

# **LAUREL URBAN RENEWAL PLAN**

# **LAUREL URBAN RENEWAL PLAN TABLE OF CONTENTS**

Preface  
Acknowledgements  
Definitions  
Introduction  
Background  
Issues, Policies, and Implementation Strategies  
Legal Description  
Determination of Blight  
Laurel Urban Renewal Design Guidelines  
Tax Increment Financing  
Urban Renewal Goals and Objectives  
Specific Urban Renewal Initiatives  
Goals And Objectives With Respect To The Laurel Growth Management Plan  
Development Opportunities  
Conclusion  
Exhibit A-Map of Laurel Urban Renewal District  
Exhibit B-List of Properties  
Exhibit C-Selections From Laurel Growth Management Plan  
Exhibit D-City of Laurel Urban Design Recommendations

## **Preface**

In 2007 efforts began to create a tax increment finance district and an urban renewal plan for the Laurel Urban Renewal District culminating in a document that:

- serves as official urban renewal plan
- fulfills Montana state law
- defines district boundaries
- classifies blight
- sets forth the protocol for its authorization, execution, and management
- provides design, economic, and time guidelines
- illustrates development opportunities
- documents baseline taxable property values and potential areas for redevelopment

## **Acknowledgements**

The City of Laurel and the Big Sky Economic Development Authority would like to thank the contributors as well as the members of the public that attended meetings and hearings.

Laurel City Council  
Laurel Planning Commission

City of Laurel Staff  
Mayor of Laurel

## Definitions

For the purposes of this document, the following terms shall have the meaning provided below

- 1. Laurel Growth Management Plan** – Is a guide for local officials and community members in making decisions that will affect the future of the Laurel community. The Growth Management Plan directs basic policy choices and provides a flexible framework for adapting to real conditions over time. This urban renewal plan is to be in harmony with the Laurel Growth Management Plan as stated in M.C.A. 2005 – 7-15-42.t
- 2. Laurel City Council** – City council made up of eight council members who represent their respective municipal wards and the mayor.
- 3. City of Laurel** – incorporated municipality where the Laurel Urban Renewal District is located. Referred to in this document as the city or city.
- 4. City Administration** – Part of the organization of the City of Laurel responsible for Management of the City. Responsible for reviewing this urban renewal plan and preparing staff memos, resolutions and ordinances relative to this plan that go before the City Council.
- 5. City Legal** – Part of the organization of the City of Laurel responsible for providing legal counsel on behalf of the City. Responsible for reviewing this urban renewal plan and language contained in memos, resolutions and ordinances relative to this plan that are provided by City Administration.
- 6. Big Sky Economic Development Authority (BSEDA)** – The economic development agency who's "mission is to facilitate the development of business that supports the greater Laurel community and quality of life.
- 7 Blight** – Aspects of a municipal area that are either declining or stagnant in its economic growth or having inadequate or deteriorating infrastructure or is deemed to have risks to public health and safety. See M.C.A. 2005 – 7-15-4206.
- 8. Bonds or Bonding** – "Bonds" means any bonds, notes, or debentures (including refunding obligations) authorized to be issued pursuant to part 43 or ...part [42]' (M.C.A. 2005 – 7-15-4206).
- 9. Central District** – The central downtown core of Laurel as defined and described in the Framework Plan.
- 10. District** – the geographic area making up the TIFD discussed in this urban renewal plan.
- 11. Transition Zone** - Area within downtown Laurel referred to as the central district.
- 12. Montana Code Annotated Title 7 Chapter 15 Part(s) 42 & 43 (M.C.A. 2005)** – State of Montana codes and law governing Urban Renewal.
- 13. Planning Board** – Planning review board for the City of Laurel and Yellowstone County. The Planning Board is the body in place for the City of Laurel to fulfill the requirements stated in M.C.A. 2005 - 7-15-4213.
- 14. Projects** – Any urban renewal project pertaining to the district seeking tax increment financing as an economic tool, either bonded or non-bonded.
- 15. Tax Increment Financing (TIF)** – The financial tool used for redevelopment and community improvement projects. It is designed to channel tax increment toward improvements in distressed or underdeveloped areas where development would not otherwise occur.
- 16. Tax Increment Finance District (TIFD)** – An urban renewal district where tax increment is used as an incentive to remedy blight and improve an urban renewal district.
- 17. Laurel Urban Renewal Design Guidelines-** document written within for the Laurel City Council that will give guidelines relating to all improvements within the district seeking tax increment as a financial tool. The design guidelines take into account, in depth, the existing conditions for the district and address physical improvements including but not limited to treatments for: architectural, streetscape, roads, utilities or parking improvements.

**18. Urban Renewal Plan (URP)** – A plan required by the M.C.A. 2005 to address the issues of urban renewal.

## Introduction

This document is to accomplish the following:

- Serve as the official urban renewal plan for the Laurel Urban Renewal District.
- Fulfill state law to have an urban renewal plan when creating an urban renewal and tax increment finance district.
- Define the boundaries to the district.
- Outline and describe conditions of “blight” as required by state law.
- Outline and provide a means of authorization to use tax increment financing as an urban renewal tool.
- Define the organizational structure for the management the district.
- Provide a timetable and imperatives to establish design and economic guidelines for the district.
- Outline what currently exists in the area and discuss future plans.
- Provide information relative to the baseline of taxable values from which the tax increment will be calculated.
- Outline opportunities for development in the district.

## Background

The use of Tax Increment Financing is one of a few tools available to municipalities in the State of Montana that allows that municipality to improve the community infrastructure without raising property taxes or mill amounts to do it. A map of the Laurel Urban Renewal District can be found in Exhibit A.

## Issues, Policies, and Implementation Strategies

A requirement of Montana Code Annotated 2005 is the determination of *blight*, which serves to establish the grounds to justify an urban renewal plan supported through a tax increment finance district. To this end the following was documented:

- “the substantial physical dilapidation; deterioration; defective construction, material, and arrangement; or age obsolescence of buildings or improvements, whether residential or nonresidential;”
- “inadequate provision for ventilation, light, proper sanitary facilities, or open spaces as determined by competent appraisers on the basis of an examination of the building standards of the municipality;”
- “defective or inadequate street layout;”
- “unsanitary or unsafe conditions;”
- “deterioration of site;”

Three directives shall be put into operation to ensure that appropriate urban renewal happens. These three directives are first, to adopt currently existing design and economic guidelines that are critical in how the design of projects aided by tax increment financing should look; second, to officially establish tax increment financing as a tool to encourage urban renewal; and third, define and establish how the Laurel Urban Renewal District is to be managed and administered.

Maps were created using GIS that show the existing land uses, City Limits, and district boundaries.

- To create a vibrant and cohesive extension of the core Laurel area.
- Improve Traffic patterns to further enhance the business experience for the owner and the consumer.
- Create a *Destination Place* where people will want to repeatedly visit.
- Have state of the art, updated utilities and infrastructure.
- Provide infrastructure for high tech businesses.

The goals and objectives of the group were defined thusly:

Goal: *An economically and culturally vibrant Downtown Laurel.*

Objectives:

- Preserve and promote economic development of Downtown Laurel.
- Create a strong central 'core' for our community.
- Establish downtown as a recognizable landmark.

Goal: *Rational consideration of all public funds expenditures.*

Objectives:

- Identify and prioritize district needs.
- Empower public to provide direction on infrastructure improvements expenditures.
- Leverage public funds with other resources.

The Laurel Urban Renewal District has a tremendous amount of potential to become a viable and reliable economic engine. The district has a great potential to become a destination place where Laurel residents and other businesses will purposefully go to be entertained, conduct business, have goods and services manufactured and conduct general commerce. At the end of the life of this tax increment financing program, it is the hope of all involved that the long-lasting result will be a wonderful place to live, work and play.

## Legal Description

Starting at the intersection of West 3rd Street and 4<sup>th</sup> Avenue, extending south along the centerline of 4<sup>th</sup> Avenue to the intersection with West 1<sup>st</sup> Street. Proceeding West down the centerline of West 1<sup>st</sup>

Street to the intersection of South 8<sup>th</sup> Avenue. Down the centerline of North 8<sup>th</sup> Avenue, transitioning to South 8<sup>th</sup> Avenue, to the intersection of South 1<sup>st</sup> Street. Extending and North to the intersection of South 5<sup>th</sup> Avenue. Extending South down the centerline of South 5<sup>th</sup> Ave to the intersection of West Railroad Street. Following the centerline of West Railroad Street to the northwestern boundary of property boundary of property LT 12-16 BLK 31 YELLOWSTONE SUB. Proceeding Southwest following the Western boundary of property LT 17-18 BLK 31 YELLOWSTONE SUB, proceeding Southwest along the western boundary of property LT 19-25 BLK 31 YELLOWSTONE SUBD & N30' ABND S 2ND ST, following the western boundaries of: LT 1-18 BLK 30 YELLOWSTONE SUBD & S30 FT ABND S 2ND ST & N10 FT ADJ ALLEY PELICAN/LOCOMOTIVE INN & CASINO WD and the western boundary of property LT 19-22 BLK 30 YELLOWSTONE SUBD. Proceeding south to the northwestern point of property LT 7-21 BLK 29 YELLOWSTONE SUBD & TR A-B COS 2460, following the western boundary of said property to the intersection of South 4<sup>th</sup> Street and South 1<sup>st</sup> Avenue. Starting , following the municipal limits of the City of Laurel to the intersection of Alder Avenue and 1<sup>st</sup> Street. Following the centerline of 1<sup>st</sup> Street Southwest to the intersection of Third Street. Proceeding west along the centerline of 3rd Street, transitioning to West 3rd Street, to the intersection of West 3rd Street and 4<sup>th</sup> Avenue.

## Determination of Blight

Defining blight is necessary to clarify any misconceptions regarding the term. The word *blight* is associated with negative connotations and should be used with care. So as to not offend property owners or community members, it should be understood that *blight* is a word of choice used in the State of Montana Annotated Code 2005 as a tool to define negative aspects of a particular urban setting so they can be identified and then remedied. Below is the definition of blight as found in Section 7-15-4206(2), M.C.A. 2005:

*(2) "Blighted area" means an area that is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, and crime; substantially impairs or arrests the sound growth of the city or its environs; retards the provision of housing accommodations; or constitutes an economic or social liability or is detrimental or constitutes a menace to the public health, safety, welfare, and morals in its present condition and use, by reason of:*

*(a) the substantial physical dilapidation; deterioration; defective construction, material, and arrangement; or age obsolescence of buildings or improvements, whether residential or nonresidential;*

*(b) inadequate provision for ventilation, light, proper sanitary*

*facilities, or open spaces as determined by competent appraisers on the basis of an examination of the building standards of the municipality;*

*(c) inappropriate or mixed uses of land or buildings;*

*(d) high density of population and overcrowding;*

*(e) defective or inadequate street layout;*

*(f) faulty lot layout in relation to size, adequacy, accessibility, or usefulness;*

*(g) excessive land coverage;*

*(h) unsanitary or unsafe conditions;*

*(i) deterioration of site;*

*(j) diversity of ownership;*

*(k) tax or special assessment delinquency exceeding the fair value of the land;*

*(l) defective or unusual conditions of title;*

*(m) improper subdivision or obsolete platting;*

*(n) the existence of conditions that endanger life or property by fire or other causes; or*

*(o) any combination of the factors listed in this subsection (2).*

In determining the presence of blight, the City of Laurel finds that the following conditions of blight under MCA Section 7-15-4206 exist in the Urban Renewal District:

(2) "Blighted area" means an area that is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, and crime; substantially impairs or arrests the sound growth of the city or its environs; retards the provision of housing accommodations; or constitutes an economic or social liability or is detrimental or constitutes a menace to the public health, safety, welfare, and morals in its present condition and use, by reason of:

(2) (a) the substantial physical dilapidation; deterioration; defective construction, material, and arrangement; or age obsolescence of buildings or improvements, whether residential or nonresidential;

#### FLOODING

Portions of the district experience flooding during certain rain events causing unsafe conditions. The current capacity or lack of capacity of the storm drain system results in unsafe and unsanitary conditions, therefore are a menace to public health and safety.

(2) (b) inadequate provision for ventilation, light, proper sanitary facilities, or open spaces as determined by competent

appraisers on the basis of an examination of the building standards of the municipality;

#### LACK OF GREEN SPACE

There is a decided lack of green space available in the district to be enjoyed by the citizens of Laurel. Vacant areas have the potential to be rehabilitated as public green space.

(2) (e) defective or inadequate street layout;

#### STREET IMPROVEMENTS

Certain intersections are in need of improvements due to the increased or projected increase in automobile and truck traffic. In addition, the street surfaces are in need of repair due to the inadequate drainage and amount of traffic utilizing the roadways.

(2) (h) unsanitary or unsafe conditions;

#### PUBLIC SAFETY

Certain areas do not have street lights, sidewalks, curbs, gutters, or sidewalks. The installation of these types of infrastructure is vital for the public safety.

## Laurel Urban Renewal Design Guidelines

To ensure that sound urban renewal design concepts occur when an improvement project is being considered within the district a document containing economic, architectural and site design guidelines for all projects seeking tax increment financing aid, either bonded or non-bonded, shall be written, developed, completed and adopted as addenda to this urban renewal plan.

There exists a set of design guidelines, collectively known as the "Urban Design Recommendations of the City of Laurel, Montana". These design guidelines were created through an intense and comprehensive community driven process. The Laurel Urban Renewal District will use these guidelines to make the urban renewal process better in two ways: 1) the guidelines were community driven at their inception, and 2) the guidelines will allow for the redevelopment to occur with a framework in mind, making the sum of the development more cohesive. The entirety of these guidelines can be found in Exhibit D.



## Tax Increment Financing

Tax increment financing is an economic development tool that can be used to improve conditions within the district. It is intended to encourage urban renewal through private enterprise which will further encourage economic growth in the district. In all cases the development, redevelopment and construction projects utilizing tax increment financing shall be account for the public's best interest and must show how the improvement will benefit the public and community. The intent is that improvements will spur economic growth and will help create substantial employment opportunities, increase the tax base of the city and other taxing jurisdictions. Tax increment finances shall not be used in the district to promote or exercise eminent domain in the effort to encourage urban renewal. Tax increment, however, can be used in the acquisition of property in the district for market value or above. The Laurel Urban Renewal District is hereby established as a tax increment financing urban renewal area within the meaning of the act, and, in particular, Section 7-15-4282 through 7-15-4293 of the act. This urban renewal plan constitutes a tax increment provision within the meaning of the act. In connection therewith: For the purpose of calculating the incremental taxable value each year for the life of the district, the base taxable value shall be calculated as the taxable value of all real and personal property within the district as of January 1, 2007. The municipality governing the tax increment may issue bonds for district improvements. These bonds must be approved by the City of Laurel Bond Council by a majority vote, meet the requirements set forth under M.C.A. 2005 for Urban Renewal. Bonded projects must conform to the M.C.A. 2005 and show that they will benefit the greater good in scope and be deemed financially sound. The City of Laurel is hereby authorized to segregate as received the tax increment derived in the district and use and deposit such increment into the tax increment fund of the district for use as authorized by the act and as authorized herein from time to time, including, without limitation, pledging the tax increment to repayment of bonds. The tax increment received from the district may be used to pay directly costs of approved development projects as may from time to time be approved by the council. The council with is hereby authorized to use tax increment in the district to pay debt service on bonds issued to finance a portion of the costs of these development projects, and costs associated with the sale and security of such bonds in compliance with the act, subject to any limitations imposed by the Montana Constitution and federal law. After yearly financial obligations of bonded projects are met, the tax increments received in excess may be applied toward the funding of private non-bonded projects within the district. Increments may be used to cover a variety of costs incurred by an urban renewal project ranging from appropriate land acquisition to measures aimed at the reducing pollution. (See M.C.A. 2005 - 7-15-4288. Costs that may be paid by tax increment financing.)

The tax increment provision of the district will terminate upon the latter of:

1. The fifteenth (15th) year following the creation of the district; or
2. The payment or provision for payment in full or discharge of all bonds, and the payment of interest thereon, for which the tax increment has been pledged. After termination of the tax increment provision, all taxes shall continue to be levied upon the actual taxable value of the taxable property in the district, but shall be paid into funds of the taxing bodies levying taxes within the district.

## Urban Renewal Goals and Objectives

### Goals and Objectives Specific to the Laurel Urban Renewal District

Goal: An economically and culturally vibrant Downtown Laurel.

Objectives:

- Encourage current businesses to flourish.
- Encourage adaptive reuse development for vacant buildings and infill development for vacant lots.
- Through mixed-use development create a rich and inviting environment.
- Preserve and promote economic development of Downtown Laurel.

Goal: To create a vibrant and cohesive extension of the core Downtown Laurel area.

Objectives:

- Adopt where it makes sense the positive aspects of the downtown core.
- The Laurel Urban Renewal District becomes known as a part of downtown rather than a separate area.

Goal: Improve traffic patterns to further enhance the business experience for the owner and the consumer.

Objectives:

- Slow down traffic to facilitate more shopping opportunities and business exposure.
- Reconfigure traffic patterns where it makes sense to encourage two way traffic and theoretically double business exposure.
- Improve the pedestrian environment by adding well designed streetscape and sidewalks.

Goal: Create a Destination Place where people will want to repeatedly visit.

- Through streetscape and street front improvements to manufacturing and industrial uses, create a friendly and aesthetically pleasing environment.
- Be conducive to out of town customers to obtain goods and services that cater to trucks and trailers.

Objectives:

- Create a sense of pride through home ownership.
- Improve quality of life. Encourage more live-work environments.
- Reduce crime in the area.

Goal: *Have state of the art, updated utilities and infrastructure.*

Objectives:

- Bring up to code water, sanitary sewer, storm sewer, and electrical services.

## Specific Urban Renewal Initiatives

There are several initiatives that have been established for the district. These initiatives have come about through many meetings with property owners and stakeholders and reflect specific improvements that are desired within the district. These improvements involve several components, including mixed-use development, housing, transportation circulation, infrastructure, and other opportunities for development. Other initiatives are likely to be established during the Urban Renewal Design and Economic

### Mixed-use Development

Approval from city planning through a special review for a true mixed-use of development will be required and for multi-family housing a zoning change is required. It is beneficial to have a mixture of housing types close to places of employment. This creates a "live-work" environment, which is conducive to conservation of resources such as gas, car purchases and other commodities. It also provides opportunities for cross benefits with customer bases, deliveries and every day functions. Maintaining and enhancing this mixture of land uses is a healthy way to instill cooperative business opportunities while providing affordable and attractive living opportunities in the district.

### Transportation and Pedestrian Circulation

The transportation and circulation situation in the TIF district should be a major focus during redevelopment of the area. Traffic patterns and access issues can affect the function and livability of a community or neighborhood.

## Goals and Objectives With Respect to the Laurel Growth Management Plan

One of the requirements of Montana's Urban Renewal Law (Title 7, Chapter 15, Parts 42 and 43) is that the urban renewal plan must conform to the community's growth policy. The City of Laurel Growth Management Plan refers to and promotes downtown redevelopment in a variety of ways. The relevant goals in the Growth Management Plan and how they will be fulfilled is provided below:

Goal: *The attractiveness of our community needs improvement.*

Objectives:

- Preserve and promote economic development of Downtown Laurel.
- Create a strong central 'core' for our community.
- Establish downtown as a recognizable landmark.

Fulfillment within this District:

Property owners have expressed desires to build up infrastructure with new civil and high-tech utilities. Such enhancements will establish a backbone

that will entice more businesses to the district, allowing the district to become a viable contributor to economic vitality.

Goal: *More housing and business choices within the district.*

Objectives:

- Improve the quality of life.
- Encourage more live-work environments.
- Reduce commuting and subsequent drain on natural resources.
- Develop more self-contained neighborhoods.

Fulfillment within this District:

Keeping in mind zoning restrictions and the need to apply for zoning changes, the addition of mixed-use developments as called out in this plan will add a myriad of choices, contribute to the quality of life and highlight live-work opportunities.

Employees will benefit from the close proximity of work and the ability to walk to and from home. Vehicular commuting will be reduced and natural resources saved. Mixed-use development by its nature is self-contained.

Goal: *Rational consideration of all neighborhoods and sites for public funds expenditures.*

Objectives:

- Identify and prioritize neighborhood needs.
- Empower public to provide direction on capital improvements expenditures.
- Leverage public funds with other resources.

Fulfillment within this District:

This TIFD will help alleviate public budgeted fund expenditures, and becomes another resource for leveraging public funds, because the TIF dollars generated can be applied to projects in a concentrated manner on what would otherwise be a tax burden on the entire citizenry. Property owners that participated emerged as the

The district holds many opportunities for redevelopment and revitalization.

It is an exciting prospect to imagine a viable and active business environment with improved interconnections and physical relationships.

It is also promising to imagine a re-established appropriate residential presence where small and affordable homes, condominiums, apartments and dwelling units are available for occupancy close to a center of commerce and trade.

Supportive and complementary commercial, retail and service business and industries have the prime opportunity to improve, relocate or expand in this district and environment to contribute to the overall revitalization of the downtown of Laurel.

It has been suggested that five potential uses are likely to drive growth in the district. This is contingent on the district being able to promote these opportunities.

- Improvements to existing businesses and land uses.

- Downtown housing that serves the needs of local residents.
- Expand opportunity for medical offices and clinics that complement and expand the current medical services and facilities in Laurel.
- Retail influx that is combined with a conference center, offices, or entertainment establishments.
- Professional offices to expand opportunities for new or relocated businesses.

## Conclusion

The Laurel Urban Renewal District has a tremendous amount of potential to become a viable and reliable economic engine. The district has a great potential to become a destination place where Laurel residents, business owners, and visitors will go to be entertained, conduct business, purchase goods and services and conduct general commerce. At the end of this TIFD program it is the hope that the result will be a wonderful place to live, work and play far into the future.

## Exhibits



## Exhibit B Table of Property Owners

TAX_ID	OWNER_NAME	MAILNAME	MAILADDR	MAILCITY	MAILSTATE	MAILZIP	TMVAL	TVAL
D02724	FOX LUMBER SALES INC	FOX LUMBER SALES INC	PO BOX 1000	HAMILTON	MT	59840	\$1,316,954.00	\$40,431.00
B00465	SOLBERG ENTERPRISES LLC	SOLBERG ENTERPRISES LLC	500 SE 4TH ST	LAUREL	MT	59044	\$1,264,413.00	\$38,817.00
B03045	YELLOWSTONE CROSSING LLP	YELLOWSTONE CROSSING LLP	205 SE 4TH ST	LAUREL	MT	59044	\$1,137,444.00	\$34,920.00
B00091	CITY OF LAUREL	CITY OF LAUREL	PO BOX 10	LAUREL	MT	59044	\$800,023.00	\$0.00
B00100	LAUREL FEDERAL CREDIT UNION	LAUREL FEDERAL CREDIT UNION	PO BOX 310	LAUREL	MT	59044	\$788,450.00	\$23,848.00
B00100	LAUREL FEDERAL CREDIT UNION	LAUREL FEDERAL CREDIT UNION	PO BOX 310	LAUREL	MT	59044	\$788,450.00	\$23,848.00
B03053	RANKIN, DEAN	RANKIN, DEAN	1310 5TH AVE	LAUREL	MT	59044	\$774,116.00	\$23,766.00
B00031	YELLOWSTONE BANK THE	YELLOWSTONE BANK THE	PO BOX 7	LAUREL	MT	59044	\$755,005.00	\$22,502.00
B00031	YELLOWSTONE BANK THE	YELLOWSTONE BANK THE	PO BOX 7	LAUREL	MT	59044	\$755,005.00	\$22,502.00
B00447	PACIFIC RESOURCES ASSOCIATES LLC	SUPERVALUE *	PO BOX 990	MINNEAPOLIS	MN	55440	\$706,328.00	\$21,684.00
B01392	LOCOMOTIVE INN & CASINO INC	LOCOMOTIVE INN & CASINO INC	5817 DANFORD RD	BILLINGS	MT	59106	\$666,205.00	\$20,452.00
B03052	JKS LLP	JKS LLP	PO BOX 31511	BILLINGS	MT	59107	\$575,894.00	\$17,680.00
B00950	A S BUILDING LLC	A S BUILDING LLC	1855 SCARLETT SAGE LN	LAUREL	MT	59044	\$534,439.00	\$16,407.00
B01748	STINGLEY, JAN W & IRENE	STINGLEY, JAN W & IRENE	602 W 14TH ST	LAUREL	MT	59044	\$471,331.00	\$14,470.00



B01391	MAJOR BRANDS DISTRBTNG IMPORTS INC	MAJOR BRANDS DISTRBTNG IMPORTS INC	600 S MAIN ST	BUTTE	MT	5970 1	\$461,311.00	\$14,163.00
B02316	HARRIS, ROBERT W	HARRIS, ROBERT W	1045 GOLF COURSE RD	LAUREL	MT	5904 4	\$424,133.00	\$13,021.00
I00657	GOLD CREEK CELLULAR OF MONTANA	GOLD CREEK CELLULAR OF MONTANA	PO BOX 7028	BEDMINSTE R	NJ	0792 1	\$422,500.00	\$12,748.00
B03037	HARRIS, ROBERT W & KELLY M	HARRIS, ROBERT W & KELLY M	1045 GOLF COURSE RD	LAUREL	MT	5904 4	\$420,592.00	\$12,912.00
B01464	FRONTIER COMMUNITIES INC	FRONTIER COMMUNITIES INC	2929 3RD AVE N STE 538	BILLINGS	MT	5910 1	\$400,897.00	\$0.00
B01399	LOCOMOTION FITNESS CENTER, INC	LOCOMOTION FITNESS CENTER, INC	3131 SOLAR BLVD	BILLINGS	MT	5910 2	\$396,482.00	\$12,172.00
B01393 B	LOCOMOTIVE INN & CASINO INC	LOCOMOTIVE INN & CASINO INC	5817 DANFOR D RD	BILLINGS	MT	5910 6	\$392,342.00	\$12,045.00
B00464	FICHTNER, LEONARD W & JEANNE K	FICHTNER, LEONARD W & JEANNE K	1625 COBBLE CREEK TRL	BILLINGS	MT	5910 6	\$389,030.00	\$11,943.00
B00941	SECURITY FEDERAL SVGS & LOAN ASSOC	WESTERN SECURTIY BANK	49 COMMO NS LOOP PO BOX 575	KALISPELL	MT	5990 1	\$370,381.00	\$11,356.00
B01393 A	RIEMANN, CURTIS G & FRANCES A	RIEMANN, CURTIS G & FRANCES A	PO BOX 575	LAUREL	MT	5904 4	\$369,353.00	\$11,339.00
B00953	SCHessler BROS LLP	SCHessler BROS LLP	PO BOX 1078	LAUREL	MT	5904 4	\$363,155.00	\$11,149.00
B03167	WAL-MART STORES INC #4412-00	WAL-MART PROPERTY TAX DEPT	PO BOX 8050 MS 0555	BENTONVIL LE	AR	7271 2	\$359,818.00	\$11,046.00
B00018	JONES, SHAUN A & FARRAH MARIE &	JONES, SHAUN A & FARRAH MARIE &	212 DURLAN D AVE	LAUREL	MT	5904 4	\$331,022.00	\$10,163.00
B00468	RYAN WILLIAM O & BEVERLY	RYAN WILLIAM O & BEVERLY	2038 OVERLA ND AVE	BILLINGS	MT	5910 2	\$310,263.00	\$9,525.00
B00498	TOWN & COUNTRY SUPPLY ASSOCIATION	TOWN & COUNTRY SUPPLY ASSOCIATION	PO BOX 367	LAUREL	MT	5904 4	\$275,147.00	\$8,447.00
B00928	FIRST SECURITY BANK OF LAUREL	FIRST SECURITY BANK OF LAUREL	PO BOX 2508	BILLINGS	MT	5910 3	\$264,770.00	\$8,101.00
B00928	FIRST SECURITY BANK OF LAUREL	FIRST SECURITY BANK OF LAUREL	PO BOX 2508	BILLINGS	MT	5910 3	\$264,770.00	\$8,101.00

