

Missoula Board of County Commissioners

PUBLIC MEETING MINUTES COVER SHEET



THURSDAY, JANUARY 7, 2021 – 2 PM

Virtual Meeting – Microsoft Teams

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Time stamps (in green) correspond to meeting recording above. Please click to the time stamps listed to view a particular item in the meeting.

ATTENDANCE:

Commissioners Present:

Chair David Strohmaier
Commissioner Josh Slotnick
Commissioner Juanita Vero

Staff Present:

Violet Plummer, Administrative Assistant, Commissioners' Office
Emmie Bristow, Community Engagement Coordinator, Communications
John Hart, Civil Deputy Attorney, Attorney's Office
Chris Lounsbury, Chief Administrative Officer, Missoula County
Matt Heimel, Planner I, Community and Planning Services
Steve Schmidt, Senior Community Health Specialist, Health Department
Allison Franz, Communications Manager, Communications
Andrew Hagemeier, Senior Planner, Community and Planning Services
Casey Gannon, Management Analyst, Communications and Projects
Kyla Lehnerz, Administrative Assistant, Commissioners' Office
Kylie Paul, Natural Resource Specialist, Community and Planning Services
Anna Conley, Chief Deputy Civil Attorney, Attorney's Office
Margaret Chegwiddden, Licensing Specialist, Animal Control
Sarah Bell, Communications Coordinator, Communications
Anne Hughes, Chief Operating Officer, Missoula County

1. **CALL TO ORDER** *[Time stamp – 00:11]*
2. **LAND ACKNOWLEDGEMENT** *[Time stamp – 00:30]*
Missoula County acknowledges that this event takes place in the aboriginal territories of the Salish and Kalispel people.
3. **PLEDGE OF ALLEGIANCE** *[Time stamp – 01:45]*
4. **PUBLIC ANNOUNCEMENTS** *[Time stamp – 02:22]*

5. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA [Time stamp – 04:15]

6. CURRENT CLAIMS LIST [Time stamp – 05:55]

Claims received as of December 9, 2020 to December 29, 2020 by the Commissioners' Office total \$3,270,309.77.

7. HEARINGS

a. Thorpe Family Transfer [Time stamp – 07:04]

Matt Heimel, Planner I, Community and Planning Services

Commissioner Slotnick made the motion that the request by Tom and Jacqueline Thorpe to utilize the Family Transfer Exemption, MCA §76-3-207(1)(b), to create and transfer two parcels for their daughter and son, Stacy Blattie and Randall Thorpe, as presented in the subdivision exemption affidavit, be approved.

Commissioner Vero seconded.

[Motion passed 3-0.]

[Letter 2021-024. Mailed to Tom and Jacqueline Thorpe.]

b. Schmidt Road-Milwaukee Trail to Mullan Road Connector Public Trail Easement Open Space Acquisition project [Time stamp – 26:50]

Kylie Paul, Natural Resource Specialist, Community and Planning Services

Commissioner Vero made the motion that the Board concur with City Council's approval of the Schmidt Road-Milwaukee Trail to Mullan Road Connector Public Trail Easement Open Space Acquisition project and approve the expenditure of up to \$25,000 of the City's portion of the 2006 Open Space Bond. This will purchase a perpetual public trail easement across the Schmidt Road Property that will provide a critical connection between the Milwaukee Trail corridor and Mullan Road as well as a future publicly accessible commuter and recreational trail and pay transaction and project-related costs associated with the acquisition.

Commissioner Slotnick seconded.

[Motion passed 3-0.]

[Resolution 2021-003. B: 1047 P: 451]

c. Resolution outlining the need for safety while operating all-terrain vehicles

[Time stamp – 48:31]

Chris Lounsbury, Chief Administrative Officer, Missoula County

Commissioner Vero made the motion to table [the item] and that work continues to figure out meaningful safety action.

Commissioner Slotnick seconded.

[Motion passed 3-0.]

[Item indefinitely postponed. If item is taken up in the future, there will be a new publicly noticed hearing.]

d. Sx^wtpqyen Neighborhoods Master Plan and Form Based Code

[Time stamp – 1:29:24]

Andrew Hagemeyer, Senior Planner, Community and Planning Services

Commissioner Slotnick made the motion that (1) the Board of County Commissioners approve a Resolution of Intent to adopt the proposed Sx^wtpqyen (S-wh-tip-KAYN) Area Neighborhoods Master Plan as an Area Plan of the Missoula County Growth Policy, that the Missoula County Land Use Map (MAP 18) be amended to include the Sx^wtpqyen Area Neighborhoods Master Plan Land Use Designation, and that the boundaries of the Wye-Mullan Comprehensive Area Plan be amended to exclude the proposed plan's boundaries; (2) that the proposed Sx^wtpqyen Traditional Neighborhood Development Form Based Code be adopted as a zoning regulation for a portion of Missoula County to implement the Sx^wtpqyen Area Neighborhoods Master Plan; and (3) that the proposed zoning map amendment implementing the Sx^wtpqyen Area Neighborhoods Master Plan be adopted.

Commissioner Vero seconded.

[Motion passed 3-0.]

[Resolution 2020-004. B: 1047 P: 450]

[Resolution 2020-005. B: 1047 P: 453]

[Resolution 2020-006. B: 1047 P: 452]

8. OTHER BUSINESS

9. ADJOURN

Chair Strohmaier – Called the meeting to adjourn at 3:53 p.m.

BCC Public Meeting January 7, 2021 – Transcription

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[00:00:02] Whether it's good and it's bad, it comes in and goes out.

[00:00:08] Yeah, well, we have you now. So welcome, everyone, to today's Thursday, January seven, first of the New Year public meeting of the Missoula Board of County Commissioners. I'm Dave Strohmeyer. We also have with us commissioners Wendy Tavera and Commissioner Josh. I'll begin with a land acknowledgement. Missoula County acknowledges that this event today takes place in the Aboriginal territories of the Salish and Kalispell people. And before our next standard item on the agenda, just a few prefatory words in light of yesterday's insurrection in the US Capitol, where I think we all witnessed, at least for me, the extremely distasteful sight of mobs of folks with Confederate flags juxtaposed next to American flags in the US Capitol by this group. It has struck me, as ever more poignant and significant, the words of what we're going to recite here in just a moment. And at least for me personally, I am completely unwilling to allow any political party, ideology or individual to go out and and simply use and claim for their own purposes the American flag.

[00:01:37] So with that, Violet, would you bring up the image onto our screen so the folks in attendance would like to join with me with the pledge?

[00:01:52] I pledge allegiance to the flag by United States of America and to the republic for which it stands, one nation under God, indivisible, with liberty and justice for our own.

[00:02:18] Thank you, everyone.

[00:02:21] So continuing with our agenda today, are there any public announcements that folks on staff would like to make or the other commissioners?

[00:02:33] I would just I would just announce that on Tuesday of this week, we convened the first board of directors meeting of the newly established Big Sky Passenger Rail Authority with the goal of re-establishing passenger rail service through the southern tier of Montana. And this includes counties as diverse and geographically distant as Missoula County, Sanders County to the west, all the way over to Dawson and Rebo County on the far eastern edge of the state.

[00:03:05] Any other announcements throughout the day, but I'd like to do one.

[00:03:12] I may.

[00:03:16] Ah, there we are there. Can you hear us? I couldn't. I didn't hear an acknowledgement. All right, thanks. This is Josh and I just wanted everyone to notice that we have a new chair of our book is our very own Dave Strohmeyer and welcome them to this role. And David, was and what was it playing that role last year and now fitting? You're doing it right now, Daveism. Whatever I did, I did the best I could to emulate you and how learning how to facilitate these meetings. So welcome to this road. I'm glad I got to do it for the last year.

[00:03:48] You bet. And the opportunity will come around again at some point for four years. Thanks for your service.

[00:03:56] I want to say, if anybody was wondering about the the reasoning behind this rotation, it has to do with who's running for office when so a person isn't the chair while they're running for office. Here you go.

[00:04:09] Yep. Good point. Josh, thank you. Thanks. Right.

[00:04:14] Next on our agenda, this is something we have every week is an opportunity for public comment on items not on the agenda, not on the agenda, but still within the purview of Missoula County government. If you offer comment about us establishing a space force or some such thing outside of our purview here in local government, but if there's something you'd like to comment on that is not already on the agenda, now is your opportunity to do so. And I should also say either now or during each of the public hearings, that will be coming up, if you do want to comment or offer testimony and are connected to the Internet, I would request that you would use the raised hand function.

[00:05:06] And this is accomplished by in your menubar for Microsoft teams, you'll see a little icon of a hand up at the top of the screen or wherever on the screen your menubar appears click that that will activate your hand. And I can see that you are wanting to speak and then I will call on you in the order in which I see you listed on the screen for folks who are just calling in by phone. We have your phone numbers and we'll try the best to go through those also to make sure that you're not being passed over. So any public comment on item is not on today's agenda. OK, see none. We will move on our claims list for this week includes claims as of December 9th through December 29, 20, 20, these were claims approved by the commissioner's office and they totaled three million, two hundred and seventy thousand three hundred nine dollars and seventy seven cents. If you have access to the electronic version of the agenda for today's meeting, you can click on the current claims list, and that will provide you a more detailed accounting of what that amounts to. So without any further ado, we'll jump in to our four public hearings that we have scheduled today. As I mentioned earlier, please raise your hand if you would like to testify. Each public hearing will begin with a staff report, then open it up for public comment. Please restrict your comments to three minutes or less. We have a lot of business to get through today. I will be timing and you only get one bite at the apple, so don't expect to be commenting multiple times. So try not to be redundant of other folks who are commenting and try to be as succinct as possible. And thank you all for joining us today. We'll begin with the Thorpe family transfer and a staff report from Matt Hymel.

