



MISSOULA CONSOLIDATED PLANNING BOARD

Meeting Minutes



Missoula County
Planning, Development & Sustainability
(406) 258-4657

City of Missoula
Community Planning, Development & Innovation
(406) 552-6630

Date: October 15, 2024, 6:00 p.m.

Location: Missoula County Courthouse, Sophie Moiese Room (in person) or TEAMS (virtually)

Members in Attendance: Danny Tenenbaum (City Alternate), Danny Oberweiser (County Appt), Peter Bensen (County Appt), Derek Kanwischer (City Appt), Lynn Davis (City Appt), Rick Hall (County Appt), Tung Pham (Mayor), and Sean McCoy (County Appt)

Members Absent: James Fountain (County Alternate), Josh Schroeder (Conservation District), Shane Morrissey (City Appt)

I. CALL TO ORDER [Time stamp – 0:20]

Sean McCoy called the meeting to order at 6:00 p.m.

II. ROLL CALL [Time stamp – 0:31]

Analeshia Rodriguez called the roll. Eight members were in attendance. Danny Tenenbaum was promoted to voting member for the evening.

III. APPROVAL OF MINUTES [Time stamp – 1:35]

Tung Pham moved, and Peter Bensen seconded approval of the October 1, 2024, minutes as written. The motion passed by unanimous voice vote.

IV. PUBLIC COMMENT ON NON-AGENDA ITEMS [Time stamp – 3:17]

There were no public comments on non-agenda items.

V. STAFF ANNOUNCEMENTS [Time stamp – 4:34]

No Staff Announcements.

VI. PUBLIC HEARINGS

A. Lauren Stevens, Senior Planner, City of Missoula- Meadow View Homes 97-Lot Major Subdivision and Rezoning from R40 Residential 40 to RT5.4 Residential 5.4 (two-unit/townhouse)

[Time stamp – 4:40]

STAFF PRESENTATION

Lauren Stevens, Senior Planner, with the City of Missoula presented on the 97-Lot Meadow View Homes Major Subdivision and rezone request. The subject property is located in the South Hills area,

adjacent to Hillview Way and accessed via Clearview Way. The public Tonkin Trail traverses the property, connecting Hillview Way and Clearview Way. The land features steep slopes, especially adjacent to Hillview Way and on the northernmost parcel. It's noted the central area has more gradual slopes.

Lauren shared that the subdivision proposal is for 97 residential lots intended for detached houses or two-unit townhouses. The project is planned to be built out in five phases. She highlighted for road access and connectivity that a through connection from Elk Hills Court to Clearview Way is proposed and it will be renamed Elk Hills Drive. Princess Lane is designed to end at the subdivision's edge, allowing for a potential future connection through adjacent properties. An additional street connection is proposed at the existing end of Elk Hills Court.

Troy Monroe, City of Missoula Public Works & Mobility, presented an overview of the engineering aspects of the proposed subdivision. He focused on street design, traffic impact studies, and utility planning. He highlighted Meadow View's streets are designed following a standard local street model. In certain areas due to topography, adjustments were made such as the removal of parking lanes and curbside sidewalks. On Princess Lane, the parking lane is removed, but boulevard sidewalks will remain. Monroe emphasized these variances are minor and would not negatively affect vehicle flow or pedestrian safety. The traffic impact study based an even volume distribution at full build-out between the two access points at Clearview Way at Garland and Elk Hills Court at Clearview. The project will have four major utility connections to maintain adequate fire flow rates and water pressure. Storm water from streets will be directed into three subsurface storage facilities.

Lauren explained the required parkland dedication for the subdivision is 1.9 acres, which is proposed as seven common areas, totaling 6.7 acres. Access easements will ensure connectivity to the Tonkin Trail. The proposal involves adding a trail connection to Homestead and Wapikiya Parks, including a pedestrian path within Wapikiya Park from the Briggs Court pedestrian access.

Staff summarized the findings relative to the subdivision review criteria. The subject property is designated as Residential Medium in the Our Missoula 2035 City Growth Policy. The applicant requests rezoning to RT 5.4 Residential. The requested zoning is considered a relatable Title 20 zoning district for the Residential Medium land use designation. This zoning district would also allow densities and development types compatible with the existing surrounding land uses. For zoning comparison, the largest difference between the two zoning districts is the number of units based on the size of the subject property, the existing R40 zoning allows up to 27 dwelling units, while the proposed RT5.4 zoning permits up to 204 units.

All proposed lots will connect to City sewer and water systems. The subdivision will satisfy the required parkland dedication through seven dedicated common areas and trail improvements. An estimated 194 additional school-aged children will enroll in the Missoula County Public School District. It's noted the school district was contacted for comments but did not respond. Street improvements are proposed for Elk Hills Court and Garland Drive. Enhancements to the existing transit stop on 23rd Avenue are also planned. Public health and safety are prioritized through hazard mitigation and emergency services planning. The subject property features steep slopes with grades of 25% or greater. These areas are designated as no-build zones on the final plat.

The application includes five (5) variance requests:

Variance #1 - Princess Lane is proposed to terminate in a dead-end during Phases One and Five of the development. The variance request is due to the grades present on site and the landlocked nature of the northern portion of the property.

Variance #2 - The developer seeks a variance to extend the maximum block length beyond the standard 480 feet for various roads within the subdivision. To mitigate the extended block lengths, the plan includes intermittent pedestrian access easements.

Variance #3 - The streets within the subdivision are proposed to deviate from the design standards for low-density urban local streets.

Variance #4 - Certain street sections are proposed to have one or no parking lanes and six-foot curbside sidewalks, instead of the standard boulevard sidewalks. All development lots will include the standard five-foot sidewalk and a seven-foot landscaped boulevard.

Variance #5 - Sections of the internal subdivision streets are proposed to exceed the standard maximum street grade of 8% but will not surpass 10%.

Due to recent long range planning efforts by Mountain Line, staff shared they are recommending an amendment to proposed Condition #11 regarding pedestrian improvements at the existing bus stop at 23rd and Garland. This amendment would require pedestrian improvements only if Mountain Line continues to service that stop.