B00980	INTNL CHURCH OF THE FOURSQUARE GOSPEL	INTNL CHURCH OF THE FOURSQUARE GOSPEL	PO BOX 1212	LAUREL	MT	5904 4	\$254,351.00	\$0.00
B01026	THOMAE, PAUL E &	THOMAE, PAUL E &	3330 S PARK CITY RD	LAUREL	MT	5904 4	\$250,477.00	\$7,689.00
B03044	WYF LLC	WYF LLC	PO BOX 625	PONY	MT	5974 7	\$237,213.00	\$7,283.00
B00979	INTERNATIONAL CHURCH OF THE	INTERNATIONAL CHURCH OF THE	1910 W SUNSET BLVD STE 200	LOS ANGELES	CA	9002 6	\$234,491.00	\$7,199.00
I00288	CONVOY COMPANY	CONVOY COMPANY	160 CLAIRE MONT AVE STE 290	DECATUR	GA	3003 0	\$229,641.00	\$7,050.00
B00452	TOWN & COUNTRY SUPPLY ASSOCIATION	TOWN & COUNTRY SUPPLY ASSOCIATION	PO BOX 367	LAUREL	MT	5904 4	\$228,866.00	\$6,986.00
B00451 A	NET LEASE FUNDING 2005 LP	NET LEASE FUNDING 2005 LP	PO BOX 1671	ORLANDO	FL	3280 2	\$222,970.00	\$6,845.00
B00450	WELLS, LAWRENCE D & ANNELLA F TRSTE	WELLS, LAWRENCE D & ANNELLA F TRSTE	6080 S DETROIT ST	CENTENNIAL	CO	8012 1	\$220,966.00	\$6,784.00
D02731	HARBOUR TOWNE LP	HARBOUR TOWNE LP	2906 2ND AVEN	BILLINGS	MT	5910 1	\$218,772.00	\$6,716.00
B00921	BIG SKY PROPERTIES & HOLDING LLC	BIG SKY PROPERTIES & HOLDING LLC	PO BOX 80911	BILLINGS	MT	5910 8	\$211,311.00	\$6,487.00
B01404	BROWN, BENJAMIN L	BROWN, BENJAMIN L	2905 MONTANA AVE	BILLINGS	MT	5910 1	\$204,572.00	\$6,273.00
B01404	BROWN, BENJAMIN L	BROWN, BENJAMIN L	2905 MONTANA AVE	BILLINGS	MT	5910 1	\$204,572.00	\$6,273.00
B00092	CITY OF LAUREL	CITY OF LAUREL	PO BOX 10	LAUREL	MT	5904 4	\$201,950.00	\$0.00
B02313	SENECA COMPANY LLC	SENECA COMPANY LLC	210 S WASHINGTON AVE	LAUREL	MT	5904 4	\$200,589.00	\$6,158.00
B00927	PFAFF, MARLENE A	PFAFF, MARLENE A	1754 GROSHELLE BLVD	LAUREL	MT	5904 4	\$197,585.00	\$6,066.00
B00454	POWERS, DAVID TRUSTEE	POWERS, DAVID TRUSTEE	213 S MAGELSEN RD	LAUREL	MT	5904 4	\$194,544.00	\$5,972.00

B00914	RANLAN COMPANY	METRO PROPERTY MANAGEMENT *	2116 BROAD WATER AVE STE 1	BILLINGS	MT	5910 2	\$190,929.00	\$5,861.00
B02317	ENGH, ROBERT G & LUANNE	ENGH, ROBERT G & LUANNE	1405 WILLOW DR	LAUREL	MT	5904 4	\$190,899.00	\$5,861.00
B00467 A	GRUNSTEAD FAMILY LTD PARTNERSHIP	GRUNSTEAD FAMILY LTD PARTNERSHIP	8 STANFO RD CT	BILLINGS	MT	5910 2	\$185,304.00	\$5,689.00
B01753	FINK, TERRY R & JACQUELINE J &	FINK, TERRY R & JACQUELINE J &	704 W MAIN ST	LAUREL	MT	5904 4	\$174,927.00	\$5,371.00
B01394	PARKER, WALTER G & ISABEL	REIFSCHNEIDER INVESTMENT, INC	2104 SAINT ANDRE WS DR	BILLINGS	MT	5910 5	\$173,303.00	\$5,320.00
I00290	INTERMOTEL LEASING INC	INTERMOTEL LEASING INC	MAIL TO: BNSF TAX DEPT AOB-2 PO BOX 961101	FORT WORTH	TX	7616 1	\$171,806.00	\$5,274.00
B03221	GRP LLC	GRP LLC	PO BOX 30335	BILLINGS	MT	5910 7	\$169,786.00	\$5,212.00
D02732	HETTMANN, CHARLES	HETTMANN, CHARLES	320 W MAIN ST	LAUREL	MT	5904 4	\$167,193.00	\$5,133.00
D02732	HETTMANN, CHARLES	HETTMANN, CHARLES	320 W MAIN ST	LAUREL	MT	5904 4	\$167,193.00	\$5,133.00
B00035	BROOKS, KARMEN J & CAROLYN A	BROOKS, KARMEN J & CAROLYN A	PO BOX 222	BOYD	MT	5901 3	\$158,192.00	\$4,857.00
B00044	BIG SKY WOODCRAFTER S INC	BIG SKY WOODCRAFTER S INC	305 W MAIN ST	LAUREL	MT	5904 4	\$158,103.00	\$4,854.00
B00094	CARY E GOLDSTEIN TRUST	CARY E GOLDSTEIN TRUST	PO BOX 16666	BOISE	ID	8371 5	\$157,410.00	\$4,833.00
B00020	BRENDEN, ROBERT M & MARLENE A	BRENDEN, ROBERT M & MARLENE A	1402 EAGLE CT	FERNLEY	NV	8940 8	\$154,865.00	\$4,754.00
B00937	FRICKEL, LINDA K	FRICKEL, LINDA K	203 E MAIN ST	LAUREL	MT	5904 4	\$152,000.00	\$4,666.00
B02315	S E G FEDERAL CREDIT UNION	S E G FEDERAL CREDIT UNION	PO BOX 69	LAUREL	MT	5904 4	\$151,583.00	\$4,654.00
B01453	RUTT, JON F	RUTT, JON F	120 E 13TH ST	LAUREL	MT	5904 4	\$148,196.00	\$4,549.00

B00489	WILLIAMS, ROY E & REGINA	WILLIAMS, ROY E & REGINA	711 E MAIN ST	LAUREL	MT	5904 4	\$146,983.00	\$4,512.00
B00489	WILLIAMS, ROY E & REGINA	WILLIAMS, ROY E & REGINA	711 E MAIN ST	LAUREL	MT	5904 4	\$146,983.00	\$4,512.00
B00958 A	WESTER, MILTON E & GLORIA D TRS	WESTER, MILTON E & GLORIA D TRS	1540 W 9TH ST	LAUREL	MT	5904 4	\$137,941.00	\$4,235.00
B01466	BOUCHER, RONALD C & NATALIE L	BOUCHER, RONALD C & NATALIE L	130 E 13TH ST	LAUREL	MT	5904 4	\$137,142.00	\$4,211.00
B01405	GRUNSTEAD FAMILY LTD PARTNERSHIP	GRUNSTEAD FAMILY LTD PARTNERSHIP	8 STANFO RD CT	BILLINGS	MT	5910 2	\$134,504.00	\$4,130.00
B01388	HAMILTON HOLDINGS LLC	HAMILTON HOLDINGS LLC	600 S MAIN ST	BUTTE	MT	5970 1	\$134,421.00	\$4,127.00
B00944	ERB FAMILY TRUST THE	JOHNSON ENTERPRISES INC	500 SE 4TH ST	LAUREL	MT	5904 4	\$131,012.00	\$4,022.00
B00935	HANNA, WILLIAM M	HANNA, WILLIAM M	PO BOX 326	LAUREL	MT	5904 4	\$127,851.00	\$3,925.00
B00456	STINGLEY, JAN W & JANET I	STINGLEY, JAN W & JANET I	602 W 14TH ST	LAUREL	MT	5904 4	\$119,979.00	\$3,684.00
B00057	KYO, WEN LIN WILLIAM &	KYO, WEN LIN WILLIAM &	409 W MAIN ST	LAUREL	MT	5904 4	\$119,242.00	\$3,661.00
B01752 A	LARSON, RONALD KERRY &	LARSON, RONALD KERRY &	3526 COOK AVE	BILLINGS	MT	5910 2	\$113,962.00	\$3,499.00
B00959	MASBRUCH, DENNIS R &	MILLER, KENDALL D & PEGGY L	PO BOX 186	LAUREL	MT	5904 4	\$112,664.00	\$3,459.00
B00923	LAUREL MUSEUM INC	LAUREL MUSEUM INC	108 E MAIN ST	LAUREL	MT	5904 4	\$111,041.00	\$3,409.00
B00023	CROWL LIMITED LIABILITY PTSHP	CROWL LIMITED LIABILITY PTSHP	PO BOX 338	LAUREL	MT	5904 4	\$106,239.00	\$3,261.00
B00033	DAVID POWERS REVOCABLE TRUST	MUNRO, JOHN D	201 W MAIN ST	LAUREL	MT	5904 4	\$106,075.00	\$3,256.00
B01463	RUTT, JON F	RUTT, JON F	603 W MAIN ST	LAUREL	MT	5904 4	\$106,028.00	\$3,212.00
B01463	RUTT, JON F	RUTT, JON F	603 W MAIN ST	LAUREL	MT	5904 4	\$106,028.00	\$3,212.00

I00292	MONTANA RAIL LINK	MONTANA RAIL LINK	C/O WASHINGTON CORP PO BOX 16630 617 E MAIN ST	MISSOULA	MT	59808	\$104,228.00	\$3,200.00
B01034	MITCHELL, RICHARD C	MITCHELL, RICHARD C	617 E MAIN ST	LAUREL	MT	59044	\$102,769.00	\$2,602.00
B00931	OSTWALD, SHAWN E	OSTWALD, SHAWN E	3779 GRANGER AVE W	BILLINGS	MT	59102	\$102,665.00	\$3,152.00
B03022	STOKKE, SAMUEL L	STOKKE, SAMUEL L	112 S 1ST AVE	LAUREL	MT	59044	\$102,055.00	\$3,133.00
B01750	FRANKLIN, GARY K & BESS L	FRANKLIN, GARY K & BESS L	620 W MAIN ST	LAUREL	MT	59044	\$100,397.00	\$3,083.00
B01750	FRANKLIN, GARY K & BESS L	FRANKLIN, GARY K & BESS L	620 W MAIN ST	LAUREL	MT	59044	\$100,397.00	\$3,083.00
B00920	MORNING STAR PROPERTIES LLC	MORNING STAR PROPERTIES LLC	2930 S 51ST ST W	BILLINGS	MT	59106	\$97,894.00	\$3,005.00
B00915	FRICKEL, LINDA K &	FRICKEL, LINDA K &	PO BOX 1092	LAUREL	MT	59044	\$97,283.00	\$2,987.00
B00919	KOPS, FRANKLIN H & JOYCE	KOPS, FRANKLIN H & JOYCE	PO BOX 1335	HAVRE	MT	59501	\$97,283.00	\$2,987.00
B00059	LORD, CURTIS A	LORD, CURTIS A	418 W 12TH ST	LAUREL	MT	59044	\$96,376.00	\$2,959.00
D02734	FAUSNAUGH, DEAN & BETTY	FAUSNAUGH, DEAN & BETTY	410 W MAIN ST	LAUREL	MT	59044	\$96,313.00	\$2,957.00
B00029	BALDNER, ROBERT F & KATHRYN C	BALDNER, ROBERT F & KATHRYN C	18 1ST AVE	LAUREL	MT	59044	\$93,930.00	\$2,883.00
B00050	HORTON, JAMES R	HORTON, JAMES R	PO BOX 193	PARK CITY	MT	59063	\$92,644.00	\$2,844.00
B01393	LOCOMOTIVE INN & CASINO INC	LOCOMOTIVE INN & CASINO INC	5817 DANFORD RD	BILLINGS	MT	59106	\$92,317.00	\$2,834.00
B00097	MORRISON, RICHARD D	MORRISON, RICHARD D	1416 BEARTOOTH DR	LAUREL	MT	59044	\$91,552.00	\$2,789.00
B00097	MORRISON, RICHARD D	MORRISON, RICHARD D	1416 BEARTOOTH DR	LAUREL	MT	59044	\$91,552.00	\$2,789.00
B00916	MAURER, PHILIP D	MAURER, PHILIP D	113 E MAIN ST	LAUREL	MT	59044	\$90,981.00	\$2,793.00

B00096	BENNER, RONALD	BENNER, RONALD	1408 E MARYLA ND LN	LAUREL	MT	5904 4	\$88,472.00	\$2,716.00
B00918	ROBERTSON, MATTHEW	ROBERTSON, MATTHEW	80 MOUNT AIN VIEW BLVD	BILLINGS	MT	5910 1	\$88,156.00	\$2,706.00
B01754	COLEMAN, PAM	COLEMAN, PAM	704 W MAIN ST	LAUREL	MT	5904 4	\$85,372.00	\$2,621.00
B01754	COLEMAN, PAM	COLEMAN, PAM	704 W MAIN ST	LAUREL	MT	5904 4	\$85,372.00	\$2,621.00
B00041	MEAD, RYAN V, RANDY & BARBARA D	MEAD, RYAN V, RANDY & BARBARA D	16 2ND AVE	LAUREL	MT	5904 4	\$82,996.00	\$2,548.00
D02733	CASEY, TIMOTHY J & TERRIE A	CASEY, TIMOTHY J & TERRIE A	1129 W 9TH ST	LAUREL	MT	5904 4	\$82,860.00	\$2,544.00
I00289	RAPID TIRE INC	RAPID TIRE INC	PO BOX 998	LAUREL	MT	5904 4	\$82,521.00	\$2,509.00
B00040	GRACE BAPTIST CHURCH	GRACE BIBLE CHURCH	20 2ND AVE	LAUREL	MT	5904 4	\$82,357.00	\$0.00
B03112	GTP ACQUISITION PARTNERS II LLC	GTP ACQUISITION PARTNERS II LLC	1801 CLINT MOORE RD STE 215	BOCA RATON	FL	3348 7	\$82,121.00	\$2,483.00
B03112	GTP ACQUISITION PARTNERS II LLC	GTP ACQUISITION PARTNERS II LLC	1801 CLINT MOORE RD STE 215	BOCA RATON	FL	3348 7	\$82,121.00	\$2,483.00
B01465	ALLEN, BEATRICE A TRUSTEE	ALLEN, BEATRICE A TRUSTEE	19 8TH AVE	LAUREL	MT	5904 4	\$81,373.00	\$2,498.00
B00037	ATKINS, LESLIE	ATKINS, LESLIE	746 N WAGNE R LN	BILLINGS	MT	5910 5	\$81,089.00	\$2,490.00
B03038	JKS LLP	JKS LLP	PO BOX 31511	BILLINGS	MT	5910 7	\$80,942.00	\$2,485.00
B00047	EAGLES, FRATERNAL ORDER OF LAUREL	EAGLES, FRATERNAL ORDER OF LAUREL	313 W MAIN ST	LAUREL	MT	5904 4	\$80,347.00	\$0.00
B02318	GILLIS, NANCY J	GILLIS, NANCY J	806 1ST AVE	LAUREL	MT	5904 4	\$79,482.00	\$2,440.00
B02315 B	DIEFENDERFER, STEPHEN BRADLEY &	DIEFENDERFER, STEPHEN BRADLEY &	633 SE 4TH ST	LAUREL	MT	5904 4	\$78,396.00	\$2,407.00

B00942	SCHessler BROS LLP	SCHessler BROS LLP	PO BOX 1078	LAUREL	MT	5904 4	\$77,353.00	\$2,375.00
B01033	GOLDSBY, JUDITH ANN	GOLDSBY, JUDITH ANN	2741 ALPINE VIEW DR	LAUREL	MT	5904 4	\$75,789.00	\$2,327.00
B00939	H & H BUILDING MAINTENANCE	H & H BUILDING MAINTENANCE	11 MONTA NA AVE	LAUREL	MT	5904 4	\$75,468.00	\$2,303.00
B00939	H & H BUILDING MAINTENANCE	H & H BUILDING MAINTENANCE	11 MONTA NA AVE	LAUREL	MT	5904 4	\$75,468.00	\$2,303.00
B00972	METZGER, KEITH W	METZGER, KEITH W	1331 W RAMSH ORN DR	LAUREL	MT	5904 4	\$74,536.00	\$2,289.00
B00917	BARSNESS, JOHN H	BARSNESS, JOHN H	605 E 4TH ST	LAUREL	MT	5904 4	\$74,339.00	\$2,282.00
B00093	GRACE BIBLE CHURCH	GRACE BIBLE CHURCH	20 2ND AVE	LAUREL	MT	5904 4	\$71,738.00	\$0.00
B00039	CABLE MONTANA LLC	CABLE MONTANA LLC	PO BOX 1057	KEARNEY	NE	6884 8	\$71,720.00	\$2,201.00
B02321	CARISCH BROTHERS LIMITED PARTNERSHIP	CARISCH BROTHERS LIMITED PARTNERSHIP	681 LAKE ST E STE 262	WAYZATA	MN	5539 1	\$71,293.00	\$2,189.00
B00106	YELLOWSTONE BANK	YELLOWSTONE BANK	PO BOX 7	LAUREL	MT	5904 4	\$70,807.00	\$2,174.00
B00960	SEDER, RON	SEDER, RON	1515 CENTRA L AVE	BILLINGS	MT	5910 2	\$70,735.00	\$2,172.00
B00043	COBURN, LYNDON & JOANN	COBURN, LYNDON & JOANN	1524 S 56TH ST W	BILLINGS	MT	5910 6	\$69,636.00	\$2,138.00
B01755	CITY OF LAUREL	CITY OF LAUREL	PO BOX 10	LAUREL	MT	5904 4	\$69,020.00	\$0.00
B00054	DOAN, LAURA &	DOAN, LAURA &	708 4TH AVE	LAUREL	MT	5904 4	\$68,996.00	\$2,118.00
B00125	FRANK, JACOB S	FRANK, JACOB S	220 3RD AVE	LAUREL	MT	5904 4	\$68,703.00	\$2,110.00
B02322	SOLBERG ENTERPRISES LLC	SOLBERG ENTERPRISES LLC	500 SE 4TH ST	LAUREL	MT	5904 4	\$68,687.00	\$2,109.00
B01454	FISCHER, JANE	FISCHER, JANE	605 W MAIN ST	LAUREL	MT	5904 4	\$68,316.00	\$2,098.00

B01454	FISCHER, JANE	FISCHER, JANE	605 W MAIN ST	LAUREL	MT	5904 4	\$68,316.00	\$2,098.00
B00062	ROBERTS, MANUELLA A	ROBERTS, MANUELLA A	20 4TH AVE	LAUREL	MT	5904 4	\$67,191.00	\$2,063.00
B01395	DAWSON, ZANE C TRUSTEE	DAWSON, ZANE C TRUSTEE	118 W RAILRO AD ST	LAUREL	MT	5904 4	\$65,955.00	\$2,025.00
B00957	KERNS, KRAYTON D & DRUANN J	KERNS, KRAYTON D & DRUANN J	419 E MAIN ST	LAUREL	MT	5904 4	\$65,599.00	\$2,014.00
I00018	MILLER, KEN	MILLER, KEN	PO BOX 186	LAUREL	MT	5904 4	\$65,276.00	\$2,002.00
I00018	MILLER, KEN	MILLER, KEN	PO BOX 186	LAUREL	MT	5904 4	\$65,276.00	\$2,002.00
B00940	SMITH, JOHN H	POLLOCK, SAM R	PO BOX 1025	LAUREL	MT	5904 4	\$64,092.00	\$1,967.00
B00965	BISSETT, KEITH J	BISSETT, KEITH J	20 WYOMIN G AVE	LAUREL	MT	5904 4	\$63,968.00	\$1,964.00
B00492	HINZ, SHAWN M & SHANNA & SHAYNE	HINZ, SHAWN M & SHANNA & SHAYNE	PO BOX 152	HUNTLEY	MT	5903 7	\$63,516.00	\$1,950.00
B00061	DECKER, JOHN W & COLETTE L	DECKER, JOHN W & COLETTE L	1437 BEARTO OTH DR	LAUREL	MT	5904 4	\$61,645.00	\$1,893.00
B00113	LEWIS, BENJAMIN M	LEWIS, BENJAMIN M	220 2ND AVE	LAUREL	MT	5904 4	\$60,942.00	\$1,871.00
B01035	PENNE, LLOYD E & MARGARET E	PENNE, ROBERT M	611 E MAIN ST	LAUREL	MT	5904 4	\$60,229.00	\$1,849.00
B00021	HARRINGTON, WILLIAM J	HARRINGTON, WILLIAM J	109 W MAIN ST	LAUREL	MT	5904 4	\$60,034.00	\$1,843.00
B00083	JORDAN, WALTER J	JORDAN, WALTER J	PO BOX 61	LAUREL	MT	5904 4	\$59,684.00	\$1,832.00
D11986	MONTANA RAIL LINK	MONTANA RAIL LINK	C/O WASHIN GTON CORP PO BOX 16630	MISSOULA	MT	5980 8	\$59,333.00	\$1,822.00
B00926	PFAFF, MARLENE R	PFAFF, MARLENE R	1754 GROSH ELLE BLVD	LAUREL	MT	5904 4	\$59,055.00	\$1,813.00



B00038	MARTIN, JAMES W CO INC	MARTIN, JAMES W CO INC	MAIL TO: ROSS, TERESA 1234 PEONY DR	BILLINGS	MT	5910 5	\$57,164.00	\$1,755.00
I00284	AMOCO	MCNEW, TOM	210 SHANNO N RD	LAUREL	MT	5904 4	\$56,902.00	\$1,747.00
B01752	LARSON, RONALD KERRY & LAURA B	LARSON, RONALD KERRY & LAURA B	3526 COOK AVE	BILLINGS	MT	5910 2	\$56,790.00	\$1,744.00
D11992	MONTANA RAIL LINK	MONTANA RAIL LINK	C/O WASHIN GTON CORP PO BOX 16630	MISSOULA	MT	5980 8	\$56,691.00	\$0.00
B01455	LEKSEN, ALAN R & SUSAN C	LEKSEN, ALAN R & SUSAN C	419 IDAHO AVE	LAUREL	MT	5904 4	\$56,571.00	\$1,737.00
B00922	BRADLEY, ANN	BRADLEY, ANN	615 3RD AVE	LAUREL	MT	5904 4	\$56,485.00	\$1,734.00
B00102	ZUHOSKI, MICHAEL J	ZUHOSKI, MICHAEL J	217 2ND AVE	LAUREL	MT	5904 4	\$56,324.00	\$1,729.00
B00094 A	SMARSH, DON W & SHELLY K	SMARSH, DON W & SHELLY K	1940 RANCH TRAIL RD PO BOX 7	LAUREL	MT	5904 4	\$56,112.00	\$1,722.00
B00030	YELLOWSTONE BANK OF LAUREL	YELLOWSTONE BANK OF LAUREL	PO BOX 7	LAUREL	MT	5904 4	\$55,555.00	\$1,705.00
B00025	HAYES, WALTON E SR & ELLEN L TRSTEE	HAYES, WALTON E SR & ELLEN L TRSTEE	3610 POLY DR	BILLINGS	MT	5910 2	\$55,298.00	\$1,698.00
B01406	DANGERFIELD, ROBIN L	DANGERFIELD, ROBIN L	2917 DOREEN DR	BILLINGS	MT	5910 2	\$54,932.00	\$1,687.00
D12825	MONTANA RAIL LINK	MONTANA RAIL LINK	C/O WASHIN GTON CORP PO BOX 16630	MISSOULA	MT	5980 8	\$54,907.00	\$1,686.00
D11985 A	MONTANA RAIL LINK	MONTANA RAIL LINK	C/O WASHIN GTON CORP PO BOX 16630	MISSOULA	MT	5980 8	\$54,803.00	\$1,682.00
D11988	MONTANA RAIL LINK	PROPERTY MANAGEMENT, MRL	C/O WASHIN GTON CORP PO BOX 16630	MISSOULA	MT	5980 8	\$53,541.00	\$1,644.00

B03050	RANKIN, DEAN T TRUSTEE	RANKIN, DEAN T TRUSTEE	1310 5TH AVE	LAUREL	MT	5904 4	\$52,632.00	\$1,616.00
B00121	CURRIER, DANIEL DUSTIN JR &	CURRIER, DANIEL DUSTIN JR &	206 3RD AVE	LAUREL	MT	5904 4	\$52,114.00	\$1,599.00
D11990	MONTANA RAIL LINK	PROPERTY MANAGEMENT, MRL	C/O WASHINGTON CORP PO BOX 16630	MISSOULA	MT	5980 8	\$51,713.00	\$1,588.00
B00084	BAUER, STACEY & KYLEE S	BAUER, STACEY & KYLEE S	120 3RD AVE	LAUREL	MT	5904 4	\$51,558.00	\$1,583.00
B03023	ALDINGER, ROGER A	ALDINGER, ROGER A	4610 S WOODH AVEN WAY	BILLINGS	MT	5910 6	\$51,030.00	\$1,567.00
B03024	ALDINGER, ROGER A	ALDINGER, ROGER A	4610 S WOODH AVEN WAY	BILLINGS	MT	5910 6	\$51,030.00	\$1,567.00
B03025	STEVENSON, MELVIN J - TRUSTEE	BRANNON, KENNETH H & LINDA L	2807 RAMSHORN DR	LAUREL	MT	5904 4	\$51,030.00	\$1,567.00
B03026	GAVICAS LLC	GAVICAS LLC	41 WHITETAIL DR	ROBERTS	MT	5907 0	\$51,030.00	\$1,567.00
B00064	ZIER, SHAYE L	ZIER, SHAYE L	14 4TH AVE	LAUREL	MT	5904 4	\$50,956.00	\$1,565.00
B00086	BAKER, TAMMIE JO	BAKER, TAMMIE JO	PO BOX 82	EDGAR	MT	5902 6	\$50,815.00	\$1,560.00
B00120	KELLER, JEFFREY A & KATIE M	KELLER, JEFFREY A & KATIE M	202 3RD AVE	LAUREL	MT	5904 4	\$50,726.00	\$1,557.00
B00938	HILGERT, FRED & EDRIE S	MILLER, KENDALL D ETAL	PO BOX 186	LAUREL	MT	5904 4	\$50,725.00	\$1,557.00
B00451	ZAKPIL LLC	ZAKPIL LLC	1844 CAMINO DEL MAR APT 19	DEL MAR	CA	9201 4	\$50,138.00	\$1,539.00
D11985	MONTANA RAIL LINK	MONTANA RAIL LINK	PROPERTY MANAGEMENT DIVISION PO BOX 16630	MISSOULA	MT	5980 8	\$49,590.00	\$1,522.00
B03036	COVENANT LEASING	COVENANT LEASING	2523 IRVING PL	BILLINGS	MT	5910 2	\$49,496.00	\$1,520.00