[00:07:13] Good afternoon, Commissioner. This is about time with caps, I took my camera, but I'm not sure if you actually see see me in there. We see these lovely white wall. I don't see that I did this background effect, but I got off that. Are you still with us? I'm still there. Sorry, just trying to figure this this out, it was just working for me.

[00:07:53] Well, as long as you can share your screen up there, you are my favorite.

[00:07:57] Ok, I can't see I don't see anything that. I think there's some technical issues on your end, Josh, I mean, maybe maybe I'll jump off and start again and I'll do it real quick and see if that helps.

[00:08:11] Ok.

[00:08:24] So make sure you can't see me, though, correct?

[00:08:26] Yeah, OK.

[00:08:31] Commissioner Strohmeier really fast, I just wanted to say, when we get to public comment, just to remind, there's quite a few folks calling in when we asked for public comment, you can press star six to make sure that your unmuted and we can hear you give your comment.

[00:09:02] You're back. Yeah, there you go, now I can see everybody, thank you.

[00:09:06] So I have your name depicted today and not just guessed.

[00:09:13] All right, Matt, it's all yours.

[00:09:16] Ok, so again, this is Matt Hymel with Caps, and before that of my staff report, I just like to confirm that the applicant and or their representative is with us right now.

[00:09:26] I know I saw Thorpey username on our participant list.

[00:09:34] I'm here as well, that shot Amundson with 46 engineering. OK, great. So with that, I'll go ahead and share my screen here.

[00:09:48] Everyone can see my PowerPoint image. Yes, yes. OK, so this is a request from Tom and Jack Winthorpe to use the Family Transport Transfer Exemption in Montana Subdivision of Flattening Act.

[00:10:03] They propose to create and transfer two parcels of land, one each to immediate family members, by use of this exemption, the parcels would be transferred to their daughter and son, Stacey Blatty. And before the subject, property is at forty four hundred South Seven Street West. And this property has been approved for two family transfer exemptions, the same recipients and two thousand eight and twenty fifteen. And both of those cases, substantial changes to the law layout invalidated those approvals and required new reviews by the governing body. So first, I'm going to give some more background into the request and I'll provide a little more detail onto those prior approvals in their site layouts. And then I'll go into our review of the family transfer, rebuttable presumption and evasion criteria before asking some questions to the claimant.

[00:10:59] Oh, sorry. So this is a more broad view, aerial map of the target range area showing the subject property. So the subject property is about four point seven acres currently and is in the target range community located south of an adjacent to the carport river and northeast of the Humble Road and s Seventh Street West intersection. Here's a closer view. Would get a little more detail on the area. The property is zoned S.R. one residential, located within an area also described in the Missoula area. Land-Use Element, which was an amendment to the twenty sixteen both policy in twenty nineteen. So for the zoning district, one dwelling unit per acre is the maximum maximum residential density in that S.R. one district growth policy designates. This parcel would be rural, residential and small agricultural land use, which recommends between one and two dwelling units per acre. This property is also described in the target range neighborhood plan from twenty ten, and that has a recommended density of one dwelling unit per acre for this property. So this proposal is zoning compliant and would not exceed the density recommended by the growth policy and the neighborhood plan. The northern portion of the subject property is within the one hundred year flood way with a history of flooding and erosion impacts through recent years. So according to the proposed track layout and a site plan, the north property boundary has shifted about one hundred, ten feet south from the previous boundary. This new boundary is delineated by the high watermark, and the new riverbed is under state ownership due to the gradual erosion of the riverbank. So about thirty nine thousand nine hundred square feet of the property area have been lost to this erosion. There is an existing well located within the river area due to the erosion, and that well's removal is anticipated through sanitation review in the future.

[00:13:01] And to propose dwelling units would be about two fifty to three hundred feet from the designated floodway. So here is the existing property as shown on track, a one of us, three thirty six on one note, this says five point six, five acres, but this has since been reduced due to the ongoing erosion.

[00:13:24] Here is the track layout that was approved in 2008, so originally there were to be these two tracks to the same recipients that are being considered today and those were in the north, east and northwest corner of the subject property. And twenty, fifteen, it came back to the commissioners, the layout that's shown on the screen notes that the parcel for the replacement's daughter was relocated from the northwest corner to the southwest corner and the property on the northeast corner, which was where the son was. Sort of elongated to to move a little more s and than previously shown.

[00:14:07] So both of these layouts were not recorded and have changed, which is why we are.

[00:14:15] Back for another famous transfer proposal at this time.

[00:14:21] So here's an image of the proposed traxler and a proposed transfer, like I said, would result in three total tracks. The existing tract, which is four point seventy acres, would remain in ownership by the claimant is track one, and that would be reduced to one point eighty six acres in the center of the property. The property to be transferred to claimants daughter would be one acre as track two in the southwest portion, which is the lower left hand corner, and the property to be transferred to the claimant son would be one point eight six eight years of track, three on the east portion of the property or the right hand part of the screen. The parent parcel currently has one delegate located

on it and multiple accessory structures, the applicant has stated that two of the transfer tracks are intended for single family residential use, and there are two proposed home locations shown on the site plan. Each residence, each residence would be proposed to be served by individual well, individual septic and with direct access a. S seven three w. Other proposed House track three would be intended for the son on the right hand side of the screen would be the closest new structure to the high watermark, according to the site planned at about two hundred thirty feet. This application was sent to county agencies for comment, the health department commented that the project will require a sanitation review or site, an applicable exception.

[00:15:54] The county floodplain administrator recommends that the property owner remove the well from the river channel and obtain the necessary permits to stabilize the bank. And the Clear Reporter office stated they have no comments and no other department submitted agency comment. So any request for subdivision exemption, including family transfers, gets reviewed against rebuttable presumptions and for invasion criteria to determine if there is an invasion force from subdivision review. This particular proposal triggered two criteria each other, rebuttable presumption and evasion criteria. So now I'll read through each of those. So the first rebuttable presumption that this triggered was number four, which reads as follows. This division appears to be made for the purpose of speculation by the landowner or for resale for the benefit of a landowner by using the grant as a straw person. This may be indicated if the grantor and or recipient owns other tracts of land in Missoula County or if it is evident that the receiving family members do not intend to reside on the family transfer tracts. So I will. In our review we note we noted that the claimant son Randall did purchase nine eight six Mesa Meadows in 2012 through Warren filed in your book on a five page nineteen. And it's not immediately clear in the application if he intends to resign. However, I will point out that there is no evidence in the exemption that he necessarily does not intend to reside on the property. So this directly is related to one of the questions that gets asked here today to the claimant regarding the intended use of the tracks that I'll get to once I'm through these evasion criteria.

[00:17:41] And I'd also like to know that this evasion criteria is erroneously not listed in the staff report that was uploaded with this item. So if there's any questions on this particular one, I'm happy to take those. But otherwise I'm I have read that into the record at this time. The second rebuttable presumption that was triggered for this applicant was our number eight, which reads as follows The proposed division is on a track that was previously created through use of a family transfer exemption, mortgage security exemption or occasional sale exemption or has received preliminary approval. So in our review, staff notes that the property was originally created through an eleven point five eight acre occasional sale exemption in nineteen seventy seven in nineteen eighty four, mortgage security exemption was recorded to create the five point six five acre subject property and that same five point six five acre tract was conveyed later through an occasional sale exemption in nineteen eighty eight. So now moving on into general aviation criteria, of which there are two number five reads as follows. Has the claimant engaged in prior exempt transactions involving the original tract or other tracks and and staff's review? We know that approval for family transfer was granted in two thousand eight. This was invalidated, as I previously explained, due to the location of one law intended for Stacy being relocated from the northwest corner to the southwest corner of the parent tract.

[00:19:15] And although the reconfigured family transfer was approved in twenty fifteen, the proposal layout has again substantially changed. It may not be filed. So this proposal before you today, Commissioners' is an effort to receive new governing body approval for the new tracks layout and the last general aviation criteria of explains listed as number 17 in the staff report. And that reads as follows. Are there existing violations on the property that will be made worse or left on a remedied by the proposed division? And that in our review, staff notes that although not stated to Caps as a violation, the Missoula Valley water quality districted email caps in May of twenty twenty, indicating that the property owner is the responsible party of an abandoned well in the river channel and an abandoned septic tank about 20 feet from the riverbank. The district also indicated communications with the Natural Resource Conservation Service and their determination that there is not much assistance that could be offered from the local governing body. Clarence Representative did state in an email to Caps that the abandoned well will be removed through future sanitation review. So unless there are immediate questions that I can take at this time, I do have the questions for family transfer claimants that we can go through at this time as well.

[00:20:46] Yeah, please proceed. Matt.

[00:20:50] Ok, so could the applicant please state their name for the record?

[00:20:57] Jacqueline Stark and Thomas Thorpe is not present.

[00:21:02] He is very ill.

[00:21:08] Ok, thank you.

[00:21:11] So I have five questions. One, did you buy the property with the intent of dividing it?

[00:21:19] No.

[00:21:23] Ok, thank you, Richard.

[00:21:25] Originally.

[00:21:32] The second question is, do you or your transferees intend to transfer the property within the next year?

[00:21:41] Well, I would like to finalize this as soon as possible for my children, not for a straw person, as you call it.

[00:21:57] Thank you. Question three.

[00:22:00] Have you talked to anyone at the county about going through subdivision review?

[00:22:05] No.

[00:22:09] Ok, thank you. Question for will the property be developed?

[00:22:17] It will be developed, I guess you would say, because my son and daughter will each get some property, so that would be development.

[00:22:29] That is the family transfer.

[00:22:34] Ok, thank you. And my fifth and final question, will the recipients of the property be residing on the transferred Lotte's? OK, thank you, Commissioner. That concludes my presentation and questions. I'm also happy to take any additional questions.

[00:22:58] Thanks, Matt, and thanks, Mrs. Thorpe. Before we get to questions from the commission. Let's go ahead. And this is a public hearing that will open. Let's go ahead and take some public comment on this proposed family transfer if anyone is here to comment on it. This is your chance.