Staff's recommended motions for the Planning Board was to recommend City Council approve the adoption of an ordinance rezoning the subject property, approve the five variance requests, and approve the Meadow View Homes preliminary plat application, subject to the 52 recommended conditions of approval, as amended. This approval is based on the findings of fact and conclusions of law detailed in the staff report.

See PowerPoint presentation slides.

REPRESENTATIVE PRESENTATION

Ron Ewart, Professional Consultants, Inc. (PCI), provided more detail on the size and density of the subdivision. He noted that the development plan aims to utilize the varied topography while maintaining a single-family residential character. The subdivision will implement restrictive covenants covering landscape, maintenance and building design.

Ewart addressed the recommended conditions of approval section of the staff report. He emphasized that with Condition #10 the desire is to have further discussions with City engineering to determine the most suitable traffic solution for the Clearview Way / Garland Drive intersection. Condition #46, he highlighted that connecting the trail to Saranac Drive would be problematic due to a large drainage swale next to the storm drain outlet- a major drainage basin where they usually disallow roads. Ewart requested that the specific language mandating the connection to Saranac Drive be removed from Condition #46.

CONDITIONS OF SUBDIVISION PRELIMINARY PLAT APPROVAL

#10. The subdivider shall design and install or enter into an improvement's agreement with financial security for installation of intersection safety improvements listed in the Traffic Impact Study for the Clearview Way / Garland Drive intersection, subject to review and approval by Public Works & Mobility, prior to final plat approval of Phase 1. (City Subdivision Regulations Sections 3-020.13 and 4-010.14.D.2)

#46. The subdivider shall provide plans for and install a paved path to provide utility maintenance access through Wapikia Park subject to review and approval by Parks and Recreation, prior to final plat approval of Phase 1. The path shall connect from the existing paved South Hills Trail to the proposed sewer manhole (sewer MH-4) and connect to Saranac Drive. Trail Improvements must meet applicable standards found in the Parks & Recreation Design Manual. (City Subdivision Regulations Sections 3-020.15 and 4-010.14.D.2)

PUBLIC COMMENT

Public comment included Jill Murphy, a resident of Elk Hills Court, voicing her concern about the road safety and maintenance with the proposed subdivision. She expressed issue with the 8% grade exemption being requested for the development, particularly if it affects the cul-de-sac near her home. The impact of traffic with the new addition of students from the both the new subdivision and the nearby Wildroot development was addressed. She stated that since residents may lose access to public transportation with the potential discontinuation of Mountain Line's Route 12, this may increase reliance on personal vehicles and adding to traffic congestion.

Natalie Bursztyn, a nearby homeowner, noted the traffic study that was conducted on January 10th, occurred before the construction of new apartments above Hillview began. She pointed out there has already been a noticeable increase in both traffic volume and speeding. She emphasized that Clearview and Garland should not be considered two separate streets in the traffic assessments. It was emphasized that concentrating all exit points for the estimated 400 cars onto the single route was alarming for current residents.

Rhea Ashmore pointed out that these streets are not conducive to handle an increase in traffic volume. She criticized the current traffic study's recommendations and conclusions. Ashmore noted that existing crosswalks and signage on Hillview are usually ignored by drivers, posing risks to pedestrians. She emphasized the need for the development of roundabouts at intersections at Clearview Way and Garland Drive, and where Garland exits onto 23rd Street.

Paul Buck, an adjacent property owner of the proposed subdivision, questioned why there is no planned connection from the new subdivision to Hillview Road. He inquired about whether Homestead Park and the Metro area would connect to the existing Tonkin Trail, noting that current maps do not show any planned connections. Parking concerns were addressed. He mentioned that he and others are considering formally protesting to the City Council to deny the rezoning of the Meadowview subdivision due to these concerns.

Janice Miller, a resident of Clearview, highlighted safety hazards on 23rd Street, noting the absence of sidewalks and streetlights. She urged city officials to be proactive in their planning to ensure the safety and well-being of both current and future residents.

JD Armentrout highlighted that the proposed development encroaches on agricultural soils. He raised concern about Princess Lane since it cannot serve as an additional access point, reducing the number of entry and exit routes to the subdivision. Armentrout expressed concern about existing and future traffic congestion at key intersections like Garland, 23rd, and 39th Streets. He criticized the approach of approving new developments without first upgrading the necessary infrastructure. He stated the developer appears to be meeting only the minimum regulatory requirements, such as the number of egress routes and road widths. Armentrout concluded by emphasizing that zoning laws and ordinances represent a social contract within the community. Any changes to these regulations should involve the consent of the affected residents.

REZONING MOTION

Peter Bensen made the following motion to approve the request, and Danny Oberweiser seconded the motion:

Recommend City Council approve the adoption of an ordinance to rezone the subject property located at 4824 Clearview Way, legally described in Exhibit B, from R40 Residential 40 to RT5.4 Residential 5.4 (two-unit/townhouse), based on the findings of fact and conclusions of law in this staff report.

Board members leaned towards supporting the zoning ordinance. They highlighted the rezone is in alignment with the Growth Policy, whereas the current zoning of the R40 parcel is currently not in compliance. Concerns about considering the agriculture land use of the property was addressed. Board members added they can no longer use the loss of agricultural land as one of the standards for refusing a subdivision. They addressed concerns about traffic and infrastructure, emphasizing that the entire City is experiencing growth challenges. It was explained that limited funding, especially from state and federal levels, restricts the City's ability to develop infrastructure alongside new housing.

Monroe addressed traffic management at the intersection of Clearview Way and Garland Street. He explained that the intersection would be improved by the new subdivision either through the installation of a traffic circle (roundabout) or curb extension bulb-outs to maintain vehicle speeds at 25 mph or less. It was clarified that the Wildroot subdivision is obligated to implement additional traffic calming measures once they reach Phase Three of their development. Residents of Missoula can address speeding and implement traffic calming measures on their street, Monroe advised residents to contact the Public Works Department, which has the City's Traffic Safety Team.

