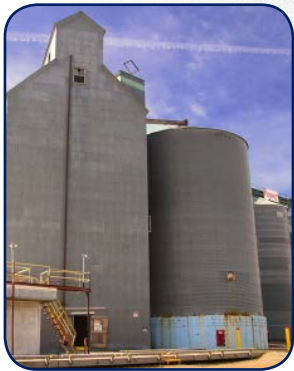


Miles City, MT

Growth Policy Update



LAND
SOLUTIONS, LLC



October 2015

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**City Council
Resolution Number**

Date

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Introduction

Growth Policy 101

A growth policy is a long-range land use and development plan adopted by a city, town or county. In many states these documents are called master plans or comprehensive plans. In Montana, the legislature branded it a growth policy. Local governments use growth policies as a general guide for making decisions regarding the community's physical development.

A growth policy allows a community to identify its strengths and weaknesses, as well as opportunities and challenges. It allows a community to develop ideas on how to address its future, and provides strategies to turn those ideas into reality. A growth policy is also a budgeting tool. It identifies key community development projects to be carried out and provides a timeline and path forward for addressing the community's challenges.

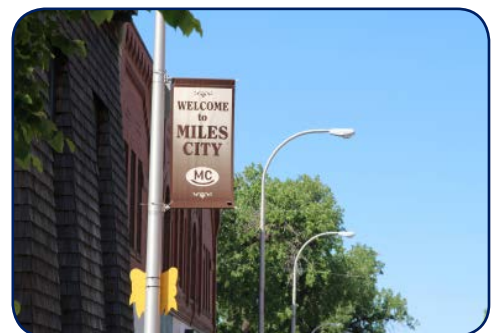
Fundamentally a growth policy is a guidance document, not a regulatory document, and it does not necessarily require regulations to be adopted. However, land use regulations like zoning or subdivision must be consistent with the growth policy.

Update to 2008 Growth Policy

Miles City's current growth policy was adopted in 2008. In the seven years since the last growth policy was adopted, much has changed in Miles City. The City's population has increased, economic activity has picked up, and demand for housing has grown while the supply has stayed relatively stagnant. The Miles City-Custer County Planning Board was dissolved and both the City and County have appointed separate planning boards. These changes are why an update to the growth policy is needed.

Plan Focus - Actions

Each chapter in this plan contains a description of current conditions, relevant issues and projections as well as a series of goals and objectives. The implementation strategy of the plan fleshes out the goals and objectives by calling out specific actions Miles City plans to take to implement the growth policy. Goals, objectives and actions are the core of the plan: They should direct the City's actions, guide how funding is allocated and how work



Goals:

Broad statements describing a desired future condition.

Objectives:

General description of the steps needed to be taken to meet the goal. They should be obtainable and measurable. The City should be able to look at objectives and determine if they have been met, are in process of being met, or if they have not been met.

Actions:

Specific steps needed to be taken to obtain the objectives. Actions can be implemented by the City, individuals or civic groups. If actions are implemented, the City is working towards meeting its objectives, and thus reaching its goals.

plans are created. For each action, the implementation strategy identifies the parties who will be responsible for implementing that action, a brief description on how to implement each action, and a timeframe for which each action should be implemented. The City Council can use the implementation strategy to set yearly work plans for departments, direct funding and manage their own agenda. Departments can use the implementation strategy to set work priorities. While the goals and objectives are often used to make decisions, the implementation strategy is what drives the plan. The timing of implementation actions are organized in the following manner:

- Short-term: Generally within 1 to 2 years of adoption of the plan
- Mid-term: Generally within 2 to 5 years of adoption of the plan
- Long-term: Generally 5 years or longer after adoption of the plan
- On-Going: Occurring continually

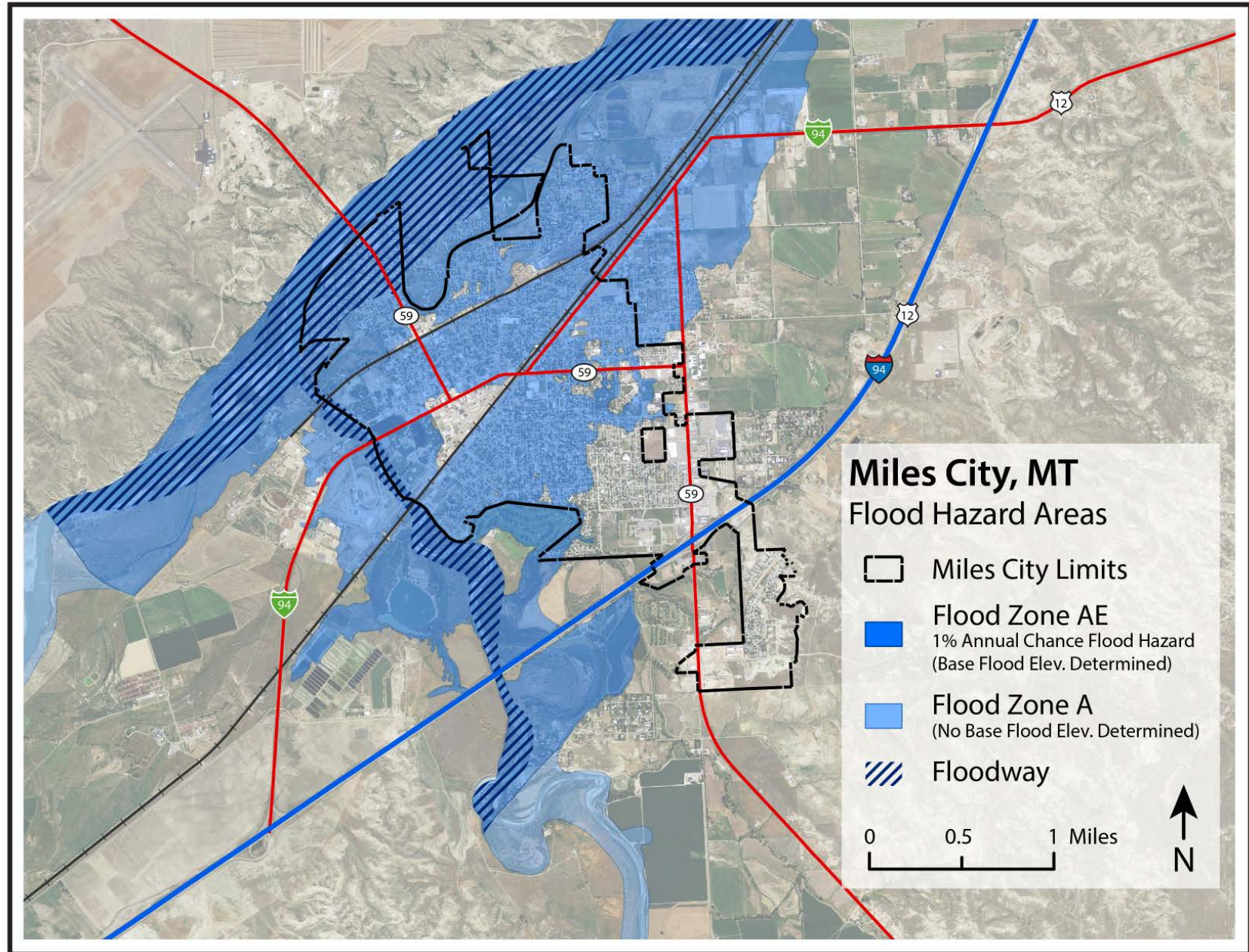
Why A Growth Policy for Miles City?

The recent growth in Miles City has resulted in a need for more housing and space for commercial and industrial development. However, the floodplains of the Yellowstone and Tongue Rivers covers a significant portion of Miles City, constraining the City's ability to grow within its boundaries – see Figure 1. Currently roughly 3,600 parcels and 79% of structures in Miles City are impacted by the floodplain. Much of the available land within the City's boundaries located outside of the floodplain is already developed with commercial and residential uses. In order for Miles City to accommodate new development, the City needs to look beyond its boundaries, which may mean annexation and extending city services. In addition to the floodplain Miles City is bordered by federal land to the southwest, which further constrains the City's ability to grow. As a result the only areas Miles City can realistically grow are to the east and south.

Floodplain

Miles City is located at the confluence of the Yellowstone and Tongue Rivers. A levy along the banks of the rivers has served the City well for decades, but this levy does not meet federal standards, resulting in residents and business owners being required to carry flood insurance and severely impacting the cost

Figure 1 - Miles City Floodplain Map





and location of development. Recognizing this fact, Miles City recently completed a Flood Assessment Study, which analyzed five alternatives for mitigating flood risks and reducing the regulatory burden on the City. The alternatives with the highest or best cost/benefit ratio (in regard to reduced insurance premiums and largest decrease in flood risk) involve reconstructing the existing levee system, to either a 100-year or 500-year flood standard, on the right banks of the Yellowstone and Tongue Rivers.

To reconstruct the levee to a 100-year standard would cost an estimated \$37 million while the 500-year standard would cost an estimated \$39 million. The reconstructed levee would need to be offset from its current location resulting in roughly 60 parcels being impacted, which would require a significant number of easements needing to be acquired.

Of the alternatives analyzed in the study, only the two levee reconstruction alternatives provide certified flood protection. The flood assessment study recommends reconstructing the levee to a 500-year standard as it will provide a higher level of protection than the 100-year option at marginal increase in cost, when the total cost of the project is taken into consideration.

Miles City has a tough choice ahead. The high cost of reconstructing the levee makes financing the project difficult. One option would be for the City to seek funding through the Army Corps of Engineers with a 35% local match required. However, this option would literally take an act of congress and would likely push the project out a decade or more. The other option is to finance the project locally through grants, loans, and bonds. While this option might stretch the financial capacity of the City, it would likely result in the project being completed in a shorter timeframe. As a result it may be in the best interest of the City to move forward with the local funding option.

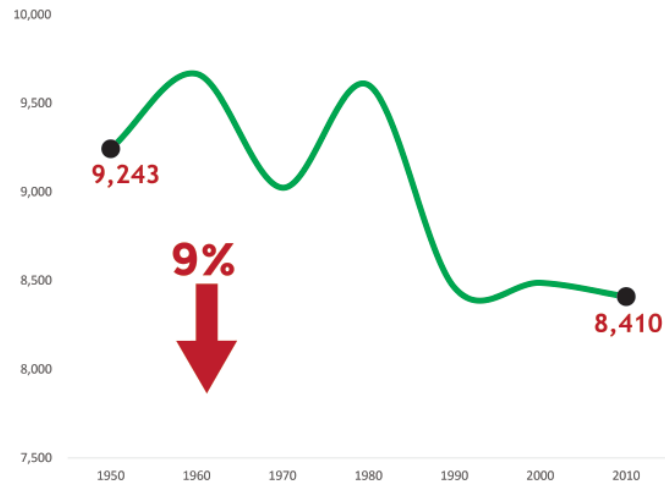
Currently development in the floodplain would require flood proofing (as high as eight feet above ground in certain areas), which is cost prohibitive for many development projects. With a reconstructed levee the majority of residents in Miles City would not be required to carry flood insurance, resulting in a significant cost savings over time. The reconstruction of the levee would also provide needed development and infill opportunities within Miles City, making use of existing infrastructure and helping to meet other planning goals.

Planning Framework

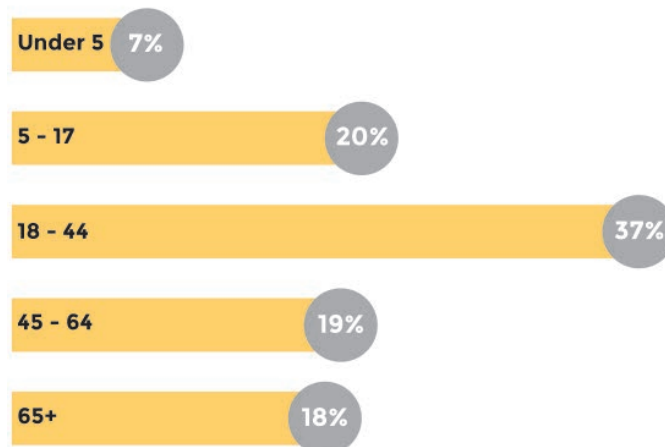
There is little question that Miles City must reconstruct its existing levee system. While this growth policy encourages Miles City to move forward with the recommendations outlined in the flood assessment study, it also takes into consideration the uncertainty of when (or whether) the levee project will be completed.

In planning for the future, the 2015 growth policy update is based on the assumption that the levee will not be in place any time soon. This is not an opinion as to whether the levee will be reconstructed. Rather, this is the safest approach to planning for immediate and mid-term land use and growth challenges while the levee project's timeline is unclear. With that in mind, the growth policy anticipates that current land use patterns in the floodplain will remain largely unchanged. While community improvements like downtown redevelopment are encouraged, major infrastructure upgrades within much of the current City boundaries are not anticipated until the levee is reconstructed. Once that happens, Miles City can reevaluate appropriate development patterns on lands that will be available for development and re-development.

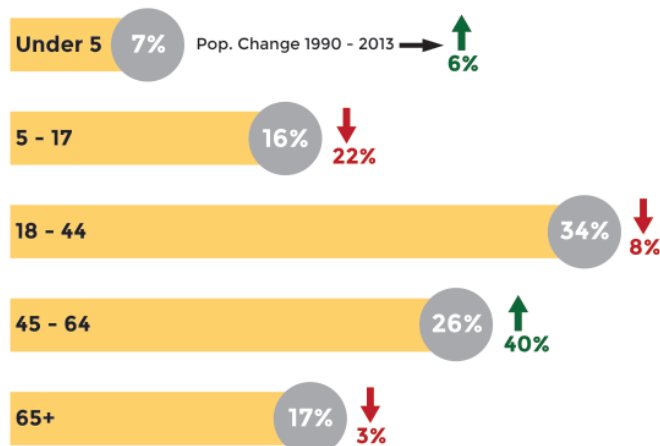
Population Change 1950 - 2010



Age Distribution - 1990



Age Distribution - 2013



Population

Over the last 60 years population dynamics in Miles City have displayed a pattern of peaks and valleys. In comparison, the state of Montana has steadily increased in population since World War II. While the 1980's were a period of pronounced population decline for Miles City, that trend began to stabilize by 1990 and more recently Miles City is once again showing signs of growth. Recent estimates show Miles City's population has increased slightly from 2010 to 2013.

Population Characteristics

As of 2013, Miles City had an estimated population of 8,487. The median age in 2013 was 37.8, lower than both Custer County and the state of Montana, but an increase since 1990 when the median age in Miles City was 35.5. In 2013 the 18-44 age group made up the largest share of the population at 34%, followed by age 45-64 (26%) and age 65+ (17%). This represents a slight change since 1990, notably the increase in the share of individuals aged 45-64. This age group also increased in population by 40% during this time while the 5-17 age group decreased by 22%. The increase in individuals aged 45-64 is notable because in 20 years all of these individuals will be at or near retirement age and will likely have different needs in terms of housing, mobility, and healthcare. Taken together, these figures point to a population make up that is growing older with a decreasing share of school aged children and young adults.

Household Composition

As of 2013 there were an estimated 3,564 households in Miles City, up 10% since 2000. During this time period household composition shifted slightly with the share of family households decreasing from 62% to 60% of all households. With the decrease in family households there has also been a corresponding decrease in average household size from 2.31 in 2000 to 2.29 in 2013. During this time period the share of one-person households also increased by 5%. It is difficult to say what

is causing these small changes in household composition. It could be a result of young adults leaving home for school or employment opportunities, or an influx of single individuals relocating to work in Miles City as the economy shows recent signs of growth. Either way while these changes are not statistically significant they do point to a trend of decreasing household size and an increase in one-person households – two trends that are also playing out at the state and national levels. If these trends continue, Miles City may need to provide a broader range of housing options outside of the traditional single family home, which dominates the current housing market in the City.

Poverty

The U.S. Census Bureau establishes annual poverty thresholds (poverty line) to measure the number of people living in poverty. The 2013 poverty line for an individual was \$11,490 and \$23,550 for a family of four. In 2013, an estimated 14.6% of Miles City residents were living below the poverty line. This percentage has remained virtually unchanged since 2000. However, this figure is slightly lower compared to the state of Montana where 15.2% of individuals were living below the poverty line as of 2013.

When looking just at those individuals living below the poverty line, the percentage who are over the age of 65 is substantially higher in Miles City (18%) when compared to the state of Montana (8%). This figure is notable because seniors generally live on fixed incomes and often have higher healthcare expenditures and less mobility than their younger counterparts.

Outlook

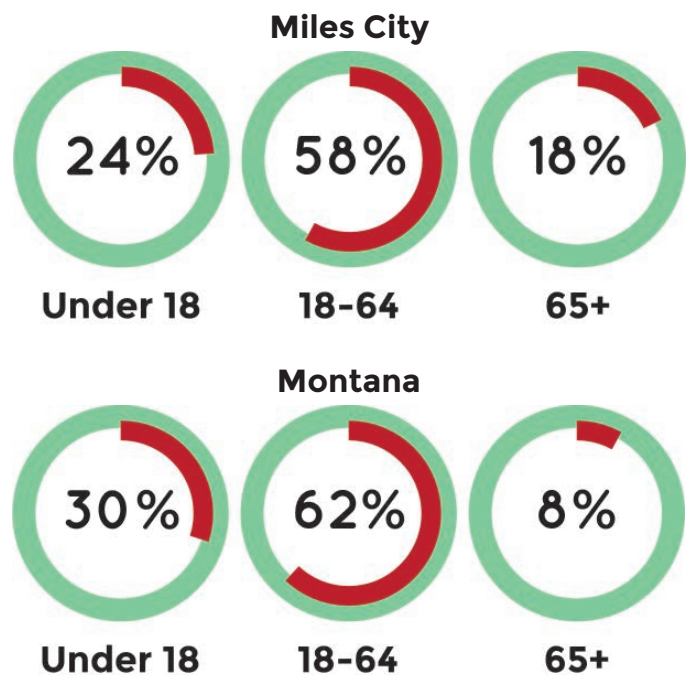
Population trends generally follow employment opportunities. Miles City's economy has traditionally been centered on agriculture, retail, healthcare and the service sector. More recently, however, Miles City has been experiencing spillover effects from oil and gas development in the nearby Williston Basin. Montana communities located directly in the Williston Basin have been experiencing rapid population growth directly related to employment in these industries. Being further away, Miles City has not experienced these same levels of growth. However, Miles City is close enough to have

Household Size - 2013



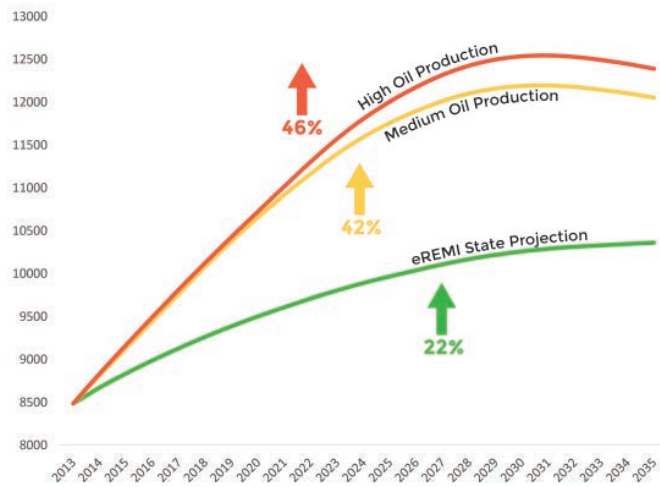
Source: American Community Survey 2013 5-year estimates

Age Distribution of Individuals Below the Poverty Line - 2013



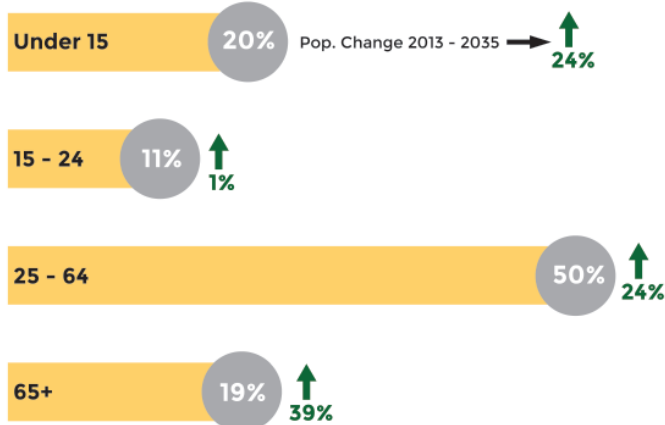
Source: American Community Survey 2013 5-year estimates

Population Projections 2013 - 2035



Source: Montana Census and Economic Information Center

Projected Age Distribution - 2035



Source: Montana Census and Economic Information Center

experienced increased economic activity in oil supportive industries, retail trade and services, resulting in moderate population growth in recent years.

Population Projections

The state of Montana's Census and Economic Information Center (CEIC) provides county level population projections, produced by Regional Economic Models, Inc. (REMI). In addition, the CEIC has also used the REMI baseline to produce a series of projections based on different oil and gas production scenarios for the 16 county eastern Montana region, which includes Custer County. As it has in the past, future growth in Miles City will likely reflect that of Custer County. Therefore, in the absence of local level projections, Custer County growth rates were used as a proxy to develop three Miles City population projections. Growth projections broken down by age group were also produced.

Population and economic growth in eastern Montana and Miles City is, to an extent, contingent on oil development and activities supporting the oil industry. However, even without taking into account future oil production scenarios, Miles City's population is still projected to grow over the next 20 years. By 2035 Miles City is projected to grow by 22%. In the event of high oil production, Miles City's population is projected to grow by nearly 46%. The medium oil production scenario projects a slightly lower growth trend with Miles City's population increasing by 42%. All three projection scenarios show Miles City's population leveling off, or slightly decreasing around the year 2030.