[00:23:20] Ok, see now and I will close the public hearing any questions from the commission.

[00:23:26] I just a minor question, maybe I missed this, what what is happening to the abandoned septic?

[00:23:40] Or or the Thorpes or your representative.

[00:23:45] Would anyone like to feel that I can answer that for you, Shawn, for 06, like Matt had said, this project will have to go through a sanitation review and all of that stuff will be taken care of. The well will be abandoned poor state regulations and the septic tank will be removed per state regulations as well. That's something that the health department will force as they should.

[00:24:08] So. OK, thank you. Yeah.

[00:24:14] Josh, I saw your lips moving earlier, but I did not hear anything. Did you have a question?

[00:24:19] I think I figured it out. There's an image of a person on my screen who was talking and nothing was coming out. And I thought, that person's trying to say something, but they're on mute. But I think maybe they're just doing something else, so.

[00:24:32] Oh, so you're not talking rhetorically.

[00:24:34] That person was not you or was not. You know, the name is listed there, Dale Boeken, but.

[00:24:41] Oh, really. OK, I'm not seeing that on my screen, but.

[00:24:46] It looks like we're there in an auto parts shop or something.

[00:24:51] Is someone out here who is wanting to comment on this, who is currently muted?

[00:25:01] Ok, I guess we'll soon know.

[00:25:06] Ok, yeah, such as it is, Mr. Boeken, are you out there and would you like to comment on this family transfer?

[00:25:19] Going once, going twice. OK, sorry. Any other questions are, Matt? Would you like to pull up what the motion would be for this?

[00:25:34] Sure. Just a moment when my computer cooperates with me again.

[00:25:48] Should be up now. Thanks. Here we go.

[00:25:55] All right, I'm happy to make this motion that the request by Tom and Jacqueline Thorp to utilize the family transfer exemption and a seventy six dash three dash to seven would be to create and transfer two parcels for their daughter and son. Stacey Blatty and Randall Thorp, as presented in the subdivision exemption affidavit, be approved.

[00:26:17] I'm happy to second.

[00:26:20] All right, spen motion and seconded any further discussion and my thanks to the applicants and the applicants representative for bringing before us a fairly straightforward family transfer, always much appreciated.

[00:26:38] Ok, all in favor. All right.

[00:26:41] Ok, that passes unanimously. Thank you, Matt. Thanks to the Thorpes.

[00:26:50] We'll move on to our second public hearing today, and this is brought to us by way of our natural resource specialist, Kyly Paul. This is the Schmidt Road, Milwaukee trail to Moland Road. Connect your public trail easement open space acquisition project.

[00:27:06] That's a mouthful that gets ripe for an acronym. It is perfect.

[00:27:14] All right. Well, thanks, everyone. I'm Kylie Paul, indeed, natural resource specialist for Missoula County's Parks, Trails and Open Lands Program. So I administer in part the open space program from Missoula County. And prior to us talking about the details of this City Open Space project, I wanted to first briefly talk about the background and status of the two thousand six open space bond and the process we're involved in here today. And then Grant Carleton, the open space program manager in the city of Missoula's Parks and Rec program, will then talk about the project, the project itself. I want in case there's folks I'm here thinking, what the heck is two thousand six? What about the twenty eighteen open space land? Well, yes. So we do have a twenty eighteen open space open, but this project is specifically related to the twenty six one to help move through some of the remaining funds of that open space.

[00:28:15] Von.

[00:28:17] So in twenty six, Missoula County voters did approve a ten million dollar bond for the purpose of preserving open space in Missoula County, and half of those funds were allocated to the county, half to the city, for use for the city's use primarily in the urban area. And the city currently has a little over eighty seven thousand dollars left in its portion of the 06 bond. And the county currently has a bit over four hundred thousand. So the two thousand six opens, today's bond protects lands in order to accomplish at least one of the following, to conserve a working ranch or farm, protect wildlife habitat or water, water quality, or protect scenic landscapes, provide recreational trails and wildlife corridors or manage for growth. So the projects typically involve conservation easements on private lands or acquisition of land for public access or purchase of TRIL easements and so on. And most of the projects that we've seen over time have involve land trusts as partners, and some involve just the public body like the city. And so for the city in its decision making on its own, it's open space projects. City undergoes their own internal and public processes and grants. Again, he'll speak to those processes that have been taken for today's project. But this is a county open space fund, and so the county commissioners are engaged in it and are requested to consider today whether this is a legal project that meets the purposes of the open space bond and if so, are requested to offer your final approval of expenditure of the bond funds. So after you hear from grant commissioners, I understand you'll you'll take questions from the public. You'll probably ask questions and then then you'll make a motion. So, Commissioners, you heard about this project a little bit from Grant Prior, and here he is to further describe the project for you and the public.

[00:30:26] So, Grant, are you able to join in here and present further?

[00:30:35] I am here. Can you hear me? And or.

[00:30:39] We can hear the.

[00:30:43] Camera looks like it's working on my and you can't see me.

[00:30:46] We can see. You can see.

[00:30:49] All right. Thanks, Kylie. Good afternoon, Commissioners'.

[00:30:53] I'm going to attempt to share my screen here, if I may just get a brief presentation here. Can you guys see that? Yes. Yep.

[00:31:06] And I was told that it's better than PowerPoint, so that's why you're seeing UPDF. So again, thanks for having me. Thanks, Kylie, for the introduction. Again, I'm here to talk about the Schmidt Road public trail easement acquisition, as Kylie mentioned.

[00:31:29] Move through this. I just wanted to provide a quick project overview.

[00:31:38] We are requesting twenty twenty five thousand dollars from the two thousand six open space bond. Again, not not the twenty eighteen open space bond. And just to be clear, this is a city project, as Kailey mentioned, and this is for the purchase of a perpetual public trail easement across what we're calling the Schmidt Road property. It is owned by the Fox family. This this trail project will provide a critical connection between the Milwaukee trail and the Molen Road and Moland Trail, and it extends the highly used Milwaukee trail by nearly half a mile. And obviously, that vision entails in the future, paving this portion of the trail. Much like the current development developed in Milwaukee Trail is as a shared use paths.

[00:32:25] Kylie, Kylie kind of touched on where we are in the county process, I wanted to provide a quick road map of where we have come from and the city process.

[00:32:34] So back in September of last year, the city's Open Space Advisory Committee voted to recommend approval by council of this project and expenditure back in November. On November nine, the city council held a public hearing and on November, twenty third council voted to approve the requested expenditure of twenty five thousand dollars of the city's share of the twenty six open space bond.

[00:33:02] And so now we are seeking the county commission's final approval, as Kylie mentioned. You can see a quick property overview highlight section as well as a map, so the subject, Schmidt Road property, if you can see my cursor is highlighted in yellow here. It's about eight and a half acres. And just to provide some sort of visual context, the the hashed red line here that you see is the undeveloped portion of the Milwaukee trail corridor. And down here is in the solid red is the currently developed portion of the Milwaukee trail, which leads into and beyond downtown Missoula. So, as you can see, the current terminus of the developed portion of the Milwaukee trail is right at Grove Street here. This larger artery here is Reserve Street. So, again, we're talking about this yellow portion here. It's it's currently for sale, which is something I wanted to address throughout the city's process. We got the the very valid question of why why are we pursuing this project here? And we haven't yet built a bridge across the Clark fork or paved and developed some of these portions here. And the answer is that simply, we have a willing and capable landowner. As you guys know, the the Molen area is expected to experience exponential growth in the coming years. There's an extensive planning effort underway. And so basically we're going to see increased property values, properties, changing hands in these types of projects are going to become increasingly difficult to come by.

[00:34:43] So we wanted to capitalize on it while we had the opportunity. I'll talk a little bit more about sort of the context of ownership and other easements in this area on the next slide in just a moment. But again, this property is bisected by the Milwaukee trail. And one one thing I wanted to touch on as well, the Milwaukee trail, the actual proper corridor extends past this subject parcel here. If you can see my cursor, the reason why we're not going that route is because there is a house built smack dab in the middle of it, pretty close to Mullen. So that's why we're jogging up and connecting them all. And here we will hopefully pursue the, you know, the the actual path further west. And as you can see, again, it extends the Molen Road. It is adjacent to a currently held city easement, which is here on property owned by Knife River Group. I'll talk again a little bit more about that in just a moment. And then it helps obviously connect users to the open space along the Clark Fork River. This is the Tower Street conservation area, which is currently owned and managed by the city. We own everything that sort of unjaded, I guess, if you will, here. This is what we're calling the Clark Fork Islands area back in July of this of sort of 20, 20, the City Parks Board adopted a master recreation and management plan for this area.

[00:36:09] So there's additional trail development that will probably commence this year and into next year. So there's some really cool birding loops, some pet only and some multiuse past planned for this area. So as the Moland area grows and we see some development in that area, it's one more connection to to the river corridor and then into the urban core for connection to businesses, services, other neighborhoods in downtown Missoula. And just I quickly wanted to highlight just the importance of the Milwaukee trail. It's one of to what I would call primary shared use commuter corridors of Missoula along with the Bitterroot Trail. So it's it's extremely important for moving users around Missoula in a non motorized, sustainable way, along with the trail and connecting to the existing other county and city open space.

[00:37:04] Here's a here's a sort of zoomed out context map, and I just wanted to briefly touch on the area and I can go back up to the other map if it's better for people to see.