For the no access onto Hillview way, Monroe clarified they tried to connect the subdivision via Clearview, a local street, rather than Hillview, which is a fast collector street. Staff added that there is a narrow parcel of land not owned by the property between the subdivision and Hillview, which prevents direct access to Hillview. Monroe explained for the Board, adding a second access point in Phase One would necessitate a larger extension. Board members questioned whether future growth was considered within the traffic study that was projected up to 2026, while the development is planned to extend over 11 years. Monroe explained the current study reflects higher traffic volumes anticipated earlier than the phased timeline. Ben Weiss, Transportation Planner, with the City of Missoula provided information on the strategic plan update for the Mountain Line Transit, specifically with replacing Route 12 with an on-demand-service or altering Route #7 to cover parts of what Route #12 currently serves.

VOTE

With no further discussion, the Board voted by roll call, and the motion passed unanimously.

AYES: (8): Danny Tenenbaum, Danny Oberweiser, Lynn Davis, Peter Bensen, Derek Kanwischer, Rick Hall, Tung Pham, Sean McCoy

NAYS (0): None

RECOMMENDED MOTION (Variance Request #1)

Rick Hall made the following motion to approve the request, and Tung Pham seconded the motion:

Recommend City Council approve the variance request from Article 3, Section 3-020.5.A prohibiting dead end or cul-de-sac streets for Princess Lane.

Staff clarified in Phase One; Princess Lane is proposed to end with a turnaround on Lot 16. In Phase Five, the road extends slightly with easements on Lots 13 and 14 for a turnaround. Monroe explained that although the road won't reach the neighboring parcel until Phase Five, the right-of-way will be established in Phase One. Staff stated the existing Tonkin Trail will have a new connection passing through Common Area 5. This connection will lead into Homestead Park, which is situated north of the parcel, effectively linking to the Tonkin Trail.

VOTE

With no further discussion, the Board voted by roll call, and the motion passed unanimously.

AYES: (8): Danny Tenenbaum, Danny Oberweiser, Lynn Davis, Peter Bensen, Derek Kanwischer, Rick Hall, Tung Pham, Sean McCoy

NAYS (0): None

RECOMMENDED MOTION (Variance Request #2)

Rick Hall made the following motion to approve the request, and Peter Bensen seconded the motion:

Recommend City Council approve the variance request from Article 3, Section 3-030.2.A(2) prohibiting block lengths exceeding 480 feet.

Board members proposed extending a street that runs through the middle of the subdivision, intersecting Lots 33 and 34, to connect with the neighboring property. They also proposed if Elk Hills Drive could be extended straight through Lot 44 to connect with the adjacent parcel. Monroe explained that topographical challenges prevented these proposed street extensions, and it would exceed the maximum 10% allowable road grade.

VOTE

With no further discussion, the Board voted by roll call, and the motion passed unanimously.

AYES: (8): Danny Tenenbaum, Danny Oberweiser, Lynn Davis, Peter Bensen, Derek Kanwischer, Rick Hall, Tung Pham, Sean McCoy

NAYS (0): None

RECOMMENDED MOTION (Variance Request #3)

Rick Hall made the following motion to approve the request, and Danny Tenenbaum seconded the motion:

Recommend City Council approve the variance request from Article 3, Section 3-020, Table .2A for the required right-of-way width of Low Density Urban Local Streets for internal subdivision roads.

With no further discussion, the Board voted by roll call, and the motion passed unanimously.

AYES: (8): Danny Tenenbaum, Danny Oberweiser, Lynn Davis, Peter Bensen, Derek Kanwischer, Rick Hall, Tung Pham, Sean McCoy

NAYS (0): None

RECOMMENDED MOTION (Variance Request #4)

Rick Hall made the following motion to approve the request, and Danny Oberweiser seconded the motion:

Recommend City Council approve the variance request from Article 3, Section 3-020.15.D to allow for 6-foot-wide curbside sidewalk along portions of Elk Hills Drive and Princess Lane.

Board Members discussed proposed Conditions #10 and #46 and addressed the developers concerns. Staff clarified that Condition #10 allows for flexibility in the intersection design, subject

to Public Works approval. Monroe explained the difference between traffic circles and roundabouts and made clear only traffic circles are being proposed within Meadow View. Staff acknowledged with Condition #46, further discussion with the City Parks Department is needed for the trail requirements.

VOTE

With no further discussion, the Board voted by roll call, and the motion passed unanimously.

AYES: (8): Danny Tenenbaum, Danny Oberweiser, Lynn Davis, Peter Bensen, Derek Kanwischer, Rick Hall, Tung Pham, Sean McCoy

NAYS (0): None

RECOMMENDED MOTION (Variance Request #5)

Rick Hall made the following motion to approve the request, and Peter Bensen seconded the motion:

Recommend City Council approve the variance request from Article 3, Section 3-140.6.C for some portions of the internal subdivision streets to exceed 8% grade.

Monroe explained that after consulting with the Fire Department and Emergency Services, they agreed that a consistent 10% grade is acceptable and manageable for their operations. Monroe acknowledged that developing on steeper terrain would require additional efforts from Public Works regarding snow plowing and sanding.

VOTE

With no further discussion, the Board voted by roll call, and the motion passed unanimously.

AYES: (8): Danny Tenenbaum, Danny Oberweiser, Lynn Davis, Peter Bensen, Derek Kanwischer, Rick Hall, Tung Pham, Sean McCoy

NAYS (0): None

SUBDIVISION MOTION:

Peter Bensen made the following motion to approve the request, and Danny Tenenbaum seconded the motion:

Approve the Meadow View Homes Subdivision preliminary plat application, subject to the recommended conditions of approval, based on the findings of fact and conclusions of law in this staff report

Board members encouraged residents to be proactive in the protest petition process and acknowledged the challenges posed to the neighborhood. The discussion concluded with Planning Board members highlighting the necessity of meeting housing needs and meeting long-term planning goals.

VOTE

With no further discussion, the Board voted by roll call, and the motion passed unanimously.

AYES: (8): Danny Tenenbaum, Danny Oberweiser, Lynn Davis, Peter Bensen, Derek Kanwischer, Rick Hall, Tung Pham, Sean McCoy

NAYS (0): None

VII. COMMUNICATIONS & SPECIAL PRESENTATIONS [Time stamp – 2:04:02]

A. Ben Brewer, Long Range Planning Supervisor, City of Missoula – Public Draft: Our Missoula Land Use Plan and Land Use Map

STAFF PRESENTATION

Ben Brewer, Planning Supervisor, with the City of Missoula provided an overview of the public draft of the new Land Use Plan, which serves as an update to the City's Our Missoula 2035 Growth Policy. Staff stated the land use plan study area covers approximately 40,000 acres, including both City limits and adjacent County areas. The new Land Use Plan will differ from the current 2015 Growth Policy by being more targeted and focusing specifically on land use planning. The plan emphasizes increasing housing availability across all neighborhoods, enhancing resiliency and adaptability, promoting connectivity, and preserving natural areas.