In terms of growth within different age groups, Miles City's senior population (age 65+) is projected to see the largest increase by 2035 at 39%. Both the under 15 age group and the 25-64 age group are projected to grow by roughly 24%, while the 15-25 age group is only projected to grow by 1% by 2035.

It is important to note that there are many unknowns inherent in these growth projections. There could be a range of different future scenarios depending on growth in the oil and gas industry as well as impacts from other unforeseen factors. In all likelihood Miles City will not see the rate of growth displayed in these growth projections. Nevertheless, Miles City is projected to continue to grow and the City needs to plan and prepare for the possibility of future growth, even if it is not at the level indicated in the state's projections.

Land Use

Geographic Setting

Miles City is located in southeastern Montana along US Interstate I-94 and the Burlington-Northern Santa Fe (BNSF) railway at the juncture of three other federal and state highways. MT Highway 59, which runs generally in a north-south direction across southeastern Montana, enters Miles City near the primary I-94 on- and off-ramps at the southeastern corner of Miles City where the Haynes Avenue commercial corridor begins. US Highway 12, which runs in an east-west direction across eastern Montana between Miles City and North Dakota, crosses I-94 at a secondary on- and off-ramp northeast of Miles City, and enters Miles City at the northeast corner of the city near the BNSF rail spurs. US Highway 12 is also often referred to as the “Baker Highway”, as it leads to the city of Baker, MT, 80 miles east of Miles City. MT Highway 59, which connects Miles City to the Town of Jordan, MT (85 miles northwest of Miles City) and the MT Highway 2 “high line”, enters Miles City at the northwest edge of the city north of downtown. These highways and the railroad, as well as Miles City’s geographic proximity to the Bakken oil and gas producing region greatly influenced the pattern of development and land uses in the Miles City Planning Area.

The natural features of the city’s setting also influence the pattern of development and land uses in the Planning Area. Miles City is primarily centered in a river valley at the confluence of the Yellowstone and Tongue Rivers. The river valley upstream and downstream of the city is fertile irrigated farmland. Beyond the valley floors, the landscape is characterized by dry range-land and badlands.

Constraints

Physical features and constraints influence land uses in the Miles City Planning Area. Flood plains, high groundwater, steep slopes, and unstable and adverse soil conditions often play factors in land use decisions. Irrigation facilities are becoming more of an issue as development encroaches into traditionally irrigated farm land. Depth of water wells and water quantity and quality are also issues for both residential and commercial uses outside the city limits, which in turn directs many land uses to areas in and around the city where public water service is





available. As stated in the introduction, the floodplain is one of the most limiting physical features directing growth and development in and around Miles City.

Ownership is another constraint that directs land use. Federal ownership of Fort Keogh land in the western part of the Planning Area currently precludes city expansion in that area. US Interstate Highway I-94 and the railroad can impact land uses by limiting access to adjacent private properties. Lands owned by the state and local government are generally not likely to be developed with typical residential, commercial, and industrial land uses.

Existing Land Use Patterns

The heart of Miles City is the historic downtown, located in the southwest portion of the city. The downtown area is comprised of a mixture of land uses, including commercial, government services, recreational, and various types of residential. Moving in every direction except southwest from downtown, residential neighborhoods comprise the majority of the city landscape surrounding downtown. To the southwest of downtown, recreational land uses, such as the city's Riverside Park and Denton Sports Complex, Custer County Fairgrounds, and the Spotted Eagle Recreational Area are found. Further west of these recreational areas, various government land uses are found, predominantly Fort Keogh, which is currently used as a United States Department of Agriculture research facility and is largely open space and in agricultural use.

In general, the highest density residential uses are located in the city center. Farther from the city center, housing density decreases and transitions into larger residential acreage, mixed and agricultural uses.

On the east edge of Miles City, commercial enterprises abound along Haynes Avenue (North and South). The Haynes Avenue area is where most new businesses in Miles City can be found. The eastern portion of the city is also where other various land uses are located, such as Holy Rosary Hospital, Miles Community College, and Pine Hills Youth Correctional Facility.

Moving northeast from downtown along Valley Drive East older commercial and industrial land uses occur, which often back up to residential neighborhoods. Valley Drive East leads to its intersection with North Haynes Avenue, and the commercial and industrial land uses along these transportation corridors continue to the east.



Amongst and between the commercial, industrial, and relatively high density residential development near Haynes Avenue, agricultural and rural residential land uses predominate the area between the city and I-94. The Yellowstone River valley northeast of Miles City is also comprised of agricultural and rural residential land uses.

South and east of I-94, commercial and industrial land uses have begun to expand southward along MT Highway 59 as a natural extension of South Haynes Avenue. Residential neighborhoods, such as Southgate Meadows, have also been developing over the past 40 years as a result of increased needs for new housing stock outside the floodplain. On the outskirts of these developed and developing areas, rangeland and other agricultural uses are found, with occasional commercial and industrial enterprises found outside the city limits.

Northwest of Miles City, across the Yellowstone River, land uses are primarily rangeland and other agricultural uses, with some residential development, as well as Miles City's Frank Wiley Airport.

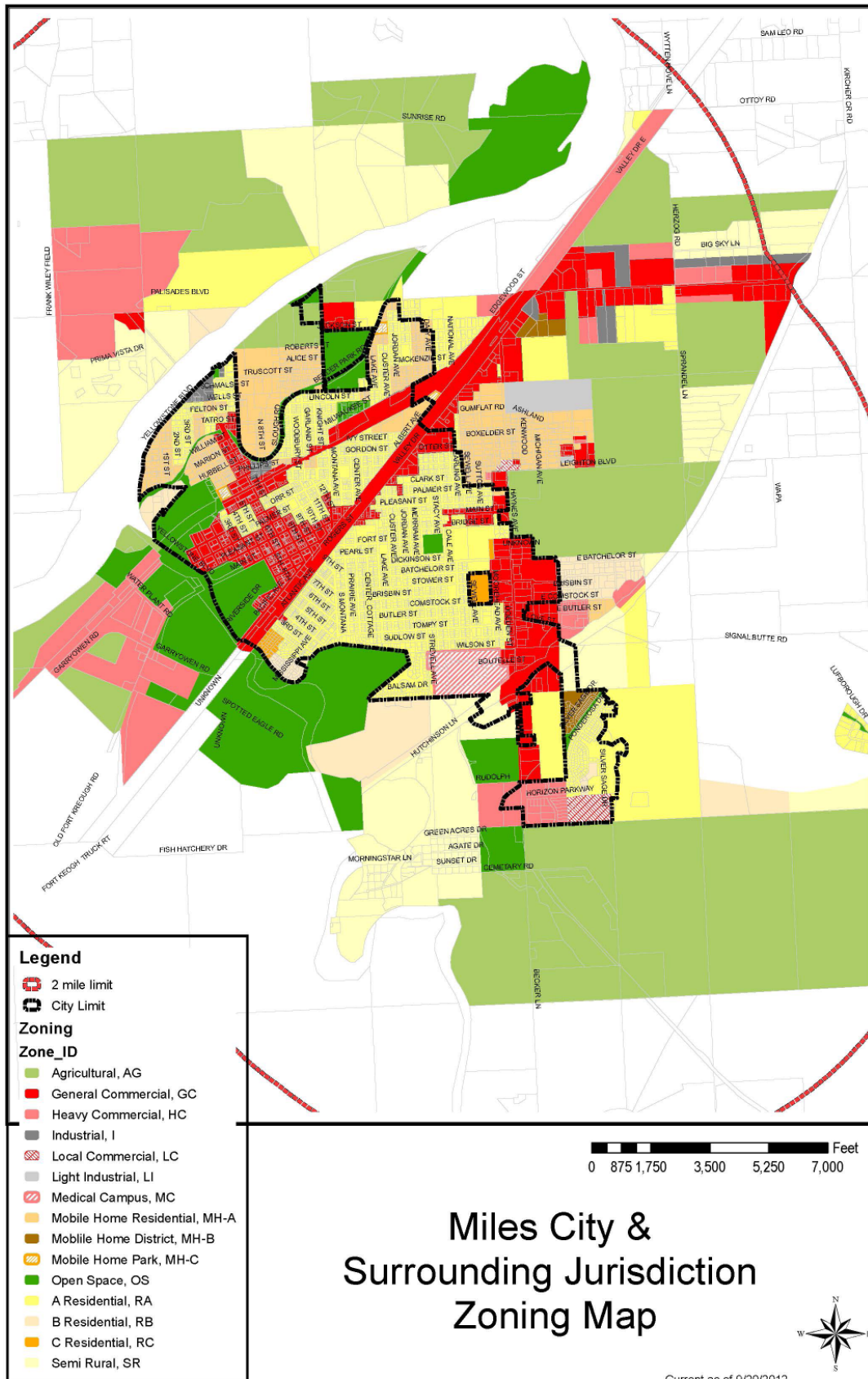
Land Use Regulations

The Miles City Zoning Codes define and regulate land uses within the City of Miles City, its two-mile extraterritorial jurisdictional area, and the Airport Hazard area. As of July 2015, Custer County is in the process of developing a zoning map and regulations for the county area which, if adopted, would supersede the City's zoning. At inception, the zoning codes and map followed the existing land uses. The zoning codes, modernized in the late 1970s and updated from time to time to address changing conditions, allow for a variety of uses including single-family, multiple-family, and mobile home residential, several types of commercial, industrial, and agricultural uses, and open space. The zoning map (Figure 2) shows the zoning districts within the current zoning jurisdiction of the City of Miles City.

The Miles City Subdivision Regulations regulate divisions of land in the city limits, as well as divisions that are proposed for annexation. The subdivision regulations guide new development with design standards that will influence future land uses to some extent.

The Miles City Floodplain Hazard Management Regulations regulate the 100-year flood hazard areas that have been adopted within the City limits. These regulations prescribe minimum standards for development within the regulated flood hazard areas and are required for Miles City to participate in the

Figure 2 - Miles City Zoning Map



National Flood Insurance Program. As much of Miles City is in a regulated flood hazard area, the Floodplain Hazard Management Regulations have a high degree of impact on land use decisions.

It is expected that these existing land use regulations will be revised within the next five years. A top priority is to update the zoning code and map to reflect desired conditions, to comply with this growth policy, and to simply become more modern, clear, flexible and user friendly. The revisions to the zoning ordinance and map are expected to highly influence future land use patterns and be a primary implementation tool of this growth policy.

Trends

The existing land use patterns described above are the result of many contributing factors. New city growth to the north and west is highly confined by the Yellowstone and Tongue Rivers, as well as federal ownership of Fort Keogh. Redevelopment within the northern and western portions of the city is limited by the mapped floodplains.

As needs for new commercial and industrial properties have risen over the past several years, businesses have located along Haynes Avenue, even spilling south of I-94 along MT Highway 59. Surrounding residential development has followed, and will likely continue to occur. Due to its proximity to the Bakken oilfields, the availability of land outside the floodplain, and availability of Custer County Water and Sewer District services, commercial and industrial development northeast of Miles City along the Baker Highway has been occurring, and is expected to continue. There has also been residential developments in close proximity to City services and outside the mapped floodplains, which is a trend that is likely to continue.

Outlook

Based on recent trends and the voice of the community, the trends identified above are expected to continue over the next 20 years. Depending upon economic conditions, the population of Miles City is expected to grow by between 1,600 and 3,900 people over the next 20 years. Based on an average household size of 2.29 people, a need of nearly 700 to over 1,700 new residential dwelling units can be expected in that timeframe. Demand for land to accommodate new residential, commercial and industrial growth will likely be commensurate with economic growth and be market driven. Due to Miles City's development

constraints, the most suitable areas for new development are to the east and south of the City.

A key tool for Miles City to accommodate these expected projections will be to guide future land uses through the Miles City zoning codes. The zoning text must be revised to provide clear guidelines so that the zoning map and regulations can be a more effective tool to implement this growth policy. The zoning map must be revised to reflect current conditions and expected future trends. The zoning map will be revised as proponents of future development proposals and land uses approach the city with zone change requests, and the city will work to revise the zoning map to guide the planning area with land use designations in appropriate geographic, physical, and social settings.

Future Land Use Map

The future land use map, shown in Figure 3, is a general blueprint of what the community wants to become, and serves as a visual guide for future planning and development. As zone changes and development proposals are considered, each proposal's fit with the future land use map will be considered. The future land use map does not regulate land use proposals, but serves as a guide; thus the land use designations on the map are not as specific as zoning designations. Land use designations on the future land use map are generalized to allow flexibility when Miles City updates its zoning code and map. The following are definitions of each of the designations found on the future land use map:

Open Space

Land currently with little to no development and not expected to support future development, including parks, cemeteries, and golf courses. Open space land may be in public ownership. The open space designation also includes undeveloped land in the floodway.

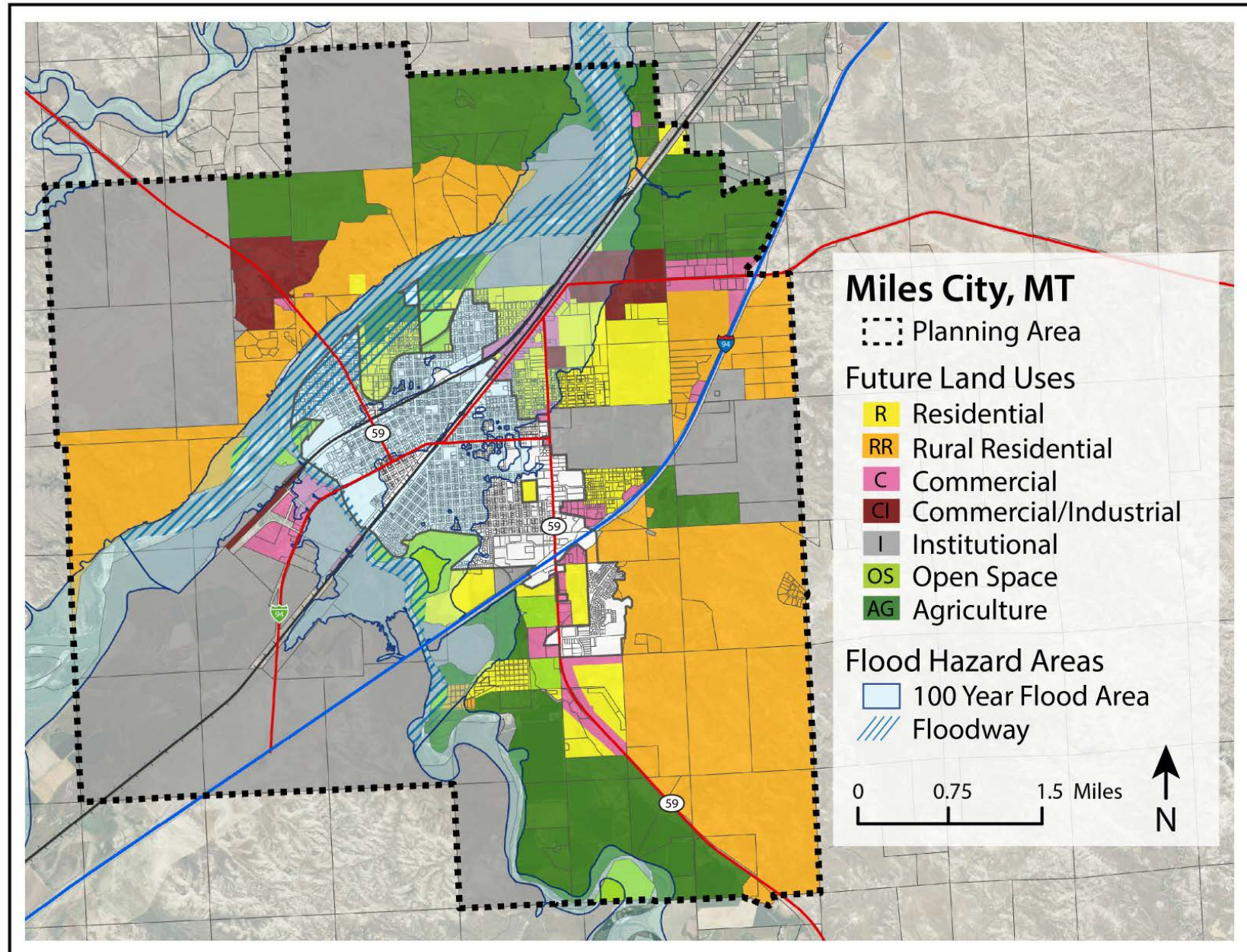
Agriculture

Agriculture uses and very low density residential development intended to support agricultural uses. Residential development could include new farmsteads and housing for agricultural workers on larger working agricultural operations.

Rural Residential

Low density single-family residential development. Residential densities within the rural residential area should be considered for clustered development to attain lot sizes of less than

Figure 3 - Miles City Future Land Use Map



approximately two acres, with open space and agricultural uses preserved; or larger lot sizes should prevail in order to provide rural residential neighborhoods with amenities typical of country living.

Residential

Residential development typical of a more urban setting with the benefit of municipal services. Residential uses include single-family, multi-family and mobile homes.

Commercial

Commercial uses which are already established and are expected to continue. Based on the current zoning code, the most appropriate zoning districts for a commercial area are the three commercial districts, which include the “GC general commercial district,” the “LC local commercial district,” and in some locations the “HC heavy commercial district.”

Commercial/Industrial

Similar to the commercial designation, a commercial/industrial designation indicates commercial *and* industrial uses have been established in the area and are expected to continue.

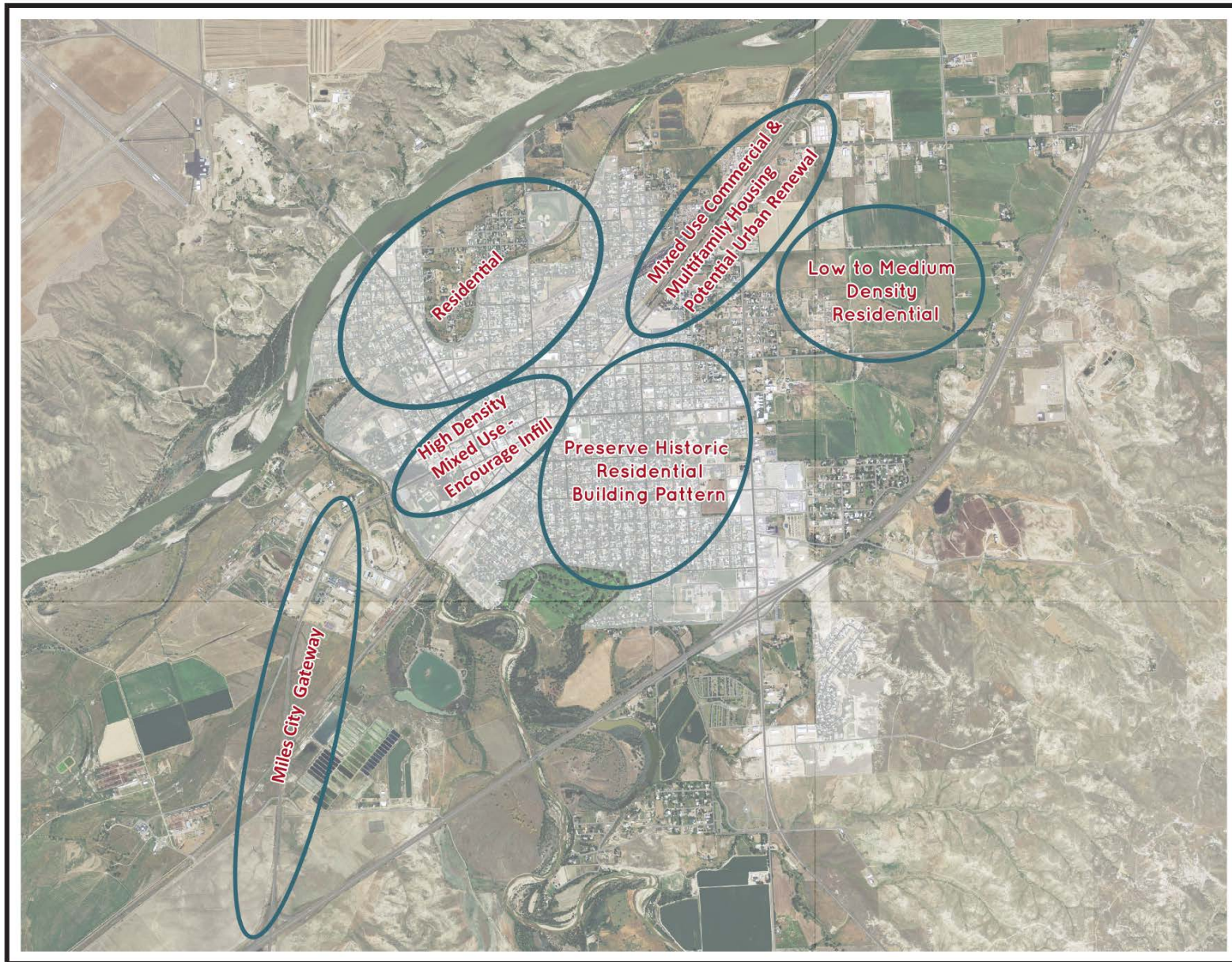
Institutional

Land under public ownership (local, state, and federal). This designation also includes lands uses which serve public needs, including, the hospital, airport, educational institutions, and correctional facility.

Conceptual Development Patterns

As a supplement to the future land use map, the conceptual future development patterns map, shown in Figure 4, serves as an even more general map of land uses in and around Miles City. This map seeks to identify a general structure of Miles City by pointing to areas of the city that residential uses are to be preserved and promoted, the downtown area where infill and redevelopment is encouraged, and areas where Miles City seeks to facilitate key larger-scale commercial and industrial land uses in appropriate settings where services can be provided efficiently.

Figure 4 - Miles City Conceptual Development Patterns Map



Annexation

With population growth and continued demand for residential and commercial development, Miles City faces a number of challenging questions. Where is growth expected to occur? What can Miles City do to make sure growth is compatible with existing development? How can the City mitigate negative impacts to current and future residents and business owners while accommodating growth?