[00:37:15] But between the sort of determinists here at Grove Street near Reserve Street and Mullen Road, we've got one, two, three, four ownership's. And so this this portion here is I'm going to I'm going to zoom back up here. And just so you can see the Milwaukee trail here in the solid red that connects down into Missoula and along the river as the the Kim Williams trail. But zooming back in. So this right here is the Colanders property, which the city acquired back in twenty sixteen. That is the natural extension of the Milwaukee area. We plan to develop that very soon. Obviously, we need to build a bridge across the Clark Fork River. We have we have submitted bids for that and received and retained an engineering firm to design plans for that. It's obviously going to be a very expensive undertaking, but we think that we can find the funds and we think it's a viable route for the path. We've got an easement here. If you can see my cursor, this property, again, is owned by Knife River. There's another stretch of nice river here that we do not have an easement across that I will be pursuing in twenty, twenty one. And then once we connect basically everything on this side of the river to Mullen Road, we have a conditional easement here that will engage and it will be triggered and basically be secured at that point. So once we connect everything from the north shore of the river to mill and road, this easement then becomes active. So all we need to do is fill in the gap here by acquiring an easement from Knife River or acquiring this land and see. So, again, we we're experiencing tremendous momentum in this area and we're hoping to continue that westward, and I know that the county has

invested pretty significantly in the Moreland Trail, which obviously this is a pretty critical piece that connects the Montrail again over to the Milwaukee trail and into into town.

[00:39:26] I just wanted to highlight.

[00:39:27] So the Milwaukee trail, again, is prioritized in many city planning efforts, including the open space plan, the long range transportation plan, the M. Parks plan, the active transportation plan and the city growth policy. So essentially, all of our sort of related planning efforts prioritize the extension of sustainable commuter trails like the Milwaukee Trail or the Bitterroot Trail. And this simply builds on that goal. And as Kelly mentioned, sort of part of your task here today is to ensure that this project isn't eligible and appropriate and legal use of two thousand six open space bond funds. And again, I just wanted to highlight that this project does further the goal of that bond directly by providing recreational computer trails and managing growth. And again, we're asking for a purchase of an easement.

[00:40:23] And the 26 open space bond does provide for paying related transaction costs, which we're also asking for. And I'll talk about the budget in just a moment. Actually, right now, it's a pretty simple budget, so to break it down, we've just got to line items again. We're asking for twenty five thousand dollars in total, fifteen thousand dollars of which will be for the actual purchase of the trail easement and then an additional up to ten thousand dollars for transaction costs. So I say up to because these costs are sort of estimated at this time, I think they could come in a bit lower, but they will not be above ten thousand dollars. So again, a total of twenty five and twenty five thousand dollars. What we're requesting and at that point I think I'm done and I will take questions.

[00:41:15] All right, thanks, Grant. Thanks, Kylie.

[00:41:18] Why don't you guys just hang out there for a second and I'll open the public hearing, is there anyone from the public who would like to comment on this?

[00:41:31] Vicky Watson has her hand up. Vicky.

[00:41:35] Hi, I'm very excited to see this.

[00:41:38] The connection made through there along the Hawai Hiawatha Road out to all that proposed new development in the Moreland area. And I just wondered if you had asked the folks that live in that house there that's preventing you from being able to continue on at the Hiawatha Road all the way to Molin Road, if there might be a little short jog around that homestead, if you will, because it would be nice to not have to ride bikes along Moland Road so far. So if you can zoom in on that, I just was noticing that it's just a really little short jog around there might make it possible to cut off.

[00:42:27] Thanks, Vicky Grant, do you have any insight in terms of the complexity of snaking a trail around the existing dwelling unit there?

[00:42:39] I believe that my predecessor reached out to that homeowner or that property owner, and I don't believe we got a response back.

[00:42:48] I'm I think I'm still showing my screen. I'm trying to zoom in a little bit just to show you just how sort of clustered the development area.

[00:42:55] Is there the connection? I don't know if I can't see it, so I'm assuming you can't see it very clearly. Yeah. So tell me if you guys can't see this, but there are five at least dwelling units right here.

[00:43:13] I believe the houses are outbuildings. There really isn't a viable way to route what we need, which is at least probably 20 feet for a trailer like this through this.

[00:43:25] I just don't I have thought about reaching out to this land owner again. My my past experience tells me that people don't like trails coming that close to their homes. So, yeah, I think that that's sort of in a nutshell, my

response to that. I haven't sort of I haven't completely given up on it, but it just seems like this is a more viable option here.

[00:43:53] And I will say just for context, I think the stretch basically where Schmidt Road hits Moland Road and to where it picks back up at the Milwaukee trail is, I would say, less than a half mile. So it's not not a huge amount of Molen Road. I do understand that the the user experience would be more enjoyable if we continued along the the Montrail proper.

[00:44:18] Thanks, Grant. Thanks, Vicki, for the question. I think the moral to this story is never let railroad right of way slip away because it's difficult to put the pieces back together again after the fact and expensive and very expensive.

[00:44:35] Other public comment.

[00:44:43] Ok, I will close the public hearing questions from the commission or discussion.

[00:44:48] I have one date. Yeah. So this would be a question for for Grant. This is a super modest budget and a big bang for the buck. And I'm supportive, I think, more for the public. Could you describe what those transaction costs are? I think people understand acquisition costs we got by this space. What are what are transaction costs and why are they so expensive relative to the cost of buying the property?

[00:45:12] Yeah, that's that's a great question. One of the one of the primary transaction costs will be a survey. So we want to survey that area and sort of decide where the best place for the actual trail is on the ground and that I think those can cost anywhere from two to five thousand dollars depending on the complexity. I think this will probably be fairly simple. And then I think we've we've talked a bit about some legal costs that we anticipate. There are other easements on that road.

[00:45:44] And so I think, again, deciding on, you know, when we want to engage sort of outside counsel, we're working with the landowner on this.

[00:45:57] So part of that will be dictated by, you know, sort of what's actually on the ground. It's a pretty clean corridor as far as the road goes itself. But again, there are several easements, not several. There are a few easements that access properties down along the river. And we wanted to make sure that we don't infringe upon those while also picking the best path for the for the trail itself. And then other than that, I think just we've sort of budgeted here for some minimal engineering type schematics or plans related to that related to the actual construction that will happen at some point in the future.

[00:46:41] Thank you.

[00:46:42] Other questions, Joshua Wanita to know, I'm glad you asked that, Josh, so that Grant could go through what transaction costs mean and the details of things I think potentially.

[00:46:57] Could you cue up on the screen our motion for this?

[00:47:03] I can I will. I think in doing so kick off Grant, I think that'll work.

[00:47:16] That's a whole paragraph. I know this is specific, OK, especially.

[00:47:26] I move the board, concur with city council's approval of the Schmidt Road, Milwaukee trail to Bulan Road Connector Public Trail Easement, Open Space Acquisition Project and approve the expenditure of up to twenty five thousand dollars of the city's portion of the two thousand six open space. But this will purchase a perpetual public trail easement across the Schmidt Road property that will provide a critical connection between the Milwaukee Trail Corridor and the road, as well as a future publicly accessible commuter and recreational trail and pay transaction and project related costs associated with the acquisition.

[00:48:08] I second that. OK, good. Any further discussion?

[00:48:14] All in favor.

[00:48:16] I am looking forward to a catchy acronym, yeah, acronym. Thanks, guys. Thank you so much. Appreciate it.

[00:48:31] All right. Our third public hearing is a resolution outlining the need for safety while operating all terrain vehicles. This is a reminder for folks the way this will work. We'll begin with a staff report followed by an opportunity for public comment. Please keep your comments to three minutes or less, and then I'll close the public hearing and the commissioners will have an opportunity for discussion and asking of questions and work. And I will when we do have public comment. Again, please raise your hand if you're online using the Internet connection, and I will call on you in order if you're calling on the phone after we get through all of the folks who want to comment online, I will.

[00:49:17] I think the most.

[00:49:19] Expeditious way to do it is I'll just read off the last four digits of your phone number if you want to comment on mute yourself and comment at that time, if I hear silence, I will move on to the next phone number. So with that, Chris Lansberry, our chief administrative officer from Missoula County, would you like to introduce this?

[00:49:41] Certainly. Good afternoon, Commissioners. I'm bringing a resolution today before you. It's entitled A Resolution to encourage and promote the safe use of all terrain vehicles, especially by children. This resolution, as you know, comes to you at the request of the Montana Association of Counties, and it has its beginnings in the unfortunate and tragic loss of a young lady in eastern Montana that was the granddaughter of a county commissioner. So Missoula County is considering this resolution today. I want to make sure that folks know that this resolution does not change, modify or create any existing laws in place related to the operation of ATVs. But like many of your resolutions, it simply seeks to call attention to the need for safe operations or to call out a specific thing that you believe should be brought to the public's attention. You have received a fair amount of public comment electronically for this in advance of your public meeting today, about fifty to seventy five individual comments, and they were primarily focused on concern around creating or changing existing regulation, which looked into and could everyone please mute themselves?

[00:50:48] We're getting some feedback if you're unmuted. Go ahead, Chris.

[00:50:53] So this resolution will not make any changes to that. So we have responded to those comments to let folks know about the fact that this does not change any existing law. But I did want to bring those to your attention today. And so, as you know, if this were a change to existing law, it would not be titled as a resolution or if it was titled, the resolution would also have the word ordinance in it, which is the method by which you must create or change a law in Missoula County as set forth by the state. So I'll give a brief excerpt from the letter from the Richland County Commissioners in support of this, of course, that this is the eastern Montana County that I'm talking about, where they had the tragic accident that resulted in the death of one of the commissioners granddaughters. And then I will read just the concluding piece of the resolution, which is the piece that calls people's attention to the need for the safe operation. And then I'll ask Steve Schmidt, who's our Buckle Up coordinator, to speak just a little bit about both ATV safety and vehicle safety. And I believe Captain Gilbert is with us as well, if people have questions. So with that and your permission, I will share my screen here so that you can see the letter from the Richland County commissioners and then the resolution when it's time for that as well.

