Outlook

Westsisw Woods

From JoAnne and Rick Sherwood <sherwoodsphr@msn.com>
Date Fri 10/30/2026 6:39 PM
To citycommunitydevelopment <citycommunitydevelopment@helenamt.gov>
Cc Emily Dean <EDEAN@helenamt.gov>; Julia Gustafson <jugustafson@helenamt.gov>; Sean Logan <SLOGAN@helenamt.gov>; Melinda Reed <MREED@helenamt.gov>; Ben Rigby <brigby@helenamt.gov>; David Knoepke <DKNOEPKE@helenamt.gov>; Mark Young <MYOUNG@helenamt.gov>; Christopher Brink <CBRINK@helenamt.gov>; Rebecca Dockter <RDOCKTER@helenamt.gov>; Alana Lake <alake@helenamt.gov>

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Dear City Commission,

We live at 524 Sussex Court. Se are opposed to the developer's proposed revisions to the Westside Woods Annexation and Preliminary Plat conditions. As stated by City Staff in their report, the developer's requests are too broad and some "should at all costs be discouraged and strictly prohibited". Please deny the developer's requested revisions and approve the City staff's recommendations, *but with the following changes*:

- **Traffic calming measures at the intersection of Hauser and Granite should be installed prior to annexation and final plat.** Hauser Boulevard is identified as the route of annexation and primary access to the subdivision. As such, the developer's own Traffic Impact Study assumes that most of the subdivision traffic will use Hauser. MCA 76-25-413(1)(c) specifically states that the governing body may require certain improvements necessary to protect public health and safety to be completed *before* allowing bonding or other security. Installing traffic calming measures at Granite and Hauser *prior* to annexation is paramount to protecting public safety.
- **The pedestrian safety improvements listed in Condition #9 of the Preliminary Plat Staff Report should be installed prior to annexation and final plat**. The flashing electronic speed sign and improved crosswalks just south of Kessler required in Condition #9 of preliminary plat are intended to be to the south of the school, where the developer is already working to install sidewalks. Children are already walking to Kessler from the south and west and traffic impacts of the development are already negatively impacting pedestrian safety. The required flashing electronic speed sign and improved crosswalks to the south of the school are paramount to public safety BEFORE final plat.
- **The City and developer should be required** to at the very least notify abutting residents about offsite work that will be impacting their property. It would be preferable that the

developer be required to work with City staff in a timely manner to design plans for off-site improvements to minimize the negative impacts on existing homes and driveways.

Sincerely,

Rick and JoAnne Sherwood

Outlook

Westside Woods Annexation and Prelim Plat Changes

From Chelsea Culpon <SacredHeartOils@pm.me>
Date Fri 10/30/2026 5:20 PM
To citycommunitydevelopment <citycommunitydevelopment@helenamt.gov>
Cc Emily Dean <EDEAN@helenamt.gov>; Julia Gustafson <jugustafson@helenamt.gov>; Sean Logan <SLOGAN@helenamt.gov>; Melinda Reed <MREED@helenamt.gov>; Ben Rigby <brigby@helenamt.gov>; David Knoepke <DKNOEPKE@helenamt.gov>; Mark Young <MYOUNG@helenamt.gov>; Christopher Brink <CBRINK@helenamt.gov>; Rebecca Dockter <RDOCKTER@helenamt.gov>; Alana Lake <alake@helenamt.gov>; Jennifer Schade <jschade@helenamt.gov>

1 attachment (2 MB)
Westside Woods Deny Sussex request for exemptions WW 10-13-2026 October 2670 Hauser.pdf;

Some people who received this message don't often get email from sacredheartoils@pm.me. Learn why this is important

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.


2670 Ha
North a
elevatic
drivewa

From:

Chelsea & Chris Culpon, 2670 Hauser Blvd. Helena MT 59601

Dear Planning Commission,

We own the home east of Livezey Ave., which serves as the primary exit of Westside Woods onto Hauser Blvd., and will eventually dump hundreds of vehicles directly across from our front yard and driveway. The incomplete infrastructure of Hauser Blvd. has significantly changed the topography of our property, created potential drainage issues, and dangerously altered the slope, width, function (thus livelihood), and safety of our driveway.

For these reasons, combined with the larger safety, drainage, and accountability issues associated with approving these delays, we **vehemently OPPOSE** the: deferral of Hauser Paving, excluding Homeowners from Design, deferral of Site Cleanup, deferral of Pedestrian Safety, and the deferral or removal of boulevard landscaping.

Please see the attached "before and after" photos, which clearly demonstrate how dangerous our driveway and Hauser Blvd. remain without completed infrastructure.