Custer County Water & Sewer District No. 2

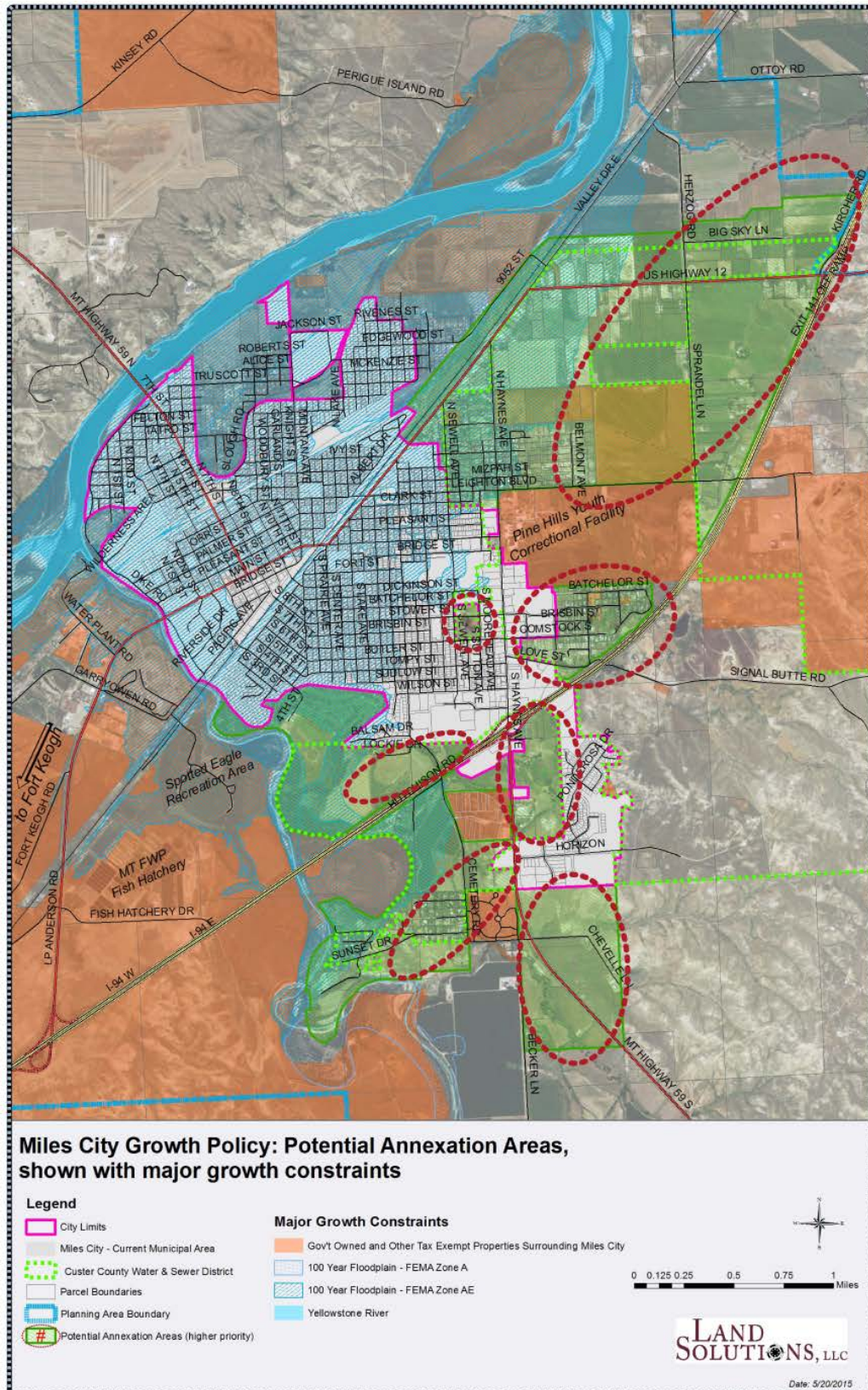
The growth constraints highlighted previously make accommodating future development a challenge. Another challenge is the location of the Custer County Water & Sewer District No. 2 along the City's eastern boundary.

The district and the City work together to provide water and sewer services to residents, business owners and their customers. The district and the City have a long history of collaboration and cost sharing, providing water and sewer services to their customers in a seamless manner. The reason the location of the district is a challenge is it impedes the logical expansion of the City's boundaries to the east and southwest. The City needs to grow in order to provide urban level services to residents, business owners and their customers. In the future, the City intends to pursue various options to address this situation including working with the district to ensure new commercial and urban scale development is annexed in accordance with the City's annexation plan and Montana state law, while not forcing annexation on rural landowners or where urban level services cannot be provided.

Where to Grow From Here

Miles City has developed an annexation plan to help guide growth in the coming years. The plan evaluates 10 possible areas for growth and recommends annexation and development, with certain limitations, to the south and east – see Figure 5. In these areas it will generally be the responsibility of developers and the future users to pay for the extension of municipal services. In this case, 'municipal services' means water, sewer, streets, sidewalks, storm drainage facilities and trails, as well as police, fire, and emergency medical services. However, in some cases the city may share the cost of service extensions, such as when an existing neighborhood is annexed or when the city chooses to oversize a water or sewer main and then seek reimbursement from users when they connect.

Figure 5 - Miles City Potential Annexation Areas



Miles City also intends to ensure that new development is compatible with existing development by:

- Adopting zoning that generally extends the existing pattern of development (i.e., more residential near existing residential areas and more commercial near existing commercial areas);
- Requiring buffering between incompatible land uses; and
- Planning and working with developers to extend water, sewer, street, sidewalk, parks and other services to development so the services are available when the demand occurs.

1 Provide a Predictable Development Environment

Objective 1.1

Update land use regulations to provide greater clarity and flexibility.

2 Promote Citizen Involvement in Land Use Issues

Objective 2.1

Engage citizens during public review of land use issues and make information available.

3 Balance Property Rights with the Common Interests of the Community

Objective 3.1

Protect private property rights and respect property owners' wishes to enjoy and gain economic return from their properties and investments while ensuring that other public and private interests are not unreasonably compromised or impacted by land uses and development projects.

4 Provide for the Logical Expansion of the City's Boundaries that is Compatible with Existing Development and is Fiscally Responsible

Objective 4.1

Plan for growth through the development of traffic, parks, sewer and water and other issue specific plans.

Objective 4.2

Develop and implement zoning that guides future development but also protects existing development from unwanted impacts.

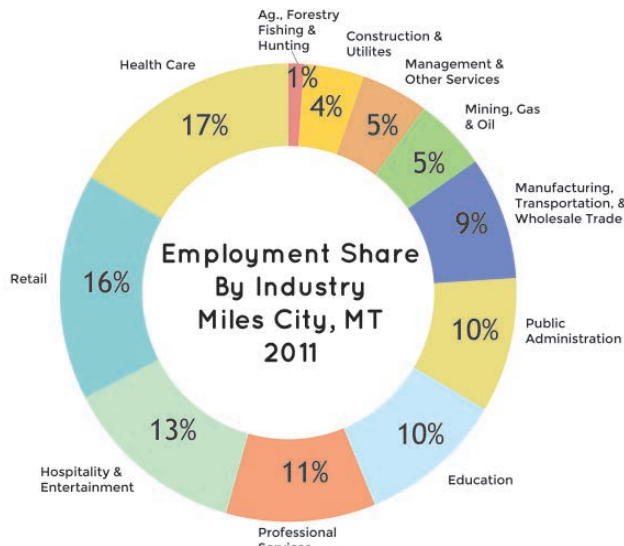
Objective 4.3

Generally require that developers and future users of municipal services pay the upfront costs of extending services.

Objective 4.4

Work with the Custer County Water & Sewer District No. 2, landowners and developers to bring urban scale development into city limits.

Employment Share by Industry - 2011



Source: US Census Longitudinal Employer-Household Dynamics, Home Area Profile Report, Miles City, Montana.

Economy

As the largest City in southeastern Montana, and the county seat of Custer County, Miles City serves as a retail, services, and healthcare hub for rural populations throughout the region. These industries, and Miles City's economy as a whole, are tied to agriculture activities in Custer County and southeastern Montana. While all these industries are (and will continue to be) important drivers for Miles City's economy, oil and gas extraction in the nearby Bakken region has resulted in an increase in oil supportive industries choosing to locate in Miles City. At the same time, the lure of high paying jobs in the Bakken has caused an increasing number of individuals in Miles City's labor force to travel outside the City in search of more lucrative employment.

Employment

Between 2002 and 2011 the total number of jobs in Miles City increased by 3.5%. The two largest employment sectors of Miles City's economy in 2011 were healthcare and retail trade, accounting for 17% and 16%, respectively, of all jobs in the City. However, both of these industries experienced decreases in their respective percent share of employment between 2002 and 2011. This does not mean that employment is decreasing in retail and healthcare, only that the share of total employment is more distributed in 2011.

While the statistics highlighted above provide further indication that Miles City functions as a retail and health care hub for southeastern Montana, they also highlight that the share of employment in other industries is increasing. While the share of jobs for most industry sectors has remained relatively constant since 2002, professional service jobs are on the rise in Miles City, increasing from 9% of all jobs in 2002 to 11% in 2011. This sector includes employment in real estate, finance & insurance, scientific & technical services, and information. The biggest gain in employment share occurred in the mining, oil & gas industry, including supportive industries, which increased from 1% of all jobs in 2002 to 5% in 2011. This figure is likely higher given expansions in oil and gas supportive industries since 2011.



Government serves as another key employment sector in Miles City. In addition to City and County offices, several federal and state government agencies have offices located in Miles City, including the United States Department of Agriculture; Bureau of Land Management; Montana Fish, Wildlife and Parks; Montana Department of Transportation; Montana Department of Natural Resources and Conservation; and the Montana Department of Corrections. Government employment is an important facet of Miles City's economy because these jobs tend to pay well and are more immune to economic downturns than the private sector.

Unemployment

From 2000 to 2015 the unemployment rate in Custer County decreased from 5.5% to 3.8% - data are not available at the local level. In comparison to the state of Montana as a whole, Custer County appears to be doing well in this regard as Montana's unemployment rate decreased from 5.9% to 4.7% during this same time period.

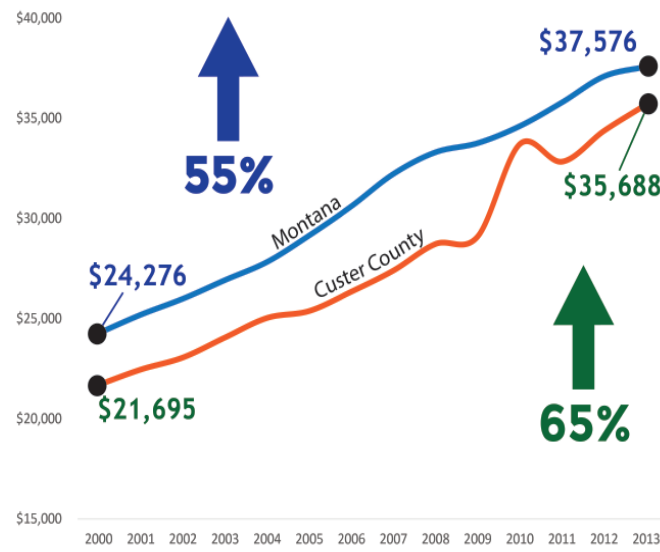
Labor Force Mobility

In 2002, 66% of Miles City's labor force (individuals living in Miles City who are employed) worked in Miles City, and by 2011 that figure had dropped to 58%. This highlights the mobility of today's labor force and the lure of higher paying jobs in the nearby Bakken oil and gas fields. In 2002, 2.8% of Miles City's labor force worked in nearby oil producing counties (Richland, Dawson, and Williams County, ND) by 2011 that figure increased to 5% and is likely higher by now. Additionally the percent of workers who live in Miles City and work in Yellowstone County increased from 3.5% in 2002 to 8.7% in 2011. All these figures indicate that the number of living wage jobs in Miles City may not be sufficient to support the needs of current residents, thus they are having to travel outside the City to find suitable employment. All data provided by the U.S. Census Longitudinal Employer-Household Dynamics report for Miles City, MT.

Income & Earnings

Personal income trends provide an indication of the quality of the consumer market in a community as well as a measure of its economic well-being. As of 2013, Miles City had a per capita income of \$22,170, an increase of 35% since 2000. While average annual wages in Custer County are slightly lower than the state of Montana as a whole, the rate of recent wage growth is higher in Custer County. In 2013 the average annual wage in Custer County was \$35,688, a 65% increase since 2000 - data at the local level are not available. In comparison the average annual

Average Annual Wage - 2000-2013

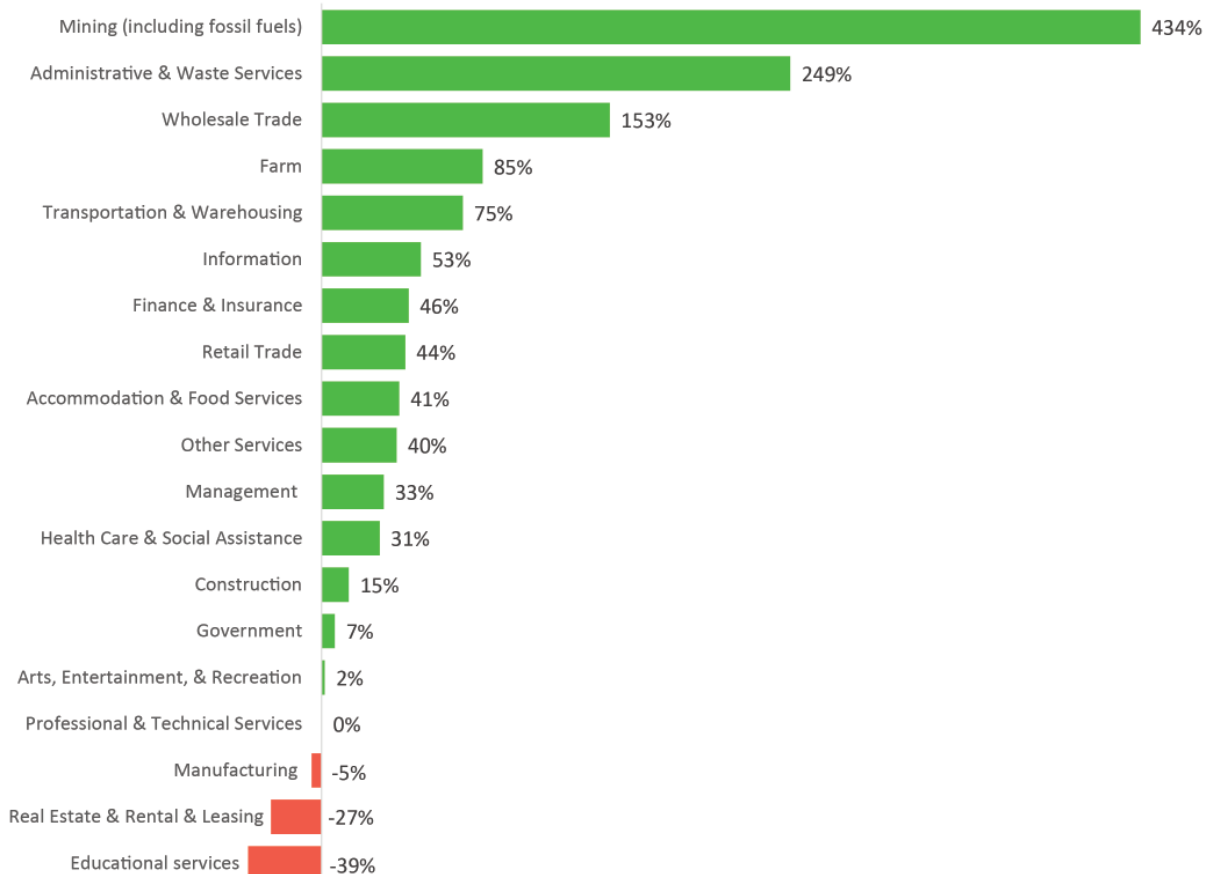


Source: Montana Department of Labor and Industry

wage in the state of Montana in 2013 was \$37,576, a 55% increase since 2000.

Breaking out labor earnings by industry provides a snapshot of where earnings are on the rise or decline. Figure 6 shows the percent change in earnings by industry for Custer County from 2001 to 2013. Between 2001 and 2013 total earnings in the mining industry (which includes oil support industries) increased by more than five times. Part of this is attributed to the increase in mining employment during this time, yet earnings increased at a greater rate than employment indicating that average earnings per job in the mining industry have increased as well. On the other end of the spectrum, between 2001 and 2013 total earnings in educational services decreased by 39%, which roughly corresponds with a 32% decrease in employment experienced during this time period. One notable point in these data is in the real estate industry which experienced a 48% increase in employment and a 27% decrease in earnings, which may indicate decreasing average earning per job in this industry.

Figure 6 - Custer County Change in Earnings by Industry: 2001-2013



Source: U.S. Bureau of Labor Statistics

Downtown Revitalization

Downtown Miles City was once the center of commercial, civic and social activity in the community. While downtown Miles City remains an important hub for these activities, in recent years, downtown has been showing signs of stagnation and has struggled to remain economically viable. The success or failure of any small downtown influences whether new businesses and residents will choose to relocate there. A vital downtown demonstrates Miles City's commitment to sustaining local business and maintaining a high quality life. A strong and vibrant downtown serves not only to improve the quality of life for Miles City residents but also improves the economic well-being of the City as a whole.

From the City's financial perspective, the economic importance of downtown cannot be understated. When looking at the taxable value of downtown in comparison to low-density commercial development on Haynes Avenue the importance of downtown becomes clear, as the taxable value per acre in downtown is nearly three times that of Haynes Avenue – see Figure 7. Furthermore, the cost of providing city services is much lower in dense areas, like downtown, than in areas of low-density development, because services do not need to be extended as far to serve an equal number of users. From this view, the City sees a higher return on investment in downtown compared to commercial development patterns on Haynes. The take away is that the City needs to encourage more downtown development not only for quality of life reasons but also for the financial health of the City. As downtown properties become more valuable, the City will generate more revenue that can be used to address budget gaps and projects that will serve the best interests of Miles City residents.

Urban Renewal Plan

Miles City has recognized the importance of sustaining downtown in its efforts to develop a Downtown Urban Renewal Plan (the Plan), which was adopted in May of 2015. The intent of the plan is to design strategies, financial incentives, and provide technical assistance that will address the specific barriers or challenges to development in downtown Miles City. One of the primary outcomes of the plan is the creation of a downtown urban renewal district with tax increment financing authority - see Figure 8. Tax increment financing is a way to use future increases in tax revenue to fund improvements, which will spur private investment and result in higher taxable values in the district. In the fall of 2014 Miles City passed a resolution to create a downtown urban renewal district with tax increment financing authority. This step, along with implementing other



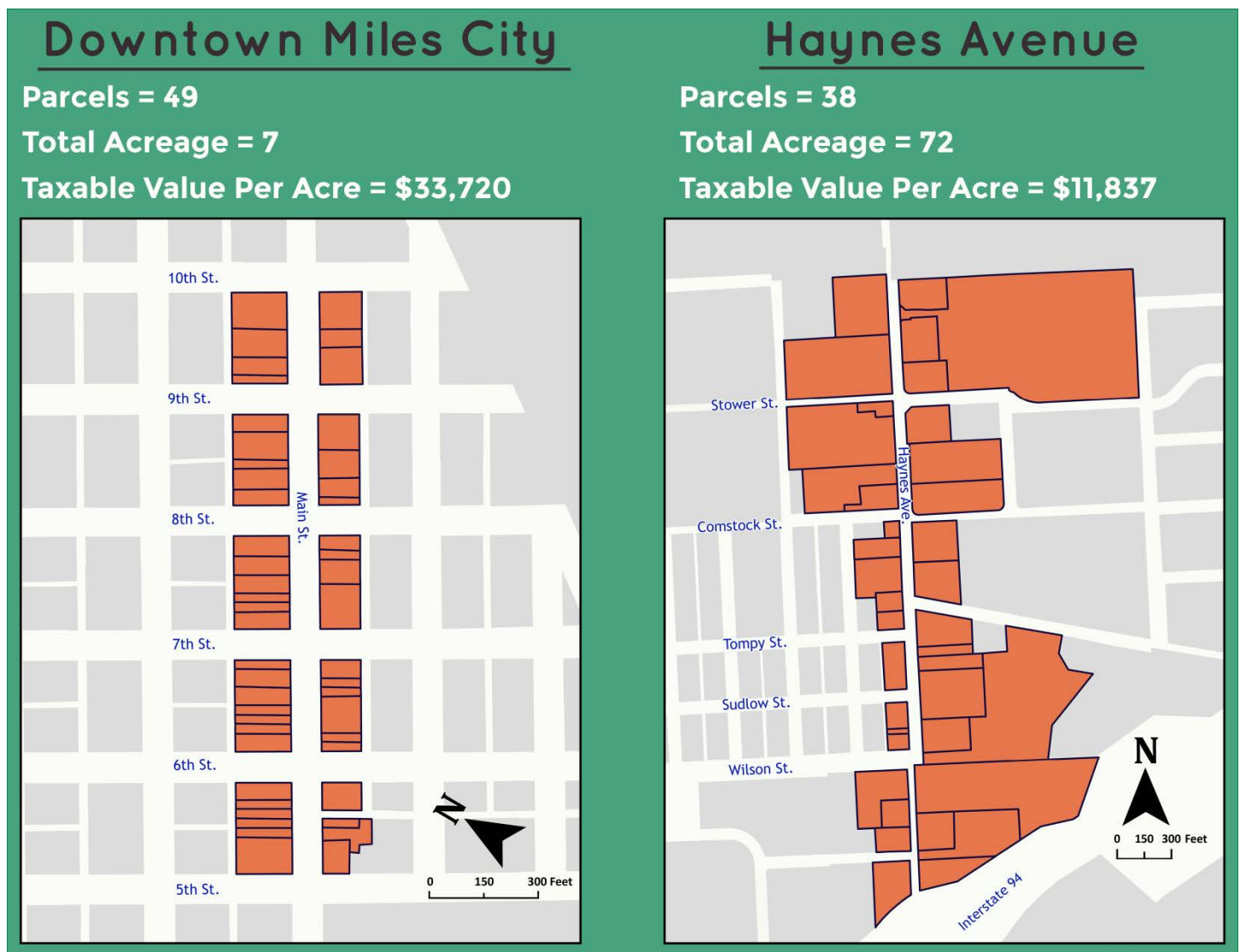
actions laid out in the Plan, will help downtown maintain its commercial and cultural importance in Miles City and the region. As the process of downtown revitalization moves forward, it will be important for the City to develop a strong partnership with the Miles City Area Economic Development Council to assist in revitalization efforts.