B00958	CROWL LTD LIABILITY PARTNERSHIP	CROWL LTD LIABILITY PARTNERSHIP	1209 5TH AVE	LAUREL	MT	5904 4	\$49,423.00	\$1,518.00
B00126	BETTS, DANTE A & VALERIE A	BETTS, DANTE A & VALERIE A	219 4TH AVE	LAUREL	MT	5904 4	\$49,343.00	\$1,515.00
B01027	STENSVAD, JESSE J	STENSVAD, JESSE J	11 WYOMIN G AVE	LAUREL	MT	5904 4	\$48,687.00	\$1,495.00
B00055	BILLY PRICE POST NO 3177 VFW	RYMER, CHARLES E	PO BOX 1004	LAUREL	MT	5904 4	\$48,274.00	\$1,482.00
B00117	OLSON, WILTON B III	OLSON, WILTON B III	PO BOX 1116	LAUREL	MT	5904 4	\$47,709.00	\$1,465.00
B01411	APELT, TIMOTHY	APELT, TIMOTHY	12 5TH AVE	LAUREL	MT	5904 4	\$47,288.00	\$1,451.00
B01408	SMITH, PATRICK J	SMITH, PATRICK J	19 6TH AVE	LAUREL	MT	5904 4	\$47,185.00	\$1,449.00
B00063	GEORGE, JOAN L AKA JOAN GEORGE	GEORGE, JOAN L AKA JOAN GEORGE	18 4TH AVE	LAUREL	MT	5904 4	\$47,128.00	\$1,013.00
B00085	COOK, PEGGY A	COOK, PEGGY A	118 3RD AVE	LAUREL	MT	5904 4	\$47,085.00	\$1,013.00
B03051	UNITED BANK NA	UNITED BANK NA	PO BOX 480	ABSAROKE E	MT	5900 1	\$46,812.00	\$1,437.00
B01040	O'LOUGHLIN, JAMES T & KAREN L	O'LOUGHLIN, JAMES T & KAREN L	12 IDAHO AVE	LAUREL	MT	5904 4	\$46,775.00	\$1,436.00
B01756	CITY OF LAUREL	CITY OF LAUREL	PO BOX 10	LAUREL	MT	5904 4	\$46,308.00	\$0.00
B00964	H S & R M GUENTHNER FAMILY TRUST	H S & R M GUENTHNER FAMILY TRUST	717 W 5TH ST	LAUREL	MT	5904 4	\$46,207.00	\$1,419.00
B01749	RUTT, JON F & NANCY L	RUTT, JON F & NANCY L	120 E 13TH ST	LAUREL	MT	5904 4	\$46,124.00	\$1,416.00
I00287	BJERKE, DUANE	BLATTIE, CHRISTOPHER I & JILL A	SUAZO GLASS LLC 204 E MAIN ST	LAUREL	MT	5904 4	\$46,116.00	\$1,416.00
B01404 A	RUTT, NANCY L	RUTT, NANCY L	603 W MAIN ST	LAUREL	MT	5904 4	\$45,703.00	\$1,404.00
B01404 A	RUTT, NANCY L	RUTT, NANCY L	603 W MAIN ST	LAUREL	MT	5904 4	\$45,703.00	\$1,404.00

B00027	CITY OF LAUREL	CITY OF LAUREL	PO BOX 10	LAUREL	MT	5904 4	\$45,449.00	\$0.00
B00022	HERMAN, LARRY D	HERMAN, LARRY D	PO BOX 217	LAUREL	MT	5904 4	\$45,430.00	\$1,395.00
B00022	HERMAN, LARRY D	HERMAN, LARRY D	PO BOX 217	LAUREL	MT	5904 4	\$45,430.00	\$1,395.00
B01036	EDDY, MICHELLE L	EDDY, MICHELLE L	13 WASHINGTON AVE	LAUREL	MT	5904 4	\$45,101.00	\$1,385.00
B00969	OLSON, WILTON B III	OLSON, WILTON B III	PO BOX 1116	LAUREL	MT	5904 4	\$44,903.00	\$1,378.00
B01030	DOHENY, FRANCIS V & MARY M	DOHENY, FRANCIS V & MARY M	22 WHITETAIL DR	COLUMBUS	MT	5901 9	\$44,777.00	\$1,375.00
B00124	CELLMER, LEONA M & JAREL R &	CELLMER, LEONA M & JAREL R &	216 3RD AVE	LAUREL	MT	5904 4	\$44,604.00	\$1,369.00
B01410	KILLEBREW, CLARA L	KILLEBREW, CLARA L	506 W 1ST ST	LAUREL	MT	5904 4	\$44,240.00	\$1,358.00
B00123	ROSS, MICHAEL G & BETHANNE R	ROSS, MICHAEL G & BETHANNE R	212 3RD AVE	LAUREL	MT	5904 4	\$44,189.00	\$1,356.00
B00966	COTTER, JAMES M &	COTTER, JAMES M &	12 WYOMING AVE	LAUREL	MT	5904 4	\$44,175.00	\$1,356.00
B00082	STABELFELDT, JEANNE	STABELFELDT, JEANNE	115 4TH AVE	LAUREL	MT	5904 4	\$43,854.00	\$675.00
B00116	GROVE, BARBARA E	GROVE, BARBARA E	209 3RD AVE	LAUREL	MT	5904 4	\$43,779.00	\$1,344.00
B01459	BUNDY, GLORIA J	BUNDY, GLORIA J	614 W 1ST ST	LAUREL	MT	5904 4	\$43,253.00	\$1,328.00
B01028	REITER, HELEN M	REITER, HELEN M	15 WYOMING AVE	LAUREL	MT	5904 4	\$43,135.00	\$1,324.00
B01461	KAISER, HENRY JR & LOIS E	KAISER, HENRY JR & LOIS E	602 W 1ST ST	LAUREL	MT	5904 4	\$43,093.00	\$1,323.00
B00045	RIMROCK BUILDERS INC	RIMROCK BUILDERS INC	PO BOX 21696	BILLINGS	MT	5910 4	\$42,697.00	\$1,311.00
B01409	ROBERTUS PROPERTIES LLC	ROBERTUS PROPERTIES LLC	1318 PENNSYLVANIA AVE	LAUREL	MT	5904 4	\$42,677.00	\$1,310.00

B02319	SOLBERG ENTERPRISES LLC	SOLBERG ENTERPRISES LLC	500 SE 4TH ST	LAUREL	MT	5904 4	\$42,466.00	\$1,304.00
B00973	FRICKEL, JACK R & CHRISTOPHER R	FRICKEL, JACK R & CHRISTOPHER R	1500 E OCEAN BLVD UNIT 512	LONG BEACH	CA	9080 2	\$42,438.00	\$1,303.00
B00095	LOWELL, DANNY L & SHERY A	LOWELL, DANNY L & SHERY A	1115 8TH AVE	LAUREL	MT	5904 4	\$42,110.00	\$1,293.00
B00095	LOWELL, DANNY L & SHERY A	LOWELL, DANNY L & SHERY A	1115 8TH AVE	LAUREL	MT	5904 4	\$42,110.00	\$1,293.00
B01751	CITY OF LAUREL	CITY OF LAUREL	PO BOX 10	LAUREL	MT	5904 4	\$41,965.00	\$0.00
D12001	MONTANA RAIL LINK	PROPERTY MANAGEMENT, MRL	C/O WASHINGTON CORP PO BOX 16630	MISSOULA	MT	5980 8	\$41,951.00	\$1,288.00
B02312	SOLBERG ENTERPRISES LLC	SOLBERG ENTERPRISES LLC	500 SE 4TH ST	LAUREL	MT	5904 4	\$41,875.00	\$1,286.00
B02314	RANLAN &	RANLAN &	PO BOX 31511	BILLINGS	MT	5910 7	\$41,875.00	\$1,286.00
B02311	SOLBERG ENTERPRISES LLC	SOLBERG ENTERPRISES LLC	500 SE 4TH ST	LAUREL	MT	5904 4	\$41,851.00	\$1,285.00
I00295	CITY OF LAUREL	CITY OF LAUREL	PO BOX 10	LAUREL	MT	5904 4	\$41,771.00	\$0.00
B00127	GUINN, VIREL T & DOROTHY I	GUINN, VIREL T & DOROTHY I	PO BOX 22	LAUREL	MT	5904 4	\$41,760.00	\$1,282.00
B00496	DOHENY, MICHELE & FRANCIS	SMITH, DARREN R & DAVIDA M	20 OHIO AVE	LAUREL	MT	5904 4	\$41,406.00	\$1,272.00
B00048	HORTON, JAMES R	HORTON, JAMES R	PO BOX 193	PARK CITY	MT	5906 3	\$41,360.00	\$1,270.00
I00015	RANCO INC	RANCO INC	415 SE 4TH ST	LAUREL	MT	5904 4	\$40,962.00	\$1,258.00
B01407	SCHTACHTA, SHANNA AKA SHANNA M	SCHTACHTA, SHANNA AKA SHANNA M	17 6TH AVE	LAUREL	MT	5904 4	\$40,516.00	\$1,244.00
B00122	BUSONY, JEANETTE	BUSONY, JEANETTE	208 3RD AVE	LAUREL	MT	5904 4	\$40,473.00	\$1,242.00

B00494	WILSON, DARRYL L	WILSON, DARRYL L	1227 COTTON WOOD BLVD	BILLINGS	MT	5910 5	\$40,102.00	\$1,231.00
B00111	LIX, ARNOLD H & BETTY J	LIX, ARNOLD H & BETTY J	206 2ND AVE	LAUREL	MT	5904 4	\$39,693.00	\$1,219.00
B01037	BOBO, GARY & SHARON K	BOBO, GARY & SHARON K	15 WASHIN GTON AVE	LAUREL	MT	5904 4	\$39,636.00	\$1,217.00
B00130	JOHNSON, KEM S & JANET M	JOHNSON, KEM S & JANET M	201 4TH AVE	LAUREL	MT	5904 4	\$39,514.00	\$1,213.00
B00119	NEWTON, DAVID L	NEWTON, DAVID L	201 3RD AVE	LAUREL	MT	5904 4	\$39,373.00	\$1,208.00
B01401	LOCOMOTION FITNESS CENTER INC	LOCOMOTION FITNESS CENTER INC	3131 SOLAR BLVD	BILLINGS	MT	5910 2	\$38,997.00	\$1,197.00
B00464 A	FICHTNER, LEONARD W & JEANNE K	FICHTNER, LEONARD W & JEANNE K	1625 COBBLE CREEK TRL	BILLINGS	MT	5910 6	\$38,965.00	\$1,196.00
B00115	COOPER, JEFFREY A & MANDY R	COOPER, JEFFREY A & MANDY R	211 3RD AVE	LAUREL	MT	5904 4	\$38,898.00	\$1,194.00
B00963	H S & R M GUENTHNER FAMILY TRUST	H S & R M GUENTHNER FAMILY TRUST	717 W 5TH ST	LAUREL	MT	5904 4	\$38,462.00	\$1,180.00
B00112	RIEDEL, HEATH M & JANELLE S	RIEDEL, HEATH M & JANELLE S	210 2ND AVE	LAUREL	MT	5904 4	\$38,354.00	\$1,178.00
B00060 A	CURRY, RANIE A	CURRY, RANIE A	11 5TH AVE	LAUREL	MT	5904 4	\$38,055.00	\$1,169.00
B03224	WAL-MART STORES INC #4412-00	WAL-MART PROPERTY TAX DEPT	PO BOX 8050 ATTN 0555	BENTONVIL LE	AR	7271 2	\$38,036.00	\$1,168.00
B00128	BURROWS, HELEN R & JAMES A	GIESE, ROGER & JOYCE	211 4TH AVE	LAUREL	MT	5904 4	\$37,752.00	\$1,159.00
B00053	DOAN, LAURA L &	DOAN, LAURA L &	708 4TH AVE	LAUREL	MT	5904 4	\$37,674.00	\$1,157.00
B01402 A	STOKKE, SAMUEL	ALDINGER, ROGER	4610 S WOODH AVEN WAY	BILLINGS	MT	5910 6	\$37,379.00	\$1,148.00
B01039 A	HICKS, SCOTT	HICKS, SCOTT	3020 S 67TH ST W	BILLINGS	MT	5910 6	\$37,258.00	\$1,144.00
B01457	L & L INVESTMENTS INC	L & L INVESTMENTS INC	2116 BROAD WATER AVE	BILLINGS	MT	5910 2	\$36,877.00	\$1,132.00

B00946	HALVORSON, WAYNE E	HALVORSON, WAYNE E	309 E MAIN ST	LAUREL	MT	5904 4	\$36,721.00	\$1,128.00
I00801	FRATERNAL ORDER OF EAGLES	FRATERNAL ORDER OF EAGLES	313 W MAIN ST	LAUREL	MT	5904 4	\$36,669.00	\$1,126.00
B00114	MARTINEZ, KIMBERLY B	MARTINEZ, KIMBERLY B	836 N MCKINL EY ST	CASPER	WY	8260 1	\$36,571.00	\$1,122.00
B00464 B	FICHTNER, LEONARD W & JEANNE K	FICHTNER, LEONARD W & JEANNE K	1625 COBBLE CREEK TRL	BILLINGS	MT	5910 6	\$36,434.00	\$1,119.00
B00497	DEMARAY, ROGER D & KRISTINA R	DEMARAY, ROGER D & KRISTINA R	4207 RIMROC K RD	BILLINGS	MT	5910 6	\$36,259.00	\$1,113.00
B02320	SOLBERG ENTERPRISES LLC	SOLBERG ENTERPRISES LLC	500 SE 4TH ST	LAUREL	MT	5904 4	\$36,173.00	\$1,111.00
B00956	ERB FAMILY TRUST, THE	JOHNSON ENTERPRISES INC	500 SE 4TH ST	LAUREL	MT	5904 4	\$36,123.00	\$1,109.00
B00976	KINNEY, AUSTIN J & JOHN E	KINNEY, AUSTIN J & JOHN E	201 E 1ST ST	LAUREL	MT	5904 4	\$35,929.00	\$1,103.00
B00493	CUTTING, CLINTON KEITH & MEGAN R	CUTTING, CLINTON KEITH & MEGAN R	11 IDAHO AVE	LAUREL	MT	5904 4	\$35,808.00	\$1,099.00
B00049	CHAPMAN, WESLEY, KAREN, KELLEY & KARA	GROSHELL, RUDY *	1524 OLD HIGHWA Y 10 W PO BOX 310	LAUREL	MT	5904 4	\$35,591.00	\$1,093.00
B00104	LAUREL FEDERAL CREDIT UNION	LAUREL FEDERAL CREDIT UNION	PO BOX 310	LAUREL	MT	5904 4	\$35,541.00	\$1,091.00
B00109	WILLIAMS, THELMA C & R MERRITT TRS	NILES, NINA L	6938 PONY CIR	SHEPHERD	MT	5907 9	\$34,658.00	\$1,064.00
B00982	MARTIN, LINDA P	MARTIN, LINDA P	MAIL TO: ROSS, TERESA 1234 PEONY DR PO BOX 1001	BILLINGS	MT	5910 5	\$34,544.00	\$1,061.00
B00129	BURROWS, JAMES A & HELEN R	BURROWS, JAMES A & HELEN R	PO BOX 1001	LAUREL	MT	5904 4	\$34,403.00	\$1,056.00
B01396	PELICAN, LISA	PELICAN, LISA	3131 SOLAR BLVD UNIT 12	BILLINGS	MT	5910 2	\$34,334.00	\$1,054.00
D11989 A	MONTANA RAIL LINK INC	PROPERTY MANAGEMENT, MRL	C/O WASHIN GTON CORP PO BOX 16630	MISSOULA	MT	5980 8	\$34,305.00	\$1,053.00

B00962	H S & R M GUENTHNER FAMILY TRUST	H S & R M GUENTHNER FAMILY TRUST	717 W 5TH ST	LAUREL	MT	5904 4	\$34,211.00	\$1,050.00
I00835	WW HOLDING CO, INC	WW HOLDING CO, INC	C/O RASH #501-26- 1826761 4 PO BOX 260888 620 SE 4TH ST	PLANO	TX	7502 6	\$34,202.00	\$1,050.00
B03037 A	HAUX, GREGORY H	HAUX, GREGORY H	620 SE 4TH ST	LAUREL	MT	5904 4	\$34,139.00	\$1,048.00
B03037 C	HAUX, GREGORY H	HAUX, GREGORY H	620 SE 4TH ST	LAUREL	MT	5904 4	\$34,139.00	\$1,048.00
B03037 B	HAUX, GREGORY H	HAUX, GREGORY H	620 SE 4TH ST	LAUREL	MT	5904 4	\$34,092.00	\$1,047.00
B00103	YELLOWSTONE BANK, THE	YELLOWSTONE BANK, THE	215 W 2ND ST	LAUREL	MT	5904 4	\$34,089.00	\$1,046.00
B01038	CHAPMAN, RAMONA J	CHAPMAN, RAMONA J	17 WASHIN GTON AVE	LAUREL	MT	5904 4	\$34,029.00	\$1,045.00
B00076	LAMBRECHT, JACOB C & TERRIE L	LAMBRECHT, JACOB C & TERRIE L	1507 W MARYLA ND LN	LAUREL	MT	5904 4	\$33,818.00	\$1,038.00
B01029	BOTT, DAVID E	BOTT, DAVID E	19 WYOMIN G AVE	LAUREL	MT	5904 4	\$33,502.00	\$1,029.00
B00077	LAMBRECHT, JACOB C & TERRIE L	LAMBRECHT, JACOB C & TERRIE L	1507 W MARYLA ND LN	LAUREL	MT	5904 4	\$33,284.00	\$1,021.00
B01455 A	FINK, TERRY R & JACQUELINE	FINK, TERRY R & JACQUELINE	207 S 4TH ST	LAUREL	MT	5904 4	\$33,140.00	\$1,018.00
B01462	KAISER, LOIS E	KAISER, LOIS E	602 W 1ST ST	LAUREL	MT	5904 4	\$33,110.00	\$1,017.00
B01039	OPTIONEN LLC	OPTIONEN LLC	PO BOX 80223	BILLINGS	MT	5910 8	\$32,576.00	\$1,000.00
B00925	LAUREL REVITALIZATION LEAGUE	LAUREL REVITALIZATION LEAGUE	PO BOX 421	LAUREL	MT	5904 4	\$32,187.00	\$0.00
B00495	FJELSTAD, GERALD L & GLORIA A	FJELSTAD, GERALD L & GLORIA A	1026 RIDGE DR	LAUREL	MT	5904 4	\$32,164.00	\$988.00
B03223	GRUNSTEAD, ROLAND M	GRUNSTEAD, ROLAND M	PO BOX 30335	BILLINGS	MT	5910 7	\$32,027.00	\$983.00



B00955	STIRM, JERRY & CRYSTAL	STIRM, JERRY & CRYSTAL	1422 W RAMSH ORN DR	LAUREL	MT	5904 4	\$31,838.00	\$977.00
B03222	GRUNSTEAD, ROLAND M	GRUNSTEAD, ROLAND M	PO BOX 30335	BILLINGS	MT	5910 7	\$31,555.00	\$969.00
B01467	WATTLES, TERRY	WATTLES, TERRY	4687 HARVES T LN	BILLINGS	MT	5910 6	\$30,970.00	\$951.00
D11987	MONTANA RAIL LINK	PROPERTY MANAGEMENT, MRL	C/O WASHIN GTON CORP PO BOX 16630	MISSOULA	MT	5980 8	\$30,968.00	\$951.00
B00052	PRICE, TOMMY E CO-TRUSTEE	PRICE, TOMMY E CO-TRUSTEE	2222 1/2 MAIN ST	BILLINGS	MT	5910 5	\$29,790.00	\$914.00
B01389	HAMILTON HOLDINGS LLC	HAMILTON HOLDINGS LLC	600 S MAIN ST	BUTTE	MT	5970 1	\$29,773.00	\$914.00
B00943	SCHessler BROS LLP	SCHessler BROS LLP	PO BOX 1078	LAUREL	MT	5904 4	\$29,649.00	\$910.00
B00981	JAMES W MARTIN CO INC	JAMES W MARTIN CO INC	PO BOX 219	LAUREL	MT	5904 4	\$29,649.00	\$910.00
B00971	MEYERS, DONALD E	MEYERS, DONALD E	202 W MARYLA ND LN	LAUREL	MT	5904 4	\$29,309.00	\$900.00
B00110	WILLIAMS, THELMA C & R MERRITT TRS	NILES, NINA L	6938 PONY CIR	SHEPHERD	MT	5907 9	\$29,249.00	\$898.00
B01032	HORTON, JAMES R	HORTON, JAMES R	PO BOX 193	PARK CITY	MT	5906 3	\$29,136.00	\$895.00
B01031	SCHLESSER, JOSEPH J	SCHLESSER, JOSEPH J	16 WASHIN GTON AVE	LAUREL	MT	5904 4	\$28,893.00	\$887.00
B00026	YELLOWSTONE BANK	YELLOWSTONE BANK	PO BOX 7	LAUREL	MT	5904 4	\$28,623.00	\$878.00
B01460	JOHNSON, DEAN W	JOHNSON, DEAN W	303 MONTA NA AVE	LAUREL	MT	5904 4	\$28,558.00	\$877.00
B00034	NELSON, GREGORY W	NELSON, GREGORY W	PO BOX 1042	LAUREL	MT	5904 4	\$28,461.00	\$874.00
B00936	GEORGE, CARRA B	GEORGE, CARRA B	405 3RD AVE	LAUREL	MT	5904 4	\$28,119.00	\$863.00
B00936	GEORGE, CARRA B	GEORGE, CARRA B	405 3RD AVE	LAUREL	MT	5904 4	\$28,119.00	\$863.00

B00081	PATTERSON, QUINT	PATTERSON, QUINT	113 4TH AVE	LAUREL	MT	5904 4	\$27,863.00	\$855.00
B00101	BROWNELL, GAYLE	BROWNELL, GAYLE	219 2ND AVE	LAUREL	MT	5904 4	\$27,785.00	\$853.00
B00470	GRUNSTEAD, R M	GRUNSTEAD, R M	PO BOX 30335	BILLINGS	MT	5910 7	\$27,637.00	\$849.00
B00491	DAVIS, CELESTE	DAVIS, CELESTE	2103 HARRIS ON AVE NW # 2164	OLYMPIA	WA	9850 2	\$27,320.00	\$839.00
B00970	TENNANT, TAWN E	TENNANT, TAWN E	215 E 1ST ST	LAUREL	MT	5904 4	\$26,442.00	\$812.00
B00453 A	ZAKPIL LLC	ZAKPIL LLC	1844 CAMINO DEL MAR APT 19	DEL MAR	CA	9201 4	\$26,330.00	\$808.00
B00974	SCHWINDT, DOUGLAS O & LINDA K	SCHWINDT, DOUGLAS O & LINDA K	1249 VALLEY DR	LAUREL	MT	5904 4	\$26,303.00	\$807.00
B00453	ZAKPIL LLC	ZAKPIL LLC	1844 CAMINO DEL MAR APT 19	DEL MAR	CA	9201 4	\$26,183.00	\$804.00
B00024	HAYES, WALTON E SR & ELLEN L TRSTEE	HAYES, WALTON E SR & ELLEN L TRSTEE	3610 POLY DR	BILLINGS	MT	5910 2	\$26,112.00	\$802.00
B00975	MILTENBERGER, GERALDINE TRUSTEE	MILTENBERGER, GERALDINE TRUSTEE	215 MONTA NA AVE	LAUREL	MT	5904 4	\$25,924.00	\$158.00
B00448	PACIFIC RESOURCES ASSOCIATES	SUPERVALUE *	PO BOX 990	MINNEAPOL IS	MN	5544 0	\$25,806.00	\$792.00
B01456	NARDELLA, GERALD L & MICHAEL T	NARDELLA, GERALD L & MICHAEL T	15 7TH AVE	LAUREL	MT	5904 4	\$24,610.00	\$755.00
B00028	YELLOWSTONE BANK OF LAUREL	YELLOWSTONE BANK OF LAUREL	12 1ST AVE	LAUREL	MT	5904 4	\$24,476.00	\$751.00
B00961	H S & R M GUENTHNER FAMILY TRUST	H S & R M GUENTHNER FAMILY TRUST	717 W 5TH ST	LAUREL	MT	5904 4	\$24,476.00	\$751.00
B01458	GRANT, SUE A	GRANT, SUE A	PO BOX 324	POINT HOPE	AK	9976 6	\$24,389.00	\$749.00
D02731 A	CITY OF LAUREL	CITY OF LAUREL	PO BOX 10	LAUREL	MT	5904 4	\$23,063.00	\$0.00

B03169	WAL-MART STORES INC #4412-00	WAL-MART PROPERTY TAX DEPT	PO BOX 8050 MS 0555	BENTONVIL LE	AR	7271 2	\$19,175.00	\$589.00
B00977	MORNING STAR PROPERTY LLC	MORNING STAR PROPERTY LLC	2930 S 51ST ST W	BILLINGS	MT	5910 6	\$18,811.00	\$577.00
B00464 C	FICHTNER, LEONARD W & JEANNE K	FICHTNER, LEONARD W & JEANNE K	1625 COBBLE CREEK TRL	BILLINGS	MT	5910 6	\$18,266.00	\$561.00
B00954	STIRM, JERRY & CRYSTAL	STIRM, JERRY & CRYSTAL	1422 W RAMSH ORN DR	LAUREL	MT	5904 4	\$17,493.00	\$537.00
B00967	YAEGER, BARRY	YAEGER, BARRY	14 WYOMIN G AVE	LAUREL	MT	5904 4	\$17,075.00	\$524.00
B00051	HORTON, JAMES R	HORTON, JAMES R	PO BOX 193	PARK CITY	MT	5906 3	\$16,224.00	\$498.00
I00074 A	G M PETROLEUM	G M PETROLEUM	PO BOX 30355	BILLINGS	MT	5910 7	\$15,655.00	\$481.00
B02313 A	RMK LLP	RMK LLP	PO BOX 31511	BILLINGS	MT	5910 7	\$14,339.00	\$440.00
B00118	NILES, NINA L	NILES, NINA L	6938 PONY CIR	SHEPHERD	MT	5907 9	\$13,530.00	\$416.00
B00056	HUSCHKA, STEVEN W	HUSCHKA, STEVEN W	3330 BEN HOGAN LN	BILLINGS	MT	5910 6	\$13,508.00	\$415.00
B02315 A	HALVORSON, RODNEY A 50% INT &	DIEFENDERFER, STEPHEN B & RHONDA R	633 SE 4TH ST	LAUREL	MT	5904 4	\$12,352.00	\$379.00
B03168	WAL-MART STORES INC #4412-00	WAL-MART PROPERTY TAX DEPT	PO BOX 8050 MS 0555	BENTONVIL LE	AR	7271 2	\$10,283.00	\$316.00
I00852	CITY BREW COFFEE	CITY BREW COFFEE	405 MAIN ST	BILLINGS	MT	5910 5	\$9,623.00	\$295.00
B00080	LAMBRECHT, JACOB C & TERRIE L	LAMBRECHT, JACOB C & TERRIE L	1507 W MARYLA ND LN	LAUREL	MT	5904 4	\$9,241.00	\$284.00
B01749 A	VOGL, JAMES G & JEAN S	RUTT, JON *	603 W MAIN ST	LAUREL	MT	5904 4	\$8,816.00	\$271.00
I00791	ROY, M TYE	ROY, M TYE	517 FAIRVIE W LN	LAUREL	MT	5904 4	\$8,627.00	\$265.00
B00079	LAMBRECHT, JACOB C & TERRIE L	LAMBRECHT, JACOB C & TERRIE L	1507 W MARYLA ND LN	LAUREL	MT	5904 4	\$8,370.00	\$257.00

B00931 A	OSTWALD, SHAWN E	OSTWALD, SHAWN E	3779 GRANG ER AVE W	BILLINGS	MT	5910 2	\$7,844.00	\$241.00
B00060	DECKER, JOHN W & COLETTE L	DECKER, JOHN W & COLETTE L	1437 BEARTO OTH DR	LAUREL	MT	5904 4	\$7,829.00	\$240.00
B01398	PELICAN, LISA	PELICAN, LISA	3131 SOLAR BLVD UNIT 12	BILLINGS	MT	5910 2	\$7,587.00	\$233.00
I00792	GRATWOHL, CINDY	GRATWOHL, CINDY	108 24TH AVE W	LAUREL	MT	5904 4	\$7,382.00	\$227.00
D11999	MONTANA RAIL LINK	PROPERTY MANAGEMENT, MRL	C/O WASHIN GTON CORP PO BOX 16630	MISSOULA	MT	5980 8	\$7,184.00	\$221.00
B00978	CITY OF LAUREL	CITY OF LAUREL	PO BOX 10	LAUREL	MT	5904 4	\$7,148.00	\$0.00
B00968	CITY OF LAUREL	CITY OF LAUREL	PO BOX 10	LAUREL	MT	5904 4	\$6,970.00	\$0.00
D12000	MONTANA RAIL LINK	LOHOF BROTHERS	320 W MAIN ST	LAUREL	MT	5904 4	\$6,643.00	\$204.00
I00656	MOUNTAIN MUDD ESPRESSO	MOUNTAIN MUDD ESPRESSO	PO BOX 549	LAUREL	MT	5904 4	\$6,387.00	\$196.00

Exhibit C  
Selections From Laurel Growth Policy

## ISSUES, POLICIES, AND IMPLEMENTATION STRATEGIES

Something to keep in mind are some comments by Thomas D. Rowley, RUPRI Fellow, a social philosopher who writes:

People choose to ignore the duty—yes, duty—to connect to, and care for, the places they inhabit and the folks that live near them. People choose to focus entirely on themselves, their families, their private concerns. They ignore, if they ever even knew, what it means to be citizens, stewards, and neighbors, becoming instead mere residents, consumers, and taxpayers. They choose to disconnect.