Brewer shared the primary objective at this stage is to revise the Land Use Plan and update the future Land Use Map. Following the adoption of the new Land Use Plan, the City will work on updating zoning codes, zoning maps, and subdivision regulations. He presented key findings from the project such as current population, projected growth, employment trends, and housing needs. They established several principles to guide the Land Use Plan and future zoning updates. The Land Use Plan aims to guide growth by incorporating community preferences and addressing key priorities. The main elements of the plan include unlocking the growth potential for mixed use centers and corridors, equitable housing supply across all neighborhoods, increasing housing options while maintaining compatibility, allowing small-scale neighborhood commercial services, and balanced parking regulation. The plan was developed through city priorities, previous planning efforts, data analysis, statutory requirements from the Montana Land Use Planning Act, the preferred growth scenario, and community feedback. Staff explained how a preferred growth scenario for Missoula was developed based on previous workshops, community feedback, and legislative changes. Workshops focused on these scenarios to gather feedback on specific trade-offs and community values. The presentation addressed the two main components of the project which were establishing a policy direction and implementation through code updates.

The land use policy framework was built upon six core policy themes: focus inward, housing choice & access, community & quality of life, environmental quality & climate resilience, health & safety, and economic health. Brewer shared the Land Use Strategy plan aims to achieve the above goals through two primary tools—place types and street types. He emphasized the shift to using place types instead of focusing strictly on land use designations provides a more form-based understanding of how neighborhoods could evolve, prioritizing what they will look and feel.

Ben Weiss, Transportation Planner, with the City of Missoula, gave an overview of the street typology for the project. The primary focus was ensuring that each type of street aligns with specific transportation needs and broader development goals without being overly prescriptive in design thus ensuring flexibility. He stated the street type frameworks will form the foundation for developing new codes and policies governing street development. This integrated approach helps establish shared expectations across developers, planners, and users while helping consistency in design across different types of streets.

Staff concluded the presentation by summarizing the next steps in the adoption process and highlighting upcoming public engagement events.

See PowerPoint presentation slides.

BOARD DISCUSSION

Board members requested clarification on how streets are identified within different networks. Ben Weiss clarified a street's classification may shift as it moves through different areas—such as residential to mixed-use—without dramatic physical changes, but with subtle design adjustments.

Brewer addressed concerns regarding Missoula's housing growth challenges, acknowledging that while recent development rates have surpassed the long-term average, they remain inadequate to meet the projected demand. Additionally, Brewer emphasized that regulatory factors, such as development codes and zoning regulations, have historically constrained housing supply and are being reformed to help increase development potential. Ben Weiss discussed strategic planning measures, including reimagining street types to promote mixed-use and higher-density developments, alongside enhanced transit and bike infrastructure, as key strategies to mitigate the housing deficit.

Board members inquired about the connection between the land use plan and the code reform project. Brewer explained that while the current land use plan includes references to existing zoning districts, there is an ongoing effort to update these references as new zoning districts are developed.

He emphasized the importance of collaboration between the teams handling the land use plan and code reform to minimize conflicts and ensure that the new code supports the intended land use objectives. Ben Weiss clarified the intention is to replace outdated road classification systems with new street-type standards. He acknowledged the constraints with the plan but highlighted that it is meant to set the stage for developments that align with community goals, based on extensive public participation.

VIII. COMMITTEE REPORTS

There were no committee reports.

IX. OLD BUSINESS

No old business was reported.

X. NEW BUSINESS

No new business was reported.

XI. COMMENTS FROM BOARD MEMBERS

No comments from Board members were reported.

XII. ADJOURNMENT [Time stamp – 3:49:38]

The meeting was adjourned at 9:49 p.m.

Missoula Consolidated Planning Board October 15, 2024 – Transcription

This transcription was produced by transcription software. There may be discrepancies between this transcription and meeting dialogue. You can view the recording of the meeting at this link:

<https://missoulacomt.portal.civicclerk.com/event/8883/media>

Missoula Consolidated Planning Board- October 15, 2024-Meeting Recording

We will call to order tonight's Missoula Consolidated Planning Board meeting for Tuesday, October 15th, 2024 at 6:00 PM.

And with that, can we get A roll call, please, Alyssa?

Roll call.

Lynn Davis.

Derek camerasher.

Jane Morrissey.

Shane is absent to form.

Here Danny tennenbaum.

Here Josh Schrader.

Josh is absent Danny Oberweiser.

Peter Benson.

Rick call.

Work is absent James Fountain.

James is absent. Sean McCoy.

Mr. Chair, we have seven regular members present.

Would you like to appoint Danny Tambuma as voting member for the evening, please? And we have quorum.

Great. Thank you very much.

All right.

That brings us to approval of the Minutes for the October 1st, 2024.

Meeting, ideally, most of you got a chance to look those over.

I read it for.

Reading sake and punctuation. But other than that, I wasn't there. So.

Any changes anybody found or needed or anything like that in October?

First meetings, OK.

All right, so we can entertain a motion and make a vote on that.

Move to approve the minutes.

Motion made by tombs. Do we have a second?

I'll second it, seconded by Danny.

Oh boy, what's your last name, Danny?

I should probably do last names, huh?

Anyway, it was Peter.

Oh, was it Peter? I'm sorry.

Dang it.

That's my hearing, but that gives me an opportunity to make sure I distinguish between the two.

Danny's this is my first meeting with both of you.

Welcome to the board, by the way. Danny Tannenbaum, tannenbaum.

And OK.

OK.

We'll do an up and down vote and all those in favor say I.

I, all those opposed say nay.

Any abstentions?

Hearing none opposed no abstentions.

Motion passes unanimously.

OK. That brings us to our next line on on the agenda, which is public comment for non agenda items.