[00:52:02] And so Richland County commissioners wrote to you and they start off. Dear Commissioner Zlotnick Zero and Strohmeier, thank you for placing the proposed resolution to encourage and promote the safe use of all terrain vehicles, especially by children. On your agenda today, we know that you've had some public comment and opposition to this resolution based on a sentiment that we also share very strongly here in eastern Montana. You don't like being told what to do? Truly, we don't like being told what to do. And that is precisely why we support this resolution. This resolution favors not being told what to do in two ways. First, it's an educational resolution calling for voluntary safety practices when using ATVs instead of an ordinance which would have the force of law and that would mandate behavior and possibly even impose sanctions for violations. They're certain that if injuries

and deaths from unsafe use of ATVs, especially by children, are not brought sufficiently under control by education and voluntary safety practices, the demand for safety could take this out of voluntary hands and throw it into mandatory legislation.

[00:53:04] And I'm going to stop sharing my screen here for just a second to switch, because I don't believe it will change to the resolution itself so that we can look at that language that is specifically about calling to that.

[00:53:16] So bottom of the resolution, the part that always comes after the now, therefore, is what we're looking at doing today. Everything that's in the whereas kind of sets the history of why we're doing something. And so this resolution says now, therefore, it is hereby resolved by the Board of County Commissioners of Missoula County, state of Montana to today's date, one that Missoula County encourages and promotes the safe use of all terrain vehicles, especially by children. And to that, Missoula County endorses the following rules of the trail to make safety a part of planning for every ride and helps reduce ATV related deaths and injuries. I want to highlight that it endorses the following rules that already exist. It is not making the rules and these rules that it refers to our rules of the trail, which is just safety guidance documented again, does not have the force of law. So it's not imposing any things. It's just a safety practice that's endorsed.

[00:54:07] So it says do not drive ATVs on paved roads except where to cross and when done safely and permitted by law. Ride an ATV. That's right. For your age. What happened, unfortunately, with the commissioner's granddaughter was that they were on an oversized ATV and so do not allow children under the age of 16 to ride an adult ATV, supervise riders younger than 16, don't carry passengers on a single ride ATV and never carry more passengers than an ATV is designed for. Always wear Department of Transportation or DOT compliant helmets. A hands on safety training courses never ride under the influence of alcohol or drugs and ride only on designated trails and at safe speeds. So this resolution, again, is just calling this attention or this issue to the attention of the public and promoting safety in Missoula County. It doesn't create any change in law or existing statute that governs the use of ATVs. And with that, I would ask Steve Schmidt, our buckle up coordinator, to give you some information from his program, and then we can turn it over for public comment. And I will stop sharing my story.

[00:55:11] Oh, good afternoon, commissioners. Nice high from the drive safe, Missoula or the Buffalo, Montana standpoint. One of the things that we really try to emphasize is the vision zero that Montana has on our roadways with zero serious injuries and zero deaths on our roadways. Some of the ways that we could accomplish that obviously is training through training, through writing courses and ongoing continuous training while you're riding ATVs, acquire the youth, acquire and use personal protective equipment, which is a key element, specifically with motorcycle riders. There's a term called Atget, which is all the gear all the time. It's highly encouraged, just like you want to wear your seatbelt to give yourself the greatest opportunity to survive a crash. Wearing all the gear gives you the greatest opportunity to avoid those serious injuries or death. That's including helmet, armor, gloves, jackets, pants and boots. And then, of course, as part of Drive Safe Missoula, I'm also the coordinator for the DUI Task Force, making sure that people always ride or drive sober and free from distractions as well. So distracted driving is a key element even when it comes riding either ATVs, motorcycles or Off-Road vehicles. That's pretty much what I have to offer. We just support the safety aspect of this and encourage people to be as safe as possible and always ride in control.

[00:56:50] Thanks, Steve, and thanks, Chris, for the introduction.

[00:56:54] Like I mentioned, we're going to go ahead and open this up for public comment and. Yeah, Josh, go ahead.

[00:57:01] One really brief thing before public comment. It just may say this time because we have other stuff going on before people do public comment. I just wanted to really clearly and explicitly reiterate what Chris said. This is a resolution to encourage people to take voluntary safety measures. So if folks had joined us today to express their distaste in being told what to do around safety measures, this is not it. And you don't need to you don't have to speak to that. This resolution would not affect anybody's ability to legally or not legally ride an ATV in the way they choose, according to Montana law as it is now. This just encourages voluntary safety. So if you're here today to speak one way or the other about being told what to do, you don't need to do that. Just before we have fifty five people lined up to say, don't tell me how to ride my ATV. So given that we had other stuff to do before the end of the day. Thank you.

[00:57:59] Yeah, thanks. Thanks.

[00:58:00] Josh, one of the things that we can do in the positions that we hold as your public servants is to try to emphasize and encourage certain activities, certain behaviors.

[00:58:14] And this is non regulatory, but being safe anywhere and everywhere is always encouraged. And we hope I think that's what this resolution is certainly intending to do.

[00:58:25] So with that, if you're online and would like to comment, please use the phrase hand function and I will call on you if you're having trouble doing so and have your camera on.

[00:58:37] You can physically wave at me and I will call you that way, too. And then. We'll get to the phone callers.

[00:58:47] Yes, Jeff Miklowitz.

[00:58:52] And if you'd like to unmuted yourself. You look like your muted.

[00:58:58] There we go.

[00:58:59] All right, so thank you for having this meeting today and opening up for public comment, and I appreciate what you guys are trying to do. My concern is that this becomes a stepping stone.

[00:59:10] Once you approve the resolution, it'll be seen as part of the record that says that you're already in support of these regulations and things that you're you're adhering to. So once that's done, someone in the future can say, oh, look, the county boards are already in favor of these regulations. And up here in Sealy Lake, we use ATVs as a secondary vehicle. We use them to go to church. We use them to go to grocery stores. We use them to go to errands and family, friends and hunting and a whole bunch of things that require the use over to over roads. And and so if the true issue is what of what you're trying to accomplish is the safety of those riding, especially children, I believe the resolution should be worded in a way that highlights that point and that point only. So safety gear for those under the age of 18 or for training courses for those under the age of 18. But as far as the other regulations that that are you're suggesting in there, I think they need to go and and so that they don't become a portal to use against the legal use of ATVs in the future.

[01:00:20] Thank you.

[01:00:22] Thank you, Mr. Meklit. We have a Patrick on the line.

[01:00:31] I had a few questions here, so I guess my first question is, you guys are aware that federal law already prevents operated under the age of 16 state law already under the age of 16, and the dealer isn't allowed to sell it to a person who's going to let their child ride on a machine that doesn't fit those categories, correct?

[01:00:53] Yes. This is in recognition that we are not adding any new regulation. We're just emphasizing existing ones.

[01:01:00] It seems kind of redundant.

[01:01:06] Ok, thank you, Patrick.

[01:01:09] I'm not done yet. OK, writing only on designated trails. Where were you guys around from, Nagapattinam? Go ahead with your comment, Patrick, where you guys are around for Maggie Pittman?

[01:01:23] No, this is a time for you to offer your comments.

[01:01:26] So most of the tradesman's or she shut down, not like she shut down dirt biking, she shut down ATV riding. And this is how it started. It started with we need to open a few more trails for people who ride horses. And

then all of a sudden there's no more trails. There's nowhere to mountain bike in Missoula anymore. There's, what, three places to ride a dirt bike, maybe two places. Right ride. So when we put things like this before, people everybody's really kind of upset because this is the kind of stuff that leads to us not having any more trails. OK, how many of the kids have died and we're going to do it because somebody, some other council members can. It's a little disingenuous.

[01:02:14] Thank you for your comments. Roger Tuborg.

[01:02:21] Hi, my name's Roger Tilburg, I'm the president of Western Montana Trail Writers here in Missoula, and we're all about safety and everything. And I agree with what Jeff was saying and Patraic about especially the paved road thing where, you know, we're not going to quit riding on paved roads. I think time would be better spent from the council, maybe working with the ATV dealers and clubs like our like the one that I have western Montana travel writers to promote safety in some way. That's the way it's going to happen. A resolution like this is great and it's OK, I think. But I too don't want to see it lead down another path. But working with the dealers and the big clubs is the way to promote safety, because that's where the people are that are going to be buying and using the machines.

[01:03:20] Thank you, Mr. Tilburg.

[01:03:25] Additional comment from folks online and then we'll go to the phone callers.

[01:03:35] Mr. Dale Berkin. Go ahead, Mr. Bocking. You appear unmuted, but I can't hear you.

[01:03:56] Hmm. Well, hang on, Dale. I don't know what the problem is there. Maybe we can try again in a second. Any other folks on line who would like to comment?

[01:04:16] Ok, let's skip ahead then to the phone callers, I will call out the last four digits of your phone number again, if you want to comment, then please on mute yourself and do so. If I don't hear anything from you all, assume that you're not wanting to comment. So I have a caller with the last four digits, four zero three six.

[01:04:43] You hear me? Yes, hello.

[01:04:49] Yes, we can hear, you know, if you could state your name for the record, that would be great.

[01:04:55] This is Curtis Brady. I'm feeling like first class, I've been a dealer for 30 years in Missoula County area and everything that you guys are talking about, I have been doing and working with the Product Safety Commission, with the customers, with the state of Montana, with the manufacturers and the whole works. And not all this stuff is repetitive stuff that we have to deal with before we can ever sell them anyway way. And we used to have classes that we taught people and showed them writing skills and did all kinds of things. And the customers pretty much made it loud and clear that they were tired of being told that they had to go take a class all the time to purchase an ATV or a side by side or anything else. And in this, it doesn't really explain the differences between an ATV and a YouTube. I just I'm saddened to see that that they're taking and putting a bunch of stuff out here that this is I agree with what the last person that everything starts here and then it starts going more and more and more. There's a ton of people. We have zero trails and we like to go ride on ATVs or side by side.