The results are everywhere, and everywhere disturbing. Landowners (often absentee) focus solely on the bottom line (and a short-term one at that), ignoring the impacts of their actions on the place and the people. Land gets over-developed, over-grazed, over-mined, or over-cut. Shoppers seek only the cheapest deal, bypassing locally-owned businesses that helped build communities in every sense of the word in favor of discount chains that provide only low-prices and low-paying jobs. Stores close; downtowns die; sprawl, pollution, and traffic jams flourish.

Residents abandon civic engagement and hand over decisions about their neighborhoods, towns, and cities to bureaucrats, elected officials, and the moneyed interests that seek to influence them. All too often, the decisions then line the pockets of a few and degrade life for the rest. Places suffer; people suffer. Amoral geography—the playing out in physical space of disconnectedness between people and place, between people and people. Disconnectedness that harms all.

### **Issue-1: Lack of focus in economic development.**

**Policy-1: Support the activities of the Laurel Revitalization League (LRL), the Laurel Development Corporation (LDC), and the Oversight Committee (OC) that support sound economic development and Downtown redevelopment efforts.**

### **Strategies:**

1. To recognize and promote the Downtown as the primary center for business, finance, institutional, and retail activity in Laurel.
2. Develop gateway treatments to mark the entries to the Downtown area.
3. Encourage any new entertainment and cultural facilities to locate in the Downtown.
4. Provide community information and permitting assistance to businesses looking to relocate to the Laurel area and existing local businesses wishing to expand.
5. Make information available to potential Downtown businesses on the economic viability of the area.

6. Encourage diversification of local business to provide diversity of shopping experiences in Downtown Laurel by encouraging specialty shops that feature unique products or services to locate Downtown.
7. Develop specific strategies to attract targeted businesses to the Downtown.
8. Support business linkages that locate close to support services.
9. Facilitate the development of vacant infill parcels that comply with the Growth Management Plan through incentives to development such as expedited review period and reduced review fees.
10. Support the creation of more retail and multi-use space in the Downtown.
11. Identify desired projects and design guidelines for vacant sites in the Downtown.
12. Determine and support incentives to develop in Downtown: historic preservation tax credits, low-income housing tax credits, and below market rate financing from MBH to renovate older commercial buildings into affordable housing units. Make it easy for builders to work Downtown. (Some of the most popular cities in the country, like San Francisco and Annapolis, could not be built under existing building codes and zoning: The streets are too narrow; the building set-backs too varied; and residential, commercial, and retail uses are mixed together.)
13. Utilize the City-County Planning Department to support economic development activities of the LRL, LDC, and OC.
14. Support the hiring of a good economic development coordinator to assist in obtaining grants, representing Laurel in competitive economic activities, providing local economic information to interested businesses, and assisting local businesses with economic planning.
15. Encourage the creation of a Business Improvement District (BID) for the Downtown area run by local business people who decide how much to assess businesses in the district and what the monies raised shall be used for.
16. Determine the assets that make Laurel's Downtown distinctive and plan policies around such assets.
17. Encourage pedestrian access and circulation in the Downtown area; consider providing tax concessions to landowners who provide public walkways and public parking areas..
18. Develop incentives or other methods to encourage multi-use developments, including office, retail and residential components.
19. Adopt a clear marketing strategy for the Downtown as a whole.
20. Join the Main Street Program.
21. Initiate action to seek State and Federal funding for Downtown programs.
22. Revise the zoning code to include a special designation for Downtown commercial that expressly allows and encourages mixed use projects and follows traditional Downtown design principals.
23. Clearly delineate the boundaries of the Downtown.
24. Create a unified public signage program for the Downtown, including street signs, directional signs, and public facility signs.
25. Provide improved signage to the Downtown on the Interstate.
26. Adopt the Streetscape Plan.
27. Plan for those likely to be interested in residing Downtown: Young people, empty nesters, people on low and high ends of income scale, and relative newcomers.

28. Emphasize the attractions of Downtown: increased security, convenient parking, comparable housing prices, availability of preferred housing types, nearby grocery stores, wide variety of shopping, and central activity area.
29. Create a "lifestyle center".
30. Eliminate parking requirements for new construction.
31. Preserve existing, soundly-constructed buildings.
32. Support the new park plaza as a central focus for the Downtown.
33. Provide for benches Downtown. Randomly placed chairs without set pattern are best.
34. Design for the movement of people, not cars.
35. Make Laurel technologically convenient.
36. Inventory upper stories in Downtown.
37. Create alternatives to cars.
38. Work with supporting existing businesses before recruiting new ones.
39. Allow restaurants to operate outdoor cafes on sidewalks, including areas within the public right of way and in courtyards provided pedestrian circulation and access to store entrances is not impaired.
40. Include kids in the planning.

**Issue-2: Lack of living-wage jobs.**

**Policy-1: Attract businesses with a minimum average annual wage (Billings is currently at \$26,725.00; Yellowstone County is \$25,552.00).**

**Strategies:**

1. Support the goals identified by Big Sky Economic Development Authority (BSEDA) to attract new businesses and retain existing businesses by providing businesses with economic development resources including Community Development Block Grant funding and other fund development assistance.
2. Participate in collaborative partnerships with various economic development efforts throughout Yellowstone County and the five-county RC&D area.
3. Improve marketing of our community to employers paying a living wage.

**Issue-3: The attractiveness of our community needs improvement.**

**Policy-1: Create attractive entryway and Downtown areas and improve access into the Laurel Downtown area.**

**Strategies:**

1. Establish entryway zoning along routes leading into the City.



2. Support the commitment of City and County resources, where appropriate, to maintain attractive and welcoming infrastructure at all entryways to Laurel.
3. Study rail road crossing options that would improve access to and from Downtown.
4. Implement and enforce Public Nuisance Ordinance.
5. Install directional signs to important regional destinations and welcome signs at the interstate off-ramps and entrances to Laurel and to Laurel's Downtown.
6. Support renovation of the Municipal Sign Ordinance to promote uniformity in signage regulation.
7. Adopt and support the Main Street and South First Avenue Streetscape Plans.
8. Encourage the planting and care of street trees and other landscaping.
9. Support LRL efforts to create a Downtown square park and a "Welcome to Laurel" sign near the central Interstate off-ramp.
10. Work with the Montana Department of Transportation (MDT) to landscape the central open areas inside the interstate off-ramps.
11. Work with MDT toward signage to show available services and businesses in Laurel.
12. Provide for (and advertise) Recreational Vehicle (RV) parking on Main Street to encourage Downtown visitation.
13. Work with Montana Rail Link (MRL) in the possible development of a rail road museum and in developing the MRL properties on the south side of Main Street in a manner consistent with the Main Street Streetscape.
14. Remove old elevator to the south of Ace Hardware and bring site into conformance with the Main Street Streetscape and expansion of the rail road underpass.
15. Encourage the regular maintenance of trees, flower displays, and garbage receptacles in the Downtown area.
16. Any parking management system shall ensure that adequate space is provided for vehicles of a recreational or over-sized nature, including recreational vehicles, buses, bicycles, and motorcycles.
17. Encourage long-term parking and employee parking to locate in the Downtown fringe, while concentrating short-term customer parking in the Downtown core.
18. Encourage strict enforcement of all parking bylaws, ensuring that all short-term parking stalls are utilized efficiently and effectively.
19. Prepare ordinance amendments to aggressively address commercial aesthetics and maintenance issues including vacant, substandard commercial structures and occupied, dilapidated commercial structures.
20. Recognize the benefits of allowing a diversity of uses in the Downtown area. Mixing residential uses with office, recreational and business uses, for example, reduces the time and distance spent traveling, and can foster a stronger community spirit. Increasing the number of people who live, work, and recreate in the Downtown is one of the ways to help the Downtown to revitalize itself.

**Policy-2: Make South First Avenue more attractive to users, pedestrians, and visitors and recognize that in addition to moving vehicular traffic, streets have symbolic, ceremonial, political, and social roles.**

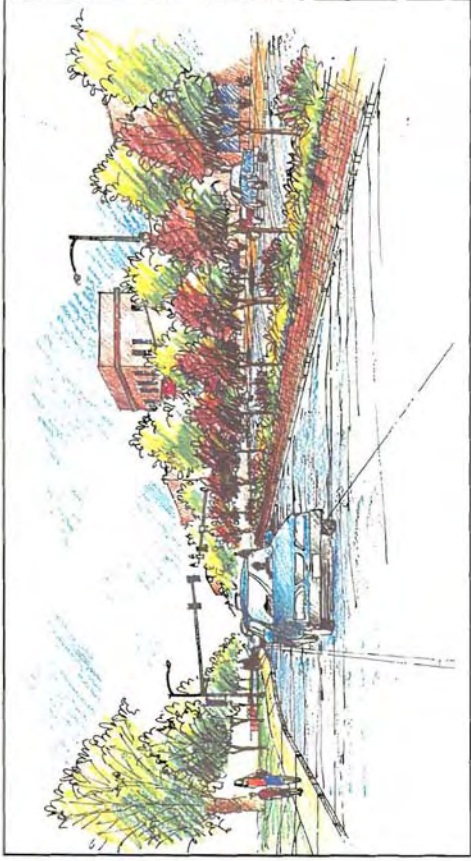
**Strategies:**

1. Update the Municipal Sign Code. Prepare uniform sign standards that provide a level playing field for business owners. If the height standard, for example, is 100 feet, all signs will be 100 feet. If it is 10 feet, the competition by businesses all compete at the 10-foot level.
2. Adopt the South First Avenue Streetscape Plan.
3. Develop "Road Ordinances" that subject fast-food outlets and similar businesses to special architectural and landscape standards such as:
  - a. New commercial buildings must reflect a distinctive architectural style or theme.
  - b. Fast food outlets must be built up to the front sidewalk with parking and access on the side or in the rear. This enhances the sense of place for pedestrians.
  - c. Try to avoid becoming "Anyplace, USA".
  - d. The golden arches of MacDonald's or the standard Exxon sign are not "givens" in new facilities. Laurel does not have to accept "cookie cutter designs". Fast food companies evaluate new locations on the basis of economic potential--not local design standards.
  - e. Road ordinance standards must be visual, clear, up-front, require pre-application meetings with City officials, and be readily available.
  - f. Ugly streets yield ugly attitudes.

Exhibit D  
Laurel Urban Design Recommendations

# URBAN DESIGN RECOMMENDATIONS

CITY OF LAUREL, MONTANA



GATEWAYS



PARKS, TRAILS AND GREEN SPACES



HERITAGE GREENWAY MASTER PLAN  
(RR & Main Street Corridor)



SOUTH FIRST AVENUE CORRIDOR



FISCHER & ASSOCIATES  
LANDSCAPE ARCHITECTURE | COMMUNITY PLANNING

# URBAN DESIGN RECOMMENDATIONS

CITY OF LAUREL, MONTANA

## TABLE OF CONTENTS

INTRODUCTION	1
LAUREL FRAMEWORK MAP	2
GATEWAYS Overview Projects	3 5
PARKS, TRAILS AND GREEN SPACES Overview Projects	10 14
HERITAGE GREENWAY MASTER PLAN (RR & Main Street Corridor) Overview Map Views Projects	17 20 25
SOUTH FIRST AVENUE CORRIDOR	47

# URBAN DESIGN RECOMMENDATIONS AND INTRODUCTION

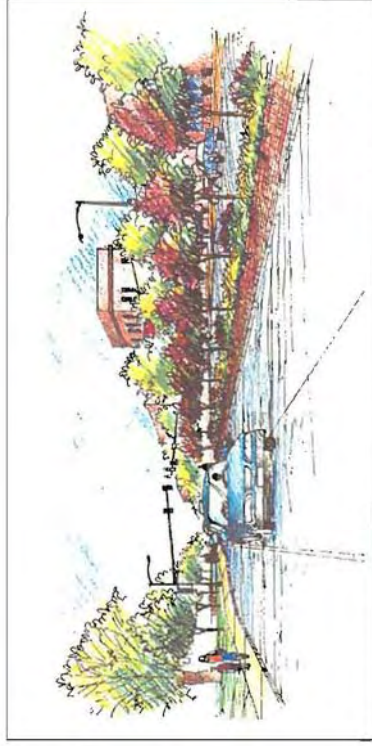
As a component of the Transportation Sustainability Community Plan for Laurel, a series of urban design recommendations have been developed for the Main Street and First Avenue South corridors in downtown Laurel. **Fischer & Associates**, a landscape architecture and community planning firm, in collaboration with the city planner, Cal Cumin, and the Oversight Committee, developed the urban design recommendations. Oversight Committee members include:

## NAME

Cal Cumin  
 Larry McCann  
 Stan Jonutis  
 Ken Olson  
 Gay Easton  
 Carol Strizich  
 Bud Johnson  
 Kate Stevenson  
 John Smith  
 Diana Walker  
 Kathleen Baumgarter  
 Debbi Ricci

## REPRESENTING

Laurel Planning Director  
 Laurel Public Works Director  
 Montana Department of Transportation  
 City Council  
 City Council  
 MDT - Bicycle Pedestrian Division  
 City Council  
 Laurel Revitalization League  
 City/County Planning Board  
 North 1st Avenue Task Force  
 North 1st Avenue Task Force  
 Laurel Revitalization League



The recommendations are summarized in this report and on a project website. The recommendations are organized around four themes, including:

- Gateways
- Parks, Trails, and Green Spaces
- Heritage Greenway (development proposals for Main Street and downtown railroad land)
- South 1<sup>st</sup> Avenue Corridor

Each of the above themes is shown graphically on the following Framework Map. Viewers may learn about each of these four themes. Within each of these four themes, viewers will find an introduction, issues, opportunities, proposed projects, and implementation strategies. The Oversight Committee and the Laurel City Council are interested in hearing your ideas and level of support for the various projects. Please take the time to complete the survey question available on the website. The website can be accessed temporarily at [www.fischerandassociates.com/laurel](http://www.fischerandassociates.com/laurel). In the future it will be found on the City of Laurel site. To record specific comments and see what your neighbors are thinking, visit the Laurel Community Bulletin Board. The Community Bulletin Board contains a tally of the survey responses to date.

This report and website are designed to present the information graphic and narrative forms. The most extensive development proposal is described under Heritage Greenway, a proposal for the redevelopment of Main Street and railroad lands in downtown Laurel.



# GATEWAYS

## OVERVIEW

A "Gateway" celebrates a visitor's arrival, similar to a ranch gate identifying arrival at a ranch. Gateway features can express the character and heritage of a community or a district within the community. Community residents feel it is important to have visitor's perceive laurel as a friendly, progressive, attractive small town with a railroad and agricultural heritage. Promoted as the "City of Lights", the Laurel community should explore ways to express this identity through physical design elements.

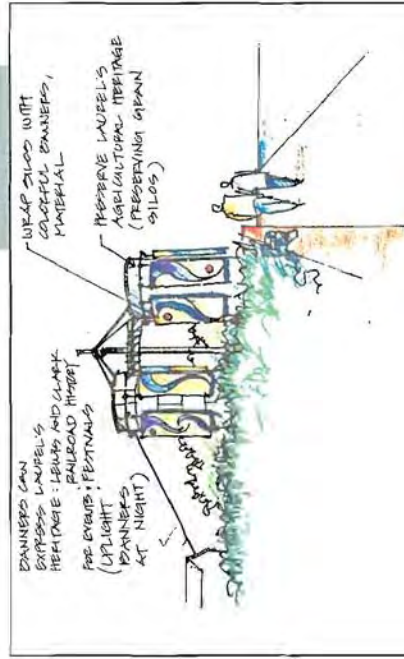
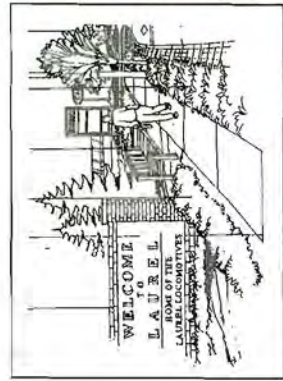
Downtown Laurel is the heart of the community. Historically, the downtown has been the focus of community celebrations, civic events, and commerce. Points of entry into downtown could be identified through thoughtful designs of gateways and streetscapes. Because downtown is a pedestrian environment, there are many opportunities to incorporate unique features that are memorable and will entice visitors to get out of their cars, linger, and shop downtown.

## ISSUES

Most visitors arrive in Laurel from the south, either traveling north on Highway 212 or exiting the Interstate at South First Avenue. Traveling north on 212, visitors cross the magnificent Yellowstone River and then pass by the Cenex Refinery. Exiting I-90 visitors are greeted by the visual chaos associated with highway commercial development, excessive signage, minimal landscaping, and an uncoordinated streetscape. From the east, visitors view the rail yard and are uncertain about the point of arrival.

Entries to Laurel are not well defined from any direction. Entering downtown, visitors do not have a clear sense of entering the town center" or a "pedestrian zone". The current condition of some of the most memorable and interesting architectural features, such as the elevator and grain towers, do not convey a sense of care or respect.

There are opportunities to develop downtown and community gateways at several locations. The gateways may be as simple as attractive landscaping with identification signage, as involved as a cohesive streetscape, or as unique as the artist's proposal to wrap and light old silos.



## OPPORTUNITIES

(cont.)

## PROJECTS

- **North Downtown Gateway**
- **South Downtown Gateway**
- **West Downtown Gateway**
- **East Downtown Gateway**
- **South Community Gateway**

## IMPLEMENTATION STRATEGIES

The gateways can be developed as special projects or guided through design guidelines and regulations. Adopting policies and regulations addressing the character and form of site development, sidewalks, and landscaping will over a period of time yield more cohesive entry corridors.

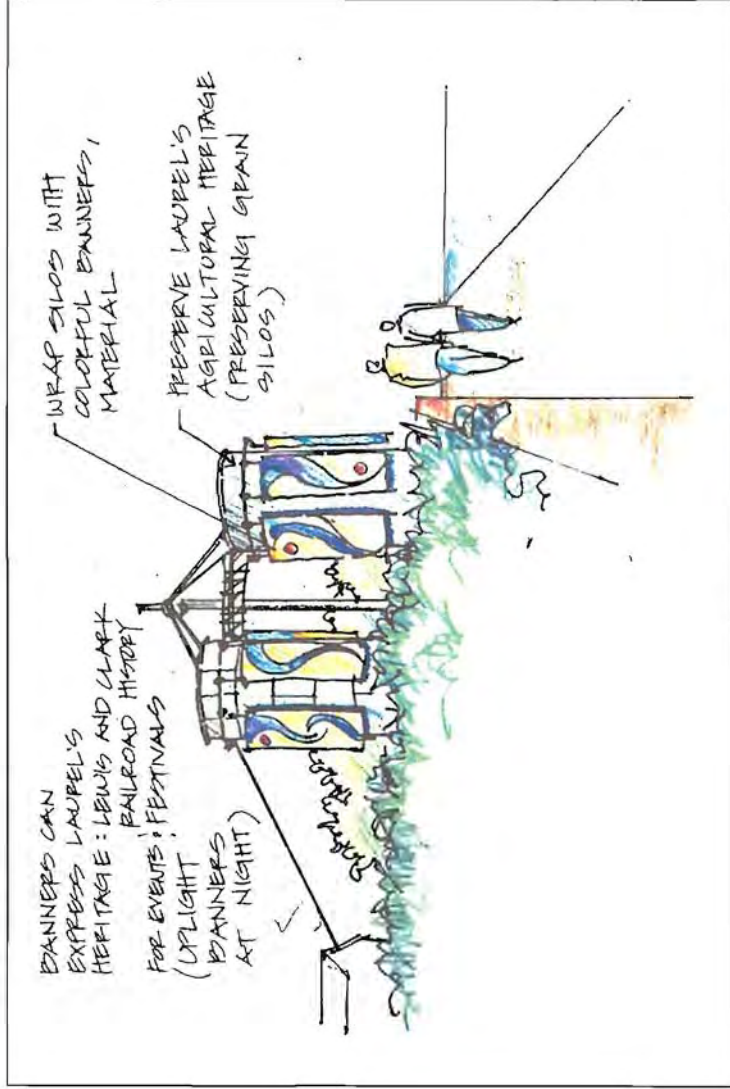
Many people have advised the community of Laurel to celebrate the agricultural and rail heritage by retaining and refurbishing older structures related to this heritage. The silhouettes of the elevators and grain towers are visually intriguing. These architectural focal appoints offer inspiration for gateway features





# South Downtown Gateway PROJECT

The rail underpass delineates the south entrance to downtown. An opportunity exists to enhance the appearance of the silos located just south of the underpass. These silos are interesting forms, however, they are not currently maintained and are now used as billboards. The result is visually distracting rather than unique and interesting. The sketch illustrates one artist's conception of wrapping and lighting these structures to create dynamic, sculptural forms. These structures are located on private property that may shortly be redeveloped.

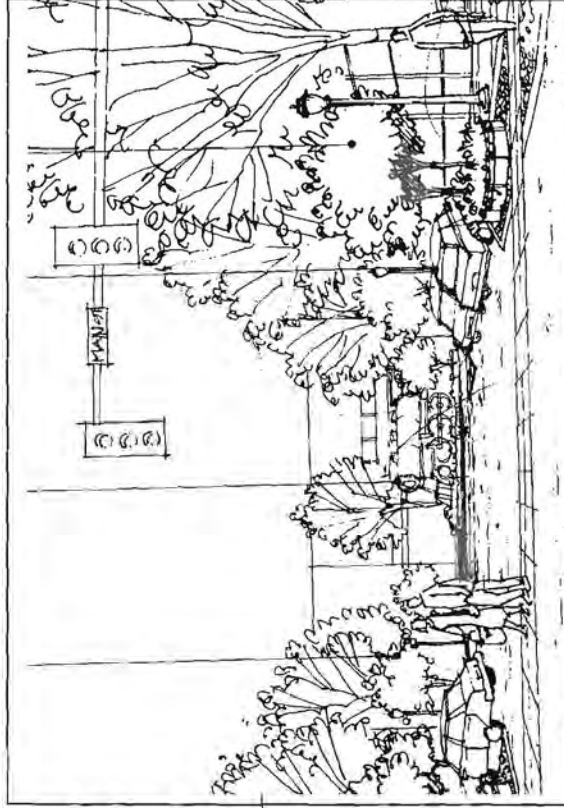


Artist's conception of enhancing existing grain silos

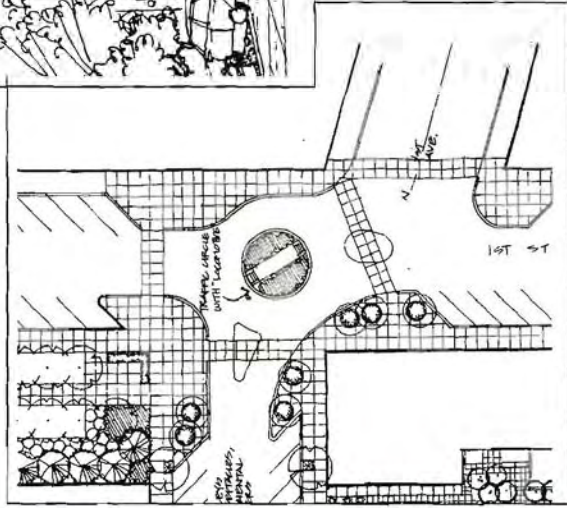


# North Downtown Gateway PROJECT

Development of an arrival sequence to the downtown from the north is recommended near the intersection of First Avenue North and Second Street. This northern gateway corresponds to the location where the land use transitions from predominantly residential to commercial. A variety of options have been discussed. The sketch illustrates the development of a central feature near the intersection of First Street and First Avenue North. It consists of a roundabout with a locomotive as the focal feature. This northern gateway is a logical location to begin streetscape enhancements consisting of curb extensions, decorative paving, crosswalks, urban tree planting, and furniture. The character of the street will also change with the introduction of angled parking. All of the above features combine to form a distinct entry to downtown.



Sketches of "gateway improvements" at First Street and First Avenue North

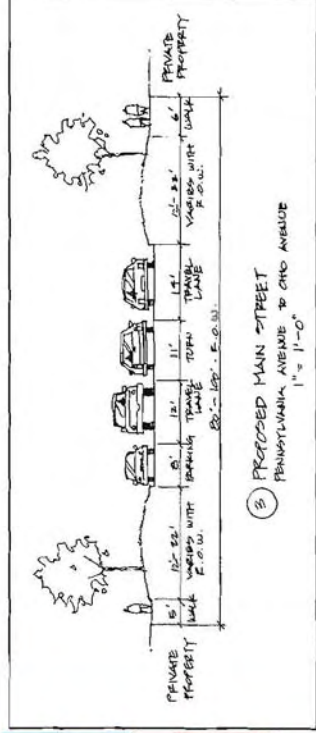




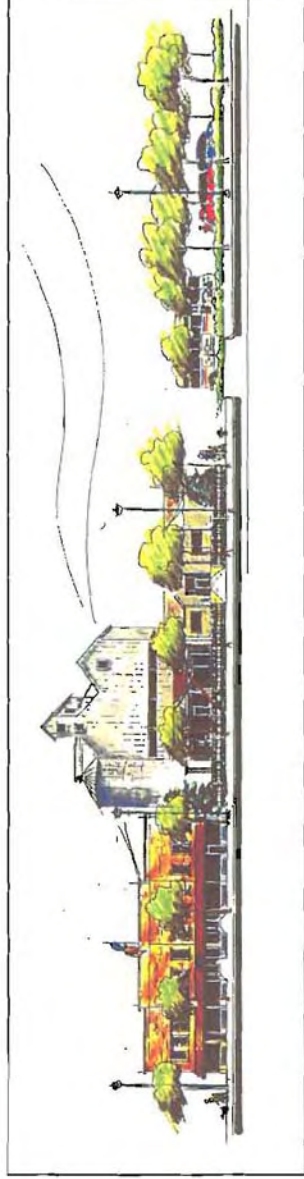
# West Downtown Gateway PROJECT

The western gateway to downtown should be developed on Main Street near Fourth Avenue where the street curves. The visitors' first visual clue of approaching downtown is the landmark elevator complex. A change in the street width and streetscape could reinforce the arrival sequence. Transitioning from a rural 2-lane section to a tree-lined 3-lane section with boulevard sidewalks and street trees is recommended. After a short distance, the highway will transition to a 4-lane road with a center median and a more urban streetscape on either side.