We have some folks in house here tonight, so if you want to speak to something outside of our two presentations tonight, one being the.

Rezone a major subdivision.

Meadowview Homes or the presentation we have from city staff later. You're welcome to come up at this time and make that comment.

We will go ahead and open public comment here for just a minute.

See if anybody joins us online.

And if not, we'll move along.

OK. You see anybody online that I'm not seeing?

OK, alright, not seeing anybody in house or on the line. We will go ahead and close public comment for non agenda items.

And.

We don't have any staff announcements that I'm aware of.

Which brings us to public hearings.

And with that.

I can turn it over to Lawrence.

Senior planner for the city of Missoula to give us a presentation that's on the Meadowview Homes 97 lot major subdivision and rezoning.

LS **Lauren Stevens** 26:02

Thank you.

Let me share my screen here.

Is that showing up for everyone?

Looks like it is all right. Perfect.

AR **Analeshia Rodriguez** 26:11

Yes, I think so, yeah.

LS **Lauren Stevens** 26:14

All right.

Good evening.

My name is Lauren Stevens.

I'm a senior planner with the permits and land use division of cpdi here to present tonight the 97 lot Meadowview Homes, Major subdivision and rezone request.

So tonight planning Board will be voting on 7 motions, one for the requested rezone from R40 to RT 5.41 for the subdivision preliminary plat and five for requested variances to the City Subdivision Regulations.

These motions will be recommendations to City Council.

The subject property is located in the South Hills adjacent to Hillview Way, and is addressed off of Clearview Way Homestead and Waupakea parks are located north of the property, and the property is within City Council Ward five and the Moose Can Gully and S 39th St. Neigh.

Council areas.

The property is approximately 31 acres and contains a single dwelling house, a corral, and other minor accessory structures. The public Tonkin Trail traverses the property and connects Hillview Way and Clearview Way. Rd. access is currently from Clearview Way, and another St. Connection is proposed at the exist.

End of Elk Hills court.

The property does contain steep slopes, with steeper areas adjacent to Hillview way and on the northernmost parcel. As you can see with the all the green there, the

middle of the property has more gradual slopes.

The Meadowview Homes subdivision would create 97 residential lots proposed to be developed with detached houses or two unit townhouses.

The project is proposed to be built out in five phases with new proposed internal streets in several phases.

A.

Through connection from Elk Hills Court to Clearview Way is proposed to be renamed to Elk Hills Drive.

Princess Lane is proposed to end at the edge of the subdivision for a potential future connection through the adjacent property.

And I'm going to turn it over to Troy Munroe of Public Works and mobility.

He's going to go into a little bit more detail on roads and some storm water things as well.

TM **Troy Monroe** 28:44

OK.

Thank you.

Can you guys see my screen OK?

AR **Analeshia Rodriguez** 28:52

Actually, no, I think it needs to be like enlarged take over.

A little small.

TM **Troy Monroe** 29:06

OK.

How about now?

AR **Analeshia Rodriguez** 29:09

That seems better.

How are can folks in the audience see that? All right, no.

Anybody have opinions on how to make that better?

I'm not very good with this stuff. I'm a farmer.

Last button may depend on the context that Troy is going to present and whether he needs to zoom in on some things. Yeah, maybe.

Did you hear that suggestion?

Maybe, depending on what you're presenting, Troy, you might have to zoom in on some stuff. We're having a hard time seeing that on the screens here in house.

TM **Troy Monroe** 29:41

OK.

You bet.

OK.

Well, thank you, Mr. Chairman, members of the board.

I'm Trey Monroe, Missoula city engineer for development group review and inspection.

I will talk very briefly on some engineering aspects of the subdivision. The street types within Meadowview are standard local streets.

Most all of the metro views are follows this the typical section.

Hopefully you can see this zoomed in.

AR **Analeshia Rodriguez** 30:07

Is much better.

TM **Troy Monroe** 30:09

OK.

So the typical section includes 210 foot Dr. Lanes shown in dark pink parking lanes when adjacent to residential streets in yellow boulevards with trees shown in green sidewalks, orange and utility easements in purple, you will see variances related to this typical section, but they are minor this.

Section with 60 foot right of way and 10 foot of easements meets both public works requirements and the overall width found in subdivision.

The variances are because subdivision asked for 70 feet of right of way, while public works asked for 60 feet plus the easements.

The result is the same St. section.

There are a couple areas where due to topography, we remove the parking lane and bring the sidewalks to curbside.

Those are shown in the yellow dash.

These are mostly in areas without adjacent homes on Princess Lane, where the trail

crosses. We remove the parking lane but keep the sidewalk as Blvd. That's shown in Blue Dash. These variances are minor and do not negatively affect vehicles or pedestrians.

As shown on the screen, the development was responsible for conducting the traffic impact study.

Shown are the intersections that were part of the study, including the two signalized intersections of 23rd Ave. and Hillview Way with 36 39th St. and Stop controlled intersections of Garland and 23rd Clearview Way at Hillview, and the subdivision connection points at Clearview Way at.

Garland and Elkhill's court at Clearview.

The model based an even distribution between the two access points at full build out, the first connection will be clearviewway at Garland, which all 30 homes of phase one will utilize.

At phase two, the second connection at Elk Hills Court will be constructed and the volume should balance out at full build out.

Level of service that the two signalized intersections are projected to be at level C at full build out representing an acceptable service level and no improvements are necessary.

Garden debt 23rd and Clearview at Hillview will remain level B.

The intersection of Clearview Way and Garland is currently a big sea of asphalt, a condition of subdivision will require the developer to improve this intersection, either with a curb extension as shown here, or a traffic circle. Either design will slow through, will slow through traffic trying to main.

A maximum 25 mile per hour speed limit.

Shifting to utilities, the project will have major utility connections at all four points shown in blue are the water main connections at Clearview and Hillview to maintain fireflow rates and pressures. The city loops water mains, requiring multiple connection points for the subdivision.

The city also tries to gravity sewer whenever possible. A gravity main requires less maintenance than a pumping station and requires no electrical costs or pollutants.

The gravity serve the proposed subdivision, the sewer main sewer main will be installed down the hill and connects to a gravity main in 20 1st Ave.

Shown in green, this should remain.