Economic Development

SEMDC

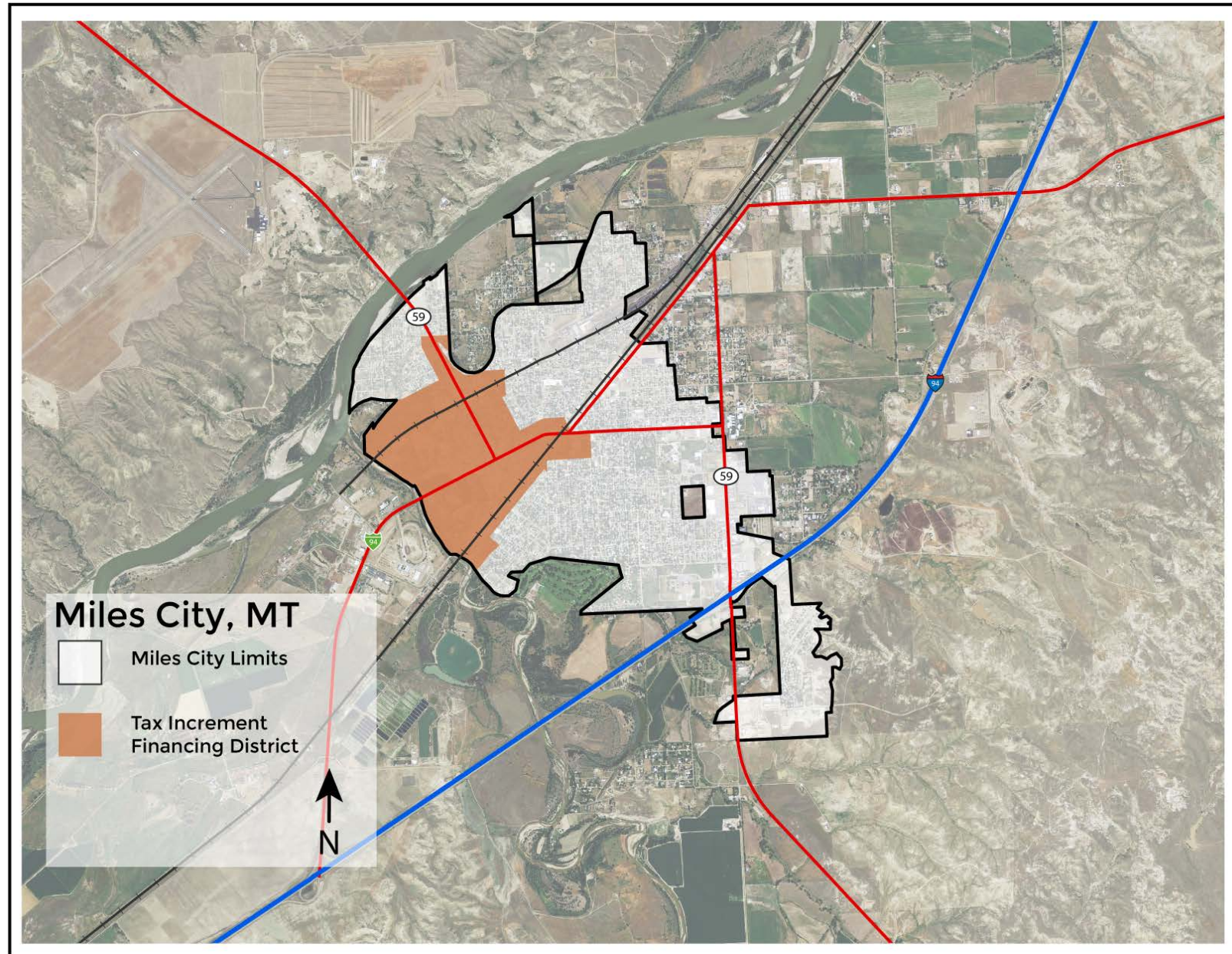
Every five years the Southeastern Montana Development Corporation (SEMDC) releases a Community Economic Development Strategy (CEDS) for the four county southeastern Montana region – Custer, Powder River, Rosebud, and Treasure

Figure 7 - Taxable Value Per Acre: 2014



Source: Montana Department of Revenue

Figure 8 - Miles City Tax Increment Financing District



Counties. The most recent CEDS covers 2011-2015, while SEMDC is currently working on 2016-2020 CEDS. The CEDS provides a robust analysis of demographic and economic indicators for each of the four counties in the region. In addition the CEDS lays out a series of goals, objectives, and strategies for the region, many of which pertain directly to economic development in Miles City. The current CEDS calls out:

- Continuing to work with Miles City on industrial park projects,
- Working with MCC on work force training
- Partnering with the Miles City Area Economic Development Council on funding opportunities for new businesses

Outlook

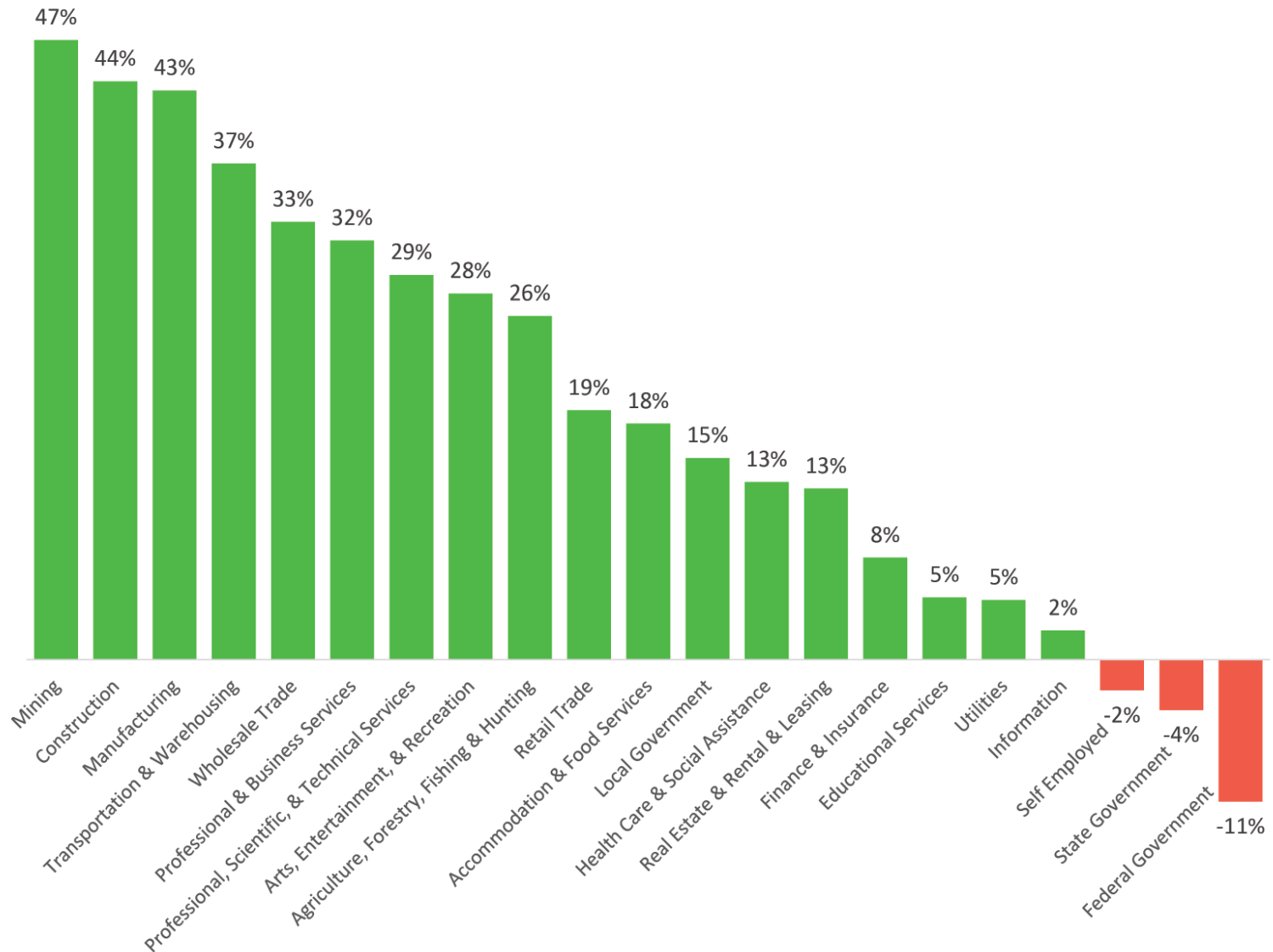
As the largest city in the region, Miles City will likely continue to serve as a retail, healthcare, and services hub for much of southeastern Montana, even as the size and strength of these individual industries fluctuates over time. It is likely that the healthcare industry in Miles City will grow over time as the City's and region's population ages and will have a greater need for healthcare services.

The recent decline in oil prices has raised uncertainty with regard to future oil and gas production in the Bakken. As oil supportive industries have contributed to Miles City's recent economic growth, this brings into question the longevity of these industries in the community. However, while oil rig counts have decreased in recent months, the U.S. Energy Information Administration projects rising crude oil prices by the middle of 2015, which should prevent further declines in production.

Employment Projections

The Montana Department of Labor and Industry (MDLI) provides economic projections out to the year 2022 for each of the five regions in Montana – see Figure 9. Miles City lies in the 16 county eastern Montana region. While not precise for Miles City these projections provide a general indication of the direction the regional economy is going in. The MDLI projections forecast a 17% increase in employment across the eastern Montana Region. While Miles City may not see growth in this range it can reasonably be expected that employment will grow in Miles City during this time with continued economic growth. The employment sectors projected to increase the most are mining (including oil & gas), construction and manufacturing.

Figure 9 - Projected Change in Employment for the 16 County Eastern Montana Region: 2012-2022



Source: Montana Department of Labor and Industry

1

Foster Sustained Economic Growth in Miles City

Objective 1.1

Sustain and grow existing businesses in Miles City.

Objective 1.2

Attract businesses providing living wage jobs.

Objective 1.3

Expand workforce development opportunities.

Objective 1.4

Support the development of MCC's agriculture advancement center.

2

Enhance the Economic Viability of Downtown Miles City

Objective 2.1

Implement recommendations from the Downtown Urban Renewal Plan.

Objective 2.2

Encourage infill development on vacant lots and in vacant buildings.

Objective 2.3

Preserve the historic character of downtown

Objective 2.4

Conduct a parking study of downtown and revise parking requirements according to actual need.

3 Support Industrial and Commercial Development

Objective 3.1

Cluster industrial uses along Baker Highway.

Objective 3.2

Identify a location for and develop a rail off-loading site.

Objective 3.3

Work with commercial and industrial developers on how the city can accommodate their needs while mitigating adverse impacts.

4 Promote Miles City as a Destination for New Residents and Businesses

Objective 4.1

Develop a Miles City gateway along the portion of the I-94 business loop which acts as the west entrance into the City.

Objective 4.2

Work with the Montana Office of Tourism to market Miles City throughout Montana and in key out of state markets.

Miles City Housing Snapshot

	2000	2013
Housing Units:	3,890	3,983
Owner Occupied:	63%	60%
Renter Occupied:	28%	29%
Vacant:	9%	11%
For-Sale Vacancy Rate	2.4%	4.3%
Rental Vacancy Rate	12.4%	5.2%


-7.2%

Change in Rental Vacancy Rate Since 2000

**73**Number of Single-Family Units
Constructed: 2000-2013**81**Number of Multi-Family Units
Constructed: 2000-2013Source: Decennial Census and American Community Survey
2013 5-year estimates

Housing

Recent population and economic growth has increased pressure on Miles City's housing market. Miles City residents have expressed concern over the affordability of both rental and owner housing in Miles City. Miles City needs a variety of additional housing options to accommodate growing demand. The challenge for housing developers is finding suitable land for new housing given the development constraints noted previously – floodplain, publicly owned land, and lack of city services. However, there are several areas to the east and south of Miles City which could support both single family and residential housing, as well as some locations in developed areas that can support additional housing.

Housing Availability

As of 2013 there were an estimated 3,983 housing units within the corporate limits of Miles City. The housing stock in Miles City is dominated by single family housing, while mobile homes made up 11% of the housing stock and multi-family units made up 14%. Out of the 3,983 housing units in Miles City, 60% were owner occupied, 29% were renter occupied, and 11% were vacant as of 2013.

Since 2000 the total number of housing units in Miles City has increased by 2%. During this same time period the proportion of renter occupied housing units has increased by 1% while the proportion of owner occupied housing units has decreased by 3%. The most substantial change since 2000 occurred with housing vacancy rates which decreased by 7.2 percentage points for rental housing and increased by nearly 2 percentage points for homeowner housing. This information coincides with anecdotal evidence suggesting there is growing pressure on the rental housing market in Miles City.

Housing Costs

As of 2013 the estimated median rent in Miles City was \$557, with 40% of renters paying less than \$500 in

monthly rent. However, in order to get a better understanding of housing affordability and housing cost burden in Miles City it is helpful to look at housing costs as a percent of household income. The United States Department of Housing and Urban Development defines housing cost burden as paying more than 30% of household income on housing. In 2013 an estimated 32% of renters in Miles City had a housing cost burden, which is substantially lower than the state as a whole where an estimated 46% of renters had a housing cost burden in 2013. While the figure is slightly better for owner occupied housing, still over one fifth of homeowners in Miles City in 2013 were estimated to have a housing cost burden.

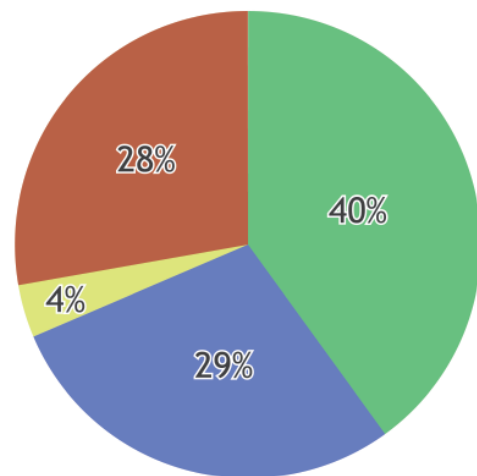
Miles City Housing Authority

The Miles City Housing Authority (MCHA) provides housing options for seniors and individuals living on limited incomes. Currently, the MCHA offers 21 units in their main building (12 three-bedroom units, 6 two-bedrooms, and 3 one-bedrooms). Additionally, the MCHA also offers several second floor apartments on Main Street for seniors and individuals living on limited incomes. At the time of writing there was a long wait list for one-bedroom units, indicating a need for additional one-bedroom housing units in Miles City.

Outlook

As mentioned earlier, the ability to build new housing in Miles City is constrained by the availability of buildable land. With much of the City lying in the flood plain of the Yellowstone and Tongue Rivers, the most suitable areas for new housing are to the east and south of Miles City. Within these areas Miles City is in need of additional multifamily and single family housing to meet growing demand and alleviate the cost burden which currently exists in the rental and for sale markets. Based on an average household size of 2.29 people, a need of nearly 700 to over 1,700 new residential dwelling units can be expected over the next 20 years based on population projections provided by the state.

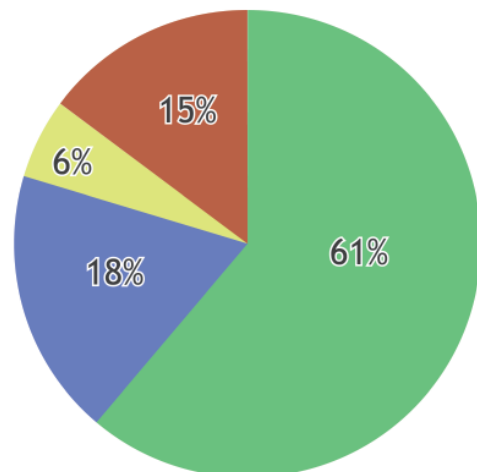
Rent as a Percent of Income: 2013



Source: American Community Survey 2013 5-year estimates



Homeowner Housing Costs as a Percent of Income: 2013



Source: American Community Survey 2013 5-year estimates

1 Provide a Range of Housing Options for all Residents

Objective 1.1

Support the development of housing for all Miles City residents including affordable housing, senior housing, work-force housing, and low-income housing.

2 Improve the Condition of Existing Housing

Objective 2.1

Work with homeowners on rehabilitating residential housing.

Objective 2.2

Provide financial incentives for low-income households to fix up dilapidated housing.

3 Make Zoning Code More Flexible

Objective 3.1

Reduce minimum lot area in residential districts to encourage development on small lots.

Objective 3.2

Provide flexibility with minimum parking requirement for multi-family, special needs and senior housing.

Objective 3.3

Remove minimum open area requirements for multi-family housing units when adequate park and recreational facilities are available.

Public Facilities and Local Services

Transportation

Streets

Miles City maintains approximately 81 miles of local streets within city limits, the majority of which are paved. The Montana Department of Transportation (MDT) is responsible for maintenance on Interstate 94 and all state roadways within the City including state routes 59, 12, and the I-94 business loop. The City's public works department has a ten-year capital improvements plan (CIP) in place which was updated in 2012. The CIP provides a prioritized list of street maintenance projects and equipment needs. Local street maintenance in Miles City is funded primarily through three maintenance districts – maintenance district 204 covering the majority of the City, maintenance district 205 covering the NE and NW portions of the City, and maintenance district 207 covering the Miles Town Estates subdivision in the SW portion of the City. Each maintenance district assesses a tax on properties in the district to fund maintenance, street sweeping, snow removal and signage.

Street Maintenance

Miles City's streets are showing signs of wear, with many in need of varying levels of repair. Preventative maintenance techniques, such as pavement preservation, are becoming a priority in order to address maintenance before street conditions require more costly improvements. The list of road maintenance needs in Miles City (and across the country) is long, while budgets for maintenance are stretched thin. This fact emphasizes the need to be strategic about prioritizing roadway maintenance projects in order to cost effectively preserve the life of the road system.

To better manage roadway maintenance, Miles City has established a pavement preservation program for its streets using the pavement surface and evaluation rating (PASER) system, which uses visual inspections to assess pavement surface conditions and prioritize projects accordingly. Using this approach Miles City has been able to assess many of its priority streets and identify appropriate maintenance treatments whether they be overlays, chip seals, or crack seals.





Currently there are no plans to replace existing city streets. A transportation plan for Miles City is in the early stages of development, which may include recommendations and plans for development of city streets.

Functional Classification

Functional Classification is a method of classifying roads based on the service they provide as part of the overall roadway system. Classifications include principal arterials, minor arterials, collectors and local roads. Functional classification is tied directly to the Federal Aid Highway System and to eligibility for federal and state transportation funding. Only roads classified as collector or above are part of the Federal Aid Highway system and are eligible for federal funding. Therefore local roads are not normally eligible for federal funding. As Miles City continues to grow and traffic patterns change, it will become increasingly important for the City to continually assess its roadway system to ensure roads are properly classified according to their function and level of service. Functional Classification change requests can be made to the Montana Department of Transportation when a change in operating characteristics occurs. See Figure 10 for a map of Miles City's Functional Classification System.