[01:06:19] So we have to ride on county roads. We have to ride on asphalt roads. We have to run on forest service services, state roads. And that's where people use them to do the thing. It's a part of everyday life here. And I'm just afraid and I want to make sure that you guys understand, I'm very afraid that this is the start of something that could theoretically go bad for us. And I'm upset to the fact that you guys want to do this stuff. But you didn't get a hold of the dealers or you didn't follow through with all the stuff that the Product Safety Commission and et cetera, already state that we have to do. So a lot of this is repetitiveness. And I'm not I'm not saying that safety is a good thing. It's it's a fantastic thing. We preach it every every time we sell. But this, I think, is going a little a little bit too far. And I'm not sure exactly where you guys are heading with it. You say one thing, but I don't think that's exactly where it's going.

[01:07:19] So I'm done now if you. Curtis.

[01:07:24] Our next caller is five 098, would you like to comment on this? OK, we'll move on to five, three, four, one.

[01:07:51] Five, three, four, one. Do you want to comment?

[01:07:54] Yes, if you can hear me, yes. My name is Nathan Bertalan. I'm president of Big Sky Motorsports. Similar comments to Kurt. Safety is obviously an extremely important thing. There was the safety commission handles that. Through the manufacturers, it's beaten into us hang tags, hanging on every single vehicle, so we take very seriously, we get spot checks from the manufacturers. If you don't adhere to the ADA recommendations, you can lose your franchise over it. So we clearly take it very seriously and it's very important to us. That being said, I just want to go on record stating that I agree wholeheartedly with what Kurt was saying, that we're we're happy to work with the county in the way of promoting and reenergizing and making sure everybody is aware that safety is paramount. But at the same time, if this is what people are doing day to day, this is something that we deal with day to day.

[01:09:01] And this being a reminder, motorcyclists stand side by side. Users across America are always on edge because land is continued to be taken away from them for for public use and trails being used. So it's a very hot button with anybody that's involved in the sport of side by side motorcycles, dirt bikes. So we take it real seriously and we want to make sure that this is not a stepping stone, not a gateway to us losing any more of what few trails we have left. So appreciate the time. Thanks.

[01:09:38] Thank you.

[01:09:40] Next caller is seven, eight, three.

[01:09:50] Two, seven, eight, three.

[01:09:54] Ok, moving on, nine, three, four, one.

[01:10:05] Oh, about four, six, six four.

[01:10:12] And it looks like your unmuted four, six, six.

[01:10:16] Hello.

[01:10:17] Yes, yes. Hi, my name is Adam Litterers about nine miles. Been riding in the county for 20 years and getting legal awards and side by side for 20 years. We do a lot of riding a nine mile the same way they do. It's silly to go places to get things done. When we when we all have to when we all buy a bike or take the or the side by side, we all have to go down to the county and find a piece of paper that says that we've done the hundreds of dollars of modifications on our rig to be able to get the plates into these three legs free, legal.

[01:10:59] And I'm just want to acknowledge the same worry that other people said on the phone here that this this resolution is just the first step towards something else down the road, down the line about cutting off the use of these on quote unquote, ATV designated trails, of which where are they? In the county. Number one. Number two, if we've all gone out, then hundreds of dollars to meet the state and the county DMV requirements to make our Sprague's our bikes. These are kind of like side street legal standards.

[01:11:33] What happens to all of that money and all those places, all that work that's going to make it legal if you guys are going down the road of making it illegal someday. I know you can't answer that now, but I just want to go on the record of putting that in the records. People spent a lot of time and a lot of money to make the vehicles legal per state in the county warrants.

[01:11:53] Thank you for your time. Thanks, Adam. Next caller is two five two zero.

[01:12:06] Two five two zero. How about two six zero six? And you unmuted two six zero six if you want to comment on this.

[01:12:29] Ok, we will go back up to.

[01:12:34] Is it well, is there anyone who has not commented who would like to do so? We have a Sharna.

[01:12:43] Shana, do you want to. There you go. Hello. Hello.

[01:12:47] Yeah, actually, Shana was running the run in the computer, but this is Mark Tolmie with five Valys on a Yamaha in Missoula.

[01:12:55] Ok, and definitely wanted to register our comments, what a lot of other folks that have been very spot on and a lot of what we have just kind of backs that up. But kind of the top of the list points that we wanted to register as well is that that ATV's and Montana are already written into the state vehicle code when they're converted to street legal for street use. Municipalities are prohibited, as far as we understand, from passing or enforcing differently or more strictly than the state code vehicle codes. Beyond that, once platted ATVs are legally a motor vehicle and subject to the rules of the road, including Montana's traffic laws and enforcement, so, you know, to add on top of what's already there for the state enforcement to us doesn't make a lot of sense. Another point that we want to make, which, again, other people have voiced very well as well, is that every item that is proposed on the county proposal is already codified on every new ATV sold in the United States with safety stickers that are they're required to be there from the manufacturers.

[01:14:13] And those safety precautions that are listed are also explained to purchasers of every new ATV before they go out the door. Some of the age requirements that go along with the sales of the ATVs, the manufacturers are extremely strict on. We're not allowed to sell ATVs to that. If the buyer says that, oh, my kid is eight years old and he wants to ride this, if it's not a machine that is for that age group, we can lose our dealership. We can lose our franchise. The rules are already there and they're very strictly enforced. Honda, for example, actually has the equivalent of secret shoppers that go around and kind of test the dealers to make sure that they're not violating that. It's a major deal on the part of the manufacturers and the dealers to adhere to those rules. And so and all that scenario is required through federal regulations, through the Consumer Product Safety Commission. And even the document that you guys have for this proposal are all taken, it looks like, just about verbatim from the CPC federal consent decree. So I'm not sure if we're breaking any new ground here, but this is already well, well set and I'm not sure about what the need is there for the county to do above and beyond that.

[01:15:34] So that's that's our comments. Thank you.

[01:15:39] Has anyone not commented who wants to comment?

[01:15:53] Ok, I will close the public hearing and open it up to questions and discussion from the commission.

[01:16:00] Joshua Wanita, sure, I'll just I'll just I'll just start and I think we have something have something to say to it. I really appreciate all these folks taking time out of their day to reach out to us and wanted to reiterate that we got this resolution encouraging voluntary safety from Richland County when it also really clearly state that at least I've been on this commission for just about two years. We have not had one single conversation about ATVs, trails, land use, anything to do with regulating where ATVs go or trails are. And there is I have no desire to take that up. I appreciate the nervousness because this is really near and dear to people's hearts. And I get that this has nothing to do with that. We basically thought we would pass along something that came to us out of a tragedy in Richland County and ask people to voluntarily follow safety measures. This wasn't aimed at retailers or dealers, but aimed at end users to encourage people to be safe with. No, I heard the word disingenuous kind of bugged me a little bit. There is no ulterior motive here. We've had no other discussions. This is only about voluntarily encouraging people to be safe. And it's a bummer that that has inspired such anger. I wonder if we could take a look at this resolution one more time. Maybe there might be a bullet in there that has some especially spicy language that has bothered people we might be able to alter or strike. Is that possible? Chris?

[01:17:38] Yeah, I was I agree with you, Josh, I was wondering if or sorry, Dave.

[01:17:44] Well, that's going to say the options before us today are we could either do what you're suggesting today, Josh, or take some more time to look over the text of the resolution. If it was an easy fix, we could certainly do it on the fly here today. But there's there's nothing time sensitive about this.

[01:18:04] And if we felt like we needed some extra time, we could we could hold this because it felt like folks were pretty concerned about that first bullet under number two. If I'm understanding the comments correctly, and I don't know if if Steve Schmidt might have some thoughts on this as well, if that bullet is removed, how does that make people feel?

[01:18:28] So, Chris, could you pull up the screen again? Absolutely.

[01:18:31] And I do have one other suggestion that might be acceptable as well that I'm sure. But I'm happy to pull up the section. That's the bottom piece that would be now there for section, if that's what you were looking for, Dave.

[01:18:46] Yeah. And why don't you go ahead and get your other suggestion on the table, Chris.

[01:18:49] So I will say that MacOS intention with this and Richland Counties request the people here.

[01:18:55] Chris, you sound really faint.

[01:18:59] I'm sorry.

[01:18:59] I'll try and speak up, but OK, I say Richland County's request and Makos request around this really was an opportunity for the commissions across the state of Montana to use their bully pulpit, their ability to be in front of the public and to raise public issues and public awareness around this, which I would say arguably has been accomplished. So one option may essentially be for the commission not to adopt it. Having recognized that you have really raised that public awareness. We have certainly gotten some great feedback and comments around this, and the resolution does not carry the force of law. And I would, I would argue, has been brought to the public's attention. That may be another potential solution if you choose not to adopt it as again, the goal was to bring this issue to the to the fore, to the front of the public's mind.

[01:19:43] So good for me. Happy to go to whatever section you would like. I if people are concerned about that idea that it's somehow leading to some future consequence.

[01:19:56] I guess I have a question for Steve if you're out there still, Steve. Yes, sir. So could you talk just a little bit about and I concur wholeheartedly with my my colleagues, this not only our counties in the state of Montana likely precluded from adopting any regulations that are stronger than what are already out there in state or federal law. But the intent is to try to encourage safe use of of certain types of motor vehicles here.

[01:20:35] And to what extent have you had coordination with or or worked with the ATV or the community on safety, like what's being proposed or suggested in this resolution?

[01:20:53] Yeah, that's a great question of being fairly new in my position. I have not had any opportunity and most of my funding for my position is geared strictly for seat belt awareness, child safety seats and DUI prevention, which typically doesn't revolve around ATVs.

[01:21:16] Although being a writer myself, I like the all the gear all the time to wearing a seatbelt. It's just the safest way to go. I work routinely and have somebody from the Missoula Police Department who is a motorcycle sergeant on one of my actually both of my coalitions. And we do try to put out information and have a blog that's scheduled to go out once writing season comes out to be, you know, more in line with motorcycle safety, primarily on roadways. But I would absolutely love to work with local dealerships and clubs to get more information out just about being safe. And it sounds to me like they're doing a lot of that already. So I of course, I appreciate that. And any way I can help get that information out and help maybe promote their work, I would be all for it, if that makes sense.