The silhouette of the elevator structures is striking and visually memorable. New infill projects should reference the historic forms and provide a similar level of visual interest. Architectural guidelines with proposed project reviews are recommended.



Example of a compatible business and building







# South Community Gateway PROJECT

A prime opportunity to develop a southern community gateway presents itself on Highway 212, south of Interstate 90. The Cenex refinery should be encouraged to continue their clean up and landscape efforts. In cooperation with MDT, Laurel should explore landscaping the existing paved medians, similar to the medians on South 27th Street in Billings. A lower maintenance alternative would incorporate less landscape and rely on decorative pavement, rockwork, and drought tolerant plants. A "Welcome to Laurel" sign with attractive landscaping is recommended near the South First Avenue I-90 exit. MDT is in the process of landscaping medians in Bozeman, Helena, Missoula, and several small communities on Highway 93 south of Missoula.

The arrival experience to the community from the east could begin near the overpass of Juniper Avenue with attractive landscaping. This could continue along the I-90 corridor though the South First Avenue exit. Working with MDT, the community should explore options to billboards. Several communities have implemented the "blue sign program" as a means of orienting travelers to visitor services and reducing the visual clutter associated with billboards. In Colorado and Washington, there are several successful examples of communities establishing identity and welcoming visitors with attractive highway landscaping with



*Photo simulation of a "Welcome to Laurel" sign with landscaping*



*Example of median landscaping*



*Images of information kiosks*



# PARKS, TRAILS & GREEN SPACES

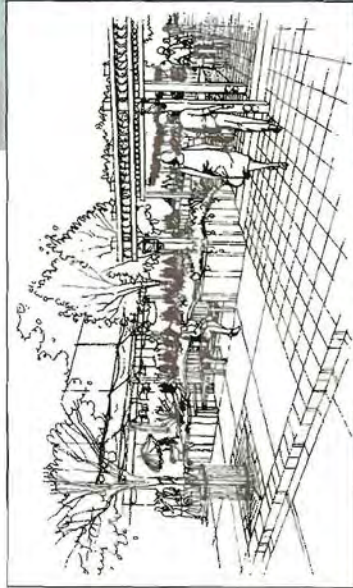
## OVERVIEW

Community parks, trails, and green spaces contribute to the overall fabric of a community. Across the nation, downtown parks, town squares and civic centers have historically served as places where the community gathers to celebrate, mourn, perform, and exchange. The amount and appearance of the community's green spaces speak to the character of the community in the same way that architectural styles convey a sense of place.

Every place and each newly proposed project should have an element of green space. Some green spaces can be as small as a landscaped traffic circle or as significant as a community park. Greenways and trails should provide a linkage and connection between the community's parks, public gathering spaces, neighborhoods, and points of interest.

## ISSUES

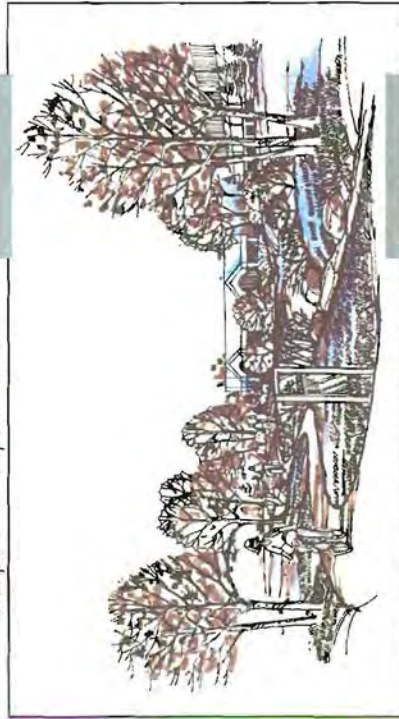
Laurel has a number of parks. Several remain undeveloped due to limited funding. Unfortunately none of the larger parks are located downtown. As a consequence, the community has no significant outdoor space for civic gatherings. At times, the closure of streets accommodates special events, parades, and festivals. Closure of state highways, such as Main Street in Laurel, presents more challenges than closure of local streets. A series of small gardens installed and maintained by civic groups welcome visitors to downtown Laurel. Overall, the landscaping downtown is not cohesive or continuous. Non-motorized connections (linkage) between the parks and downtown need improvement. Laurel does not have an active tree planting or tree maintenance program.



Proposed Town Square



Example of Public Space - Missoula



Trails provide space and a physical connection to downtown

(cont.)

## OPPORTUNITIES

The BNSF Railroad and Yellowstone River corridors in Laurel are opportunities to develop significant greenways of value to both the community of Laurel and the surrounding region. The Yellowstone River Parks Association is working to connect several communities along the Yellowstone River with a series of parks, trails, and interpretive programs. The Rail Corridor is an opportunity to connect Laurel to Billings. In downtown Laurel, a Heritage Park is proposed on the north side of the tracks from 8th Street to Alder. This multiple use greenway could accommodate a mix of land uses including commercial development, tourist attractions, parking, pathways, interpretive exhibits, and museums, as well as retail and recreational land uses. The Laurel Revitalization League (LRL) has identified a site in the center of downtown for a town square and raised most of the money needed to construct it.

## PROJECTS

- **Heritage Park**
- **Yellowstone River Greenway**
- **Laurel Town Square**
- **Visitor Center/Chamber Park**

## IMPLEMENTATION STRATEGIES

### **Policies**

Work with the railroad to (if possible) control railroad lands. This could consist of developing a working understanding with the railroad, acquiring long term lease(s), or fee simple acquisition. A first step would be to enter into agreement with the railroad stipulating that the City has the first right of refusal on all lands that become available for lease or for sale.

Closely monitor the State Transportation Improvement Program (STIP) for projects that are underway that will potentially affect the community of Laurel. A proactive community can influence the character, appearance, and amenities associated with highway design and construction. Highway 93 in the Bitterroot valley is a good example of success that can be achieved with community activism. Laurel should strongly advocate for the inclusion of landscape and non-motorized amenities on Highway 212.

Continue to support the efforts of the Laurel Revitalization League to develop the Town Square and other downtown activities.



(cont.)

**Physical Planning & Design**

Develop a cohesive plan for streetscapes approaching and within downtown that addresses non-motorized and landscape enhancements.

Work with the Billings community on extension of trail and greenway projects. Coordination with civic groups including YRPA, BikeNet, and the Western Heritage Center's Heritage Partnership Program may benefit the community of Laurel.

Encourage the City Council to fund a comprehensive park, pathway and open space plan that addresses physical connections as well as policy. For some the current City Plan discusses standards and concepts, but is not comprehensive in recommendations on where and how linkages might be developed. The drainage, creeks, and irrigation ditches present opportunities for multiple use projects addressing management of water, wildlife, and open space resources.

Consider creation of Park Improvement and Park Maintenance districts to develop a series of community green spaces.

Create Downtown Business or Special Improvement Districts.

**Programs**

Encourage civic groups to sponsor recycling programs similar to the City of Billings' Trash for Trees.

Seek assistance from the State Forester for tree planting and maintenance.

**Regulations**

Adopt ordinances that require property owners to plant and maintain trees and landscaping.

Incorporate considerations for non-motorized transportation and green space into development review processes.

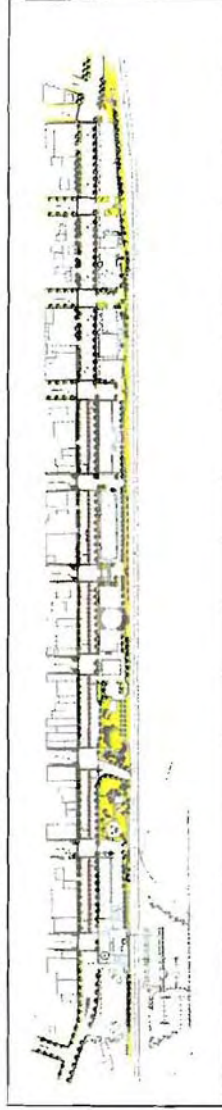


# Heritage Park

## PARKS, TRAILS & GREENSPACES AND TRANSPORTATION PROJECTS

The proposed Heritage Greenway parallels the railroad tracks in downtown Laurel from 8th Avenue to Alder. A feature of the Greenway will be a parkland with multiple-use pathways linking a mix of commercial, transportation, tourism, and cultural land uses. The mix of proposed land uses, displays, and events associated with the Greenway will emphasize and interpret Laurel's culture - both contemporary and historic. Public and quasipublic uses should be located closest to the core of downtown. This plan recommends the City retain ownership and/or control of parklands on either side of South 1st Avenue and a 30' wide park corridor parallel to the tracks for the length of the proposed greenway. In addition, the plan recommends the City retain control of lands on the south side of Main Street that align with the rights-of-way of all streets to the north. Retaining land, as extensions of street rights-of-way, will allow the City to provide access easements to proposed redevelopment sites and service access to the railroad. The City Council could retain these areas as green spaces, develop public parking, display art or artifacts, and/or develop interpretive displays.

If concerns related to safety and vehicle clearance can be addressed, the pathway could extend over South 1st Avenue near its intersection with Main. If the bridge is reconstructed, an elevated pathway should be incorporated. The intersection of South 1st Avenue and Main could be redesigned to include an attractive refuge island in the center of First Avenue near Main Street. This will provide both bicyclists and pedestrians with a safer crossing.



Example of Creative Playground

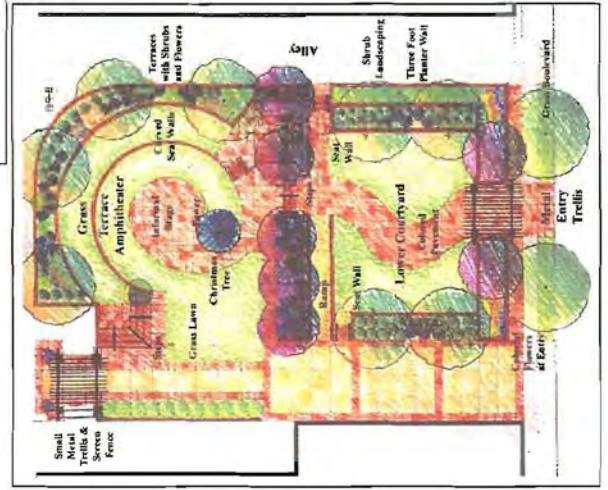
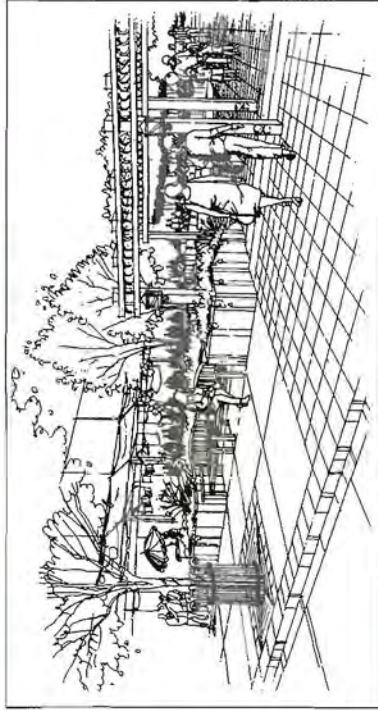


Proposed Park  
Illustrates creative playground, restrooms, multiuse pathway and renovated elevator

# Laurel Town Square

## PARKS, TRAILS & GREENSPACES PROJECT

The LRL has planned and is promoting development of an urban park; one possible site is the former movie theater on First Avenue. Working closely with the LRL, Fischer & Associates design for the proposed Laurel Town Square includes a small amphitheater, a recessed lawn area, and perimeter paving for small fairs and markets. A square could be the site of the community Christmas Tree. The space will be equipped with power, lights and seating to accommodate small performances. The committee is actively fund raising for these projects. Their goal is to raise \$202,000.00. To date the committee has received donations from local businesses, the Stillwater Mine, Yellowstone County, and Grant monies from the Dennis Washington Foundation and Montana Community Foundations. Construction is expected to begin the spring of 2002.



# Yellowstone River Greenway

## PARKS, TRAILS & GREENSPACES PROJECT

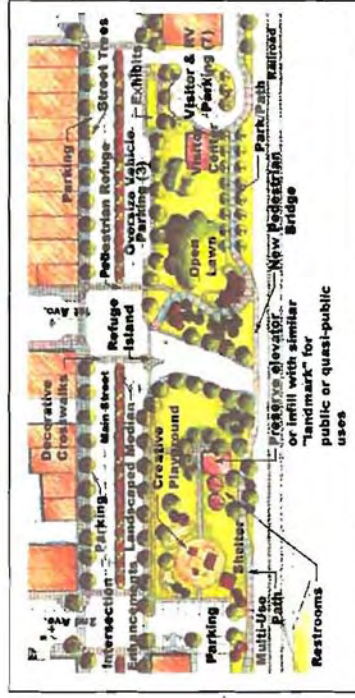
The Yellowstone River Greenway is a project of the Yellowstone River Parks Association, a Billings-based, non-governmental advocacy group. The group's mission is to create a greenway with trails, access, and interpretive information from Gardiner to Fort Union. For more information on the project visit the YRPA web site at [www.yrpa.org](http://www.yrpa.org) or call Todd Stewart at 406-259-4546 ext. 13.



# Visitor Center/ Chamber Park

## PARKS, TRAILS & GREENSPACES PROJECT

The Chamber of Commerce and the Laurel Visitor Center are housed in an attractive log cabin in a park-like setting near the intersection of First and Main. Recently the Chamber has added outdoor exhibits interpreting the voyage of Lewis and Clark. This Heritage Greenway Plan recommends this feature remain and be improved with additional exhibits, access from the proposed path, and provision of convenient parking to accommodate cars and oversize vehicles. Special events could be programmed in this park. The availability of power from the abandoned campground receptacles is an asset not to be overlooked when planning community events. The Greenway Plan recommends the park be expanded to the west with improved pedestrian connections, consisting of intersection modifications, and the addition of a grade-separated pedestrian crossing at South 1st Avenue. Introduction of public restrooms, a "Discovery Playground", public artwork, and picnic shelters would further enhance the visitor's overall experience. The public park land and buildings west of the intersection of South First Avenue and Main Street should be retained for recreational uses that are public or quasi-public. Suggestions have included an adventure playground, carousel, arcade, and community theatre.

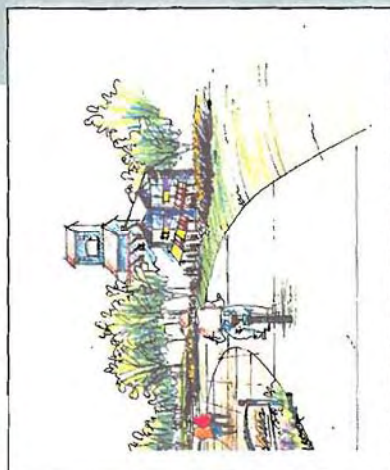


# HERITAGE GREENWAY MASTER PLAN

RR & Main Street Corridor



View of Railroad land from Main Street



Park and pathway proposed for length of corridor



Example of path with interactive display

## OVERVIEW

The BNSF Railroad owns and controls significant land resources in downtown Laurel. This rail corridor contains significant urban land resources for redevelopment and expansion. Views of the railroad lands and views from the State Highways largely form a visitor's first impression of Laurel. Thoughtful planning and development of these corridors is needed to portray an inviting and positive sense of place.

## ISSUES

The railroad lands are currently owned and controlled by BNSF. Current uses include retail and industrial-commercial development, parking and park and ride facilities, storage yards, deteriorating and abandoned buildings, and the Chamber Park and Visitor Center. The existing uses are allowed under lease agreements issued by the railroad. Many of the existing buildings, parking lots, and storage yards are poorly maintained and visually unappealing. Too often after a lease expires, the facilities are abandoned and left to deteriorate. These buildings detract from the overall appearance and character of downtown Laurel. Unfortunately the rail corridor is one of the first impressions visitors have of the community. The rail and road corridors are separated from the rest of downtown visually and physically. The railroad tracks and an excessively wide state highway physically separate the rail corridor from the rest

## OPPORTUNITIES

Most of the existing leases are close to expiring, and the City of Laurel may have the opportunity to work with the BNSF railroad to acquire control of these lands. Under City control, a long-range master plan could be implemented. Community planners recommend the rail corridor be developed as a "Heritage Greenway". This corridor presents an opportunity to showcase the character of the community and encourage redevelopment in downtown Laurel. Removal of unsightly buildings and coordinated development of mixed uses along an attractively landscaped linear park would attract visitors to and encourage business activity downtown. A linear park with a multiple use pathway will link a mix of cultural, tourism, commercial, and recreational land uses. The corridor provides an opportunity to interpret the community from both a historic and contemporary perspective.

(cont.)

## IMPLEMENTATION STRATEGIES

### **Policy**

- The most critical action associated with implementation of the Greenway concept will be an agreement between the City of Laurel and the railroad that results in the city influencing future land use in the area.

### **Regulations**

- This plan documents and provides ideas and vision. Guidelines and regulations will help the community realize the vision.
- Develop and adopt a set of building and zoning regulations for this land focused on achieving the vision. Regulations might be similar to those outlined in the Smart Growth document currently being developed by the City-County Planning Board.

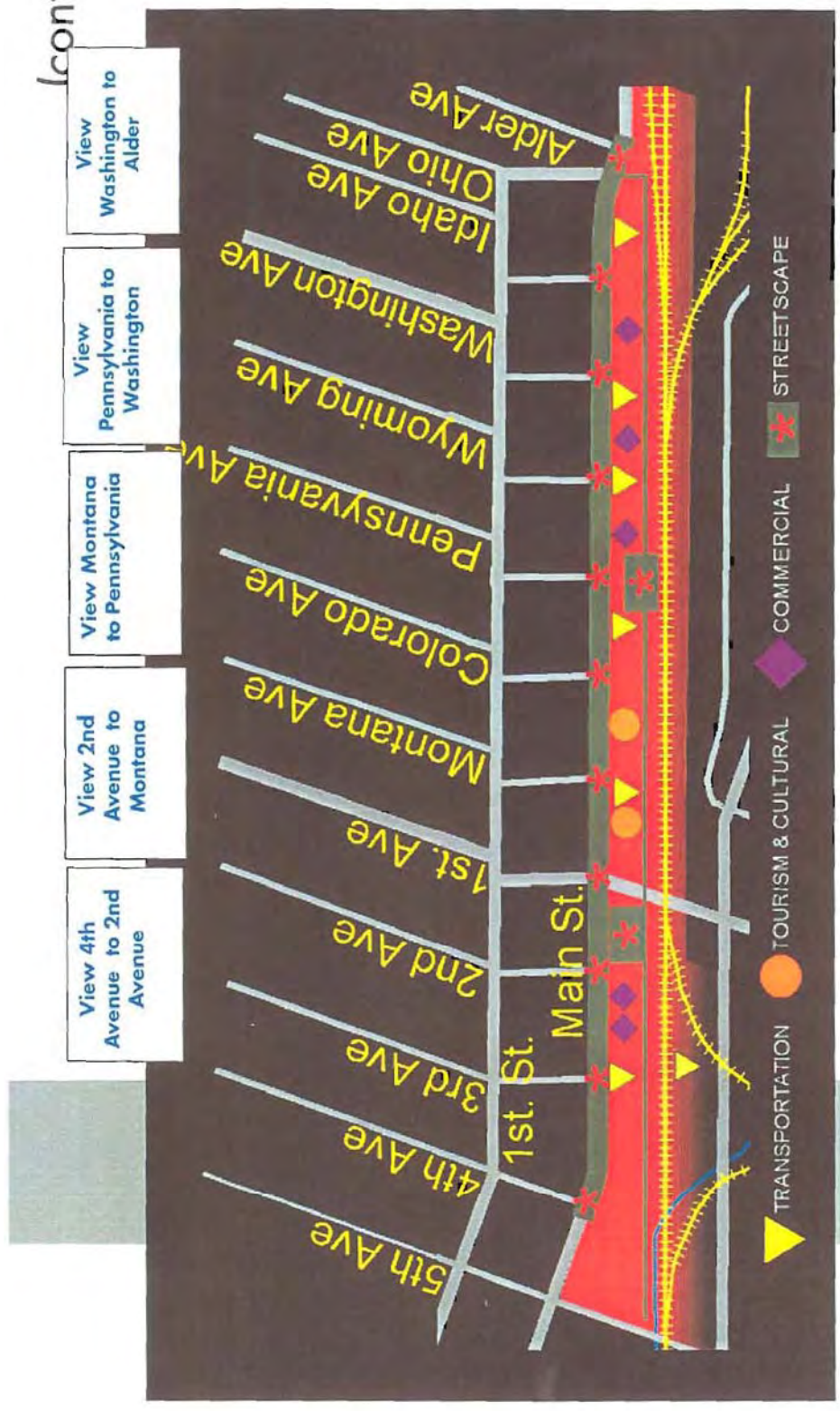
### **Physical Planning & Design**

- A thorough inventory of land assets and current agreements must be undertaken.
- Develop and adopt design standards for sidewalks, landscaping, signage and lighting.

### **Programs**

- Community members involved in economic development should seek out potential partners in the public, private, and non-profit sectors.
- Explore corporate sponsorship of art, signage and interpretive displays.
- Pursue Community Development Block Grant Funds for redevelopment of this corridor.
- In cooperation with local and federal economic development authorities, begin to develop programs that offer incentives for businesses to remain or locate in downtown Laurel.

(cont.)



**PROJECTS**

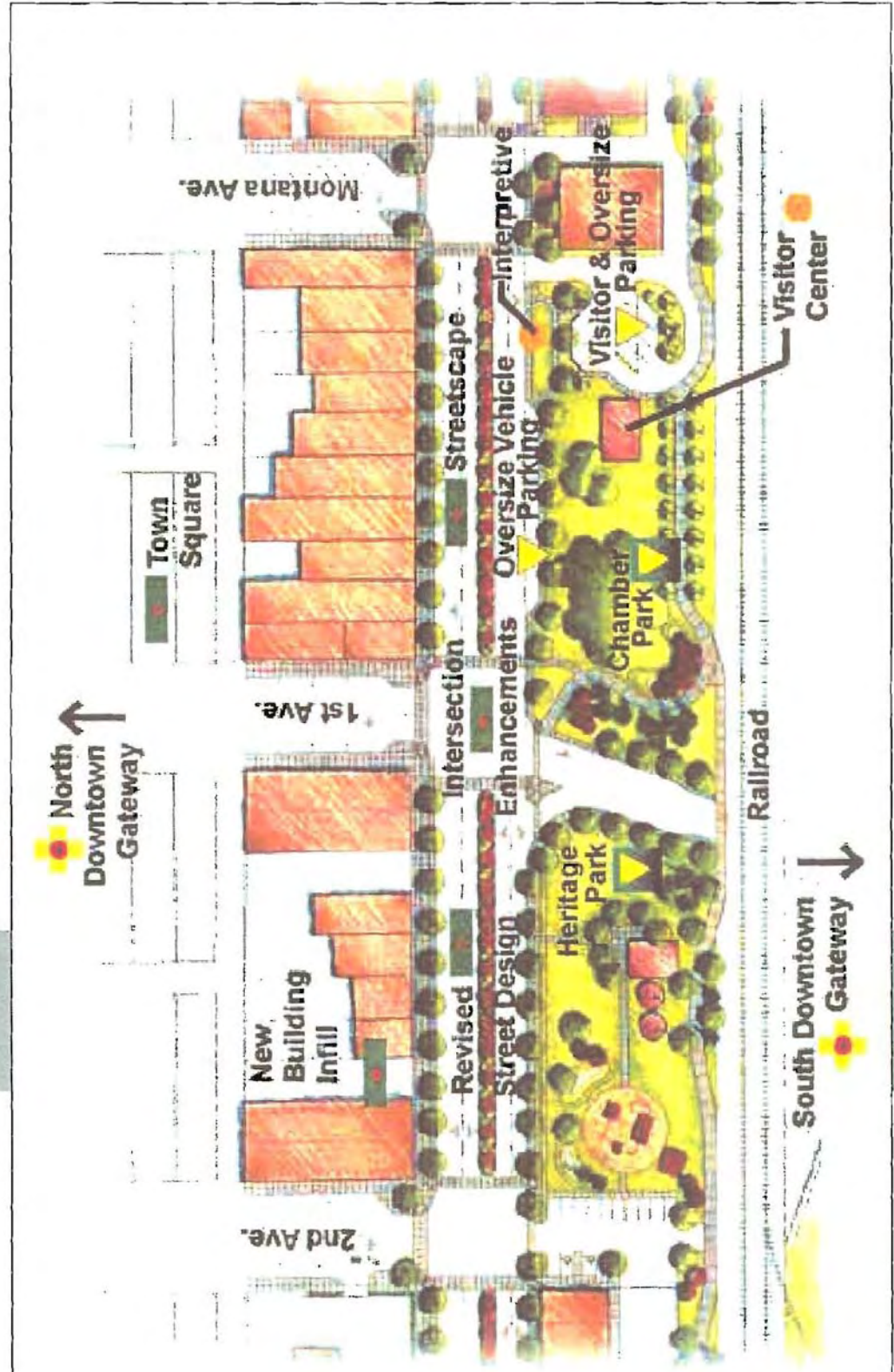
- **Transportation** - Heritage Park/Bus Station/Park&Ride/Train Depot/Oversize parking/Visitor Parking/Museum Parking
- **Tourism & Cultural** - Cultural Center & RR Museum/ Visitor Center Chamber Park/ Unique Features: Art-Architecture-Interpretive
- **Commercial** - Mixed Use Buildings/Proposed Development Sites
- **Streetscape** - Street & Walk Improvements/South 1st Avenue & Main Street Intersection