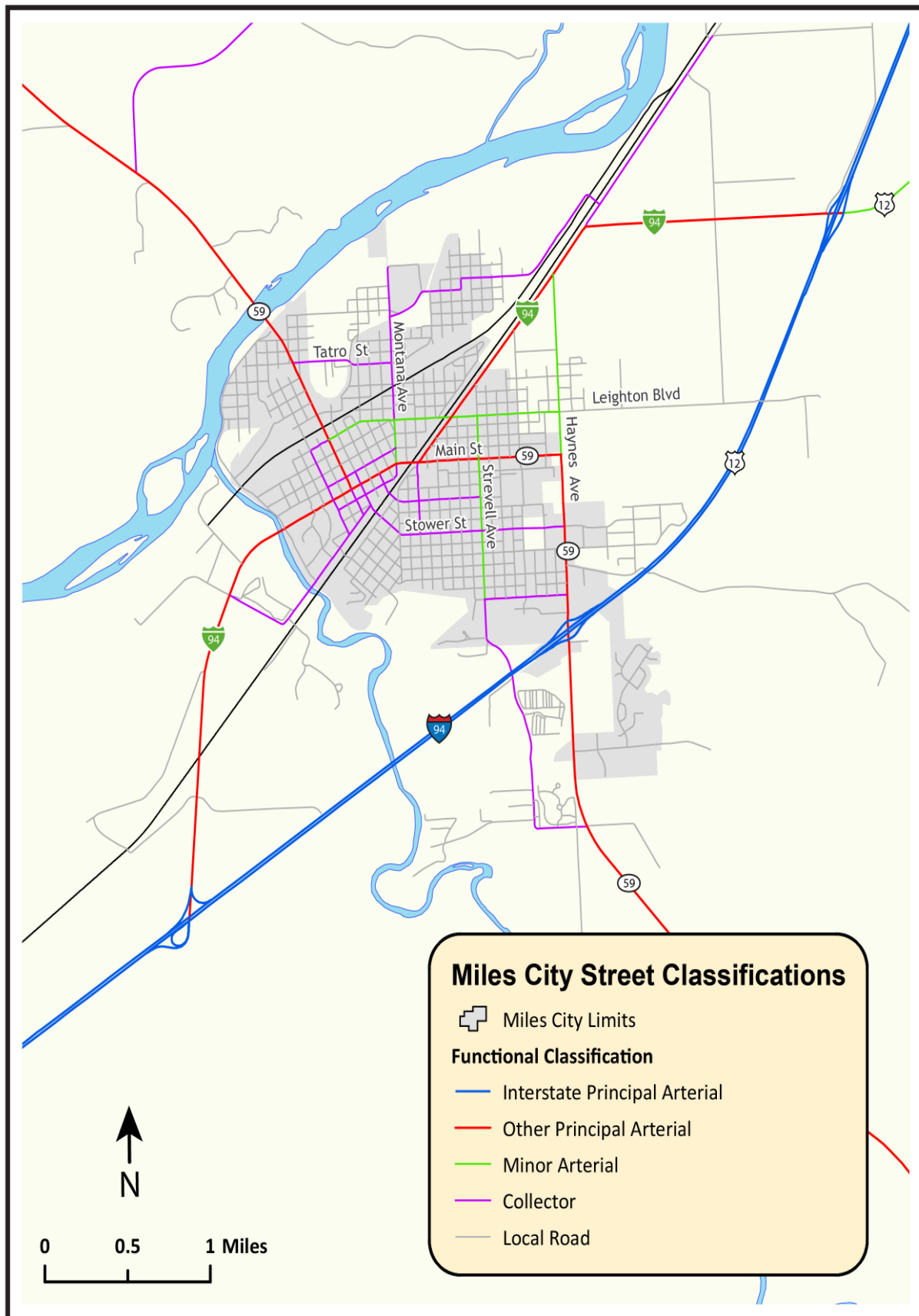
Non-Motorized Transportation

Miles City has a fairly robust network of sidewalks in existing residential and commercial areas. While there are several off-street paths in Miles City, the bicycle network by comparison is not as expansive in terms of dedicated infrastructure – e.g. bike lanes, off street paths, cycle tracks, etc. However, many of the residential streets in Miles City are low volume and low speed, making them ideal for safe bike travel. Going forward the City should identify designated bike routes on low volume streets to encourage increased bicycle travel. This can be done through simple street improvements and signage to direct people onto safe routes. As residential development expands to the east and south, Miles City will need to ensure adequate and safe bicycle and pedestrian options are available, which connect residential neighborhoods and commercial areas.

Airport

Miles City's Frank Wiley airport is located two miles north of the City on City owned land. The airport is administered by a joint city-county Airport Commission. The airport has two runways –one is 5,680 feet long, 75 feet wide, and rated at 24,000 pound double wheel gear; while the second is 5,628 feet long, 100 feet wide, and rated at 38,000 pounds single wheel gear. The airport

Figure 10 - Miles City Street Functional Classification Map





provides fueling as well as other services, and also has visual and radio navigational aids and lighting. The airport was recently awarded a \$2.5 million grant to upgrade its runway and improve its visual guidance system.

Rail

Miles City is served by the east-west Burlington Northern Santa Fe (BNSF) Railroad line. BNSF contracts with Transco for maintenance in a rail yard on the north end of the City. The rail line through the City is well utilized with up to 38 trains per day carrying coal, grain and oil. The number of trains and high speeds through the City present safety concerns. The City may seek to work with BNSF and rail officials to reduce train speeds and develop quiet zones. In recent years there has been an expressed need for a rail offloading site in the City.

Tongue River Railroad

The proposed Tongue River Railroad, from Decker to Miles City, is intended to serve proposed coal mines near Ashland. While the process of coal development has begun the proposed Tongue River railroad has changed alignment through the years and has been stalled by legal challenges. A draft EIS was released on April 17, 2015, containing ten alternatives for the Tongue River Railroad including an alternative for bringing the rail line to the BNSF rail line in Miles City north of Spotted Eagle Recreation Area. The comment period for the draft EIS ends on June 23, 2015 at which point a final EIS will be prepared identifying a preferred alternative.

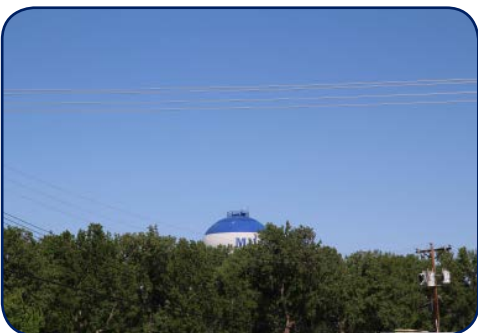


Water

The primary source of drinking water for Miles City is the Yellowstone River. Water system infrastructure includes distribution mains, a treatment plant and three storage tanks. The water distribution system is made up of approximately 63 miles of water lines serving 3,907 residential and commercial customers. Miles City's water treatment plant was built in 1973, and much of the other water storage and distribution infrastructure is over 100 years old.

There are three water storage tanks located throughout Miles City – the Riverside park storage tank (capacity 500,000 gallons), the Carbon Hill storage tank (capacity 1.5 million gallons) and the Southgate Storage Tank (capacity 250,000 gallons).

Miles City's water treatment plant has a design flow of 7 million gallons per day, where current maximum flows are around



4 million gallons per day during summer months with minimum flows of around 1 million gallons per day occurring during winter months. Prior to entering the water treatment plant, Yellowstone River water enters a series of pre-sedimentation basins to remove up to 80% of excess sedimentation. Water is then treated through a process of rapid flash mix, flocculation, and sedimentation, with rapid sand filtration. Chlorine gas is added for disinfection and fluoride is added for dental protection.

There are no current plans for replacement of the water treatment plant. Upkeep and maintenance of the water treatment plant, as well as that of the distribution lines and storage tanks, is addressed on a continual basis as needed. In addition, the City must assess the need to replace existing water lines that are past their useful life or unable to handle increased capacity. Miles City is currently underway with a water and sewer capacity study which will help assess the City water system's ability to accommodate future growth, identify future projects, and address upgrades through a Capital Improvements Plan (CIP). In the event of future annexation, and subsequent residential and commercial growth, water will need to be extended to the east and south.

Wastewater Treatment

Miles City's wastewater treatment plant was built in 1980 with an average design flow of 1.98 million gallons per day, and the ability to handle up to 3.77 million gallons per day. Current flows are between 1.2 and 1.3 million gallons per day. The plant is an extended aeration oxidation ditch with brush aerators that treats both domestic sewage and industrial wastewater. The collection system is made up of 16 lift stations and 56 miles of sewer lines serving 3,500 metered customers and 230 unmetered customers.

While there are no current plans for replacement of the wastewater treatment plant, an upgrade is currently underway. Upkeep and maintenance of the wastewater treatment plant, as well as that of the sewer lines and lift stations, is addressed on a continual basis as needed. In addition, the City must assess the need to replace existing sewer lines and lift stations that are past their useful life or unable to handle increased capacity. The aforementioned water and sewer capacity study will help assess the City wastewater system's ability to accommodate future growth, identify future projects, and address upgrades through a CIP. In the event of future annexation, and subsequent residential and commercial growth, sewer services will need to be extended primarily to the east and south.





RID # 1

A special sanitary sewer system serves a mostly-unincorporated area along North Sewell Street from Leighton Boulevard to Valley Drive - see Figure 11. Originally installed in the period from 1900 to 1960 this system was in serious need of replacement. Custer County secured financing through grants, bonds, and RID #1 reserve funds to replace the sewer system in 2014. Residents of the North Sewell neighborhood now have a safe and reliable sewer system.

Custer County Water and Sewer District No. 2

The Custer County Water and Sewer District No. 2 (CCWSD2) is a district that provides water and sewer, water-only, and sewer-only services to customers in the Aye-Dent Additions, South Haynes area, Michel's Addition, North Haynes area, Richland Addition, and Highway 12 area - see Figure 10. The City delivers water to the district and receives wastewater from the district under an interlocal agreement, which extends to June 2016, and it is then up for renegotiation. The district owns all infrastructure within its boundaries, while the City maintains district lines and is reimbursed for the work. According to the interlocal agreement the district maintains control of district lines even upon annexation until all district debt has been paid. The City and District have a long history of working together for the benefit of local residents and business owners and the City plans to continue working with the District in the best interest of the public.



Fire

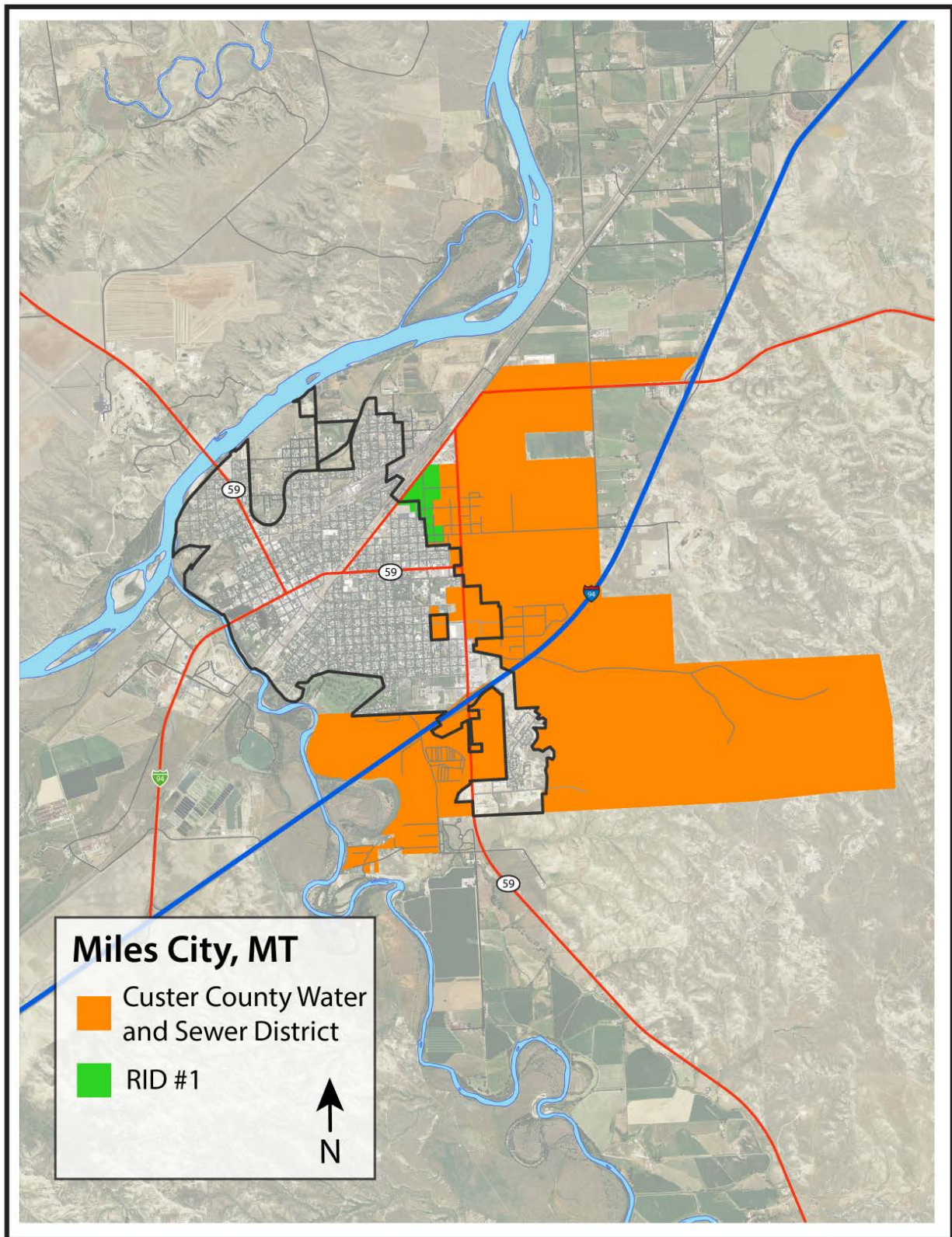
Miles City Fire and Rescue provides fire protection and emergency medical service within Miles City corporate limits. The department has 14 full time and 20 part time employees and has a mutual aid agreement with Custer County. With projected growth, the Miles City fire department will likely see more demand and may need to add resources including personnel and vehicles. Another issue that will need to be addressed is water pressure. As water service extends outward to support residential and commercial development, Miles City will need to ensure adequate water pressure is maintained for responding to structure fires.



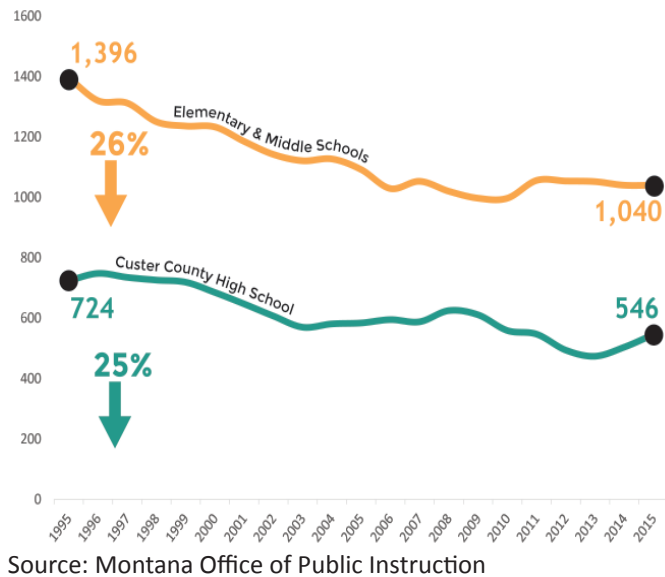
Law Enforcement

The Miles City Police Department (MCPD) provides law enforcement within the corporate limits of Miles City as well as portions of Custer County through a mutual aid agreement. Staffing

Figure 11 - Water and Sewer Districts Map



School Enrollment 1995-2015



includes the police chief, assistant chief, three administrative persons, ten patrolmen, one School Resource Officer, and one Animal Control Officer. The MCPD also operates the dispatch center (with financial support from Custer County) which serves Miles City, Custer County, and Garfield County.

Public Schools

The Miles City Public School System includes Custer County High School, Washington Middle School and three elementary schools. As of 2015 enrollment in Custer County High School was at 546, which is down 20% from 2000. However, in recent years high school enrollment has been on the rise, increasing by roughly 11% since 2012. At the elementary and middle school level enrollment has steadily decreased since 1995. However, the rate of decrease began to level out around 2012. Because school districts operate, in a sense, as separate government entities under the State of Montana, they are not emphasized in this growth policy. However, the City intends to coordinate growth management efforts with the school district to ensure adequate capacity is available to support projected growth.

Community College

Miles Community College (MCC) is one of three community colleges in the state. MCC offers a wide variety of degree and certificate programs in nursing, animal sciences, education, natural resources, professional and technical skills, construction, automotive technology and computer technology. The workforce development program is particularly popular, offering certificates in heavy equipment operations and CDL classes.

Current enrollment at MCC is around 500 students. However, in recent years MCC enrollment has decreased, due in part to a lack of facilities to attract students but also because prospective students have chosen instead to seek employment in the oil industry in eastern Montana and North Dakota.

MCC is currently working on expanding its agriculture and equine studies program, which is home to 40% of MCC students. A large part of this work is centered on the development of MCC's agriculture advancement center. When completed the \$3.2 million

project will provide an indoor learning center, complete with a 20,000-square foot indoor arena, three classrooms for agriculture and equine studies, and seating for 500 people.

Healthcare

Miles City is home to the Holy Rosary Hospital, two major medical clinics and several elderly care facilities with differing levels of care including retirement homes, assisted living, and skilled care nursing facilities. This is also a major employment center. The physicians practicing locally represent many different medical specialties and are supplemented by visiting physicians from the Billings community. Air ambulances are available for critical patient transport. With an increasing and aging population, Miles City's healthcare system will likely experience increased demand and need for services. Vacant land to the south of Holy Rosary Hospital would be a logical area for expansion if needed.

Solid Waste

Solid waste disposal is provided by a joint city-county solid waste district and the landfill is owned by Custer County. The solid waste district manages the publicly-owned solid waste facilities, with pick-up provided by a private, licensed hauler. This arrangement is expected to continue.

Strategy for Development, Maintenance, and Replacement of Public Infrastructure

The above sections provide a high level illustration of Miles City's respective strategies for development, maintenance, and replacement of public infrastructure. Additionally, the key to Miles City's holistic strategy for public infrastructure is coordination among City departments and between neighboring jurisdictions and agencies, including Custer County and state and federal agencies. Currently, Miles City's utilities and public works departments coordinate maintenance and replacement of streets with that of water and sewer infrastructure. For example, if road work is being done that tears up a street, the City will take the opportunity to also replace or maintain exposed water and sewer lines and address sidewalk, curbs and gutters. This level of coordination provides for efficient use of tax payers dollars while also ensuring that public infrastructure is maintained at an acceptable level.



1 Maintain Existing Infrastructure

Objective 1.1

Continue with and expand pavement preservation program.

Objective 1.2

Develop a GIS based asset management program to track the condition and maintenance needs of public infrastructure.

Objective 1.3

Work on implementing the recommendations from the forthcoming water and sewer capacity study.

Objective 1.4

Maintain and update a capital improvements plan for all public infrastructure improvements.

Objective 1.5

Pursue planning, funding and construction of a dike to contain a 500-year flood event.

2 Coordinate Service Extensions and Expansions with Anticipated Growth and Future Land Use Patterns

Objective 2.1

Extend sewer and water infrastructure to areas where residential and commercial growth is occurring and expected to continue.

Objective 2.2

Create a redundant water supply system for existing developed areas to the south of I-94.

Objective 2.3

Extend streets to new residential development in a grid to maintain connectivity to Miles City's existing street network.

3 Increase Mobility and Transportation Access for All

Objective 3.1

Develop a bicycle network connecting residential neighborhoods and retail centers.

Objective 3.2

Work with human service agencies on increasing availability of ADA para-transit service.

Objective 3.3

Extend sidewalk network to residential neighborhoods currently lacking sidewalks.

Objective 3.4

Discourage Haynes Avenue traffic from diverting through residential neighborhoods.

Objective 3.5

Work with MDT to address congestion on Haynes Avenue through transportation management and operational strategies – e.g. signal timing, access management, etc.

Objective 3.6

Realign the existing truck route so as to provide a direct route that does not travel through residential neighborhoods.

4 Maintain Public Safety

Objective 4.1

Coordinate with Miles City emergency responders on new commercial and residential development to ensure adequate response times and that sufficient infrastructure is in place.

Objective 4.2

Maintain mutual aid agreements with Custer County Police and Fire.

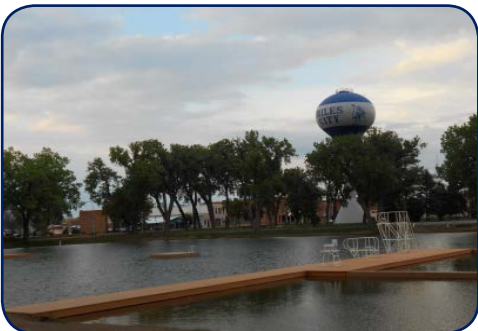
Objective 4.3

Add emergency response resources commensurate with need as Miles City continues to grow.

Parks and Trails



Parks and trails are an important quality of life component for cities of all sizes. However, parks and trails are more than simply recreational amenities, they are integral components of a city's infrastructure, helping to define the image of the city and directly contributing to the ability of a community to attract residents and new businesses. Additionally, parks and trails serve to increase the value of adjacent properties and provide valued green space in city environments.



Currently Miles City has a wide variety of parks spread throughout the City. Miles City has over 200 acres of parks offering a range of activities valued by the community including, swimming, sports activities, wildlife viewing, frisbee golf, fishing, playgrounds, and general relaxation. Spotted Eagle Recreation Area is one the City's most popular parks offering areas for picnicking, wildlife viewing, swimming, and habitat for local wildlife. Denton Sports Complex on the west end of downtown is another valued park with a swimming pool, sports facilities, and walking paths. A full list of Miles City's parks can be found in Table 1.

Parks in Miles City are maintained by the City's Parks Department, which takes care of building maintenance, mowing, weed control, underground sprinkler care, garbage service, tree trimming, and where applicable, snow removal and sidewalk maintenance.

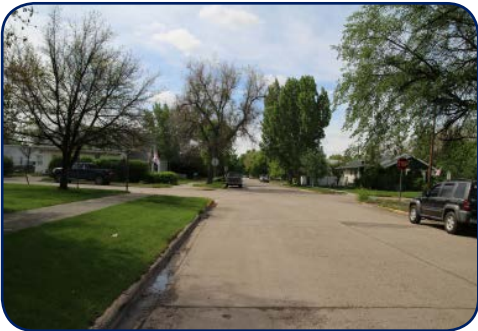
The highest current priority for parks is renovation of the Connors Stadium in the Denton Sports Complex. This historic area was developed during the Great Depression and is in need of several improvements. A tax deductible fund has been set up to help pay for improvements.



There are several vacant and underutilized lots in and around Miles City, which, with a little love and sweat equity, could become community assets. There are several options available for developing small pocket parks and/or community gardens. If implemented these locations could turn into spaces for residents and visitors to gather and enjoy Miles City neighborhoods. One way to implement this would be to reach out to the Master Gardner program (through the MSU Extension Office), or local garden clubs, to design, build, and maintain a community garden or pocket park. This approach is used by communities throughout Montana with great success.