Could be used by future developments north of Meadowview.

The Purple Arrow points to the existing storm water system, which includes a Swale to catch overland flow from the hillside and places it in a system of pipes and swales. As part of the South Missoula Storm drainage system.

Within the subdivision storm drainage will be collected from the streets and placed into 3 sub surface storage facilities.

These storage facilities are designed to capture the peak running off from storm events, but will not hold water more than 24 hours.

From the storage tanks, the storm water will be injected in deep wells designed to disperse the flows at an elevation below the belly floor. A minimum of two wells will be installed and are being designed for 15 GPM, which is three times the required flow rate of five.

Gpm the system is designed so that all flow rates above the existing conditions will be injected in the downhill Swale, will not see an increase in flows even at the 100 year events.

That covers utilities and streets.

Get it back to Lauren.

AR **Analeshia Rodriguez** 34:51

Great. Thank you, Troy.

LS **Lauren Stevens** 34:53

Thank you, Troy.

Let me get my screen back up.

Alright, so as mentioned, this subdivision is proposed to be phased through five phases, assuming full build out within eleven years of this preliminary plat approval. The required Parkland dedication for the subdivision is 1.9 acres and is proposed to be met through the creation of seven common areas. The total area dedicated is 6.7 acres, but not all of the common areas count towards the requirement due to steep slopes or.

The presence of stormwater infrastructure.

Access easements between lots are proposed to facilitate access to the common areas and connection to the Tonkin Trail. The trails proposed to be re graded to be more gradual and will be within an expanded public access easement.

A trail connection is also proposed from the Tonkin Trail down to homestead and

Waupakea parks with a pedestrian path also proposed within Waupakea Park from the Briggs Court.

Pedestrian access that's existing.

The review criteria for a subdivision includes compliance with the growth policy and zoning code and identification and mitigation of any potential impacts to agriculture. Agricultural water, user facilities, local services, the natural environment, wildlife and wildlife habitat and public health and safety. And I'll just give a quick summary of staff's conclusions for each criterion.

The subject property has a future land use designation of residential medium per the ARMAZULA 2035 growth policy.

This designation calls for a density between 3:00 and 11:00 dwelling units per acre, and the current relatable title.

20 zoning districts are RT10R8, R 5.4, and RT 5.4. The majority of this area is within the same land use designation. Aside from the area directly South, which is designated as residential high.

The property is currently zoned R40 Residential 40, which has a maximum achievable density of one dwelling unit per acre. The applicant has requested to rezone from R40 residential to RT 5.4 residential.

The RT 5.4 residential zoning district has a maximum achievable density of eight dwelling units per acre.

The requested zoning is considered a relatable Title 20 zoning district for the residential medium land use designation.

And this zoning district would allow densities and development types compatible with the existing surrounding land uses.

The R.

40 and RT 5.4 zoning districts have different required minimum setbacks, and the R40 zoning district also allows for animal agriculture.

But it does allow fewer permitted residential building types.

The RT 5.4 zoning district permits detached and lot line houses to unit houses or duplexes and two unit townhouses.

The largest difference between the two zones is the required minimum parcel area of a lot, and the required parcel area per dwelling unit on site.

Per footnote, eight of the parcel and building standards table in Title 20, subdivisions approved after May 6th, 2019 do not need to create lots that have the minimum

parcel area.

Instead, they calculate the allowable density of the entire subdivision based on the gross area divided by that required parcel area per unit.

Therefore, new subdivisions do not need 40,000 or 5400 square foot lots.

The densities are based on the total parcel area before portions are utilized for roads, parks and infrastructure.

So based on the size of the subject property, the required parcel area per unit, and hillside density reductions, the existing zoning would allow up to 27 dwelling units and the requested zoning would allow up to 204 units.

The subject property was used to keep horses accessory to the residential use and a small percentage of the soils on site are designated as prime farmland or prime farmland. If irrigated and soils on a portion of the property are designated as having local agricultural importance, there are no.

Existing agricultural uses adjacent to the subject property and no agricultural water user facilities are present on site.

Subdividers must identify and evaluate the impacts on relevant local services to determine that the development can be adequately served by either public or private facilities.

All proposed lots will be connected to city sewer and water and solid waste disposal will be provided by Republic Services and grizzly disposal. Electricity and gas will be provided by northwestern energy. The required park land dedication will be satisfied through 7 dedicated common areas and trail improvements.

The subdivision will be served by city, police and fire.

And the installation of eight new fire hydrants is proposed at full build out.

It's estimated that as many as 194 additional school aged children will be added to the Missoula County Public School District.

The school district was contacted for comment during reviews of this project and no comment was received.

St. improvements are proposed for Elk Hills Court and Garland Drive, as well as improvements to the existing transit stop on 23rd Ave.

A subdivided is required to identify any impacts to resources, such as adjacent public lands, cultural resources, hydrological and soil characteristics, and existing vegetation and wildlife that may be impacted.

There are no existing surface water bodies or wetlands identified on site.

The property is located within the bare buffer zone and will be required to utilize bear proof trash receptacles.

Staff also recommend a condition of approval, requiring that the Montana Fish, Wildlife and Parks recommendations living with wildlife be appended to the development covenants to minimize potential conflicts. The existing structures on site were evaluated by the City Historic Preservation Officer and were not found to be eligible for.

Listing on the national Reg.

Of historic places and will be documented prior to demolition.

Lastly, a subdivider must demonstrate that the proposed subdivision will have no adverse impacts on conditions relating to public health and safety, including natural or man made hazards, environmental health, emergency services and nuisance land uses.

The subject property contains steep slopes of 25% or greater grade, and those areas are to be designated as no build zones on the face of each final plat staff also recommend a condition of approval requiring a geotechnical report be submitted with each building permit.

Application there are not unstable soils. High voltage power lines or high pressure gas lines on site and the property is not located within the airport influence area. The property is within the wildland urban interface and is proposed to have two ingress and egress points as required by the.

City subdivision regulations.

The property is within the air stagnation zone and the development covenants include mitigation efforts such as the prohibition of wood burning devices and a requirement for driveways to be paved.

A recommended condition of approval prevents the amendment or deletion of these and other.