# 4TH AVENUE TO 2ND AVENUE





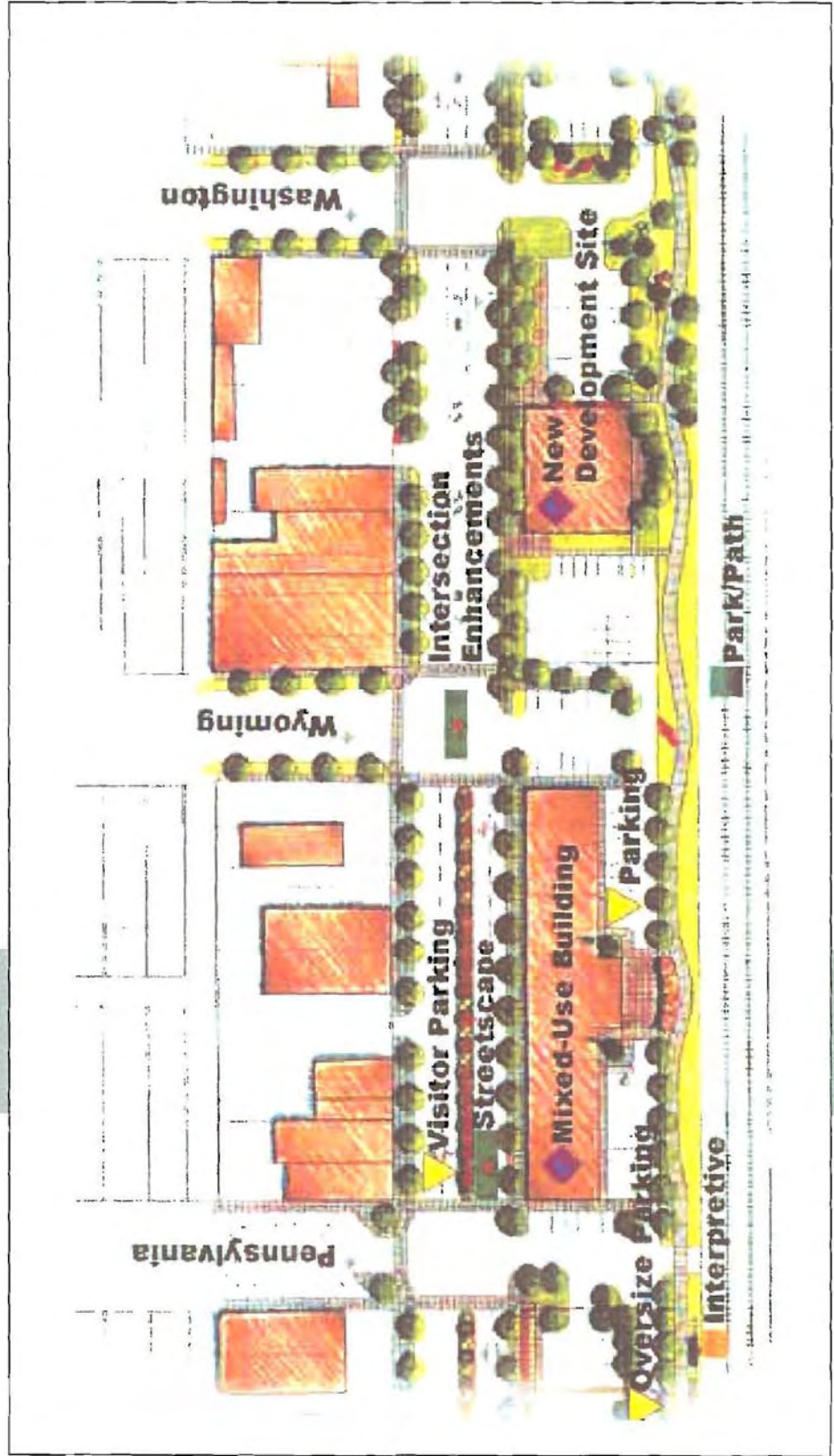
# 2ND AVENUE TO MONTANA AVENUE



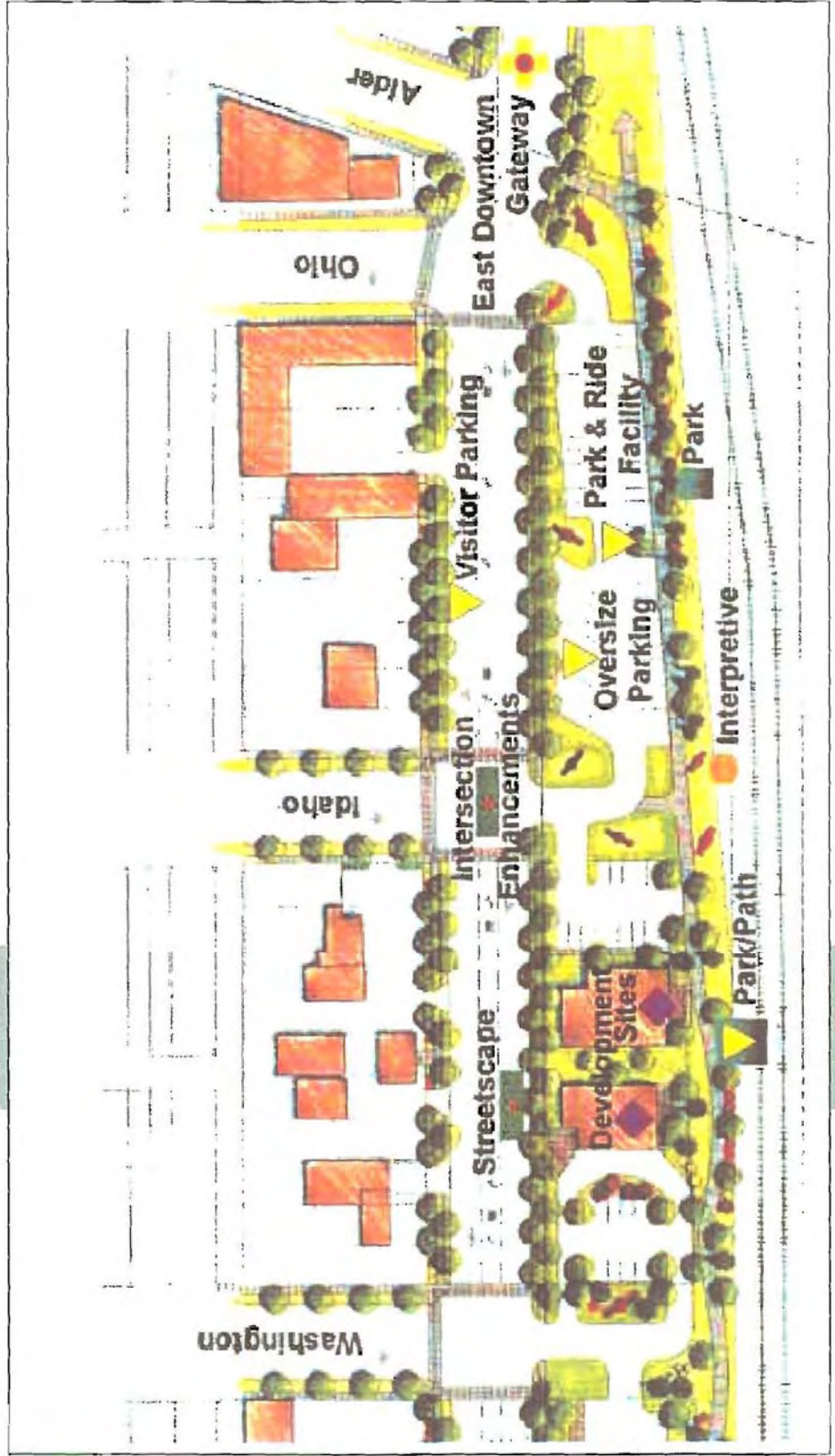
# MONTANA AVENUE TO PENNSYLVANIA AVENUE



# PENNSYLVANIA AVENUE TO WASHINGTON AVENUE



# WASHINGTON AVENUE TO ALDER AVENUE



# TRANSPORTATION



Sketch of interpretive display at Visitor Center



Well designed streets and parking lots serve as event spaces

## OVERVIEW

A variety of transportation-oriented proposals are located along the rail corridor from 5th Avenue to Alder. The plan strives to balance between creating a vibrant pedestrian environment, the demands of businesses, and addressing the need for parking and traffic flow.

## ISSUES

Many visitors will arrive in Laurel traveling in cars and oversize vehicles. Others may arrive traveling on foot, bicycle, bus, or train. Wayfinding for all visitors must be easy and convenient. The Chamber Visitor Center is strategically located to welcome and orient visitors traveling by all modes. Nearby parking, at least on a short-term basis, is essential as a majority of visitors currently arrive in vehicles. The community hopes to retain existing downtown businesses and encourage new commercial uses close to the core, and convenient and adequate parking for its customers is an important component of this effort.

## OPPORTUNITIES

A variety of travel modes and parking options are proposed and illustrated in the master plan. Ideally the proposed development including parking lots will be attractively landscaped with comfortable outdoor spaces. Pedestrians should be invited to linger. Parking lots should be designed for multiple use. The larger lots could be developed to accommodate special events such as farmer's markets, festivals, and craft fairs.

## PROJECTS

- **Parking for Oversize Vehicles & RV's**
- **Visitor Parking**
- **Bus Station**
- **Train Depot**
- **Park and Ride**
- **Historic Park/Pathways**

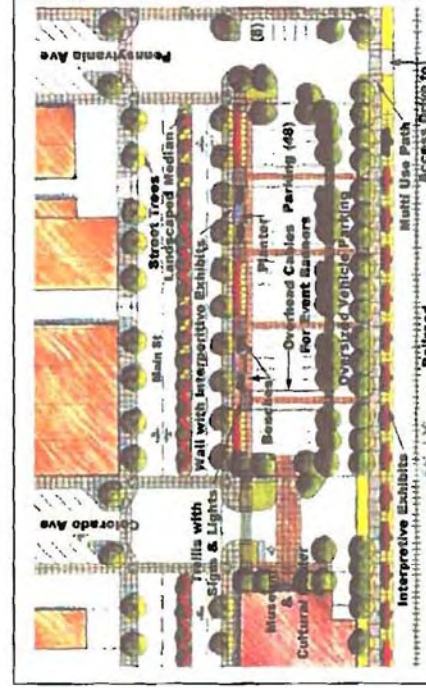
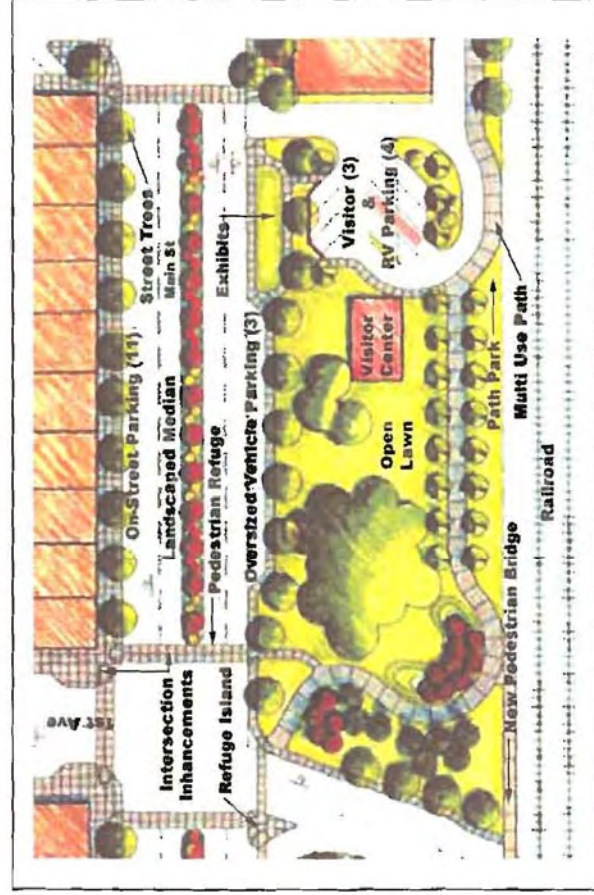
# ▶ Parking for Oversize Vehicles & RV's

## TRANSPORTATION PROJECTS

Parking for oversized vehicles and RV's is proposed in several locations including:

On-street adjacent to the Chamber Park.

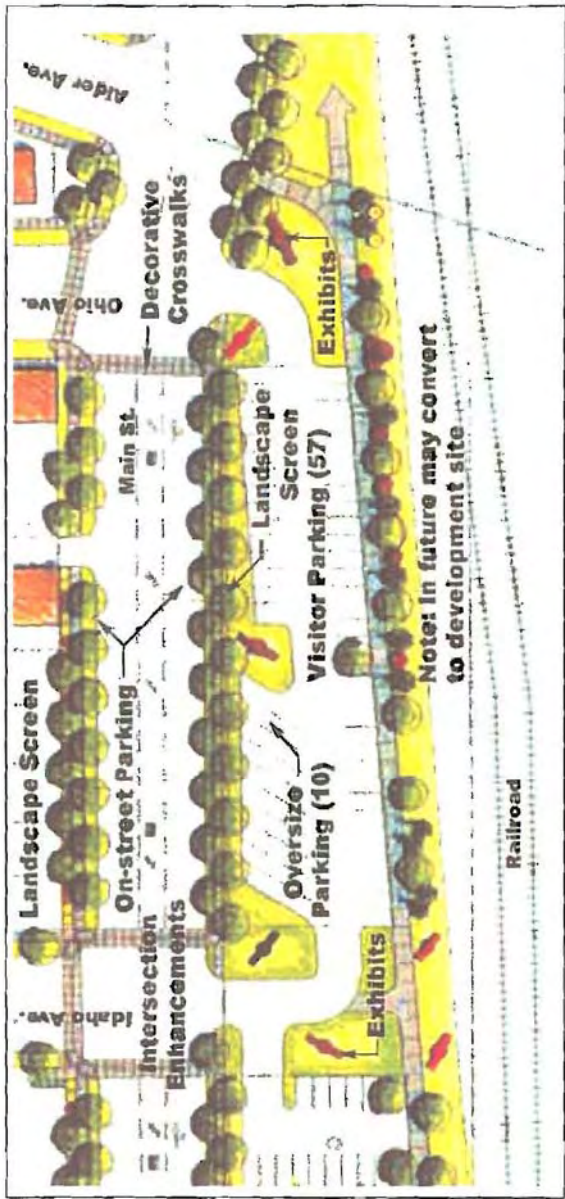
A new parking lot just east of the Chamber Building.



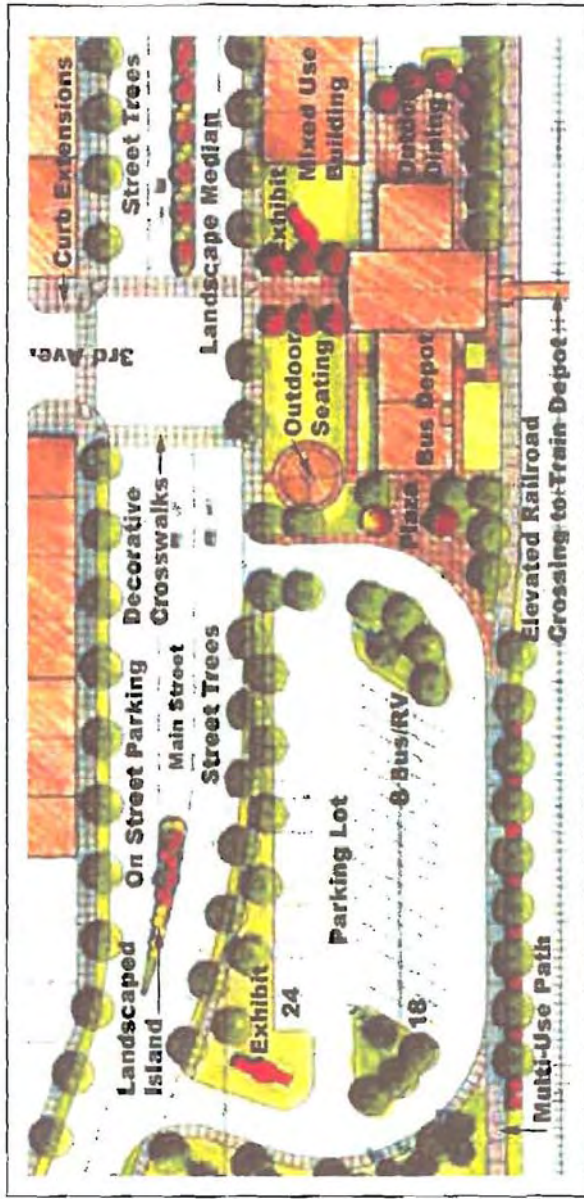
A new parking lot associated with the proposed Museum.

(cont.)

A Park and Ride Facility located at the far east end of the Heritage Greenway.



A new parking lot associated with the proposed Bus Station.



## ▼ Visitor Parking

### TRANSPORTATION PROJECT

Visitors to downtown Laurel will find several parking options including:

On-street parking on the north side of Main Street from 5th to Alder.

Small parking lots associated with new infill development should be located behind buildings and accessed on drives aligned with streets on the north side of Main Street.

Additional public city parking may be located on these street right-of-way extensions.

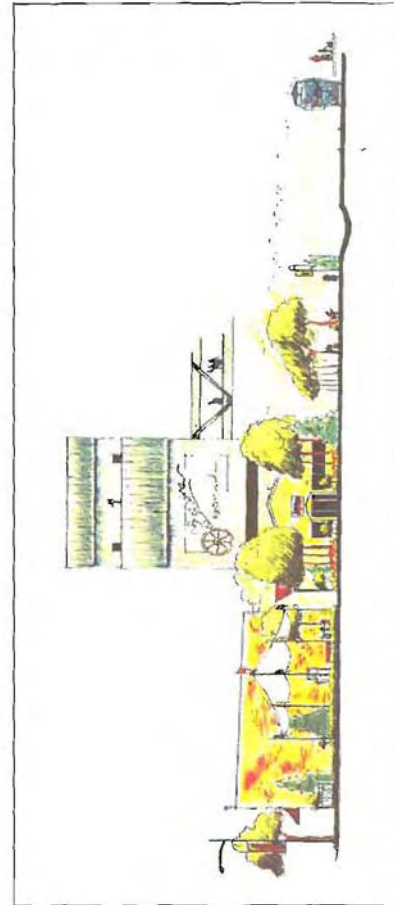
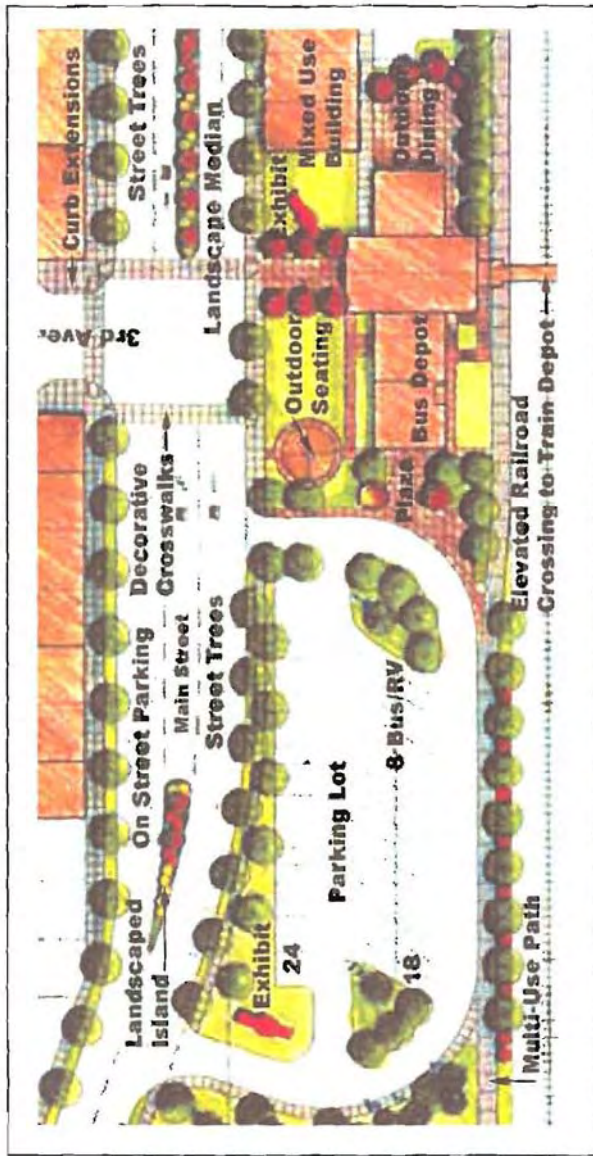
Parking associated with infill and commercial projects.





# Bus Station

## TRANSPORTATION PROJECT



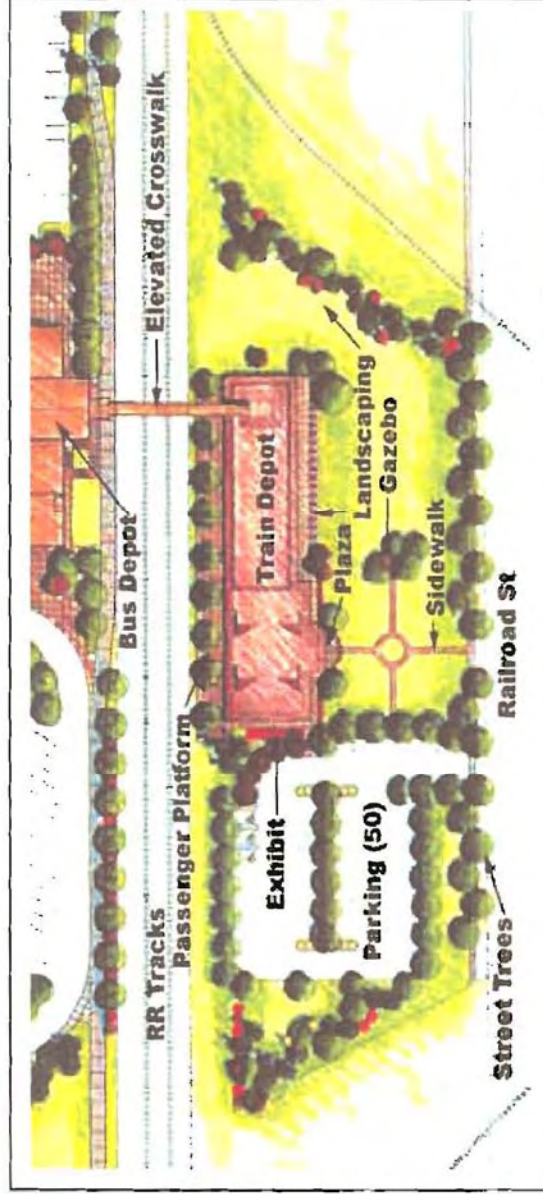
Elevation of Bus Station/Mixed Use Building

A new bus station is proposed in or near the existing elevators near the block between of 3rd Avenue and 4th Avenue. The bus station will be accessed off Main Street by vehicles and from the multi-use pathway by bicyclists and pedestrians. An elevated bridge over the railroad tracks will link the proposed train depot on the south side of the tracks with the new bus station on the north side of the tracks. The plan recommends comfortable outdoor spaces including a patio and waiting area to be developed. A restaurant with an outdoor eating area will be located nearby.

# Train Depot

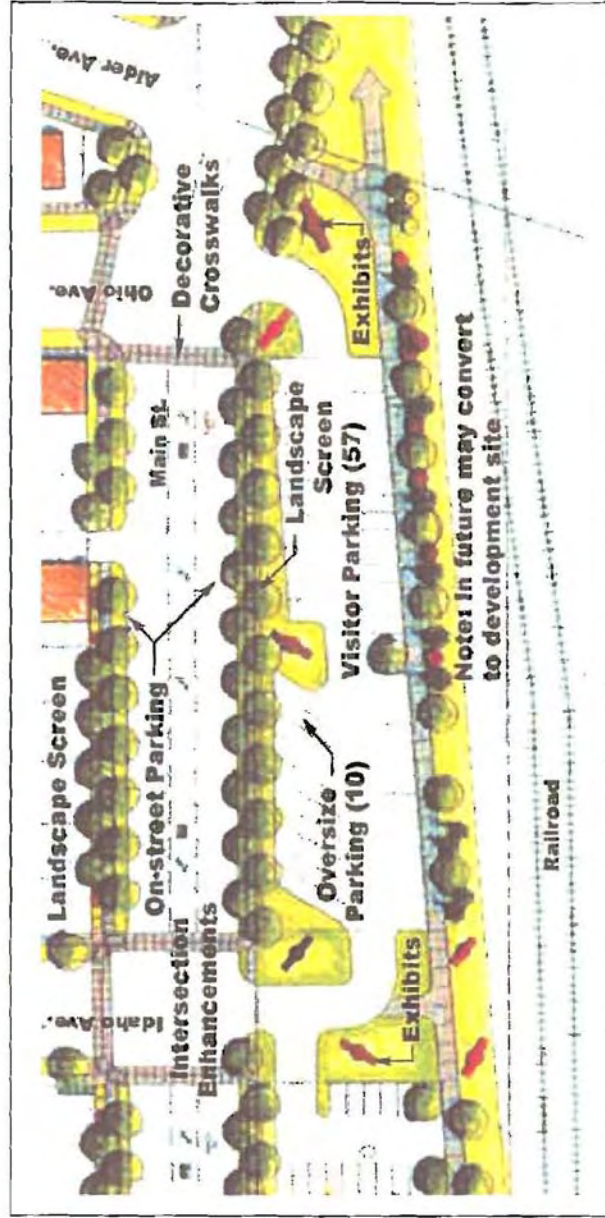
## TRANSPORTATION PROJECT

A new train depot is proposed on the south side of the tracks. This location will allow trains to stop, use a side car, and not block traffic. An elevated bridge over the railroad tracks is proposed to link the proposed train depot on the south side of the tracks with the new bus station on the north. In combination, these two facilities create a transportation hub. Development of attractive outdoor spaces, including a drop-off, waiting area, and the traditional train depot platform is recommended. Bicyclists and pedestrians will be connected to the Depot by a proposed pathway along the Railroad Street.



# ▼ Park and Ride Facility

## TRANSPORTATION PROJECT



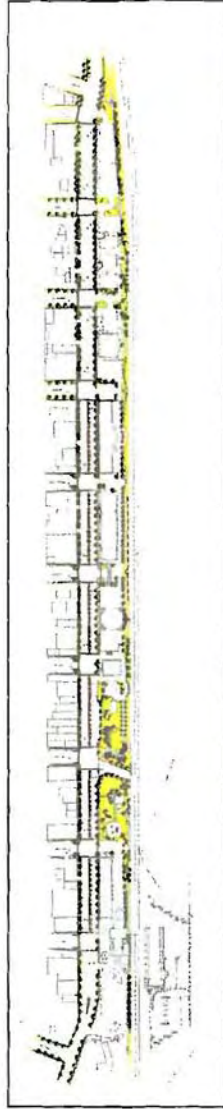
Park and Ride facilities for the public and miners commuting to the Stillwater Mine are proposed near the east end of the rail corridor. This is a good interim and use. At some point in the future, this land use could be relocated further out of downtown, if sites for infill development are in demand.

# Heritage Park

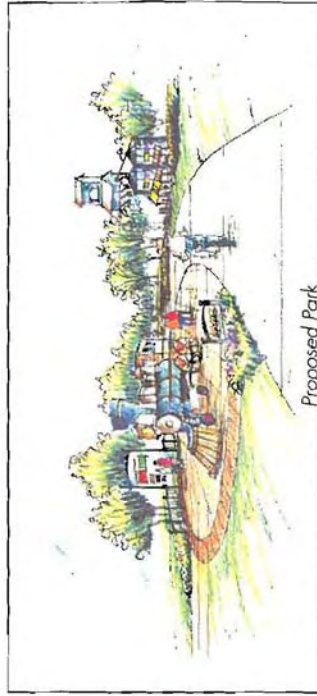
The proposed Heritage Greenway parallels the railroad tracks in downtown laurel from 8th Avenue to Alder. A feature of the Greenway will be a parkland with multiple-use pathways linking a mix of commercial, transportation, tourism, and cultural land uses. The mix of proposed land uses, displays, and events associated with the Greenway will emphasize and interpret Laurel's culture - both contemporary and historic. Public and quasi-public uses should be located closest to the core of downtown. This plan recommends the City retain ownership and/or control of parklands on either side of South 1st Avenue and a 30' wide park corridor parallel to the tracks for the length of the proposed greenway. In addition, the plan recommends the City retain control of lands on the south side of Main Street that align with the rights-of-way of all streets to the north. Retaining land, as extensions of street rights-of-way, will allow the City to provide access easements to proposed redevelopment sites and service access to the railroad. The City Council could retain these areas as green spaces, develop public parking, display art or artifacts, and/or develop interpretive displays.

If concerns related to safety and vehicle clearance can be addressed, the pathway could extend over South 1st Avenue near its intersection with Main. If the bridge is reconstructed, an elevated pathway should be incorporated. The intersection of South 1st Avenue and Main could be redesigned to include an attractive refuge island in the center of First Avenue near Main Street. This will provide both bicyclists and pedestrians with a safer crossing.