Table 1 - Miles City Parks

PARK	DESCRIPTION
Denton Sports Complex	The Complex includes Connors Stadium, Jaycee Park, Legion Park, Riverside Park, Scanlon Lake, and Tedesco Field.
Connors Stadium	Baseball field - currently undergoing roof replacement and upgrades to grandstands and restrooms.
Jaycee Park	Athletic Fields.
Legion Park	Tennis courts, nursery, and 2 acres to turf around American Legion Building. Park shop and four outbuildings.
Riverside Park	Picnic & shelter, playground, gazebo, bathrooms, horseshoe pit, and basketball court.
Scanlan Natural Oasis	11 million gallon/50 meter lake with pool house, docks, diving boards, and two acres of grassland surrounding the lake.
Tedesco Field	Babe Ruth baseball and Miles Community College Pioneer baseball in the fall.
Cook Lake	Lake with three acres of grass.
Wibaux Park	Picnic tables, playground, wading pool, shelter, bathrooms, fountain, and basketball court.
Bender Park	Three softball fields, Pee Wee Football, Garfield play days, restrooms, storage shop, concession stand, and picnic area.
Soccer Complex	Soccer Field with manicured turf.
Water Plant	Turf grass, picnic area, horseshoe pit, and bathrooms.
Triangle Park	Playground, picnic area, sidewalks and grass area.
Spotted Eagle	Restrooms, picnic tables, fishing platform, swimming area, gun club, trails, and benches.
Veterans Park	Drinking fountain, gazebo, and Christmas tree set up.
Anderson Park	Open Space with bench.
Milwaukee Park	Frisbee golf course, picnic tables, benches, and playground.



There are two designated off-street trails in Miles City. The Spotted Eagle Recreation Area has 2.1 miles of walking paths and the Fairgrounds walking path is 1.5 miles, starting and ending at Riverside Park. The Dike Road on the existing levee, while not technically a trail, is used extensively by bicyclists and pedestrians in Miles City.

Outlook

While Miles City has a robust parks system in place, the trail system in town needs to be further developed to provide better connections between residential neighborhoods and points of interest in the City, including exiting parks, schools, and downtown. Currently Miles City's draft Trails Master Plan (which is not completed) calls for expanding trails in the following manner:

- North of Riverside Park along the banks of the Tongue and Yellowstone Rivers.
- North from the existing Fairgrounds trail to Pumping Plant Park
- North along Highway 59 across the Yellowstone River

Going forward Miles City will need to focus efforts on completing these planned trail segments as well as planning for additional trails that provide safe and seamless connections for trail users. In addition to building new trails Miles City will also need to develop accompanying bicycle and pedestrian infrastructure that will provide safe routes from residential neighborhoods to the City's trail system. While Miles City currently has an expansive sidewalk system in place, the bicycle network is currently not well developed. Fortunately, many of Miles City's residential streets are conducive to bicycling as they are low volume, low speed, and provide ample room for both cars and bicyclists to share the road safely. With a little paint and bike route signage Miles City can develop a bicycle network that will complement the City's trail system.

Figure 12 displays existing and planned trails in Miles City as well as a conceptual layout for future trails and a bicycle network. It is important to note that the conceptual layout is not intended to note exactly where future trails and bicycle facilities should be located. Rather it is intended to give Miles City an idea of the kind of connections that are needed to develop a robust trail and bicycle network.

Below are several options for trail and bicycle network improvements in Miles City.

Off-Street Paths

Off-street paths are physically separated from roads and are designed to accommodate a variety of non-motorized transportation modes including walking, biking, and skateboarding.

Signage Improvements

In downtown and residential neighborhoods the City could add wayfinding signs to direct people to bike routes, trails, parks, and other attractions in the City.

Bike Lanes

Bike lanes are designated by a white stripe on the road, a bicycle symbol, and signage that alerts drivers that a portion of the road is dedicated to bicyclists

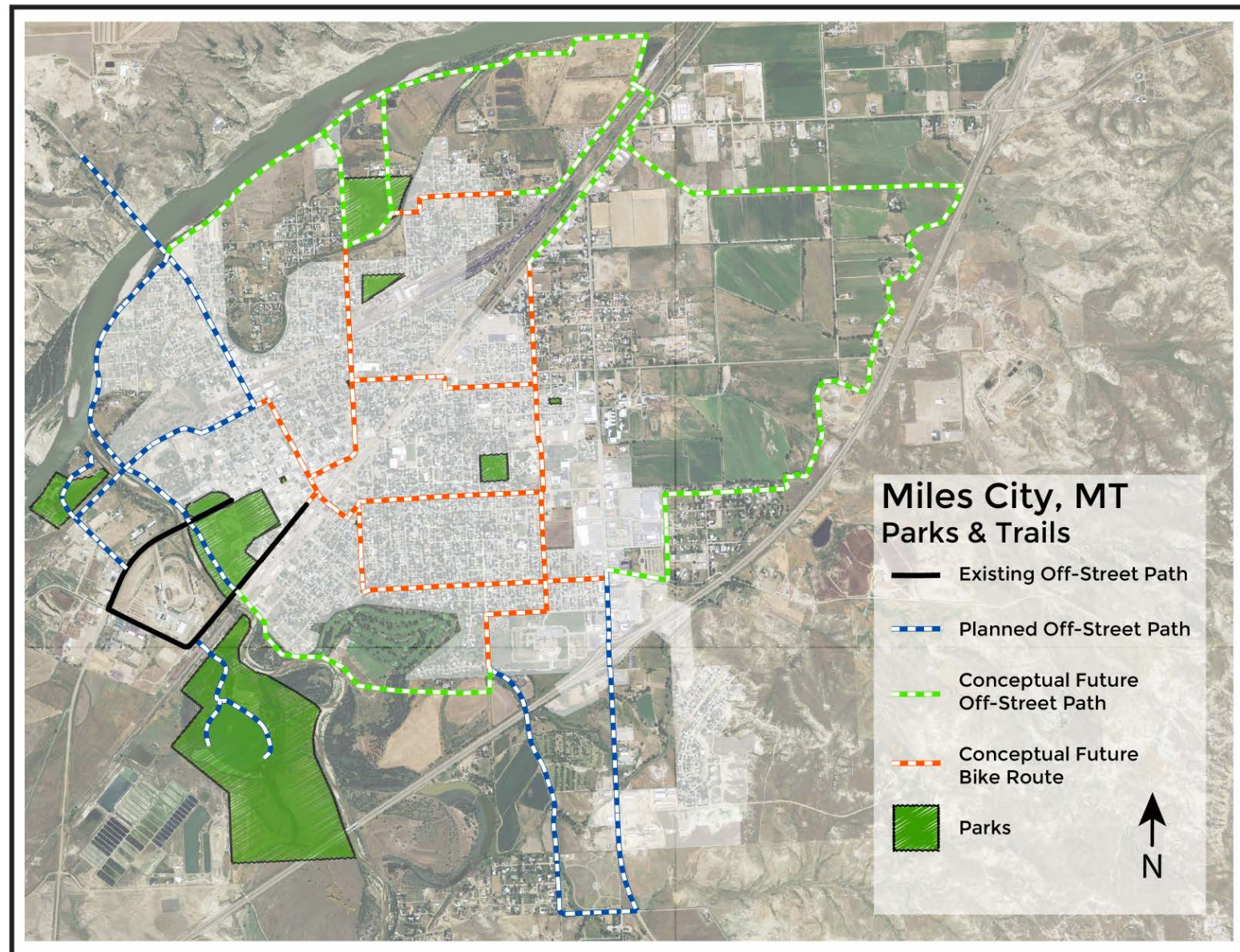
Bike Boulevards

Bike boulevards are low-speed, low-volume streets that have been enhanced for bicycle travel. Bike boulevards are designed to give priority to bicyclists as through traffic by discouraging cut-through vehicle traffic but allowing local vehicle traffic. This is achieved through small design improvements ranging from signage to traffic calming elements.

Sharrows

Sharrows are a shared lane bicycle marking, indicating to motorists that bicycles are allowed to use the full lane. Streets with sharrows do not have bike lane markings.

Figure 12 - Miles City Parks & Trails Map



1

Develop a Long-Term Vision for Parks and Trails in Miles City

Objective 1.1

Objective 1.1 – Complete trails master plan.

Objective 1.2

Improve Access to Yellowstone River.

2

Create Safe Pedestrian and Bicycle Connections Between Parks, Residential Neighborhoods, Schools, Downtown, and other Miles City Attractions

Objective 2.1

Build trails identified in Miles City's Trails Master Plan Map.

Objective 2.2

Build an off-street trail loop around Miles City.

3

Build Capacity to Maintain Existing Parks and Trails

Objective 3.1

Hire seasonal and/or full-time staff for trails maintenance and development of new trails.

4

Provide More Open Spaces in Residential Neighborhoods

Objective 4.1

As opportunities arise, acquire land that may be unsuitable for development and develop public parks or return to open space.

Objective 4.2

Develop pockets parks or community gardens on vacant and underutilized parcels.

Objective 4.3

Renovate Connors Stadium and the Denton Sports Complex.

Intergovernmental Coordination

Introduction

The Community of Miles City consists of the people who live and work within the City limits and also the surrounding area of Custer County. Compatible policies, coordinated services and regular communication between the City and County – as well as with federal and state agencies – are necessary for effective governance, to address issues of mutual interest and to provide efficient use of taxpayer dollars. This chapter describes how Miles City plans to coordinate and cooperate with other governments and agencies on matters related to the growth policy.

Custer County

Although relations between the City and County have been strained at times in recent years, both City and County officials recognize there is value in coordinating services and working together for the good of the community. The City and County maintain a mutual aid agreement for fire protection and an interlocal agreement for public health services, as well as shared library, animal control and emergency operations dispatch services. The City intends to maintain and renew these agreements as appropriate in the coming years.

In light of tight budgets there may be other areas where efficiencies can be found, such as floodplain permitting, planning and zoning or grants administration, and the City intends to keep an eye out for such mutually beneficial opportunities. Where services are combined or shared, interlocal agreements will typically be used to clearly identify duties, cost sharing, accountability and other elements that are critical to providing shared services.

City and County Planning Boards

Until recently the City and County shared a planning board. A shared planning board can be an effective way to provide for consistent policy and clear communication between City and County officials. However, there was concern with decisions

being made by City officials on development applications in the County, so the County dropped out of this arrangement and formed its own planning board. Because the City has great interest in how its outskirts develop, as of this writing the City still implements zoning within two miles of the City limits and intends to do so unless and until the County adopts zoning for that area.

Another arrangement that provides for effective representation for landowners is for the City and County to adopt consistent land use regulations (e.g., zoning and subdivision rules), but final decisions on permit applications are made by either City or County officials, depending on where the development permit is requested. In such cases, City officials have final say on applications in the City and County officials have final say on applications in the County. See Figure 13 for a flow chart outlining this decision making structure. The City intends to propose this planning board structure to the County. In the event this does not come to pass, at a minimum an annual or biannual meeting of the boards would be a good way to ensure communication and provide opportunity to work on projects of mutual interest.

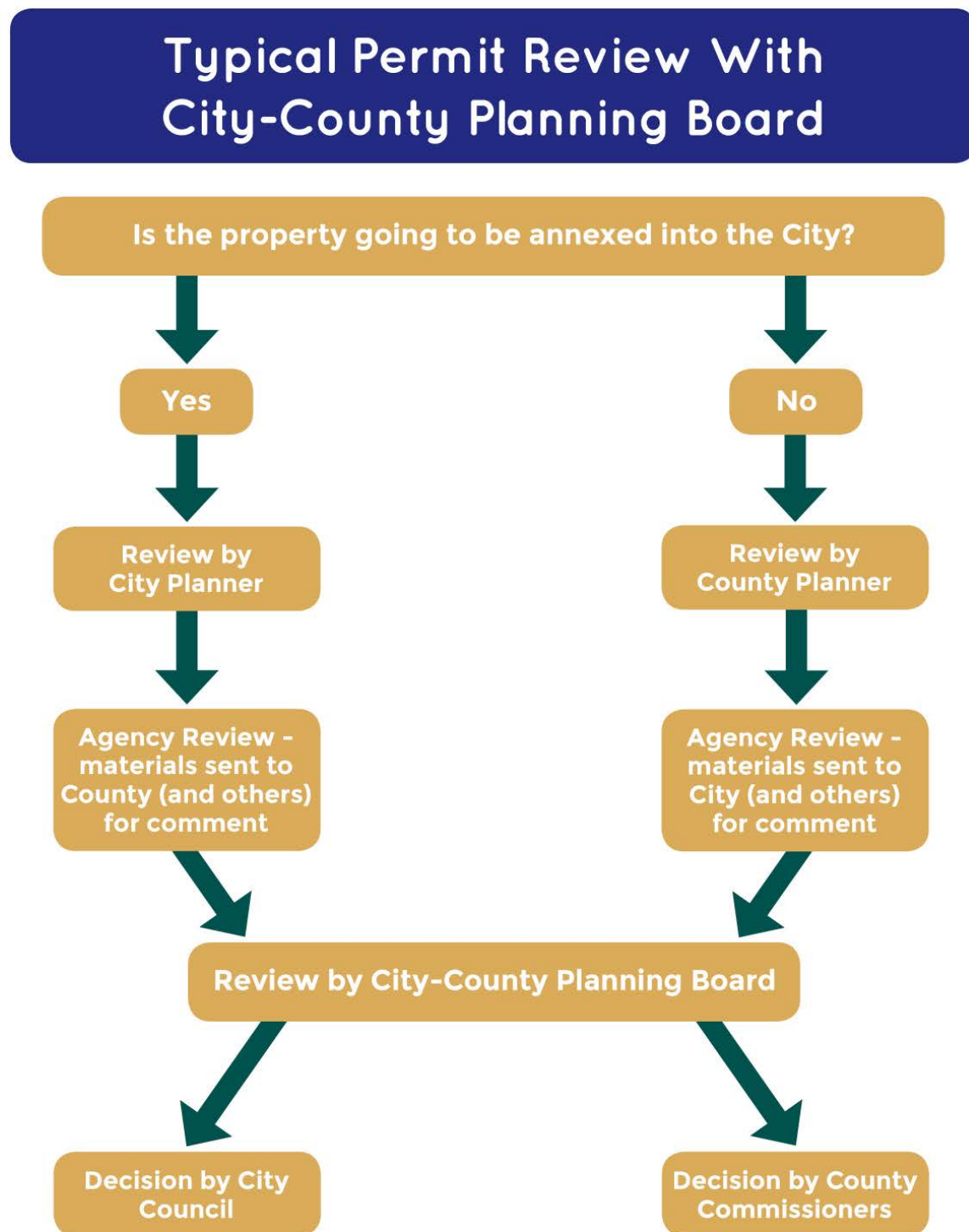
Annexation

When property is annexed into the City, the County's tax rolls will be reduced. The City intends to provide notice and the opportunity for comment to the County whenever annexation is proposed.

Montana Fish, Wildlife & Parks

Montana Fish, Wildlife & Parks maintains an access to the Yellowstone River off of Wells Street in Miles City and also operates the Pirogue Island State Park, located across the Yellowstone River to the north of Miles City. The Wells Street river access is fairly primitive but is heavily used at times. Part of the City's economic development strategy is to attract outdoor enthusiasts to the area so it would be beneficial to work with FWP to improve and expand access. The City intends to work with FWP on projects as opportunities arise, including developing an additional boat launch into the Yellowstone River. FWP has indicated this may be a project worth pursuing.

Figure 13 - Potential City-County Planning Board Review Process



Montana Department of Transportation

The Montana Department of Transportation (MDT) maintains and operates several roadways within Miles City. Because new development impacts the safety and efficiency of traffic along state routes, the City intends to seek comment from MDT on significant development applications and work with MDT to ensure development does not compromise the transportation system. Additionally, Miles City plans to work with MDT to help improve and provide street improvements, trails, sidewalks and other transportation improvements throughout the jurisdiction as opportunities arise. One such opportunity may be improvement of the west entrance to the City; MDT has expressed a willingness to contribute to that project.

Fort Keogh Agricultural Research Station

Fort Keogh is an agricultural research station run by the U.S. Department of Agriculture on the City's west boundary. Fort Keogh provides several community services and works closely with Miles Community College to provide laboratory space and classes. Its leadership has expressed a willingness to help improve the west entrance to the community along I-94 and provide river access to sportsmen. The City plans to engage Fort Keogh to help improve the west entrance and work on other projects as opportunities arise.



1 Provide High Quality Service to the Public Through Improved Intergovernmental Communication and Coordination

Objective 1.1

Seek areas where consolidation of programs results in efficiencies to taxpayers and also provides effective representation and services.

Objective 1.2

Establish a regular, quarterly meeting with officials from City, County, state and federal agencies to discuss issues of mutual interest and concern.

Objective 1.3

Explore the possibility of re-forming a City-County Planning Board and establishing a permitting arrangement to provide effective communication and representation.

Objective 1.4

Send notice of, and request comment on, land use actions to the County such as zoning and annexation petitions.

Objective 1.5

Partner with City, County, state and federal agencies on an opportunistic basis in order to provide the community with better resources and services.

Subdivision Review

State law requires growth policies to include statements regarding subdivision review as part of the growth policy's implementation strategy. This chapter provides Miles City's strategy to implement the growth policy during review of subdivision proposals, which address subdivision review criteria and how public hearings are conducted. This strategy works in conjunction with the Miles City Subdivision Regulations, last updated in 2014.

Subdivision Review Criteria

The Montana Subdivision and Platting Act requires that subdivision proposals be evaluated for their impact on seven criteria:

- agriculture
- agricultural water user facilities
- local services
- the natural environment
- wildlife
- wildlife habitat and
- public health and safety

State law requires that growth policies include a statement explaining how governing bodies will define those criteria and evaluate and make decisions regarding proposed subdivisions with respect to these criteria. The following are Miles City's definitions of those criteria, how they are evaluated and how decisions are made with respect to those criteria during subdivision review.

Agriculture

Agriculture means the direct use of land for grazing and cropping to produce food, feed, and fiber commodities. This includes crop cultivation and tillage of the soil; grazing for milk, egg, meat, and breeding animal production; and animal feed production. It does not include farm animal confinement facilities or structures associated with farming and ranching.

A subdivision proposal may have an unacceptable impact on agriculture if it permanently removes good and prime irrigated soils from agricultural production, does not include measures to control noxious weeds from proliferating to surrounding agricultural properties, does not fence livestock from entering subdivision lots, does not provide a sufficient buffer between residential developments and surrounding agricultural operations, does not take steps to prevent pets from harassing livestock, or does not notify future property owners of the right to farm by surrounding agricultural landowners. If a subdivision proposal in an agricultural area includes adequate measures to minimize the impacts on agricultural operations and resources, it is likely to be found to have little or no significant impact on agriculture.

Agricultural water user facilities

Agricultural water user facilities means those facilities which provide water for agricultural land or the production of agricultural crops or animals including, but not limited to, canals, ditches, pipes, water-control devices, springs, dams and dugouts with associated collection areas, and water-spreading systems.

A subdivision proposal may be found to have an unacceptable impact on agricultural water user facilities if it does not comply with the irrigation provisions of the Miles City Subdivision Regulations or fails to implement a reasonable mechanism for delivering irrigation water to lots that will be assessed for irrigation district operation and maintenance, does not include sufficient easements for ditch and system maintenance, or is likely to result in the disruption of service to other water users. If the proposal complies with the subdivision regulations, includes measures to limit the impacts to other users and meets the requirements of the Tongue & Yellowstone (T & Y) Irrigation District, the proposal is likely to be viewed as having no significant impact on agricultural water user facilities.

Local services

Local services means any and all services and facilities that local government entities are authorized to provide. Examples of local services include, but are not limited to, those related to water, sewer, storm water, solid waste, transportation, emergency services, law enforcement, education, recreation, and public utilities and telecommunications.

A subdivision proposal may be found to have an unacceptable impact on local services if it provides a substantial and unmitigated demand on local services, decreases the service provider's ability to provide timely services to the existing public, does not provide adequate facilities for service providers to serve the

subdivision, provides barriers to service provisions, or is found to result in similar impacts without appropriate mitigation. If service providers comment on a subdivision and all applicable service provider and regulatory requirements are met, a proposal is likely to have minimal impacts on local services.

Natural environment

Natural environment means the physical conditions which exist within a given area, including land, air, water, mineral, flora, fauna, sights, sound, and smells and objects of historic, aesthetic, or community significance.

A subdivision proposal may have an unacceptable impact on the natural environment if it is found to have direct or indirect negative impacts on the physical conditions that comprise an area's natural environment or if the subdivision fails to comply with the applicable federal, state, and local regulations related to the natural environment. Any such negative impacts may require mitigation efforts by the subdivider. If a subdivision complies with all applicable regulations and mitigation measures are properly implemented, the proposal is likely to have no significant impact on the natural environment.

Public health and safety

Public health and safety means a condition of optimal well-being, free from danger, risk, or injury for the community at large or for all people, not merely for the welfare of a specific individual or a small class of persons. Examples of conditions that relate to public health and safety include but are not limited to: disease control and prevention; emergency services; environmental health; flooding, fire or wildfire hazards; rock falls or landslides, unstable soils, steep slopes, and other natural hazards; high voltage lines or high pressure gas lines; and air or vehicular traffic safety hazards.

A subdivision proposal may have an unacceptable effect on public health and safety if it is located in an area that cannot be effectively served by emergency responders or is located in an area that is prone to natural or man-made hazards. Examples are development on steep slopes or within high fire hazard areas or areas not served by a fire department. If steps are taken to ensure that the residents of a subdivision can be adequately served by emergency service providers, the dangers posed by natural or man made hazards are mitigated, and the proposal complies with state and local regulations, a subdivision proposal is likely to be viewed as having little impact on public health and safety.

Wildlife

Wildlife means living creatures (e.g. mammals, birds, reptiles, and fish) which are neither human nor domesticated.