Specific elements of the covenants without written approval of the governing body. City Subdivision regulations provide criteria for requesting a variance to the regulations when strict compliance would result in undue hardship and is not essential to the public welfare.

The criteria include that the conditions which the request is based are unique to the specific property that undue hardship would result due to physical surroundings.

Partial parcel shape or topographical conditions that the hardship has not been

created by the applicant and that the granting of the variance would not cause an increase in public costs or result.

To public health, safety or welfare, or be injurious to other persons or property, as well as not violating the provisions of the zoning ordinance or the growth policy, the applicants have submitted 5 variance requests and Troy touched on a few of them. But the first request is for.

The proposed dead end on Princess Lane.

Princess Lane would terminate in a dead end in phases one and five, with proposed emergency vehicle turn around easements on adjacent lots to facilitate fire access. In the future, Princess Lane would be able to extend onto the adjacent vacant parcel if and when that area develops and the turn around. Easements could then be vacated.

The variance is also for the maximum dead end slash cul-de-sac length of 600 feet. The variance request is due to the grades present on site and the landlocked nature of this northern portion of the property. There's not any existing streets in the area right now for Princess Lane to connect to.

The second variance request is to the maximum block length of 480 feet for various roads within the subdivision. The extended block lengths are due to topography of the site, which makes a typical rectilinear grid infeasible.

Some of the longer St. segments are proposed to be broken up by intermittent pedestrian access easements into those common areas.

The third variance request is for the proposed streets within the subdivision to deviate from the design standards of low density urban local St. types. Due to topographical constraints. As Troy mentioned, the required right of way width for this street type is 70 feet and the applicant is proposing.

60 feet of right of way with five foot utility and sidewalk easements on either side. By including the five foot easements rather than a 70 foot right of way, less cut and fill and grading is required and the resulting development lots will have more gradual slopes in their front yard.

The 4th variance request is for certain portions of streets to have one or no parking lanes and six foot curbside sidewalks.

This request is also due to topography of the site and the specific locations of proposed curbside sidewalk.

They are steeper areas and substantial cut and fill would be required in in these areas

to meet the Blvd. sidewalk standards.

All development lots will have the standard 5 foot sidewalk and seven foot landscape Blvd.

The final variance request is to the 8% maximum St. grade requirement sections of the internal subdivision streets are proposed to exceed 8%, but no areas would exceed 10% grade per the subdivision regulations. A maximum grade of up to 10% may be allowed by the.

City engineer and Fire Department, both of which have been involved in the review of this subdivision.

Due to recent long range planning efforts by Mountain line staff are recommending an amendment to proposed condition #11 regarding pedestrian improvements to the existing bus stop at 23rd and Garland.

The amendment would make the improvements only required if there is continued service proposed by Mountain Lion to that stop.

And Staffs recommended motions are that the Planning Board recommends City Council approve the adoption of an ordinance rezoning the property.

Approve the five variance requests and approve the Meadowview Homes preliminary plat application, subject to the 52 recommended conditions of approval as amended.

Based on the findings of fact and conclusions of law in the staff report.

AR **Analeshia Rodriguez** 46:25

Lauren. And do we have?

Any representative for the property that wants to speak tonight. You're done right, Lauren?

You're good.

OK.

LS **Lauren Stevens** 46:38

I am good.

AR **Analeshia Rodriguez** 46:39

All right, great. All right, Sir.

Come on up and state your name for the record. Let us know who you are.

Good evening everyone.

My name is Ron Ewart and I'm with PCI and.

I'm here on behalf of the owners.

Dave Swisher and Larry Kine.

First of all I want to thank Lauren and and Troy for the presentations. I feel that the staff report is very thorough to say the least.

50 something conditions but I just want to talk a little bit about the the subdivisions just a little bit.

I know you.

You've had a lot of information so far, but first of all, Lauren, did you happen to get an e-mail?

I sent about 5:17 today.

LS **Lauren Stevens** 47:25

I did receive it.

I haven't had a chance to fully look through, yeah.

AR **Analeshia Rodriguez** 47:28

OK.

That's fine, that's fine.

Well, I I just wanted because.

That sorta goes over what our our our thought process is on on the conditions and I'll just go ahead and and and explain it.

First of all, a couple highlights about the the subdivision.

It's 97 single family residential lots now.

It's possible that a a builder might want to buy 2 lots and adjoin two homes on two lots.

With the common wall going down the common boundary, so there would be no more than 97 homes on this 31.63 acre parcel.

The average slope from the basically from the southeast to the northwest is about 12%.

So it's.

I mean, it's not all.

Steve, there, there are some some fairly level areas and.

We try to take advantage of the entire topography and and try to make things work

as as well possible and keeping everything single family. You know, we looked around the area and I've I've lived up there for many years and and this is an area of various housing.

Types and there are single family homes, especially down further toward the north, down the hill, and we wanted to to help replicate that.

There will be covenants.

Respective covenants on the property that are in regards to especially landscape maintenance and.

And building design colours and and so forth.

So this would be a nice place to average square footage of the lot is around 7600 square feet. So pretty good size lots.

Again, single family residential.

Only the density works out to be 3.08 per acre.

The growth policy recommends 3:00 to 11:00.

Per acre.

One of the good things about this in my mind is people can use either Hillview way or.

Or Garland to to get to 23rd and then out to 39th.

So there's some choices there.

There's a reason that this particular property or these properties is actually 3 total, but the reason they were left unzoned and undeveloped was because, as I understand, after speaking with a few folks.

This was part of the ranch that that was left.

They they sold off several parcels of it from there was like 300 acres at one point.

And the lady who who lived there.

For many years, her name was Pat Tonkin and I I spoke about her in the summary and I wish I could have met her.

But anyway we wanna.

Try to honor some of her legacy if we can.

On on, on interpretive signage and so on around the park, we're we're thinking about that.

But so anyway, the the talking trail, of course, that's part of her legacy.

You left the city at a 12 foot public pedestrian easement and there was a requirement that they build a big, tall, very sturdy fence along it. So what?

What? What we'd like to do is to make that trail better right now as part of it is quite steep. Especially you start out down by Garland, then you go downhill a little bit, then you uphill.

So this way it's going to be much more accessible for.

A greater slice of the population that want to go walk on this trail.