[01:22:15] Yeah, my whole point is that that there are whether it's related to seatbelts or are you DUI and driving under the influence, there are already all sorts of laws out there that we do a whole lot of public information and education on knowing full well that that these things are already regulated. But I think we're all full, fully aware that not everyone is either cognizant of the regulations that are on the books or that maybe people need a reminder once in a while.

[01:22:50] So if there's opportunity for you to reach out to many of the constituents and and industry groups on the line here today, I think that would be advisable.

[01:23:02] And in that spirit, we could contemplate.

[01:23:07] And again, I mentioned this earlier, not necessarily adopting this today, but maybe there's another mechanism that we could use to get the same message out, because, again, this is a non regulatory thing that we are contemplating today. And there might be other non regulatory tools to convey the same message that we have less incite, less fear and trepidation on people's parts, even though I think this is not a slippery slope that we're on. Joshua Wanita.

[01:23:37] So, Steve, do you have it within your work plan? And could you, without seeking the thumbs up from higher authority, basically make up, make a pledge to meet with some of these folks that user groups, some of the industry people and have these safety conversations? I think if if those conversations could be had, we could, as Chris pointed out, really achieve the goals of this toothless resolution, which is straight up to encourage safety. And some of the folks on the line said that would be better done by people from the health department having a conversation with dealers. And let's do that and shelve this resolution and really want to reiterate what Dave was saying. This is absolutely not a slippery slope. There have been no conversations about land use, trail opening's trail closures, anything like that. And this has zero to do with that. We've had no discussions about anything like that. And maybe we could by shelving this resolution and if you could, within your work plan and by the OK of your superiors, commit to meeting with some of these folks on the line, then we could achieve the goals that this resolution had sort of set out for itself.

[01:24:44] Yeah, I think I think we could probably get that done. And something I would be very excited about doing with the programs as long as it meets the funding requirements or. What I'm bound by by my funding sources, absolutely, I would I would love to meet with everybody and help promote safety as much as possible. I just you know, I don't want to go to another funeral. And as a former law enforcement officer, you know, I hate pulling bodies out of cars. You know, we're knocking on doors telling someone that their young one's not coming home. If I can help save a life, that's what I'm here for.

[01:25:21] So I think, yes, I agree with Josh and Dave. And and if we could have got honest communication with the ATV community about what would be meaningful to promote safety.

[01:25:42] That sounds better than like we asked a toothless resolution that is just inciting a lot of fear and anger.

[01:25:49] Yeah, so, yeah, that all sounds sounds good. And for members of the public who joined us today, we absolutely appreciate your input.

[01:25:59] And you have been heard. Our goal is to do what we can to support all of you and what you're particularly the industry, the the good work that you're doing safety wise already. How can we as Missoula County amplify the messages that you're already delivering? And if it's not a resolution or if it's a modified resolution, we're just looking for the best mechanism and and means to deliver that message.

[01:26:29] So Chris or perhaps John Hart, if you're on the line from a procedural standpoint to take the action that I think we're contemplating here, do we need to table today's item that is before us to bring some resolution to it, so to speak?

[01:26:54] Chris?

[01:26:58] Or, John, as I say, I see John's on, but that would be my recommendation, I think tabling it would be the appropriate most.

[01:27:05] I would suggest tabling it, unless you think that there is you know, you would never consider this resolution again or a resolution that you would consider would be so significantly different that that, you know, wouldn't bring this iteration back.

[01:27:32] Right. What I wonder is if if Mr. Schmidt could meet with some of the industry folks and the dealers and see if there's something they could all come up with that they liked, and then we could look at that.

[01:27:50] John, what do you think about that? So essentially we would just take no action today, would hang out there if it looks like there could be a meeting of the minds to modify or amend the current resolution than we would schedule it for a second, our continued public hearing.

[01:28:07] If not, we would still schedule it at some point and just table it at that at that juncture.

[01:28:16] That sounds fine. Or you could choose to just never take it up again.

[01:28:23] Ok, well, I'm going to make the motion to table it and that the work continues to figure out some meaningful safety action.

[01:28:35] Is that what you suggesting, John, or just not taking any making any motion today whatsoever?

[01:28:41] Oh, no. You can you can make that that motion. That's just fine, OK.

[01:28:46] I would second that motion and strongly encourage Mr. Schmidt and the ATB community to meet up and have a productive conversation on how we all work together to further our jointly held safety goals.

[01:29:02] Thanks. Any discussion on the motion to table see, not all in favor. I.

[01:29:10] All right, thanks for being able to do that, Steve. I also, too, I'm pretty sure we can make it work. OK, thanks a lot. Thanks, everyone.

[01:29:24] Ok, we will move on to our fourth and final public hearing today, this is on the two neighborhoods master plan and form base code. This has been a long time in the works. And to kick it off is Andrew Hagmaier with our Community Planning Services Department this afternoon.

[01:29:46] I'm Andrew Hagmaier. I'm a senior planner with Missoula County Community Planning Services. And with me on the line today, we've also got Tom Zavitz. He's a senior planner with the city of Missoula. This is a joint city county project. And Tom was the co project manager with me for the city. And in addition to Tom, we have Rob Piotrowski. Rob is with Dovercourt and Partners.

[01:30:16] They're the primary consultant on this project with the overcall they had IMAG, which is a local engineering firm here in Missoula who worked on Storm Water and Jacobs Engineering, who was an engineering firm here, Artemisia as well, that worked on our they worked on traffic modeling for us.

[01:30:41] So with that, I'm going to start up a presentation for you here, see if I can pick the right one.

[01:30:50] There we go. So this project was the Molen Area Neighborhoods Master Planning Project, and we are now calling it the SWIP, the Taking Neighborhoods Master Planning Project.

[01:31:04] We'd like to thank the scrutiny tribes for their support and consultation in the plan. Name the script, the Cain name. This is the Salish name for this location of the Missoula Valley SWIP to clean. It means a place where something is cut off and comes to a point. And it's a reference to the stand of cottonwood trees south of the planting area just south of the an area that line the Clark Fork River.

[01:31:38] So for today's hearing, what we're looking at is three resolutions. We're going to do it.

[01:31:45] Perhaps the recommended way is with one motion. We'll have a resolution to adopt the plan. This is a resolution of intent to adopt the plan, a resolution of intent to adopt the zoning code and the resolution of intent to amend the Missoula County zoning map.

[01:32:08] So the planning process we've started in a year ago with a bunch of background information, doing a bunch of background work and had a public charrette in March.

[01:32:21] March, yeah. And March of twenty twenty.

[01:32:24] The first draft of the plan was released in July of twenty twenty. We held a series of public workshops and open houses. The open houses were in person at the end of July and then we have had no less than this would be the fifth public hearing on the draft as it has evolved through the process. That's six months of public input on the draft plan or that startup cane area master plan and form.

[01:32:53] Based on what what we're really looking at here is the neighborhood master plan.

[01:33:04] The it's if you're looking for it online, you were looking for the December 10th version of the draft. That's the most up to date version of the draft and of the plan and code.

[01:33:18] So the September or December 10th version, what you're looking for, if you're looking online today is motion.

[01:33:29] It's a three part motion.

[01:33:31] First part is related to growth policy statuted. Second part is for the zoning code and third parties for the zoning map amendment.

[01:33:39] I will put this back up when it is time to make motions, if this is the way we're going to go, and that will help the commissioners make the motion. I'm going to kind of walk through the motion, though, real quick. For you all, so the first part of the motion, step one is related to growth policy statutes as the neighborhood plan, the the master plan is an amendment to our county growth policy through the growth policy statutes. So there's three parts to that. The first part is to adopt the plan.

[01:34:19] And we were going to we are asking to adopt the master plan, the script parking area master plan as an area plan of the Missoula County growth policy. This is under the growth policy statutes. It's the growth policy statutes.

[01:34:33] It's called a neighborhood plan as we sometimes adopt very large neighborhood plans. We call them area plans in the county.

[01:34:41] The criteria says that in the statutes that says the growth policy or the area plan must be consistent with the growth policy and effective manner of is the Missoula County growth policy specifically called for the drafting and adoption of this master plan.

[01:35:01] So part two of the growth policy statutes is to amend the Missoula County Land Use Map. On June six of twenty nineteen, we adopted a new land use map policy. It's a policy map for the Missoula area and now we get to amend it to add a new land use designation. This Republican area, neighborhoods master plan, land use designation. We're doing that because this zoning is so unique compared to our current zoning statutes that regulations that we need a specific land use designation to implement it. And third part of the motion is. To amend the boundaries of an existing neighborhood plan in this area, we have currently, there's the Y. Mollen comprehensive area plan encompasses this area.

[01:35:52] As you can see in this graphic here on the right, that area, that's the boundaries of the proposed swept up area plan. And we want to basically cut out the Republican plan out of the proposed or the existing Y. Mollen plan.

So we don't have two area plans lying on top of each other. So that's what the first part of the motion does. Second part of the motion is related to the zoning. The second part of the motion is adopting the form based code.

[01:36:28] And the form base code is the text. This is this is the text of the zoning, the text of the zoning implements, the plan, the text of the zoning. Actually, it puts us it puts the zoning in our toolbox, but it doesn't apply it anywhere in the county.

[01:36:48] So then we have to go and do the third and final step of the motion, which is to apply it, which is the zoning map amendment.

[01:36:57] And here is the boundaries of the zoning map amendment and the different. We've got a gray, an orange tan and a blue. And those represents the neighborhood unit types in the zoning code that are on T or figure two point one.

[01:37:16] So with that, that's that's the procedural end of things.

[01:37:22] Tom is here, Rob is here to answer questions, of course, here to answer questions we've presented on this plan at length many, many times. I'm hoping everybody has seen it. So I'm not going to go into the details of the plan and the code.

[01:37:37] I am just going to hand it over to the commissioners for their public hearing. Thank you.