A subdivision proposal may have an unacceptable effect on wildlife if it directly displaces or removes wildlife from an area or it does not include measures to prevent conflict between wildlife and subdivision inhabitants, including pets. Any such negative impacts may require mitigation efforts by the subdivider. Examples of wildlife mitigation measures include preserving vegetative cover along riparian and migration corridors, requiring building setbacks from water bodies, reducing development density in areas of important habitat, donating a monetary sum to an applicable wildlife or habitat preservation organization, and developing covenants that educate lot buyers and reduce the potential for human-wildlife conflict. If mitigation measures are properly implemented or a subdivision is not in a known wildlife area, the proposal is likely to have no significant impact on wildlife.

Wildlife habitat

Wildlife habitat geographic areas containing physical or biological features essential to wildlife for living, breeding, or nesting either permanently or seasonally, or essential to the conservation of listed endangered and threatened species under the Endangered Species Act.

A subdivision proposal may have an unacceptable effect on wildlife habitat if it destroys or otherwise removes important or critical wildlife habitat or concentrates human-related activities near important or critical wildlife habitat in a manner that has a significant negative impact on the wildlife the habitat supports. Any such negative impacts may require mitigation efforts by the subdivider. Examples of wildlife habitat mitigation measures include preserving vegetative cover along riparian and migration corridors, requiring building setbacks from water bodies, reducing development density in areas of important habitat, donating a monetary sum to an applicable wildlife or habitat preservation organization, and developing covenants that educate lot buyers and reduce the potential for human-wildlife conflict. If mitigation measures are properly implemented or a subdivision is not in the vicinity of important or critical wildlife habitat, the proposal is likely to have no significant impact on wildlife habitat.

Public Hearings on Subdivision Proposals

This section describes how all public hearings will be conducted for the review of subdivision proposals when a public hearing is required. Minutes shall be taken at all public hearings and be made available to the public. Public hearings shall be conducted in the following order:

1. The Chairman of the Planning Board shall open the public hearing and introduce the subdivision proposal to be heard.
2. The Planning Board shall determine whether proper notice of the public hearing has been provided. If proper notice has not been provided, the public hearing shall be re-scheduled.
3. The Chairman shall ask if any Board members wish to declare a conflict of interest in the matter to be heard, and excuse any member who declares such a conflict from participation in the hearing.
4. The Chairman of the Planning Board shall ask for a staff report to be presented.
5. The subdivision administrator shall give an overview of the staff report and proposal, evaluating the proposal relative to state law, local regulations and the applicable review criteria, and make a recommendation to the Planning Board.
6. Members of the Planning Board may ask questions of the subdivision administrator.
7. The Chairman shall ask the subdivider or his/her designated agent(s) to present the subdivision proposal, describe pertinent features of the proposal, and respond to the staff report and recommendation.
8. Members of the Planning Board may ask questions of the subdivider.
9. The Chairman of the Planning Board shall open the public hearing to public comment. The Planning Board may direct all public comment to be given in a manner and of a limited duration per person as determined by the Chairman and members of the Planning Board.

10. All members of the public choosing to speak shall identify themselves prior to commenting and shall direct comments to the Board and not members of the audience or the subdivider.
11. After public comment has been received, the Chairman may then close the hearing to public comment.
12. The Planning Board shall deliberate and make a recommendation on the proposal to the City Council. During the Board's deliberation, any Board member may ask further questions of the subdivision administrator, the subdivider, and the public.
13. Any member of the Board may move to recommend approval, conditional approval, or denial of a proposal. Any motion requires a second prior to the Board voting on the motion. All Board members may vote on the motion or abstain from voting.
14. If unanswered questions persist, the Board may also ask the subdivider for an extension of the preliminary review period and if an extension is agreed upon, the Board may continue the public hearing to a date, time, and place announced during the hearing.
15. The Planning Board shall forward its recommendation to the City Council for a final decision prior to the mandatory review deadline.

Wildland-Urban Interface

Section 76-1-601(3)(j)MCA requires an evaluation of the potential for fire and wildland fire in the jurisdictional area. The statute requires a discussion of whether or not there is a need to:

- Delineate the wildland-urban interface; and
- Adopt regulations requiring defensible space around structures, adequate ingress and egress to and from structures, and developments to facilitate fire suppression activities and provide adequate water supply for fire protection.

Need to Delineate Wildland-Urban Interface

Montanans know that every summer wildfires are likely to occur throughout the state. Wildland fires are commonly associated with heavily forested areas although grasslands are also a significant threat. While Miles City is not surrounded by forests it is adjacent to grasslands. With the right temperature and wind conditions, these fuels can pose a threat to nearby homes. The Montana Department of Natural Resources and Conservation (DNRC) defines the Wildland-Urban Interface (WUI) as:

“A WUI fire situation exists anywhere that structures are located close to natural vegetation. A fire can spread from the vegetation to structures or vice-versa. A WUI can vary from a large housing development adjacent to natural vegetation to a structure(s) surrounded by natural vegetation. The two general categories of WUI are:

The boundary WUI means an area where a clearly defined, linear boundary of homes meets wildland vegetation. Typically, this sort of interface is on the fringe of large towns; and

The intermix WUI means an area where structures are scattered among or mixed with wildland vegetation, without a clearly defined boundary. Typically, the intermix WUI is in rural areas where people have subdivided wildlands into small parcels of 1 to 40 acres.

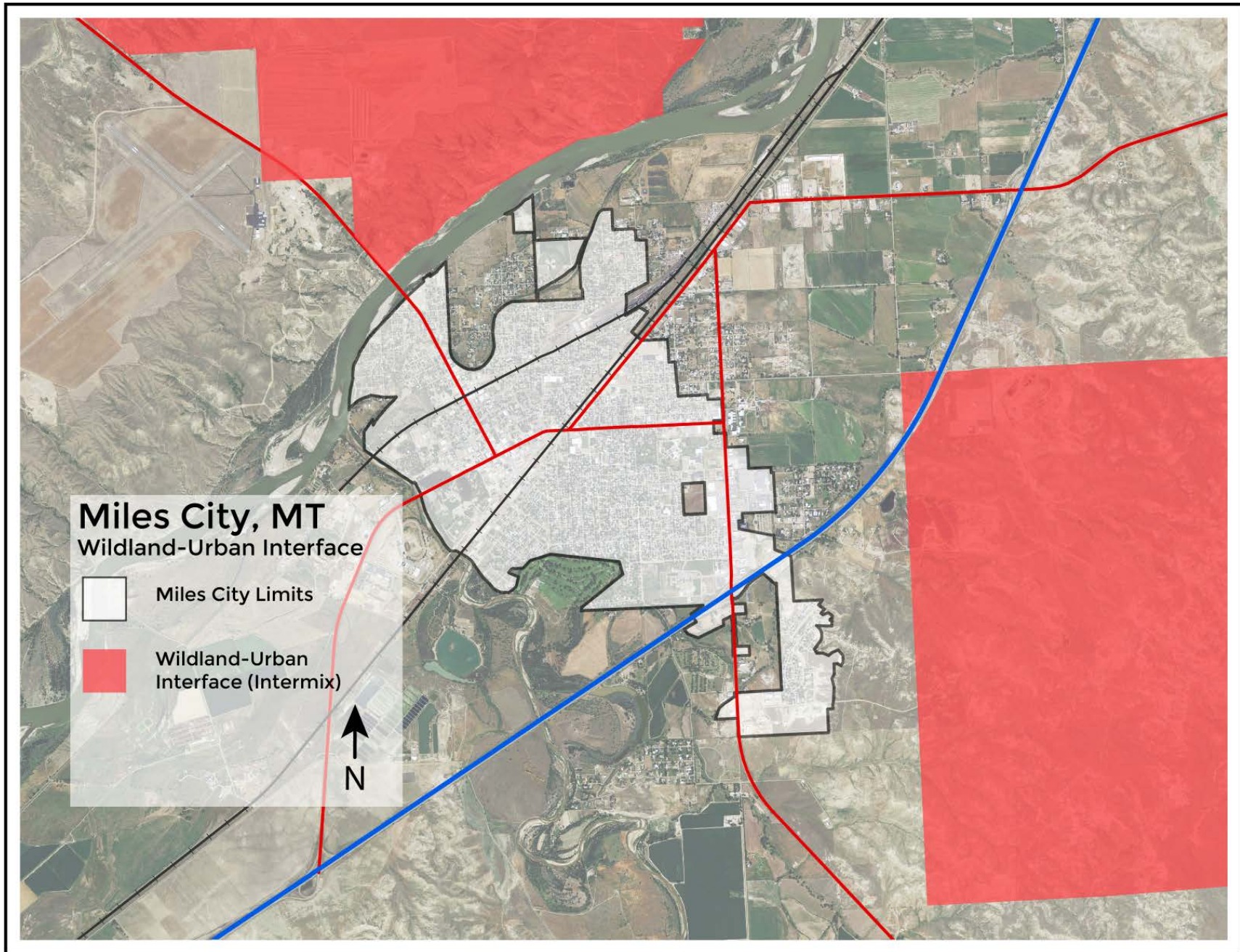
In 2011 the Montana DNRC identified parcels in the WUI for all counties in Montana, including Custer County. As can be seen in Figure 14, there are several WUI intermix areas in Custer County adjacent to Miles City limits. While the map does not show

Miles City as being the in the WUI there are portions of Miles City that border natural grass vegetation. With that being said, Miles City fits the description of the boundary WUI. The areas of Miles City where the boundary WUI is most evident are south of I-94. Other areas in Miles City abut the Tongue and Yellowstone Rivers or irrigated agriculture land with little capacity to carry fire.

Need to adopt WUI Regulations

While there is a boundary WUI in Miles City there is not a need to adopt regulations for defensible space, access, or water supply. Miles City is largely surrounded by irrigated land and the Tongue and Yellowstone Rivers. Additionally, most structures in the Boundary WUI have lawns, which offer protection. Miles City is also served by Miles City Fire Rescue, with relatively short response times throughout the City. In addition, much of the City is served by public water.

Figure 14 - Miles City Wildland-Urban Interface Map



1 Ensure New Development is Protected from Risks Associated with Wildland Fire

Objective 1.1

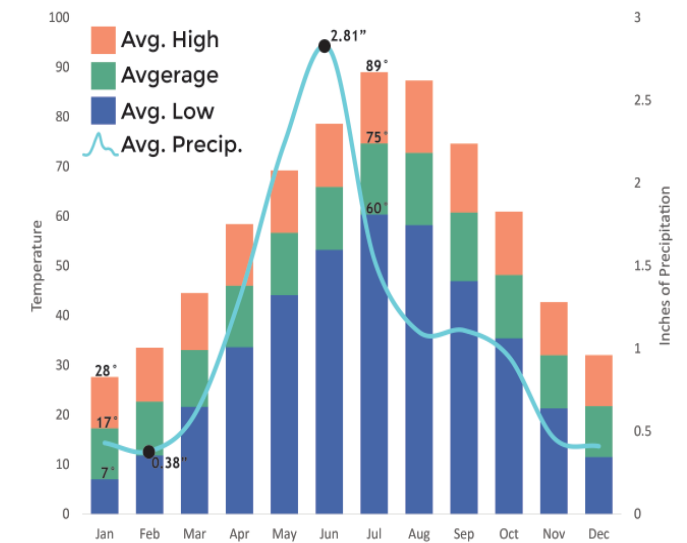
Work with Miles City Fire Rescue and Custer County Fire Department to ensure all new development has adequate water for fire protection and egress routes.

Natural Resources

Miles City is located at an elevation of 2,369 feet in an area largely comprising plains and rolling hills. The climate in Miles City is semi-arid, characterized by long, cold, and dry winters and hotter summers with more precipitation. In the immediate vicinity around Miles City the landscape is defined by grasslands and badland formations to the north. To the east of Miles City on U.S. Highway 12 exist isolated ponderosa pine forests. Miles City and its surroundings are underlain with shale, sandstone, and sandy loam soils.

The two dominant water features in Miles City are the Yellowstone and Tongue Rivers, which form the respective northern and western boundaries of the City. The Yellowstone River is the primary water supply source, making protecting its water quality important for the City.

Miles City Temperature and Precipitation

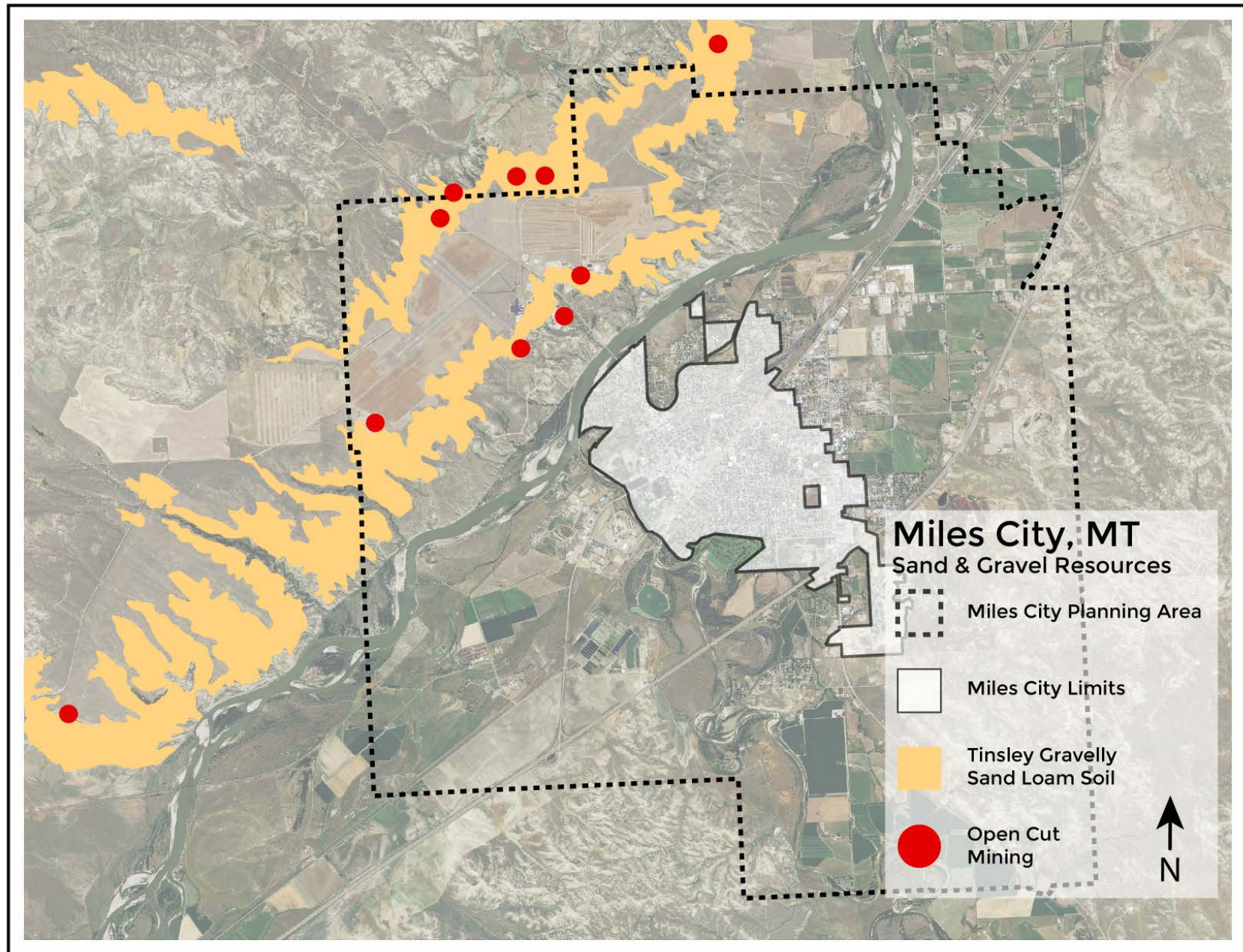


Source: Western Regional Climate Center

Sand and Gravel Resources

Section 76-1-601(3)(j)MCA requires that sand and gravel resources be described and mapped. Sand and gravel is an essential resource to the growth and development of a community. These resources are widely used in infrastructure and housing development. Transportation of these resources makes up a significant cost, therefore extraction must be done in relative close proximity to the location of the end user. However, sand and gravel operations are not always the best neighbors, especially if the neighbors are residents. In cities, where people live relatively close together; sand and gravel operations are not desirable. The city should not encourage sand and gravel operations within its boundaries, but should not discourage them outside city limits if appropriate. The soil type that is most conducive to sand and gravel extraction in the Miles City planning area is Tinsley Gravelly Sand Loam which can be seen in Figure 15. The Montana DEQ provides data on the locations of open-cut mining permits. As can be seen there are several within the planning area, all in or adjacent to Tinsley Gravelly Sand Loam soil deposits.

Figure 15 - Sand and Gravel Map



1 **Protect Water Quality and Riparian Habitat in Nearby Rivers and Streams**

Objective 1.1

Manage stormwater runoff to mitigate impacts to water quality.

2 **Maintain and Protect Drinking Water Supplies**

Objective 2.1

Work with Montana DEQ on monitoring point source and non-point source pollutants and clean up areas where spills or leaks have occurred.

Objective 2.2

Educate the public on how to properly dispose of products which may negatively impact Miles City's water supply.

3 **Ensure Future Development does not Negatively Impact the Natural Environment**

Objective 3.1

Work with developers on mitigating impacts to wetlands, wildlife habitat, and environmentally sensitive areas.

Public Process

The public process for the Miles City growth policy update was designed to gather input from a broad base of Miles City residents on the key issues facing the City. To achieve this a web-based community survey was developed, with advertising being done through a postcard mailed to residents and press releases in the Miles City Star. Additionally, previous public outreach work, done by the SEMDC through the Community Economic Development Strategy, was utilized to inform the development of Miles City's 2015 growth policy update.

Based on results from the community survey, Miles City residents identified the following topic areas as the three most important issues for the growth policy update. See Figure 15.

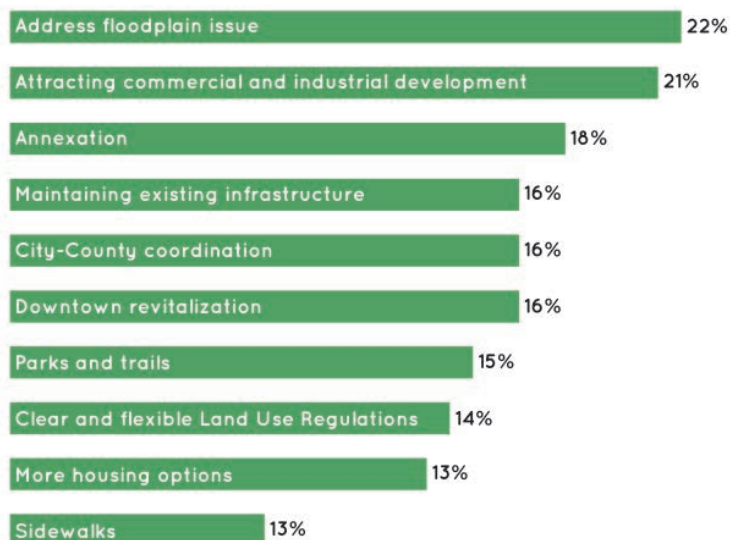
1. Floodplain
2. Attracting commercial and industrial development
3. Annexation

With regard to annexation, 50% of survey respondents were either supportive or very supportive of Miles City annexing portions of Custer County adjacent to the City, while 20% of respondents were either unsupportive or very unsupportive, with 30% of respondents indicating they had not thought about the subject. It should be noted that over 70% of survey respondents live in Miles City, which may be an indicator of the high level of support for annexation.

Miles City residents also voiced concern over the affordability of housing in Miles City, with over 85% of residents feeling that both rental and for-sale housing is unaffordable. In terms of what type of housing residents feel is needed, over 75% of survey respondents felt more single family housing is needed, followed by multi-family housing (47%), low-income housing (31%) and senior housing (29%).

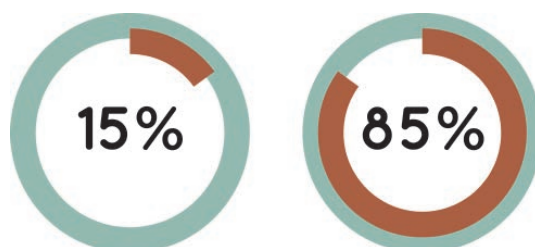
COMMUNITY SURVEY RESULTS

Most Important Growth Policy Topics?



How Affordable is Housing?

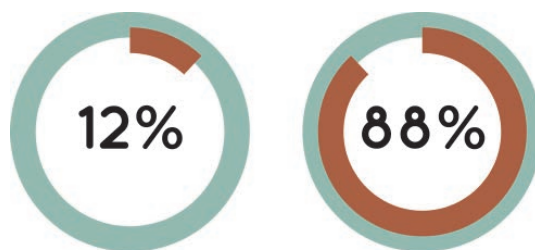
Rental Housing



Affordable

Unaffordable

For Sale Housing



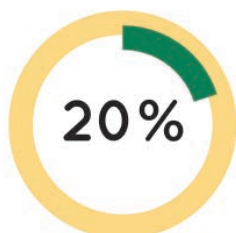
Affordable

Unaffordable

How Supportive of Annexation Are You



Supportive or
Very Supportive

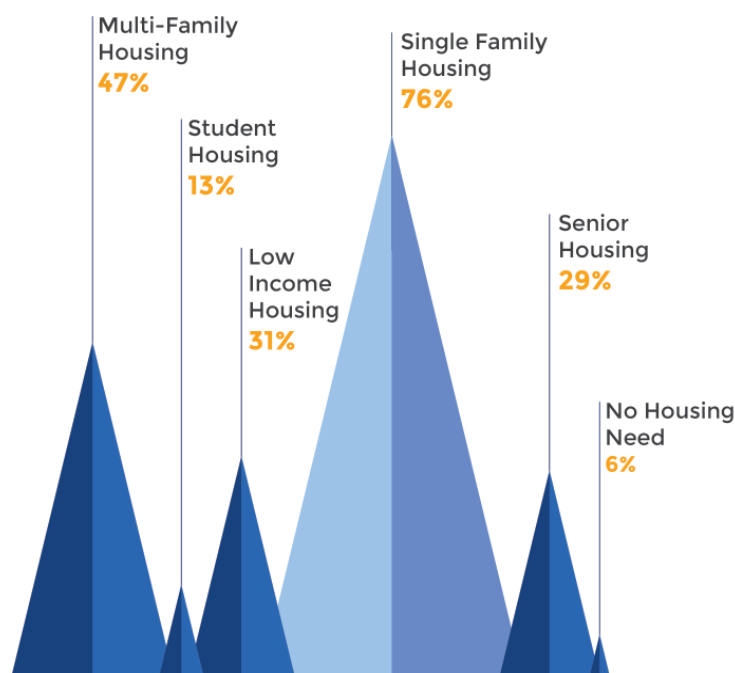


Unsupportive or
Very Unsupportive



Not Thought
About it

What Type of Housing is Needed in Miles City?