Please put community safety first and ensure these conditions are met before final approvals are granted.

!! NOTE: Immediately after the October 13 meeting, Sussex completed a lot more infrastructure and contacted us about fixing our driveway function and safety. Sussex completed safety and function improvements on our driveway on 10/29/26. It is a DRAMATIC improvement. It is much better although it is still not as good as our original driveway which was a safer, wider, less steep driveway.

We really appreciate Sussex taking action to mitigate the **8+ foot change** in topography to our driveway entry/exit.

Sincerely,
Chelsea & Chris Culpon
2670 Hauser Blvd
Helena MT 59602

Additional Information:

TOP 4 CONCERNS and REASONS TO DENY REQUESTED SUSSEX PROVISIONS

Oppose Deferral of Hauser Paving
The developer's own Traffic Impact Study identifies Hauser Blvd as the primary access to the subdivision. It should be paved from Granite to Overlook prior to final plat and should not be eligible for deferral under the Implementation Condition. A dirt road as the main entry point for a new subdivision is not acceptable (ATTACHED PICTURES).

Oppose Excluding Homeowners from Design
The developer must work with City staff in a timely manner to design off-site improvement plans that minimize negative impacts on existing homes and driveways. Abutting homeowners should be involved in this process — or at minimum kept informed about the options, how they affect their property, and the decisions ultimately made (ATTACHED PICTURES).

Pedestrian Safety—NEUTRAL

The argument by Sussex that the 1/4 billion dollar school bond has dramatically changed the plans and structure of the roadway and crosswalks, etc. around Kessler is valid.

Housing will NOT become more affordable if developers have to do work (engineering, planning, excavation, construction, etc.) that simply gets ripped out or edited 6 months later.

The City and School Board should make traffic calming and pedestrian safety an ASAP PRIORITY for Kessler construction. This is not the responsibility of Sussex. Sussex seems to want to be a partner in good faith but it's a huge waste of money to force something that the CITY and SCHOOL BOARD are responsible for. And have 1/4 billion tax dollars $$$$$$$$$$ to utilize.

Oppose Removal of Boulevard Improvement and Landscaping**

As part of the City's Complete Street Standards, when Sussex improves any off-site streets, they are also required to pay for and install landscaping in the boulevard. They are asking the City to remove that requirement, which means the boulevards will sit empty or filled with construction debris until the adjacent property owners landscape their own boulevards.

The City's original conditions required Sussex to fund and install the landscaping. Since boulevard landscaping is required by the City, if the developer does not complete the landscaping, current residents would ultimately be responsible for the work and cost of the landscaping. This is an undue financial burden on area residents. (ATTACHED PICTURES).

**NOTE: since the 10/13/26 meeting, Sussex has provided additional fill, top soil, sidewalks and drainage on Hauser Blvd. Verbally explained that the plan was to add straw mats and seed and trees. Those are not placed yet but since 10/13/26 there have been DRAMATIC improvements.


2670 Hauser looking
North at 10/29 fill,
elevation, drainage and
driveway improvements

Subject: Oct. 13th Westside Woods Agenda Item: Serious safety & practical concerns; oppose Sussex Requests

From:
Chelsea & Chris Culpon, 2670 Hauser Blvd. Helena MT 59601

To:
October 12, 2026
Dear Planning Commission,

We own the home east of Livezey Ave., which serves as the primary exit of Westside Woods onto Hauser Blvd., and will eventually dump hundreds of vehicles directly across from our front yard and driveway. The incomplete infrastructure of Hauser Blvd. has significantly changed the topography of our property, created potential drainage issues, and dangerously altered the slope, width, function (thus livelihood), and safety of our driveway.

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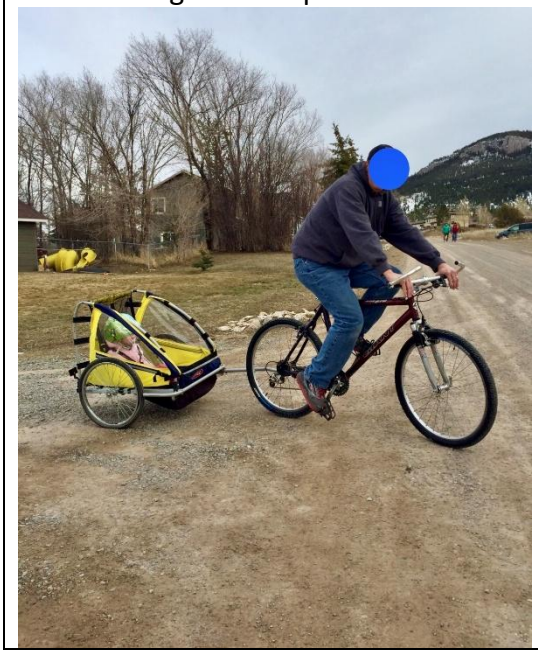
Please see below the "before and after" photos, which clearly demonstrate how dangerous our driveway and Hauser Blvd. remain without completed infrastructure.

