- Staff develop UPWP annually using LRTP/CIP/Goals/SRTS/Other Plans
- UPWP presented at City Council work session
- UPWP approved at regular City Council meeting
- CIP proposed based upon UPWP

Council Q&A



QUESTIONS?



MODIFICATIONS



WHERE TO GET MORE
INFORMATION

From: [Doug James](#)
To: [Council](#)
Subject: [EXTERNAL] Trails & The Yellowjacket Trail
Date: Thursday, November 20, 2025 1:48:59 PM
Attachments: [2025.11.20 Aspenlieder LT.pdf](#)



Council Member Aspenlieder:

Please see my letter attached.

Thank you.

Doug James
(406) 696-3784

Doug James
1570 Westridge Circle
Billings, MT 59102-7949

November 20, 2025

Scott Aspenlieder

Billings City Council
316 N. 26th Street
Billings, MT 59101

Re: Trails & The Yellowjacket Trail

Dear Council Member Aspenlieder:

I am writing to respectfully but firmly urge your support for continued investment in Billings' trail system, including the long-needed Yellowjacket Trail along North 27th Street. Your opposition to new trails is well known, but I hope you will reconsider—because this is not simply a discussion about recreation. It is a discussion about whether Billings will remain competitive as a regional economic center, whether we can attract and retain the professionals who power our city, and whether we will make our community safer, healthier, and more livable.

Billings is a community of roughly 120,000 people. We are home to two major hospitals, an advanced-care hospital, a rehabilitation hospital, a surgical center, a medical school, and soon a veterinary school. Healthcare is our economic engine. Yet we continue to struggle to attract and retain physicians, nurses, therapists, and other medical professionals. We are competing directly with Spokane, Boise, Denver, and Salt Lake—cities that understand that amenities like functional, connected trail systems are not luxuries. They are workforce infrastructure.

Professionals have choices. Trails matter. They are consistently listed as top amenities that physicians, attorneys, accountants, engineers, and other skilled workers look for when evaluating a community. When the Council votes on whether to invest in trails, you are effectively voting on whether residents will have a doctor when they need one, a therapist when they need one, an attorney when they need one. It is that simple.

I know this firsthand. As a partner in a local law firm, I struggled for years to recruit talented young attorneys to Billings. Candidates loved our people and our landscape—but they also asked about livability, walkability, trails, and outdoor access. These amenities are not trivial.

They shape whether young professionals put down roots here or choose a city that invests in itself.

Beyond the economic argument, trails have tremendous intrinsic value. Across the country, communities with well-connected trail systems are safer, healthier, and more vibrant. Trails reduce pedestrian-vehicle conflicts, promote public health, provide safe routes to schools and universities, reduce congestion, and increase overall civic pride. Trails make a place feel like home. Billings TrailNet and countless volunteers already understand this, which is why they have worked tirelessly for years to raise private money and support city projects. They have been an extraordinary partner, and they stand ready to help again.

This brings me to the Yellowjacket Trail. For decades, there has been an informal single-track path running along North 27th Street behind the guardrail—a de facto trail used by MSU-Billings students, downtown workers, runners, cyclists, dog walkers, and even airport travelers. But because it is not an official part of the city's trail system, it is deteriorating, narrow, icy in winter, and dangerous. Users have long reported slipping hazards, exposed fabric, places no wider than a bike tire, and the frightening reality of being pushed onto the roadway when conditions worsen.

The proposed Yellowjacket Trail would fix these safety hazards and serve thousands who travel between MSUB, the Medical Corridor, downtown, and the Rims. It would finally provide a protected, connected, multi-modal corridor that aligns with our long-term transportation planning goals. It is already listed in the City's Capital Improvement Plan; it simply lacks funding.

Your support—or lack thereof—sends a powerful signal to the professionals and businesses considering Billings as their home or headquarters. When a City Council member publicly opposes new trails, it communicates that Billings is not committed to quality-of-life amenities that matter to today's workforce. Young physicians, attorneys, engineers, and educators are highly mobile; they can choose to live and work wherever their talents are valued and where their families have access to safe, attractive, and healthy environments. Your opposition effectively narrows our appeal and makes it harder for local hospitals, law firms, engineering firms, and businesses to recruit the talent they need.

For companies and institutions weighing expansion or relocation, the message is just as clear. They are not merely looking at tax rates or infrastructure—they are looking at community vitality, livability, and amenities that will attract and retain their employees. By supporting the Yellowjacket Trail and the broader trail system, you demonstrate that Billings is a city that invests in its future, its people, and the health and safety of its residents. Conversely, continued opposition sends a signal that the city is resistant to progress, unwilling to make investments that improve safety, quality of life, and workforce recruitment. In today's competitive environment, that signal matters—and it matters a great deal.

You have an opportunity to support projects that will make Billings safer, more competitive, more connected, and more attractive to the professionals our city desperately needs. Trails are not symbolic flourishes—they are strategic infrastructure. The Yellowjacket Trail is not a want; it is a need.

I urge you to support the Yellowjacket Trail and continued trail development, and support a vision of Billings that invests in its future rather than accepting stagnation. Our residents, our workforce, our hospitals, and our economy will all benefit from your leadership.

Thank you for your service and for considering this essential investment in our community.

Sincerely,

A handwritten signature in blue ink. The first part of the signature is a large, stylized 'D' that loops around. The second part is 'oug James' written in a cursive, flowing style.

Doug James
(406) 696-3784