## PARKS, TRAILS & GREENSPACES AND TRANSPORTATION PROJECTS



Example of Creative Playground



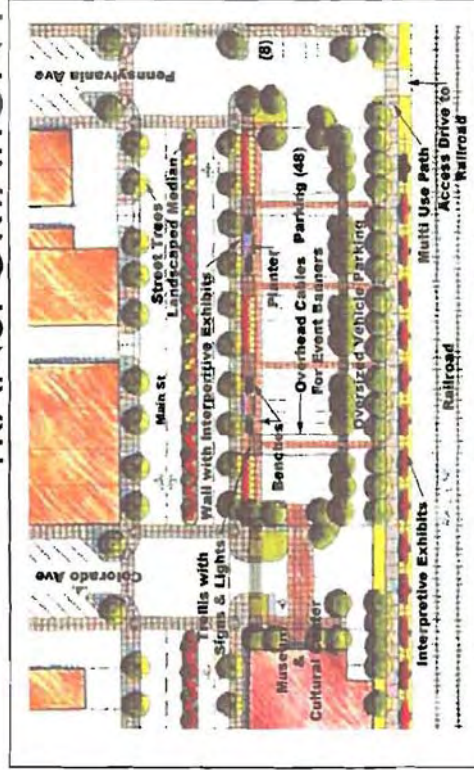
Proposed Park  
Illustrates creative playground, restrooms, multiuse pathway and renovated elevator

# Museum Parking

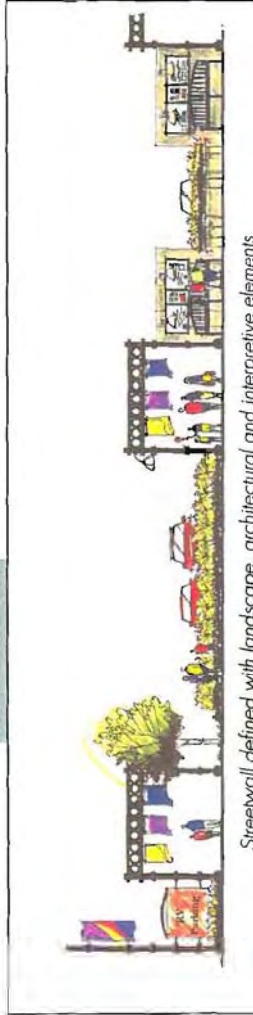
## TRANSPORTATION PROJECT

The proposed parking lot proposed to serve the new Cultural Center and Museum is thoughtfully designed to periodically serve as a community gathering space. The parking lot perimeter incorporates small seating areas, landscaping, low walls, and entry arbors. The entry arbors will support lights and include power receptacles. For special events banners can be added to the arbors to draw attention to festivities. It is very important that this large parking lot be designed to be visually appealing and scaled to the pedestrian. Notice that the "street wall" of the buildings is reproduced along this edge with landscaping and architectural elements. The walls, lights, and arbors should become unique identifying elements that contribute to the community's "sense of place".

Oversize parking spaces are provided on the south edge. Pedestrian links crossing this drive link the gathering space to the trail. A series of railroad cars could reinforce the south edge of the space and draw visitors to the Cultural Center.



A well designed parking lot will serve as downtown event space



Streetwall defined with landscape, architectural and interactive elements

# TOURISM & CULTURAL

## OVERVIEW

Laurel has the advantage of being located on routes traveled by many tourists. Furthermore, Laurel has the advantage of being a distinct, independent community with civic-minded citizens. Rich in railroad, agricultural, and western history, downtown might be re-developed with an emphasis on culture and tourism.

## ISSUES

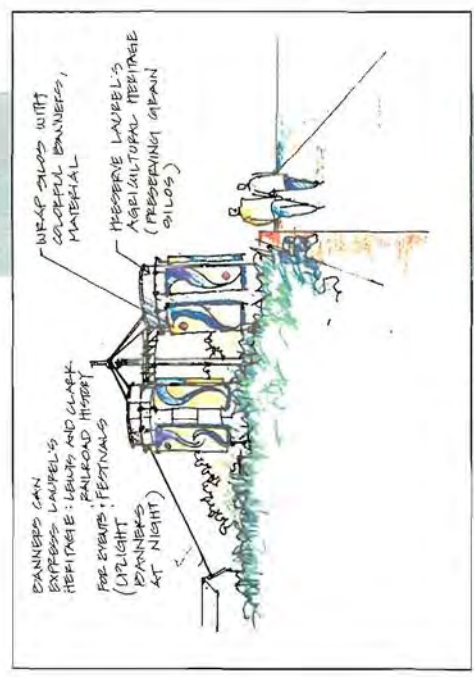
Except for the railroad land, few large parcels of land exist in or near downtown Laurel. The community and businesses have expressed interest in adding a depot, museum, new bus station, green space, more parking, places for events, and sites for entertainment oriented land uses. Downtown Laurel has a number of interesting places and events. Unfortunately, visitors sometimes find it difficult to uncover the local treasures. Lack of a large downtown park and gathering space limits the type and number of events the community hosts.

## OPPORTUNITIES

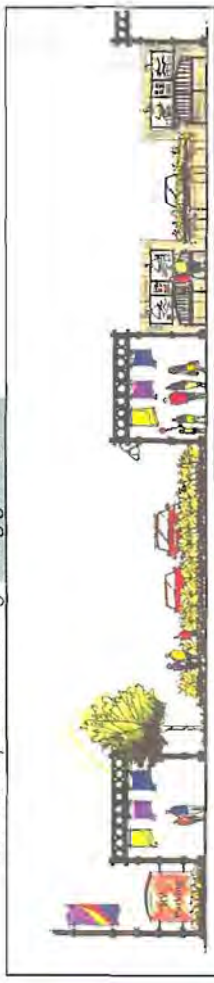
Downtown Laurel has the opportunity to establish itself as a cultural and tourist center as well as a community center. It is located near the Interstate and on routes to Yellowstone National Park, Red Lodge, and Cody, all important tourist destinations. The master plan illustrates how a variety of indoor and outdoor gathering spaces and cultural and tourist attractions might be accommodated on Main Street.

## PROJECTS

- Cultural Center & RR Museum
- Visitor Center/Chamber Park
- Unique Features:
  - Art
  - Architecture



Artist's conception of enhancing existing grain silos



# TOURISM & CULTURAL

## OVERVIEW

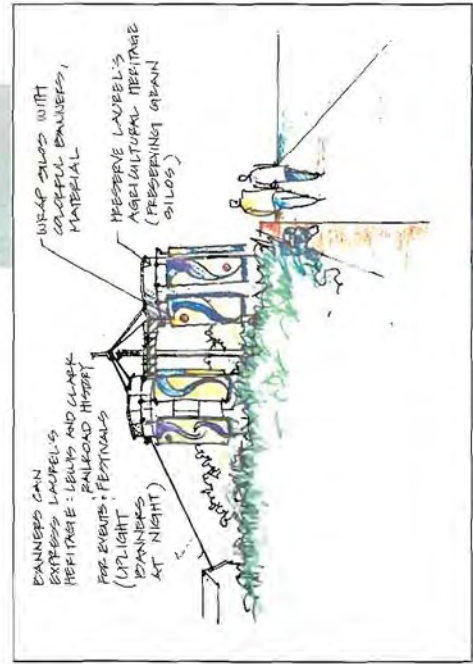
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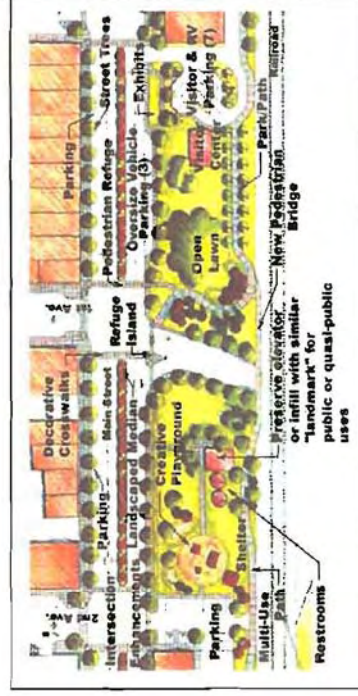
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## PARKS, TRAILS & GREENSPACES PROJECT



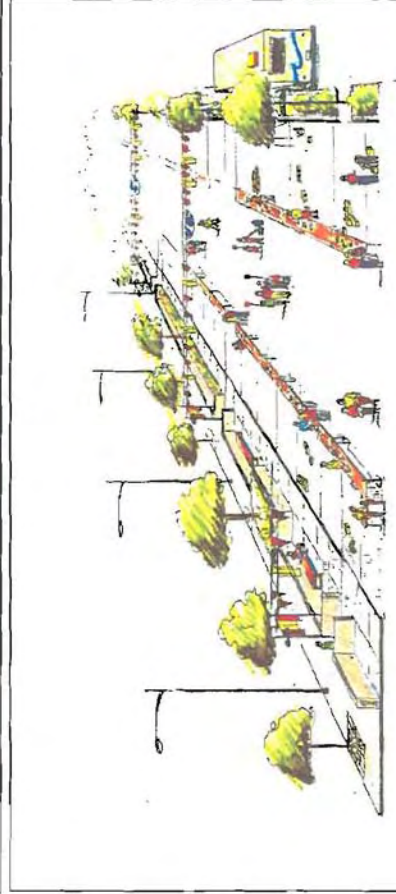
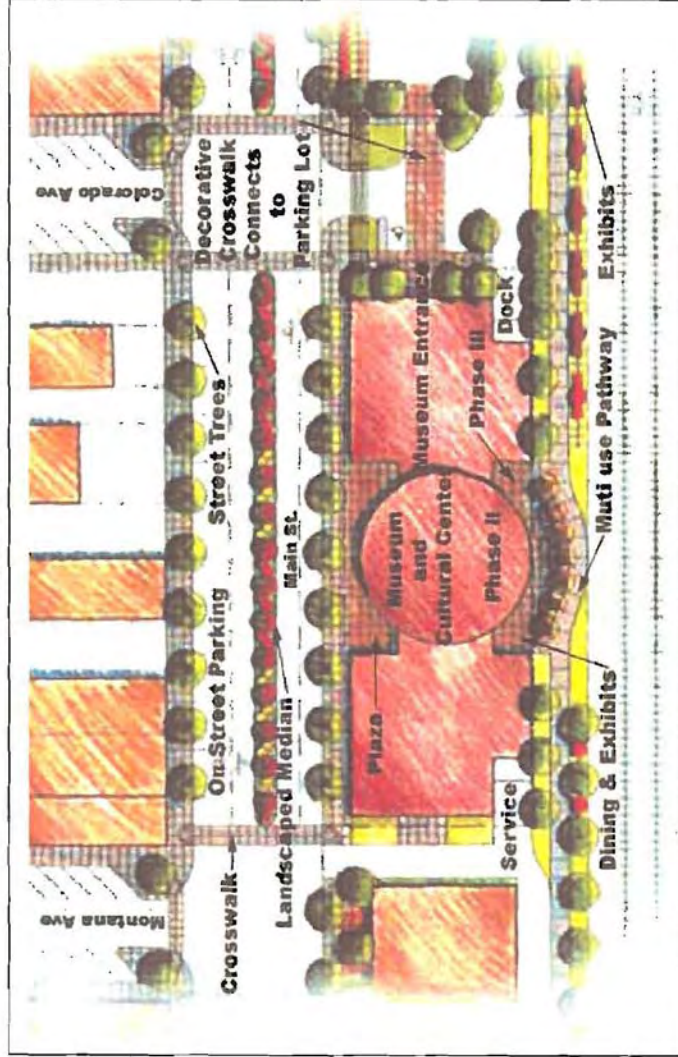


# ● Cultural Center & RR Museum

## TOURISM & CULTURAL PROJECT

The master plan recommends that the land between Colorado and Pennsylvania Avenues will be reserved for a new Cultural Center that will house a Museum. The Roundhouse Rail Museum would focus on railroad history, interpreting the role of the railroad in the settlement of Laurel, and expansion of agriculture in the Wellstone Valley. Short term, the land could remain as green space.

The first phase of the project could be developed on land currently used as a park and ride for Stillwater mine. This use could be relocated to the east or west ends of the greenway. The existing RR dorms will probably remain for a period of time. Eventually the dorms could be removed to accommodate expansion of the Cultural Center and development of a thoughtfully designed parking lot to serve the facility and stage special events



# Unique Features: ● Art-Architecture-Interpretive

## TOURISM & CULTURAL PROJECTS

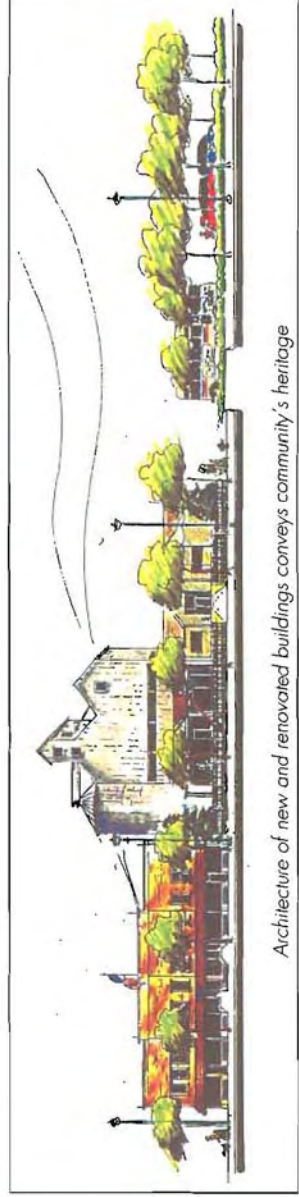
**Art**  
Every community has artists. The greenway, parks, pathways, walks, and streets are opportunities to showcase the work of visual and performing artists. Special events can focus on the arts. Laurel should consider sidewalk art fairs, gallery walks, and civic art competitions. If there are not enough galleries, consider using the streets and walks for events. Promote an event requesting businesses to sponsor an artist who will fabricate and plant a freestanding planter or bench. Require the submissions to be railroad or agriculture themes. The first showing and judging might occur in conjunction with a downtown dinner or performing event. The furniture could be auctioned as a fundraiser or purchased by businesses, the City, or the Revitalization League for permanent installation.



Courtesy of Dennis D. Kern - MFA - Fine Art Appraisers  
112 Wyoming, Billings, Montana 59101



The Yellowstone Bank Restoration



Architecture of new and renovated buildings conveys community's heritage

**Architecture**  
Several of the buildings located on railroad land have very distinctive forms. The grain elevators, silos, and railcars convey to visitors the community's agricultural and railroad heritage. City leaders should encourage the renovation and adaptive reuse of sound historic structures. The architecture of any new infill development should be designed to reference the forms of agricultural, railroad, and historic structures.

(cont.)

## Unique Features: ● Art-Architecture-Interpretive

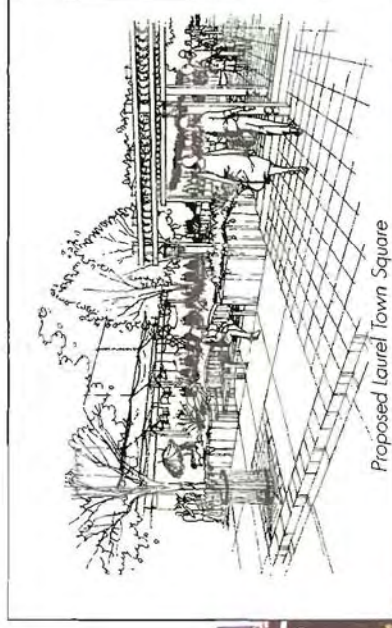
### TOURISM & CULTURAL PROJECTS

#### Interpretation

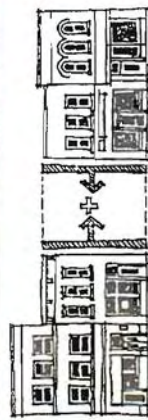
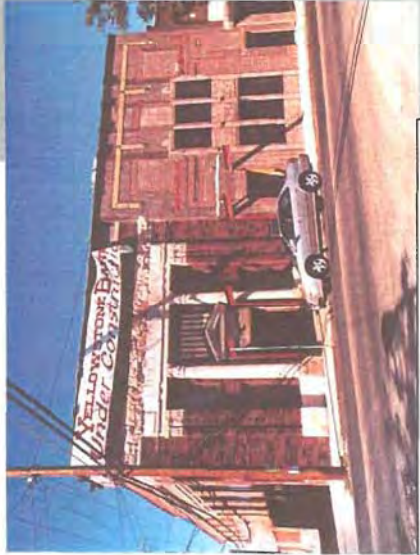
The Heritage Greenway Concept presents many interpretive opportunities. Signage, directories, maps, and self-guided tours could link the Greenway to other downtown points of interest. A Firemen's Memorial is proposed near the intersection of West 1st Street and 2nd Avenue. An urban park, referred to as the "Laurel Town Square" is proposed on First Avenue North. The Yellowstone Bank is one example of downtown businesses commitment to historic preservation. Many communities develop "Paper Architecture" walking tours. This allows the community to "tell the story" of people and places, even when historic building facades have been lost or covered up. The paper tour guide narrative may be supplemented with old photos. The guide is an opportunity to begin educating the community about architectural details that may be covered up and the importance of historic preservation.



Art and interpretive programs can inform visitors



# COMMERCIAL



This approach strikes a proper balance between the existing architecture and good contemporary design. The modern designer is allowed the freedom of individual talent — within limits.



Example of successful infill by A & E Architects

## OVERVIEW

The Heritage Green Way master plan identifies opportunities for new commercial enterprises. A variety of opportunities could be developed including adaptive reuse of existing building, infill development on vacant lots, new mixed-use buildings and small development sites.

## ISSUES

Missing buildings and vacant storefronts detract from the overall vitality of downtown. Current site development and building codes may serve as impediments to developing downtown properties. Land on the south side of Main Street is owned by the railroad and leased for a variety of uses. If the City were to gain control of the land either through ownership or control of leases, a cohesive long-term master plan could be developed and implemented.

## OPPORTUNITIES

The master plan recommends a variety of buildings, uses, and development sites. Infill is proposed on both sides of Main Street. Mixed use buildings, two to three stories in height, should be encouraged. The master plan recommends building styles that reflect the agrarian or traditional storefront forms found on Main Street. Public and quasi-public uses should be located near the core of downtown transitioning to private and more vehicular-oriented uses at the east and west ends.

## PROJECTS

- Proposed Mixed Use Buildings
- Proposed Development Sites

# New Mixed Use Buildings

## COMMERCIAL PROJECT

The Master Plan illustrates three proposed locations for mixed-use buildings. The proposed buildings would mimic traditional main street development having no set back from the street property line. The buildings would be detailed similar to historic structures on the north side of the street; two to three stories high constructed of brick or traditional building materials, 25' retail bays, and a sill height of less than 24 inches. Historic signage and awnings are recommended. The buildings are sited to create a sense of arrival into the core of downtown. Visitors could pass through a "portal" with similar building masses on each side of the street. The street wall could be continuous through the core of downtown. It will be reinforced with site and landscape architectural elements where development is set back or parking lots are introduced. Uses in these buildings are anticipated to be varied. Locally owned and operated specialty retail and restaurants should be encouraged to locate in these buildings. The upper stories might house uses that do not require visibility from the sidewalk, such as offices of non-profits and small businesses. Residential use is unlikely due to noise and proximity of the railroad tracks.

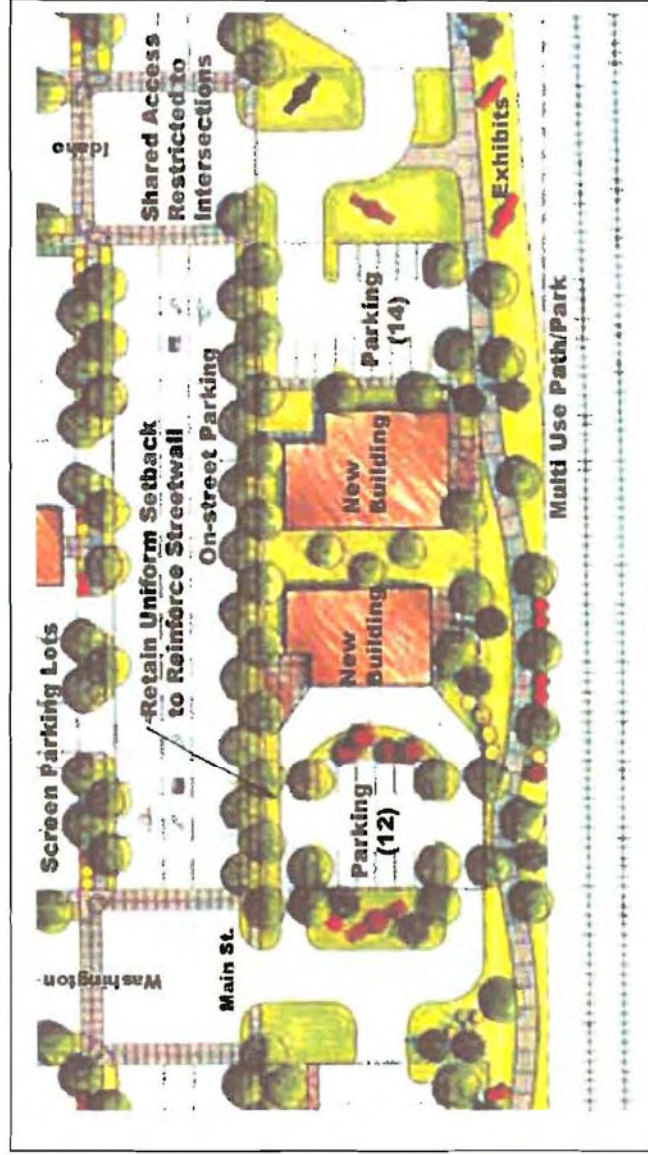


This approach strikes a proper balance between the existing architecture and good contemporary design. The modern designer is allowed the freedom of individual talent — within limits.

# ◆ Proposed Development Sites

## COMMERCIAL PROJECT

A few development sites, that are more vehicular in orientation, are proposed at the east end of Main Street. These are provided to encourage small commercial establishments such as drive-through banks or dry cleaners to remain downtown. The proposed site plans and land uses are consistent with the types of uses that currently exist on the east end of town. The illustrations are included to portray how single one-half to one-third acre sites might develop. The plan recommends that the City develop standards and regulations governing infill. Parking adjacent to Main Street should not extend more than one half the length of the site. Parking should be screened with landscaping, or a wall located on the north property line. Development should reinforce the street wall. Access shall be shared and curb cuts minimized. The architecture, landscaping and signage should be consistent with downtown vocabulary and of appropriate scale to address both vehicles and pedestrians.



# Streetscape



## OVERVIEW

In order to establish the downtown as a destination (a place people want to go, linger, shop, and be entertained), the town center needs to become more comfortable for pedestrians. Streetscape improvements to improve the livability, activity, comfort, safety, and access are recommended.

## ISSUES

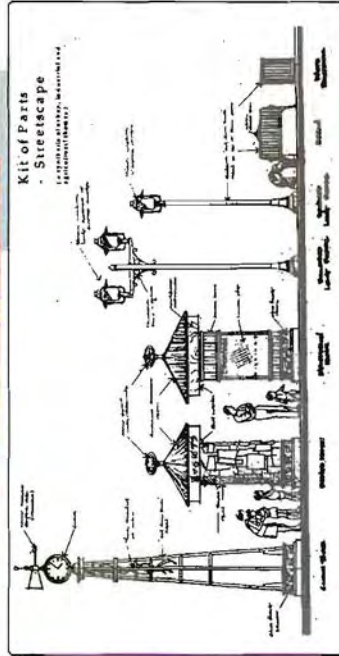
If a comprehensive streetscape project can be developed and implemented, the consistency and continuity will be greater. If public support or funding does not allow for a larger project, we recommend the community develop design guidelines and adopt standards to help insure consistency and cohesiveness within the right-of-way. Certain elements of a streetscape are difficult to accomplish without larger projects. Examples are curb extensions, lane reconfigurations, and street lighting.

## OPPORTUNITIES

Design of the streets, sidewalks, and landscape and gateways present opportunities to define downtown as a district and invite visitation. The plan recommends changes to the street configurations, sidewalks, and street-crossings to make downtown more "pedestrian friendly". Developing and implementing design guidelines for street furniture, lighting, landscaping, signage, and architecture will contribute to a more cohesive community image and improve the comfort of pedestrians.

## PROJECTS

- **Intersection Enhancements**
- **Pedestrian Amenities**
- **Revise Street Design**
- **Building and Infill**



# Intersection Enhancements

Intersection enhancements are proposed in several locations for the purpose of improving connections, safety, and aesthetics.

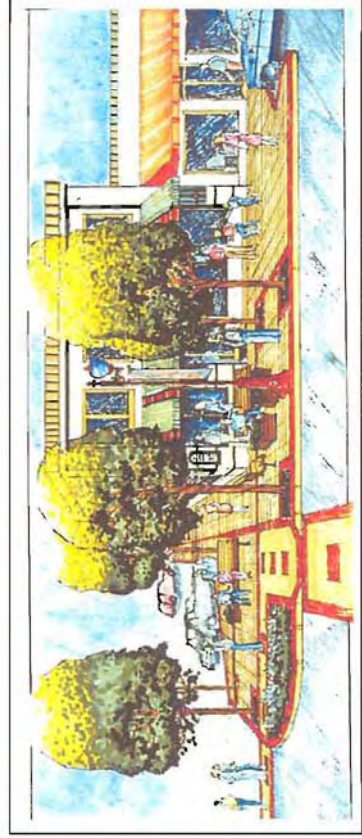
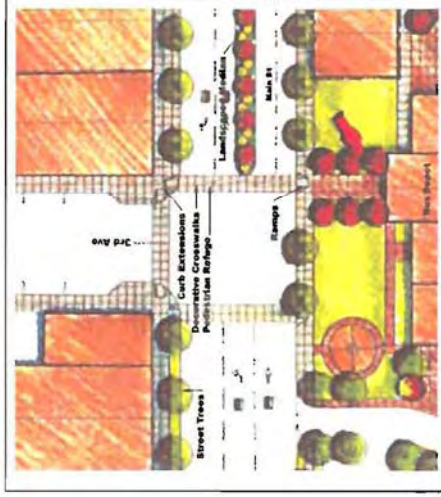
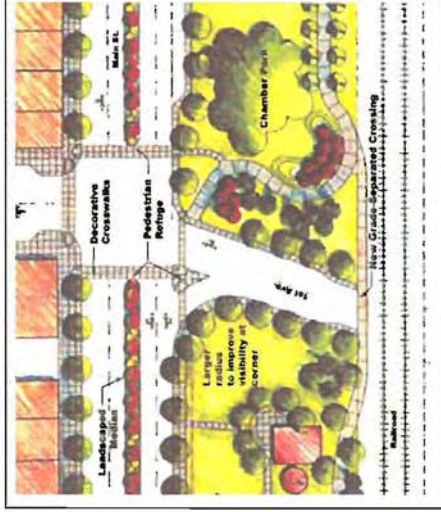
Near the Intersection of South 1st Avenue and Main Street the following improvements are recommended:

- Add a refuge island for pedestrians crossing First Avenue South
- Increase the turning radius on the west side of South 1st Avenue
- Improve handicap access ramps
- Delineate the pedestrians crossing with decorative paving:

- South 1st Ave. & Main Street
- downtown intersections



## STREETSCAPE PROJECT





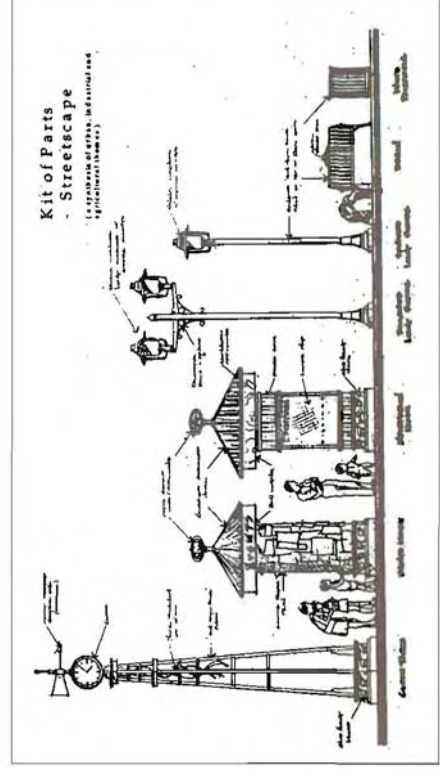
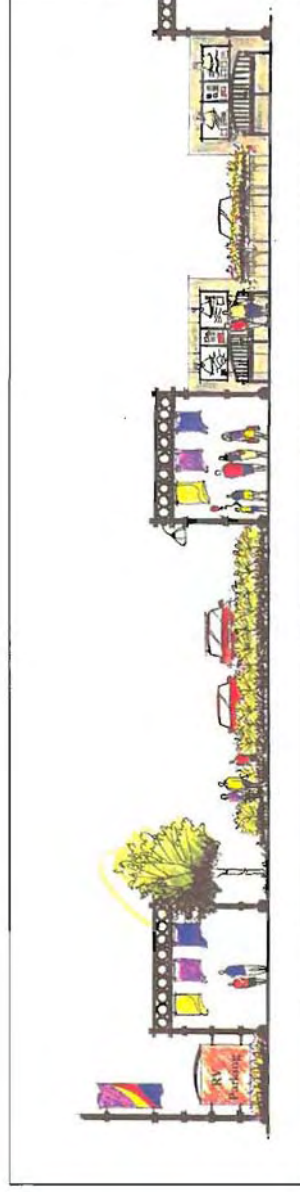
# Pedestrian Amenities

## STREETSCAPE PROJECT

Establishing a system of materials and finishing that can be used throughout the downtown will help establish unity and continuity. Guidelines addressing furniture, fencing, signage, banners, landscape, paving, and walls should be developed. The application of the standards will vary depending on the land uses, site plans, and projects. However, the repetition of standard elements and materials provides continuity. For example, paving materials at the intersections and crosswalks could be designed to match or complement paving used in the Town Square.