BEFORE Westside Woods	**AFTER Westside Woods**
OPPOSE DEFERRAL OF HAUSER PAVING—SAFETY	
DRIVEWAY. Nearly flat and very wide driveway. View looking south "up" Hauser Blvd. 	**10/1/2026.** Narrow driveway with piles of fill, exposed curb. Snow drift concerns. Same view. 

OPPOSE EXCLUDING HOMEOWNERS FROM DESIGN

DRIVEWAY FUNCTION, LIVELIHOOD. Almost flat, wide driveway. I hold a Class A CDL and need a driveway accessible for a semi and lowboy (pictured). This is one reason I purchased this property 20 years ago.



January 7, 2026, initial driveway revision. Barely enough clearance for a full-size pickup with a small camp trailer.

1/7/2026. Narrowed and steep. South.



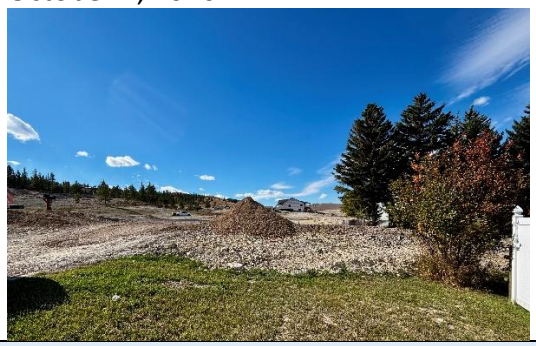
1/7/2026. Narrowed and steep. North.



1/9/2026. When asked, Sussex quickly amended the initial revision to improve safety & explained future revisions for sidewalks.



October 1, 2026



OPPOSE DEFERRAL OF HAUSER PAVING and LANDSCAPE DELAY/REMOVAL

DRAINAGE: Without completed infrastructure, there is a high likelihood of damage from drainage.



DRAINAGE: Years ago we installed a French drain under the driveway. With the 10+ foot easement encroachment and unfinished drainage infrastructure, there is a high chance of driveway damage from drainage.

January 2026.



OPPOSE REMOVAL OF BOULEVARD IMPROVEMENT AND LANDSCAPING

BOULEVARD LANDSCAPING: before Sussex, green grass lawn extended all the way to Hauser Blvd. Native grasses grew along the ditch. White landscape stones bordered the N and S culvert at ditch/driveway & small trees lined HBlvd. (Google map). White landscape stones were mostly buried by Jan. 2026 Hauser Blvd. expansion, driveway revision, and completely buried by sidewalk expansion (10/2026).

October 1, 2026. How are we—who receive no revenue from WW and no remuneration for the 10+ ft easement taken—supposed to landscape through mounds of rough fill debris left by Sussex?





Before: green lawn and tree landscape.



1/7/2026. White landscape rocks at north culvert; pink shows initial driveway revision/raising. White landscape rocks were completely covered with sidewalk expansion and fill.



October 1, 2026. North driveway view, looking west. Original culvert exit and white landscape rocks were directly under huge pile of fill. Very rocky sidewalk fill almost reaches lilac tree and neighbors fence.



OPPOSE DEFERRAL OF SITE CLEANUP	
WINTER SNOW SAFETY: The steeper & narrower driveway, combined with massive fill mounds that will create bizarre snow drifts and exposed curbs are a hazardous combination.	**October 1, 2026.** Between weather and city/county plowing, it may be very difficult to determine WHERE driveway is and where exposed curbs may cause an accident.
We shovel snow to the north of the driveway to decrease the chance of sliding downhill. With Sussex revised, narrower and steeper driveway, this is more difficult and less safe.	North side of driveway pile of sidewalk fill, exposed curb.

<table>
<tr><td></td><td></td></tr>
<tr><td>Almost flat exit from driveway onto Hauser Blvd., snow cleared on wide driveway without snow drift interference.
</td><td>South side of driveway pile of sidewalk fill, exposed curb. Getting USPS Mail could be dangerous because of unknown hills/holes.
</td></tr>
<tr><td></td><td></td></tr>
</table>

TOP 5 CONCERNS and REASONS TO DENY REQUESTED SUSSEX PROVISIONS

Oppose Deferral of Hauser Paving

The developer's own Traffic Impact Study identifies Hauser Blvd as the primary access to the subdivision. It should be paved from Granite to Overlook prior to final plat and should not be eligible for deferral under the Implementation Condition. A dirt road as the main entry point for a new subdivision is not acceptable (ATTACHED PICTURES).