Implementation Strategy

The effectiveness of Miles City's growth policy relies on its ability to be implemented. With that in mind, the implementation strategy lays out a plan of action to help achieve the goals and objectives provided at the end of each chapter. The tables below list each goal and objective, implementation actions, a time-frame for completion, and partnering agencies and organization who will work on each action.

For each implementation action the following timelines for implementation are used:

- **Short-term:** These actions are initiated or completed generally within 1 to 2 years from the adoption of the plan
- **Mid-Term:** These actions are initiated or completed generally within 2 to 5 years from the adoption of the plan
- **Long-Term:** These actions are initiated or completed generally 5-10 years or longer after adoption of the plan
- **Ongoing:** These tasks occur continually

Montana Code Annotated 76-1-601(3)(f) requires growth policies to have an implementation strategy that includes a list of conditions that will lead to a revision of the growth policy. In addition to the conditions listed below, Miles City will review the growth policy at least once every 5 years to ensure the goals and objectives are still relevant and implementation is going according to schedule. Ideally, at least a cursory review should occur on an annual basis in order to set work plans and gauge progress. Updates to the growth policy are expected based on the findings of these periodic reviews. Other conditions that will lead to review and revision are:

- A dike being built that will accommodate additional development and redevelopment in the existing floodplain
- Significant changes in population characteristics, economic conditions, housing, public facilities and land use needs from those envisioned in this plan
- A change in growth policy law or the legal setting that mandates revision

Land Use

Land Use Goal #1 - Provide a Predictable Development Environment

Objective	Action	Time Line	Partners
1.1 Update land use regulations to provide greater clarity and flexibility.	a. Update the zoning regulations to clarify procedures, meet the land use and development needs of the community, and to provide for flexibility while protecting existing residents.	Short-term	City, zoning commission
	b. Update subdivision regulations as required by changes in state law and as warranted by changing circumstances.	Ongoing	City, planning board

Land Use Goal #2 - Promote Citizen Involvement in Land Use Issues

Objective	Action	Time Line	Partners
2.1 Engage citizens during public review of land use issues and make information available.	a. Post land use application materials, public hearing dates, agendas and meeting minutes on the City's website and make copies available for public review.	Ongoing	City, citizens
	b. Incorporate citizen comments into land use decisions by addressing them prior to making motions.	Ongoing	City, planning board, zoning commission, citizens
	c. Consider requiring developers to hold neighborhood meetings prior to zone changes and major subdivision submittals in order to bring the affected public into the process earlier	Short-term	City, citizens, developers

Land Use Goal #3 - Balance Property Rights with the Common Interests of the Community

Objective	Action	Time Line	Partners
3.1 Protect private property rights and respect property owners' wishes to enjoy and gain economic return from their properties and investments while ensuring that other public and private interests are not unreasonably compromised or impacted by land uses and development projects.	a. While considering land use decisions, balance the rights of applicants with those of potentially impacted parties.	Ongoing	City, planning board, zoning commission

Land Use Goal #4 - Provide for the Logical Expansion of the City's Boundaries that is Compatible with Existing Development and is Fiscally Responsible

Objective	Action	Time Line	Partners
4.1 Plan for growth through the development of traffic, parks, sewer and water and other issue specific plans.	a. Create and implement plans for coordinated development of necessary public services and infrastructure to accommodate growth.	Ongoing	City, MDT, planning board
4.2 Develop and implement zoning that guides future development but also protects existing development from unwanted impacts.	a. Update the City's zoning.	Short-term	City, zoning commission
4.3 Generally require that developers and future users of municipal services pay the upfront costs of extending services.	a. Maintain policies that require developers and users of municipal services to pay for the costs of serving development unless extraordinary circumstances exist.	Ongoing	City, developers
4.4 Work with the Custer County Water & Sewer District No. 2, landowners and developers to bring urban scale development into city limits.	a. Annex developed areas on the outskirts of the City in accordance with state law.	Ongoing	City, Custer County, landowners, water and sewer districts

Economy

Economy Goal #1 - Foster Sustained Economic Growth in Miles City

Objective	Action	Time Line	Partners
1.1 Sustain and grow existing businesses in Miles City.	a. Organize a business owner's round table where local business owners and community leaders can discuss challenges, needs, and opportunities for retaining existing businesses and attracting new ones.	Ongoing	City, local business owners, SEMDC, Miles City Economic Development Council (MCEDC), Chamber of Commerce.
	b. Develop a Business Expansion and Retention (BEAR) program. The BEAR program is made available by the Montana Department of Commerce, and is supported by organizations in local communities who provide staff and financial support so that local businesses can access the resources needed to improve and/or expand their business.	Mid-term	City, local business owners, SEMDC, MCEDC, Chamber of Commerce.
	c. Establish a buy local campaign. Buy local campaigns use promotions, mailers, and coupons to help remind residents about the benefits of shopping in local businesses. Small financial incentives are a good way to attract residents to downtown to encourage local shopping and attract repeat visits.	Short-term	City, local business owners, Miles City Chamber of Commerce.

Economy Goal #1 - Foster Sustained Economic Growth in Miles City

Objective	Action	Time Line	Partners
1.2 Attract businesses providing living wage jobs.	a. Employ the community business matching process to attract businesses that are compatible with Miles City's goals and long range vision.	Long-term	City, local business owners, SEMDC, MCEDC, Chamber of Commerce.
	b. Work with the SEMDC on providing small business development services in Miles City. Partnering organizations could work with the SEMDC on offering small business development courses in Miles City to inform potential business owners of the opportunities available to them.	Mid-term	City, SEMDC, MCEDC, Chamber of Commerce.
	c. Develop a pro-active targeted marketing campaign to attract established businesses and retailers to Miles City.	Long-term	City, SEMDC, MCEDC, Chamber of Commerce.
	d. Build and maintain a downtown property database to identify what businesses and vacant properties exist and what level of infrastructure/amenities they have in place. Maintain this list of available properties on Miles City's website.	Mid-term	City, local realtors, local property owners, Chamber of Commerce

Economy Goal #1 - Foster Sustained Economic Growth in Miles City

Objective	Action	Time Line	Partners
1.3 Expand workforce development opportunities.	a. Work with local and regional businesses to identify workforce training needs.	Mid-term	City, local and regional business owners, Miles Community College (MCC), Chamber of Commerce, SEMDC, MCEDC
	b. Work with Miles Community College on developing curriculum that addresses workforce training needs.	Long-term	City, local and regional business owners, MCC, Chamber of Commerce, SEMDC, MCEDC
1.4 Support the development of MCC's agriculture advancement center.	a. Work with Miles Community College on what the City can do to help complete development of the agriculture center.	Short-term	City, MCC

Economy Goal #2 - Enhance the Economic Viability of Downtown Miles City

Objective		Action	Time Line	Partners
2.1	Implement recommendations from the Downtown Urban Renewal Plan.	a. Miles City's downtown urban renewal plan contains numerous strategies for downtown. To start Miles City will want to evaluate which strategies are the most appropriate in the near term.	Ongoing	City, downtown business & property owners, Chamber of Commerce
2.2	Encourage infill development on vacant lots and in vacant buildings.	a. Provide tax abatements for new businesses/development in downtown.	Ongoing	City
2.3	Preserve the historic character of downtown.	a. Establish a façade improvement program.	Mid-term	City, zoning commission, local architects
		b. Establishing historic design guidelines for downtown buildings, signage and other improvements.	Long-term	City, zoning commission, local architects
2.4	Conduct a parking study of downtown and revise parking requirements according to actual need.	a. Conduct a parking study and implement its recommendations.	Mid-term	City, downtown business owners, Chamber of Commerce, Montana Department of Transportation (MDT)

Economy Goal #3 - Support Industrial and Commercial Development

Objective	Action	Time Line	Partners
3.1 Cluster industrial uses along Baker Highway.	a. Do as part of zoning code update.	Short-term	City
3.2 Identify a location for and develop a rail off-loading site.	a. Work with Transco and BNSF on identifying a site and what level of infrastructure would be needed.	Long-term	City, BNSF, Transco, MCEDC, property owners
3.3 Work with commercial and industrial developers on how the city can accommodate their needs while mitigating adverse impacts.	a. Use the business roundtable to identify challenges, needs, and opportunities for retaining existing businesses and attracting new ones in a manner that won't detract from existing and planned land uses.	Ongoing	City, commercial and industrial developers

Economy Goal #4 - Promote Miles City as a Destination for New Residents and Businesses

Objective	Action	Time Line	Partners
4.1 Develop a Miles City gateway along the portion of the I-94 business loop which acts as the west entrance into the City.	a. Work with MDT, Fort Keogh, and adjacent property owners on developing a vision for a Miles City gateway. As the project will likely be costly, the City will want to break it up into phases so implementation will happen as funding opportunities arise. At a minimum the gateway project should include attractive lighting, landscaping, themed signage directing people to Miles City attractions, and iconic art features	Mid-term	City, MDT, Fort Keogh, adjacent property owners, Chamber of Commerce, MCEDC
4.2 Work with the Montana Office of Tourism to market Miles City throughout Montana and in key out of state markets.	a. Use earned media (e.g. articles in newspaper), placed media (e.g. press releases) and paid media (advertising) in areas Miles City wants to target for visitors.	Ongoing	City, Chamber of Commerce, Montana Office of Tourism, Montana Dept. of Commerce

Housing

Housing Goal #1 - Provide a Range of Housing Options for all Residents

Objective	Action	Time Line	Partners
1.1 Support the development of housing for all Miles City residents including affordable housing, senior housing, work-force housing, and low-income housing.	a. Work with Miles City Housing Authority on identifying housing needs and opportunities for providing additional low-income and senior housing units.	Ongoing	City, Miles City Housing Authority, Montana Dept. of Commerce, and housing non-profits
	b. Provide incentives to developers who build affordable housing.	Ongoing	City, housing developers
	c. Work with housing agencies and lenders on applying for grants that provide assistance with down payments, closing costs and rehabilitation of older homes.	Ongoing	City, Miles City Housing Authority, Montana Dept. of Commerce, and housing non-profits
	d. Update the zoning code and map to provide adequate locations for all housing types.	Short term	City
	e. Maintain and expand public facilities to accommodate new housing.	Ongoing	City

Housing Goal #2 - Improve the Condition of Existing Housing

Objective	Action	Time Line	Partners
2.1 Work with homeowners on rehabilitating residential housing.	a. Work with homeowners on applying for USDA grants that provide assistance for low and moderate income households for repairs and improvements. One such opportunity is the USDA's Section 504 home repair program.	Ongoing	City, Miles City Housing Authority, residential property and housing non-profits
2.2 Provide financial incentives for low-income households to fix up dilapidated housing.	a. Consider providing short term tax breaks to property owners who rehab housing in poor condition.	Ongoing	City, residential property owners

Housing Goal #3 - Make Zoning Code More Flexible

Objective	Action	Time Line	Partners
3.1 Reduce minimum lot area in residential districts to encourage development on small lots.	a. Do as part of zoning code update.	Short-term	City
3.2 Provide flexibility with minimum parking requirement for multi-family, special needs and senior housing.	a. Do as part of zoning code update.	Short-term	City
3.3 Remove minimum open area requirements for multi-family housing units when adequate park and recreational facilities are available.	a. Do as part of zoning code update.	Short-term	City

Public Facilities and Local Services

Public Facilities and Local Services Goal #1 - Maintain Existing Infrastructure

Objective		Action	Time Line	Partners
1.1	Continue with and expand pavement preservation program.	a. Identify additional priority streets that could benefit from pavement preservation.	Ongoing	City, MDT
1.2	Develop a GIS based asset management program to track the condition and maintenance needs of public infrastructure.	a. Apply for a Montana Land Information Advisory grant to develop a GIS based asset management program.	Mid-term	City, Montana DEQ
1.3	Work on implementing the recommendations from the forthcoming water and sewer capacity study.	a. To be determined pending the outcome of the study.	Ongoing	City
1.4	Maintain and update a capital improvements plan for all public infrastructure improvements.	a. Expand and update the CIP to plan out longer range improvements.	Mid-term	City
		b. Consider the use of impact fees to help fund major infrastructure improvements.	Ongoing	City
1.5	Pursue planning, funding and construction of a dike to contain a 500-year flood event.	a. Implement the recommendations of the Flood Assessment Study	Ongoing	City, DNRC, Army Corp of Engineers, property owners, state and federal political leaders

Public Facilities and Local Services Goal #2 - Coordinate Service Extensions and Expansions with Anticipated Growth and Future Land Use Patterns

Objective	Action	Time Line	Partners
2.1 Extend sewer and water infrastructure to areas where residential and commercial growth is occurring and expected to continue.	a. <ul style="list-style-type: none"> Extend water line along Hwy 12 (Baker Hwy) to Interstate 94. Extend sewer east along Leighton to facilitate residential and commercial/ industrial development in the northeastern portion of the City. Extend water down Sprandel Lane. Complete phase 2 wastewater project upgrades. 	Long-term	City, Custer County, Custer County Water and Sewer District (CCWSD)
2.2 Create a redundant water supply system for existing developed areas to the south of I-94.	a. <p>Extend 20-inch water line to Southgate and replace existing 10-inch line on Steel Street with a 20-inch line.</p>	Long-term	City, Custer County, Custer County Water and Sewer District (CCWSD)
2.3 Extend streets to new residential development in a grid to maintain connectivity to Miles City's existing street network.	a. <p>As new developments are proposed work with MDT and developers on street layouts.</p>	Ongoing	City, MDT, developers

Public Facilities and Local Services Goal #3 - Increase Mobility and Transportation Access for All

Objective		Action	Time Line	Partners
3.1	Develop a bicycle network connecting residential neighborhoods and retail centers.	a. Identify a preferred bicycle network as part of transportation plan.	Mid-term	City, MDT,
3.2	Work with human service agencies on increasing availability of ADA para-transit service.	a. Work with human service agencies on applying for rural transit assistance program grants through MDT.	Long-term	City, human service agencies, MDT
3.3	Extend sidewalk network to residential neighborhoods currently lacking sidewalks.	a. Identify and prioritize residential neighborhoods needing sidewalks.	Ongoing	City
3.4	Discourage Haynes Avenue traffic from diverting through residential neighborhoods.	a. Install traffic calming measures on residential streets off of Haynes Avenue.	Long-term	City, MDT
3.5	Work with MDT to address congestion on Haynes Avenue through transportation management and operational strategies – e.g. signal timing, access management, etc.	a. Identify operational and access management strategies for Haynes Avenue as part of Miles City's forthcoming transportation plan.	Short-term	City, MDT
3.6	Realign the existing truck route so as to provide a direct route that does not travel through residential neighborhoods.	a. Work with MDT and members of the freight industry on identifying a suitable truck route that does not cross through residential neighborhoods.	Mid-term	City, MDT, freight industry representative, Miles City Fire Rescue

Public Facilities and Local Services #4 - Maintain Public Safety

Objective	Action	Time Line	Partners
4.1 Coordinate with Miles City emergency responders on new commercial and residential development to ensure adequate response times and that sufficient infrastructure is in place.	a. When reviewing development project applications, ensure adequate public safety resources are in place concurrent with development.	Ongoing	City, Miles City Fire Rescue, Miles City Police Department,
4.2 Maintain mutual aid agreements with Custer County Police and Fire	a. Continue working with Custer County to provide effective service.	Ongoing	City, Custer County, Miles City Fire Rescue, Miles City Police Department, Custer County Sheriff, Custer County Fire Department
4.3 Add emergency response resources commensurate with need as Miles City continues to grow.	a. Assess needs as part of the annual budgeting process.	Ongoing	City, Custer County, Miles City Fire Rescue, Miles City Police Department, Custer County Sheriff, Custer County Fire Department

Parks and Trails

Parks and Trails Goal #1 - Develop a Long-Term Vision for Parks and Trails in Miles City

Objective	Action	Time Line	Partners
1.1 Complete trails master plan	a. Apply for Recreational Trails program grant through the Montana State Parks Department.	Mid-term	City
1.2 Improve access to Yellowstone River	a. Identify and develop locations where river access points can be developed, including parking. One option is near the intersection of Wells Street and the Dike Road. Another is at the City's water intake site.	Long-term	City, local property owners, Montana FWP

Parks and Trails Goal #2 - Create Safe Pedestrian and Bicycle Connections Between Parks, Residential Neighborhoods, Schools, Downtown, and other Miles City Attractions

Objective	Action	Time Line	Partners
2.1 Build trails identified in Miles City's Trails Master Plan Map	a. Acquire property or secure easements where trails cross private property.	Long-term	City, local property owners
2.2 Build and off-street trail loop around Miles City.	a. Identify a preferred route for a Miles City loop trail.	Mid-term	City, MDT
	b. Acquire property or secure easements where loop trail crosses private property.	Long-term	City, local property owners,

Parks and Trails Goal #3 - Build Capacity to Maintain Existing Parks and Trails

Objective	Action	Time Line	Partners
3.1 Hire seasonal and/or full-time staff for trails maintenance and development of new trails.	a. Explore funding mechanisms to pay for additional staff.	Mid-term	City

Parks and Trails Goal #4 - Provide More Open Spaces in Residential Neighborhoods

Objective	Action	Time Line	Partners
4.1 As opportunities arise, acquire land that may be unsuitable for development and develop public parks or return to open space.	a. Identify and pursue irregularly shaped and small lots in residential neighborhoods.	Ongoing	City, local property owners
4.2 Develop pockets parks or community gardens on vacant and underutilized parcels.	a. Identify suitable locations and coordinate resources for development of pocket parks and/or community gardens.	Mid-term	City, property owners, MSU Extension Master Gardner Program, local garden clubs, local nurseries.
4.3 Renovate Connors Stadium and the Denton Sports Complex	a. Identify funding sources and work with community groups to complete renovations	Mid-term	City, funding agencies, local citizens

Intergovernmental Coordination

Intergovernmental Coordination Goal #1 - Provide High Quality Service to the Public Through Improved Intergovernmental Communication and Coordination

Objective	Action	Time Line	Partners
1.1 Seek areas where consolidation of programs results in efficiencies to taxpayers and also provides effective representation and services.	a. Periodically monitor areas for increased coordination and effective services.	Mid-term	City
1.2 Establish a regular, quarterly meetings with officials from City, County, state and federal agencies to discuss issues of mutual interest and concern.	a. Establish and rotate meeting locations, work together on setting agenda.	Ongoing	City, Custer County, DNRC, DEQ, FWP, USDA, BLM
1.3 Explore the possibility of re-forming a City-County Planning Board and establishing a permitting arrangement to provide effective communication and representation.	a. Initiate discussions with Custer County to provide for consistent and effective planning and development review services.	Short-term	City, Custer County
1.4 Send notice of, and request comment on, land use actions to the County such as zoning and annexation petitions.	a. Consistently communicate on annexation and development proposals.	Ongoing	City, Custer County
1.5 Partner with City, County, state and federal agencies on an opportunistic basis in order to provide the community with better resources and services.	a. Keep an eye out for opportunities to collaborate.	Ongoing	City, Custer County, state and federal agencies

Wildland-Urban Interface

Wildland-Urban Interface Goal #1 - Ensure New Development is Protected from Risks Associated with Wildland Fire

Objective	Action	Time Line	Partners
1.1 Work with Miles City Fire Rescue and Custer County Fire Department to ensure existing and new development has adequate water for fire protection and egress routes.	a. Develop second access from Southgate into town.	Long-term	City

Natural Resources

Natural Resources Goal #1 - Protect Water Quality and Riparian Habitat in Nearby Rivers and Streams

Objective	Action	Time Line	Partners
1.1 Manage stormwater runoff to mitigate impacts to water quality	a. Install bio-swale medians between the street and the sidewalk.	Ongoing	City, developers
	b. Provide an incentive to developers for going beyond local and state stormwater management requirements.	Ongoing	City, developers
	c. Work with DEQ to ensure stormwater protections are implemented and maintained in development projects.	Ongoing	City, DEQ, developers

Natural Resources Goal #2 - Maintain and Protect Drinking Water Supplies

Objective	Action	Time Line	Partners
2.1 Work with Montana DEQ on monitoring point source and non-point source pollutants and clean up areas where spills or leaks have occurred.	a. Identify potential sources of pollution and work with regulatory and funding agencies to assist with clean up.	Ongoing	City, Montana DEQ
2.2 Educate the public on how to properly dispose of products which may negatively impact Miles City's water supply.	a. Provide mailers informing the public on how to properly dispose of household chemical products which can pollute water sources.	Mid-term	City

Natural Resources Goal #3 - Ensure Future Development does not Negatively Impact the Natural Environment

Objective	Action	Time Line	Partners
3.1 Work with developers on mitigating impacts to wetlands, wildlife habitat, and environmentally sensitive areas.	a. Identify and take advantage of opportunities for important resource protection when appropriate.	Ongoing	City, developers