The illustrations to the right show a "Kit of Parts" that was developed for another community. A similar yet distinctive approach should be developed for Laurel. The plan should consider the following:

- Directional and orientation signage
- Furniture including benches, trash receptacles, bike racks, and planters
- Street, sidewalk, and landscape lighting
- Sidewalk improvements including ramps curb extensions, crosswalks, as well as paving colors and textures.
- Landscaping
- Business sign and awning guidelines focused on preservation of historic buildings and regionally appropriate design of new building
- Temporary structures used for special events





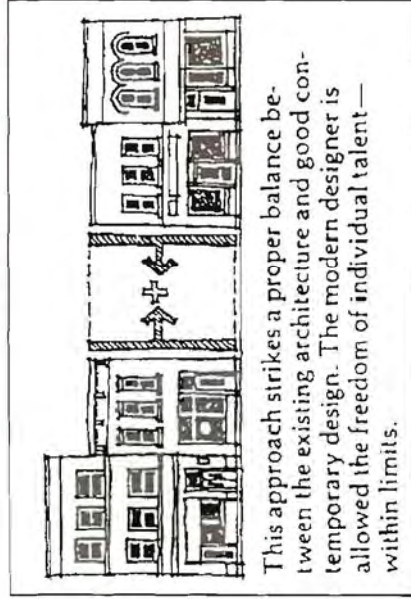
# New Buildings & Infill

## STREETSCAPE PROJECT

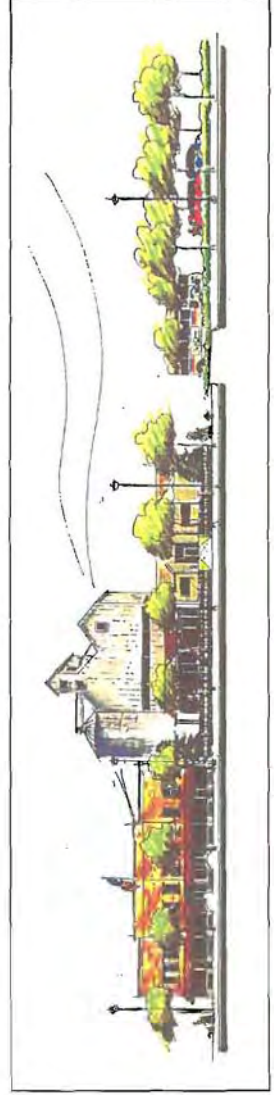
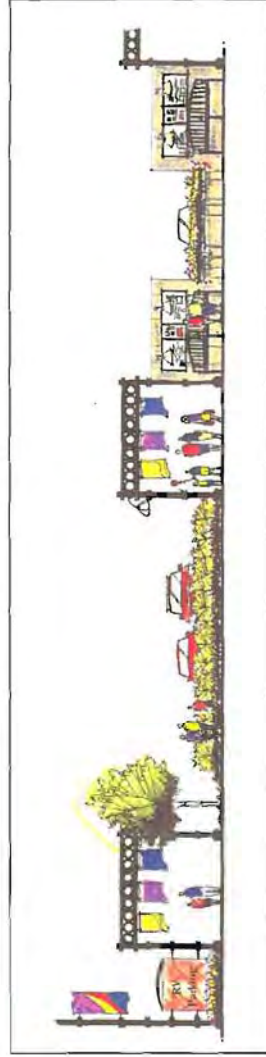
Several opportunities exist for redevelopment along Main Street. Within the pedestrian core, from Third Avenue to Wyoming, infill development should be designed to reinforce the "street wall" by encouraging a nearly continuous building facade. On the north side of Main Street, the street wall will be reinforced if further building removal is discouraged and vacant lots can be infilled. The appropriate type and style of buildings are described in "mixed-use buildings".

Parking lots in front of buildings should also be discouraged. If parking is located adjacent to the Main Street, codes should require the building edge be reinforced by construction consisting of plantings, low walls, and architectural elements. The parking lot proposed as part of the new Museum Cultural Center is an example of using site and landscape architectural elements to reinforce the street wall.

The plan also illustrates new and renovated buildings of a stylized agriculture vernacular. The existing elevators and grain silos are incorporated into the master plan. Some of the proposed new buildings may also be designed to replicate these forms. For example, the new restrooms and concessions in Heritage Park can take on the appearance of silos.



This approach strikes a proper balance between the existing architecture and good contemporary design. The modern designer is allowed the freedom of individual talent — within limits.

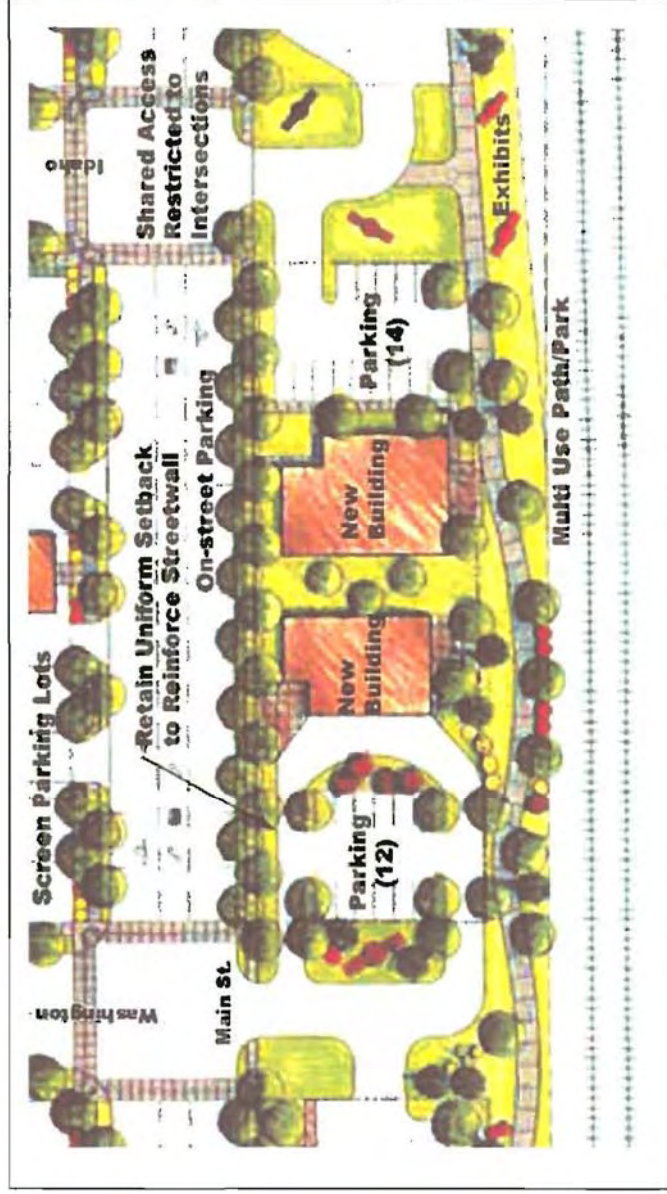


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## \* New Buildings & Infill

### STREETSCAPE PROJECT

East and west of the pedestrian core, a few small development sites are recommended. These are recommended to encourage businesses that are somewhat auto dependent, such as dry cleaners or branch banks, to locate on Main Street. In these locations, codes should require that no more than half of the frontage be parking and that parking lot edges be designed with landscape architectural improvements that reinforce the street wall.



# SOUTH FIRST AVENUE CORRIDOR

## OVERVIEW

South First Avenue is a state highway and is the primary entry corridor into the City of Laurel. Traveling north along this corridor forms a visitor's first impression of the community. Residents feel it is important to have visitors perceive Laurel as a friendly, progressive, attractive, small town with a railroad and agricultural heritage. Commercial development currently appears unplanned and uncoordinated. Businesses have developed over time with varying approaches to site development, landscape, and signage.

## ISSUES

Most visitors arrive in Laurel from the south, either traveling north on Highway 212 or exiting the interstate at South First Avenue. Traveling north on 212 visitors cross the magnificent Yellowstone River and then pass by the Cenex Refinery. Exiting I-90 visitors are greeted by visual chaos associated with highway commercial development, excessive signage, minimal landscaping, and an uncoordinated streetscape. Street widths, curbs, and sidewalks are inconsistent and constructed to varying standards. There are many approaches and long lengths with no defined approaches.

The State indicates that the Montana Department of Transportation (MDT) intends to acquire a 70' wide right-of-way, however the current right-of-way appears to vary from 50' to 90'.

## OPPORTUNITIES AND RECOMMENDATIONS

There is an opportunity to improve the appearance of this corridor and develop more continuity along the corridor. In addition, a gateway with attractive landscaping with identification signage should be developed. Refer to the gateway section of this report for a more in-depth discussion.



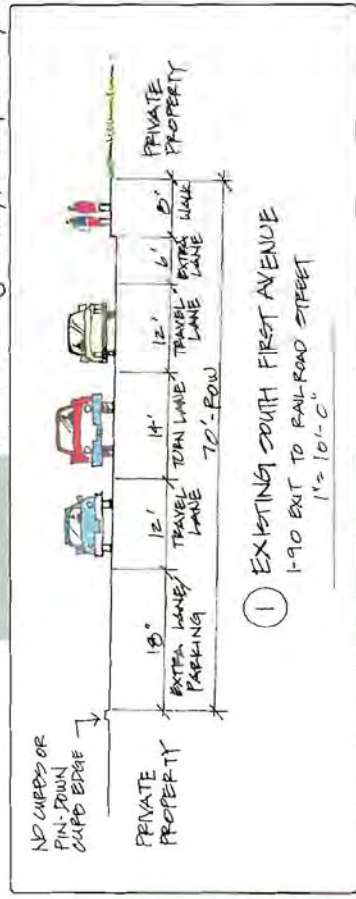
## OPPORTUNITIES AND RECOMMENDATIONS (cont.)

The appearance and continuity of the corridor will be enhanced if consistent standards of treatment within and adjacent to the right-of-way area are adopted. A series of cross sections illustrating the existing conditions and recommendations for the corridor were developed. A number of alternatives were looked at including options for an independent pathway, landscaped medians, and frontage roads. These alternatives will be difficult to implement due to the number of existing approaches, space limitations, and MDT safety standards. For safety reasons, MDT discourages two-way traffic for independent pathways crossing many approaches. The length of clear vision zone required between approaches and tree plantings in medians would limit the amount of landscaping that could be done in medians. In addition opposition from property owners is anticipated if access to businesses are limited by a median. The continuity of landscaping each side of the corridor will be more effective in unifying the corridor appearance than low landscaping in a center median. There is not enough space to accommodate both features.

The illustrated cross-section depicts the optimum recommendation for a 70' right-of-way. It illustrates two travel lanes, a turn lane, 5' boulevard walks, and a double row of street tree planting. We are recommending a 5' private landscape easement be required of property owners. This easement will be used for street tree planting the length of the corridor. Additionally, a vegetative screen should be required where a parking lot is adjacent to the walkway.

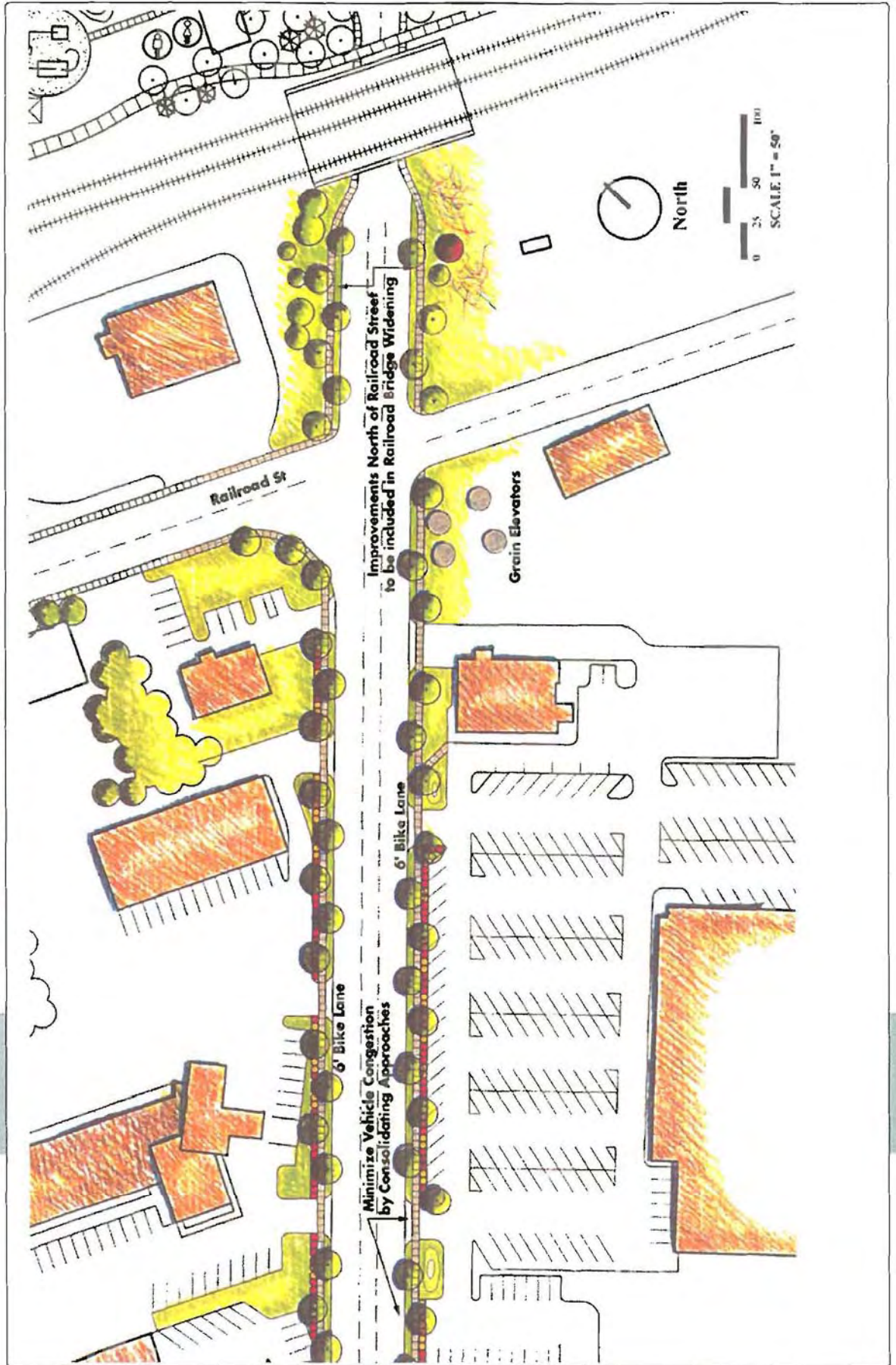
The concept shown on the cross section is illustrated on the plan view. The plan was used to estimate quantities and costs associates with implementing the plan. The costs were estimated for improvements within the right-of-way and for improvements along private properties. Construction costs are estimated at \$400,000 R.O.W.; \$225,000 private property. The estimates do not include highway reconstruction, storm drainage, or utility improvements.

In a few locations, consolidation of accesses is shown as a recommendation. These would need to be negotiated with individual property owners. Controlling the number of accesses will increase the capacity of the highway, hopefully avoiding the need for further widening in the future.



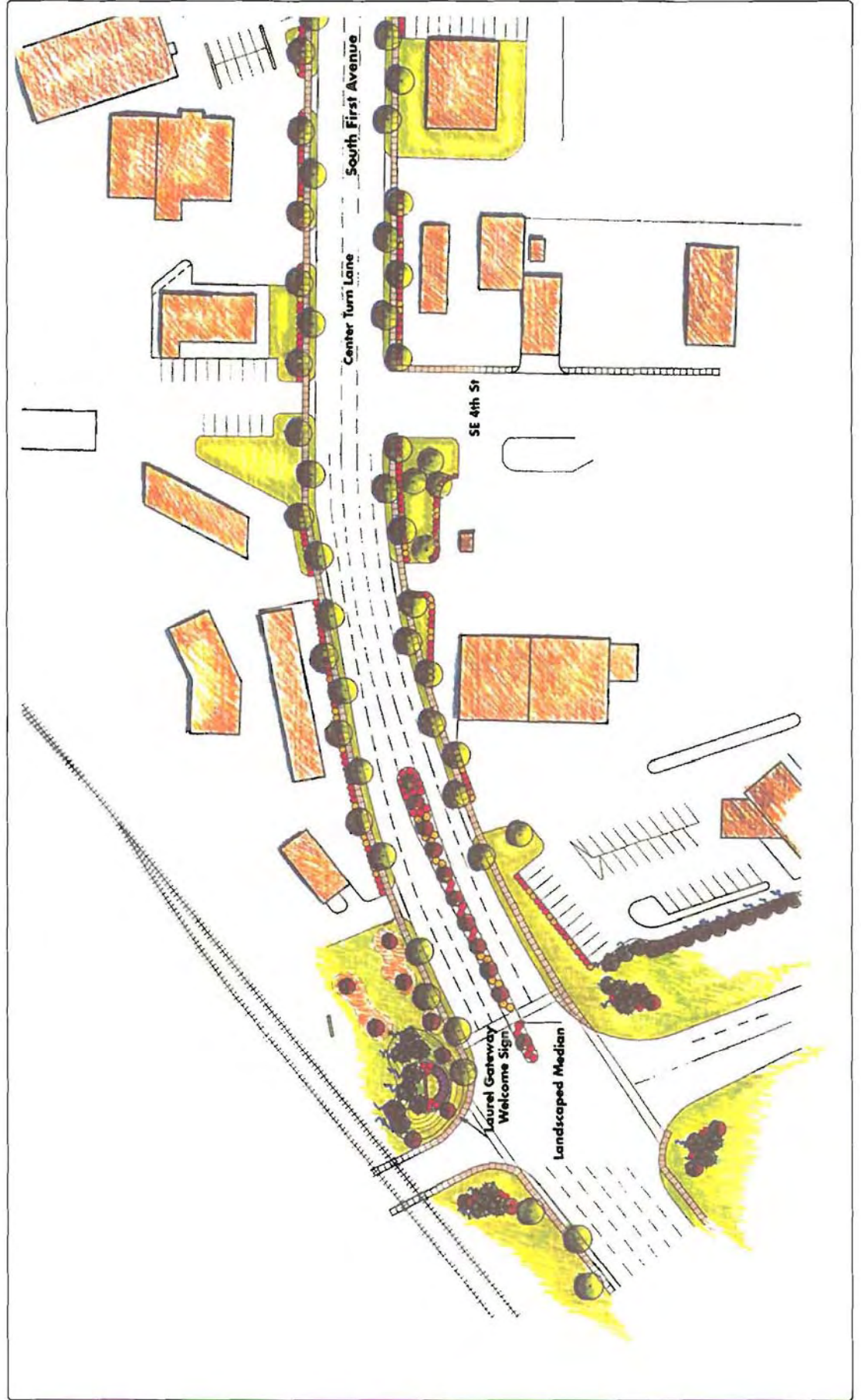
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# NORTH SECTION OF SOUTH FIRST



(cont.)

# SOUTH SECTION OF SOUTH FIRST





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## IMPLEMENTATION STRATEGIES

The corridor enhancements can be developed as a special project or through design guidelines and regulations. A corridor enhancement project will provide more cohesive and immediate results. Adopting policies and regulations addressing the character and form of site development, sidewalks, and landscaping over a period of time will yield more cohesive entry corridors. Most commonly, municipalities enforce site development and landscape ordinances as part of the building permit approval process. Because a majority of the property along this corridor has been developed, policies will only be able to be enforced as part of renovation or remodeling permits. This could take many years to yield cohesive results.

Regardless of the implementation process, the City should adopt the following regulations:

- Sign Ordinance  
Additional restrictions on the number and amounts of signs should be adopted and enforced. This will require a comprehensive study involving the public and reviewing current conditions and regulations. Laurel should also explore adopting the Yellowstone County sign ordinance as a starting point. This ordinance is not as restrictive.
- Landscape Ordinance  
Landscape ordinances should require property owners to plant and maintain a lawn boulevard and street tree plantings either side of the sidewalk. This requirement would only be waived in the event the building is located close to the property line, as called for in the smart growth ordinance. A weed control ordinance should be enforced.
- Right of Way Ordinance  
Site development ordinances should require right-of-way donations amounting to 35' either side of the highway centerline. In addition, access points should be limited to one per property. The addition is subject to approval of MDT and/or the City Engineer.
- Access Control Plan  
Seek assistance and funding from MDT to develop and implement an access control plan.
- Site Development Ordinance

The City should require property owners to construct 5' wide boulevard sidewalks and curb and gutters along the highway. Permanent curbs or pin downs should be required along landscaped edges.

### Funding Strategies

- Work with MDT to incorporate South First Avenue into the STIP, State Transportation Improvement Plan.
- Form Special Improvement District for streetscape enhancements if property owners support the plan.
- Explore the feasibility of CTEP funding .
- Use a combination of the above programs.

## PROJECTS

- **South Downtown Gateway**

**PRELIMINARY COST ESTIMATE**

**Laurel Gateway - Project #01037**

**First Avenue South from I-90 Freeway Exit to Railroad Street**

Date: October 10, 2001

Prepared by Fischer & Associates, P.C.

QTY	UNIT	ITEM	DESCRIPTION	UNIT COST	COST
<b>Improvements within the 70-foot width MDT highway right-of-way</b>					
1	EA	Existing concrete driveway approach	Abandon & Remove	\$1,000.00	\$1,000.00
3,240	SF	Existing asphalt paving and driveway approach	Remove & Dispose	\$3.50	\$11,340.00
210	LF	Existing concrete curb & gutter	Remove & Dispose	\$8.00	\$1,680.00
1	LS	Existing underground utilities	Remove/ Relocate/ Allowance	\$0.00	\$0.00
1	LS	Existing above-ground utilities	Remove/ Relocate/ Allowance	\$0.00	\$0.00
1	LS	Mobilization/ Traffic control	Allowance	\$60,000.00	\$60,000.00
14,575	SF	New concrete sidewalk	5-foot width standard installation boulevard	\$5.50	\$80,162.50
15	EA	New concrete driveway approach	Standard Installation 32' width limited grading mod.	\$2,800.00	\$42,000.00
1	LS	Storm drainage improvements	Allowance	\$0.00	\$0.00
1	LS	Pedestrian crosswalk at median		\$2,000.00	\$2,000.00
3,033	LF	New concrete curb & gutter	Standard Installation/ Limited grading	\$22.00	\$66,726.00
1	LS	Excavation & Grading	Standard Installation	\$10,000.00	\$10,000.00
35	EA	Deciduous boulevard trees	including planting pits	\$550.00	\$19,250.00
12,200	SF	Lawn sod	Within 5-foot width boulevard	\$0.70	\$8,540.00
3,130	SF	Trees/ Shrubs with topsoil, weed fabric, mulch	Median island on First Avenue South	\$4.00	\$12,520.00
1	LS	Irrigation water source		\$10,000.00	\$10,000.00

12,200	SF	Irrigation	5-foot width boulevard with lawn & trees	\$1.50	\$18,300.00
3,130	SF	Irrigation	Drip for median island on First Avenue South	\$1.50	\$4,695.00
1	LS	Entry sign	Location/ Allowance	\$15,000.00	\$15,000.00
1	LS	Asphalt overlay & Traffic control	Stripe/ Allowance	\$0.00	\$0.00
1	LS	Traffic control signs	Allowance/ Remove & Replace/ Modify	\$0.00	\$0.00
<b>SUBTOTAL ALL WORK</b>					<b>\$363,213.50</b>
1		<i>CONTINGENCY @ 10%</i>			\$36,321.35
<b>TOTAL</b>					<b>\$399,534.85</b>

QTY	UNIT	ITEM	DESCRIPTION	UNIT COST	COST
<b>Improvements within the private areas adjacent to MDT highway right-of-way</b>					
1	LS	Existing underground utilities	Remove/ Relocate/ Allowance	\$0.00	\$0.00
1	LS	Existing above-ground utilities	Remove/ Relocate/ Allowance	\$0.00	\$0.00
10,500	SF	Exist. site improvements: Landscape & Hardscape	Remove & Dispose	\$2.50	\$26,250.00
1	LS	Mobilization & Traffic Control	Remove & Dispose	\$20,000.00	\$20,000.00
44	EA	Deciduous shade trees		\$550.00	\$24,200.00
8,600	SF	Shrub hedge/ Weed fabric/ Mulch/ Metal edging	To screen views toward parking lots	\$3.25	\$27,950.00
11,300	SF	Lawn/ Berms	within 5-foot width of walk and any disturbed areas	\$0.65	\$7,345.00
20,500	SF	Mixed Trees/ Shrubs/ Perennials/ Lawn/ Berms	Intersection: I-90 exit ramp and First Avenue S.	\$2.50	\$51,250.00
1	LS	Excavation & Grading	Intersection: I-90 exit ramp/ 1st Av. S./ Allowance	\$10,000.00	\$10,000.00
11,300	SF	Irrigation	New lawn areas	\$1.50	\$16,950.00
8,600	SF	Irrigation	Hedge shrub beds	\$1.50	\$12,900.00
20,500	SF	Irrigation	Intersection at I-90 ramp and First Avenue South	\$1.00	\$20,500.00
1	LS	Renovate existing entry landscape	Allowance	\$5,000.00	\$5,000.00

**SUBTOTAL WORK- PRIVATE** \$222,345.00

1 **CONTINGENCY @ 10%** \$22,234.50

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**TOTAL** \$244,579.50

**TOTAL PROJECT CONSTRUCTION** \$644,114.35

ENGINEERING 15% \$96,617.15

**TOTAL WITH ENGINEERING FEES** \$740,731.50