Oppose Excluding Homeowners from Design

The developer must work with City staff in a timely manner to design off-site improvement plans that minimize negative impacts on existing homes and driveways. Abutting homeowners should be involved in this process — or at minimum kept informed about the options, how they affect their property, and the decisions ultimately made (ATTACHED PICTURES).

Oppose Deferral of Site Cleanup
Sussex should be encouraged to clean up the off-site infrastructure sites before winter, including removing construction debris and garbage from the boulevard sidewalks (ATTACHED PICTURES).

Oppose Deferral of Pedestrian Safety
The pedestrian safety improvements in Condition #9 are off-site from the school, to the south, where the developer is already installing sidewalks and where development traffic is already degrading pedestrian safety. Deferring these until 90 days post-occupancy of the new Kessler building is not justified.

Oppose Removal of Boulevard Improvement and Landscaping
As part of the City's Complete Street Standards, when Sussex improves any off-site streets, they are also required to pay for and install landscaping in the boulevard. They are asking the City to remove that requirement, which means the boulevards will sit empty or filled with construction debris until the adjacent property owners landscape their own boulevards.

The City's original conditions required Sussex to fund and install the landscaping. Since boulevard landscaping is required by the City, if the developer does not complete the landscaping, current residents would ultimately be responsible for the work and cost of the landscaping. This is an undue financial burden on area residents (ATTACHED PICTURES).

Thank you for your time and consideration on this project and our concerns.

Sincerely,
Chelsea & Chris Culpon
2670 Hauser Blvd.
Helena MT 59602
406-431-4493

ADDITIONAL DETAILS
Implementation Condition
Under State Statute and City Code (MCA 76-25-413; Helena City Code 12-2-5 and 12-2-6), developers may financially secure certain improvements through a bond and defer completion. SHW is not in favor of deferring off-site improvements, but we understand this has been allowed for recent Helena developments like Mountain View Meadows and Kings Crossing. City staff is proposing to allow Westside Woods until December 31, 2027, for some Phase 1 and 2 improvements, and 12 months after final plat for some Phase 3 and 4 improvements. Details follow.

Hauser from Granite to Overlook
The modification still requires curb, gutter, and boulevard sidewalks. The developer may request to financially secure and delay some improvements until December 31, 2027, but must have an all-weather surface and a safe, continuous pedestrian route in place before final plat. If the Phase 1 final plat is delayed past June 30, 2027, the City Commission must receive and vote on a revised schedule.

Our concern: it is possible under these revisions that the portion of Hauser just west of Granite could remain dirt for up to a year after final plat, which would push significantly more development traffic onto Knight St. Boulevard landscaping must still be completed by the developer, though it may be deferred up to one growing season.

Granite from Hauser to Knight
Same structure: curb, gutter, and boulevard sidewalks are required. Some improvements may be financially secured and delayed until December 31, 2027, but "improvements necessary to maintain safe school access and a continuous pedestrian route" must be done before final plat. Again, it's unclear exactly which improvements could be delayed. Boulevard landscaping may be deferred up to one growing season.

Intersection of Granite and Hauser
With Phase 1, the developer must install traffic calming measures — a roundabout, curb extensions, roadway narrowing, or similar. This could be financially secured and deferred until December 31, 2027.

Overlook and Granite by Kessler School
With Phase 1, the developer must coordinate with the School District to install (or assist in installing) a flashing crosswalk sign and streetlights at Overlook and Granite. However, this requirement can be financially secured and deferred until 90 days post-occupancy of the new Kessler building.

Knight and Granite by Kessler School
With Phase 1, the developer must coordinate with the School District to install (or assist in installing) bulb-outs on the south end of Kessler — where the east leg of Knight St meets Granite — as well as a flashing electronic speed limit sign south of the intersection. This too can be deferred until 90 days post-occupancy of the new Kessler building.
Since work on Granite south of the school is already underway, we question why the flashing speed limit sign cannot still be required on the original timeline.

Park Dr from Woodward to Hauser
The developer must annex Park Dr from Woodward to Hauser and upgrade the road with curb, gutter, and boulevard sidewalks as part of Phase 3. Some improvements may be financially secured and delayed up to 12 months post-final-plat, but an all-weather surface and safe, continuous pedestrian route must be in place before final plat. Boulevard landscaping may be deferred up to one growing season.