[01:37:44] Thanks, Andrew. Is there any public comment on this? I'd like to open the public hearing for the general public and then we'll have commissioner discussion and questions.

[01:37:57] Any public comment?

[01:38:03] All right, you've worn them down, Andrew, and I just noticed that Jason King also with overcall is on the call as well.

[01:38:13] I didn't see his name on there earlier. So thanks for joining Jason.

[01:38:17] All right. Well, I will close the public hearing if no one wants to testify.

[01:38:21] And Jason or Tom, you guys want to add anything, anyone from Dover Coal or the city? We have a John.

[01:38:35] I don't know who it is. I guess I can and see me.

[01:38:42] Oh, really? Yeah. I tell you, you must have been drinking water out.

[01:38:51] It sounds like other fat. That's not very helpful. Yeah.

[01:39:01] Ok. I can't hear you.

[01:39:06] Of course. I wonder it sounds like you either. Sounds like there's two devices. Something needs to be needed.

[01:39:19] Well, I'll just say thumbs up on the plan, but we support it so you can hear me this government.

[01:39:29] So the clockworks coalition has submitted comments through the commissioners. They are packett and they are supported. And they would like to I'm summarizing that.

[01:39:43] I would like to encourage the formation of a committee to help implement the plan. And there they are willing to offer their services to be on that committee if we choose to add them. So and they're especially interested in the restoration of Grant Creek.

[01:39:59] Ok, thanks, Andrew. Speaking on behalf or in lieu of the Kallaugher coalition.

[01:40:05] So yeah, thanks. Anyone else want to comment or.

[01:40:13] Tom Dover, call Dave, this is Tom Zavitz. Yes, Tom.

[01:40:19] And, you know, I worked with Andrew Hagmaier on this, and I just wanted to say that I really appreciate the opportunity to have worked with the county and with Andrew on this kind of master plan. I think we got along really well and I hope we can do more work like this in the future. So thanks to Missoula County and thank you to Andrew and overcall as well.

[01:40:49] Right. Yeah. Thank you. Yeah, likewise, Tom.

[01:40:54] Any questions want or Josh, just what I'll just make one comment, I mean, given how bounded the greater urban metropolitan area is in Missoula and what the limited opportunities are for growth, and you add into the map that the high demand for wanting to live here, that.

[01:41:16] They need to accommodate growth.

[01:41:19] This is kind of a once in a generation opportunity for doing real planning and then turning that plan into action. And I want to commend Andrew and Tom and overcall for doing such a fantastic job of accommodating growth and making sure some of our most closely held values remain intact and that this new set of houses and neighborhoods reflect those values and don't take away from them. Often when we see this level of addition to a community, there's there's as much loss as there is gain. And I don't think we're getting that here. I think we're going to enhance our character. We'll see land preserved as well as land built on ultimately the restoration of Great Creek, the creation of neighborhoods, bike paths, smartly developed streets and farm based code where we're really kind of pioneering in the state a new way of planting neighborhoods.

[01:42:10] So I'm really excited about this and I commend all the work that's that's gone on to make this happen and kind of trace this back to an effort we were part of with the city and the chamber of going to D.C. many weeks, like a year ago now to get the whole build project in motion. And it's wonderful to be at this point. Thank you all.

[01:42:30] Yeah, thanks for mentioning the bill, Grant, Josh, because this planning never really goes hand in glove with the moneys that we have received and hopefully will receive yet again in the future to invest in infrastructure in this area.

[01:42:46] The other piece I just wanted to mention is, is giving recognition to the Confederated Salish and Kootenay Tribes for their work and and assistance in coming up with an appropriate place name for this planning area that that departs from the name of Molen, which is laden with connotations that that are of Manifest Destiny and of that of really actions in the eighteen hundreds on the part of Moland and others that led to the tremendous number of adverse consequences for native tribes.

[01:43:30] John Mullen, Captain John Mullen was a certainly and clearly from his writings, a racist and someone who did not think particularly highly of the native peoples who occupied these areas. So I'm I'm thrilled that the tribes are a partner in identifying an appropriate place name for the planning area. That said, and recognizing all of the attributes of the plan, it also probably needs to be said that it's not without some degree of loss and and that the cultural landscape that that the tribes cherish so dearly will will be altered in the future. But I think given given the cultural context that we're in, the anticipated growth that is coming, our planners and consultants, I think, did a fantastic job of trying to enhance values that are currently degraded out and in this particular area and also looking to how to create a real vibrant community in the future. So thank you all.

[01:44:43] I have nothing to add. Yeah, this is fantastic other than maybe Andrew, if you could throw up that three layered motion of good call.

[01:44:56] Yes, that.

[01:44:59] The paragraphs, yes, I hope you see that there, I just want to reiterate that what we are doing today is adopting resolutions of intent, the resolutions of intent for the zoning. According to statutes, there will be a 30 day period before we go back and adopt a final resolution. So we do get to look at this one last time. But today is the big day for sure.

[01:45:25] Fantastic. So is it your turn? I can't remember whose turn it is your turn, your TV stuff.

[01:45:39] Ok, I would move that. The Board of County Commissioners approved a resolution of intent to adopt the proposed tuck in area neighborhoods master plan as an area plan. The Missoula County growth policy that the Missoula County Land Use Map Map 18 be amended to include this Tweetup Kent area neighborhoods, master plan, land use designation, and that the boundaries of the Whyman Comprehensive Area Plan be amended to exclude the proposed plan boundaries.

[01:46:07] To that, the proposed Tweetup can traditional Neighborhood Development Forum based code be adopted as a zoning regulation for a portion of Missoula County to implement the Suitable Area Neighborhoods Master Plan? And three that the proposed zoning map amendment implementing the setup camp area neighborhoods master Plan B adopted.

[01:46:30] Second.

[01:46:33] Any further discussion on this or would you just like to table it and it was just a joke?

[01:46:43] Ok. All in favor, I.

[01:46:48] Thank you. Thank you.

[01:46:52] Thank you. And thanks to our guests from Dover call and thanks, Tom, for joining us.

[01:46:59] Thank you, Commissioner. Thank you for this opportunity. This was a terrific this is a special project. It's great to see you guys in action. Thank you both.

[01:47:08] You're coming. You're coming close, Jason, having played a role in planning every single square inch of the Missoula Valley, so.

[01:47:21] As long as we're invited, we'll keep coming. We learn a lot from you. It's been a lot of fun. We can't wait to get back there and visit.

[01:47:29] Well, and I guess the other obvious thing to say is so much of this work was done during the course of this pandemic and virtually which is an amazing feat in and of itself.

[01:47:41] It was to watch it the effort for the Dovercourt folks from the outside as being around with the downtown master plan and all the in-person everything and the the presentation at the Wilma and the very public nature of it tath the pivot and do a very similar thing, but virtually must have been quite a learning experience. And it seemed like we still got plenty of public comment and plenty of input.

[01:48:07] That was incredible. Do we get to vote? I think we already did. We all did. We actually did. We say. I think we did. Yeah, right.

[01:48:16] Ok.

[01:48:21] All right. Well, with that, we'll look. Andrew, when will this come back to us at a public meeting or an admin meeting?

[01:48:28] We will. We'll do it. We'll do a final resolution. It's just like the zone change in a zone change, you know. We'll come back with the final resolution to this Thursday meeting. It is. It is. According to state law, people can

continue to comment on this and it technically is not a done deal. However, I am going to encourage it to be a mere formality the next time we need.

[01:48:54] Ok, John Farje, you are sitting there with your mood lighting on your face. So what what would you like to add is?

[01:49:03] Is that what it looks like, that I'm down here with mood lighting? I'm in I'm in my basement bunker, which is not nearly as hip as Andrew's baby basement bunker. No, I just I just love hearing Andrew talk about how we're going to have he's going to have a seventh public meeting on this issue. How excited is. And and it seems to me that I just read something that Andrew and maybe Tom and Overcall got recognized nationally for the the the effort that they did.

[01:49:38] I dreamed this up, Andrew, that the that the planning process you all implemented during a pandemic is going to be studied by planning students for the next century. Is that correct?

[01:49:53] Yeah, for the next century, but not a minute longer, I think. Yeah. Jason, Jason has been interviewed many times by national publications. I think I would rather hand it over to Jason to describe how much attention this is received.

[01:50:11] Jason? Yeah, the National Institute said this was the first the world's first virtual shurat. And the word Shirat now is just part of our planning terminology everyone is doing. And this was the world's first virtual one. So we were featured twice in Planning magazine. We did two seminars. Each seminar was attended by over a thousand people. And in April and in September, because they wanted to see how you all did it, how we how we managed to have inclusive public process, substantial and substantive public involvement. Howie, this is this was a difficult project involved to municipalities, developers to build project gave it urgency. And Clark's work was there to make sure that this was quality and it contributed to the environment and didn't take away from it. So so the fact that we're here tonight is just really astounding. And and, yes, in the next edition of the National Street Institute handbook, this is the case study for virtual. Look at this. This really is. And the thing is, even after covid is over, we're going to need to continue to do this because we talk to people we never talk to, because it's easy for them to turn on their computer. We talk to people from the from the tribal homelands. They run with us. We talk to people, investors from around the country who are interested in doing this project the right way. Environmentalists from around the country and people who had never been part of public meetings before. So so, yeah, we learned a lot. And I think it's safe to say the profession of urban planning learned a lot to. Thank you.

[01:51:59] Thank you, Alison. We ought to get the word out about all of that at some point here. That should be out there. I agree.

[01:52:07] Margaret. Margaret's on. Margaret falls on. She'll help get the word out.

[01:52:16] Let me get the word out, Andrea. OK, I read the third part of the county newsletter. That's true.

[01:52:29] All right. Well, thanks, everyone, so much for a lively afternoon session here. Is there anything else to add before we sign off?

[01:52:39] Ok, we'll be adjourned.

[01:52:41] Great job, everyone, thanks.

[01:52:43] Goodbye.