Also, the easement is going to be widened from 12 feet to like 40 feet or so because all the all of the common areas in the subdivision are also public pedestrian easements and city utility maintenance easements as well.

Just like you talk quickly about a couple of the conditions actually.

Well, one in particular, but I do want to bring up a couple others on condition #10.

We just want to make it clear, or at least document, that we'd like to work with this with city engineering and figure out what is best to put there.

We have proposed bold outs and a nice painted crosswalk and.

Flashing lights or whatever there is to and to put their.

In one point a a comment came back.

Well, we wanted traffic circle there, so we showed it without really talking about it much. The traffic impact study analysis does not state whether or not it's it, what what it needs to be, but it does acknowledge that we did propose the bull bounce and the the sign.

And the whole works.

So we'd like some further discussion with them on that.

On.

Let's see condition #46. If you could find that it talks about.

Transfer a painted path and so on. So.

All we want to do is have.

This trail not connect to Saranac Drive and I do have.

Diagrams I'd like to pass out, if that's OK.

Is that puzzle OK? Sure, go ahead.

You guys.

It's left over.

Rick is out here.

Thank you.

You snuck in there.

I didn't notice.

You welcome.

RH Rick Hall 53:41

Thank you. You guys started on time. That was surprising.

AR Analeshia Rodriguez 53:45

We did.

We were punctual tonight.

So that drawing is in a map that I had sent to Annalise at 5:17.

So it was after 5, but it sort of explains the situation as far as our discussions and negotiations with you will as you will with with city Public works and mobility.

And this is pretty much what we had come to an agreement on. What I'm showing here, except that.

There was.

They did have a little line connecting the 8 foot paved path over to the end of Saranac Drive.

And I don't believe that that was thought through very much.

Great, it's, it's up.

It's up there now, but because you wouldn't want to connect to Saranac Drive because there's a big, huge Swale there and there's.

A drainage outlet. So it's a big drainage area where you know we would not normally want to build a road anyway. So if those letters could just be stricken, that would be all we'd be asking for.

And.

So that's I think that's about it for the conditions. As far as things that need to be changing is that one.

Striking of those words and acknowledging that we'll be working with city.

Parks or excuse me, City public works to make sure that there is a Nexus for the improvements and that they're proportional to the existing conditions.

So we just want to make sure that we're on the same page moving forward.

OK, great. And.

That's about all I have.

I do want to say that so the other person that helped work with me on this, his name

is Jeff Sear, and he and I did pleasant view and mansion heights and and I know that Mansion Heights has a lot of great there as well but this has.

A lot less.

And Jeff has really good experience in working with grades and figuring things out.

He's got programs and everything, so he's bent quite a bit.

With.

City Public works on drainage.

And different things.

So we've, you know, we've offered up whatever is possible and we just want to make sure that any impacts that we create are mitigated.

And nothing further than that.

Thank you.

Great. Thank you for your time and being here, Ron.

OK.

Board members. Does anybody need anything clarified you got?

Any questions on like the presentations or do you guys feel like you need we can move to a public comment?

Go ahead, Peter.

My question was.

Is it? What was it? Was I hearing correctly that it's 190 kids added to the school system estimated from?

All of five phases of this and there was no response from the school system on this.

Yeah, 196.

197 something like that? Yep.

Anybody else again?

Danny, do you got anybody? Rick Lynn? Anybody need anything or?

OK.

Alright, crickets.

Alright, cool.

All right.

Well, with that, we will open it up to public comment and this is the opportunity for anybody online or here in House to come up and make public comment when you come up to the podium or online, please say your name and maybe spell your last name and.

Then.

You have a three minute timer.

I'm pretty forgiving, but we try and get you ready for City Council, so they're going to be a lot stricter than I typically AM.

So with that. Oh, wait, I'll read this here. 'cause we still think we need to?

So if you are joining our meeting out online or watching it on MCAT and you need to call in via separate line, you can call 406-272-4824. The phone conference ID is 127489322.

Pound sign.

You can press *5 to raise and lower your hand for public comment.

And *6 to mute and unmute yourself, OK.

And with that, folks can feel free to come up and speak your piece or we can give you a few seconds to build courage.

It's all good.

I am Jill Murphy MURY and talk into the microphone. There you go. Or you can pick it up.

I'm Jill Murphy.

MURPHYI live on the end of Elk Hills court.

Some concerns I have regarding the subdivision.

We live right towards the end of that cul-de-sac where it will be made into a Rd.

We have a small school bus every single day. Twice a day comes down our Rd.

We are priority three for snow plowing, and often he gets stuck.

There are horrible ruts of pure ice.

You have one track your your tires fall into and that is where you're driving to get out.

Of the road and if you have cars passing you, it really is treacherous sometimes, and there's a real slight curve. And I'm curious as to where this 8°.

Or eight percentage grade is that they're asking for?

Exemption or whatever that is, if that's rate at the end of our cul-de-sac because it dips very far down and then it looks like there's gonna be a little jog in the road.

And again, what's that gonna look like in the winter when we have?

Rarely, a snow plow that comes down our Rd. at all.

That's one of my concerns.

And with the schools having no comment on and this is really is not directed to you,

but.

All of everyone works together to make our city run.

Why the school hasn't or the school board hasn't commented on this, called it on this.

Very nervous.

This development or the wild route development because the boundary is right at the edge of my house and all of those kids are going to be funneled down to Russell, where the wild rut would be. 100 kids, I think is what they estimated that will eventually feed.

Russell and now this one. Another hundred and almost 200 kids feeding down to Russell.

Just not sure how that's gonna work.

Things to think about and.

Going down out of those out of this new division, when you head down 23rd to 39th, that intersection and then down Hillview and 39th, it's gonna be in fact at the wild root meeting. You did say someone's gonna have to start thinking about Hill.

View Hillview and the traffic on it.

We should be thinking about that.

You're gonna have to sit through multiple lights. I'm sure at 23rd and 39th in order to turn left to eventually get on to reserve.

And hit 93 or Brooks.

Those are some of my concerns.

And then Mountain Lion proposing to discontinue.

Line 12.

That means no bus access, potentially for all of those residents. Each one of those 97 homes have two cars.

It's additional 400 cars making.

I don't know 4.5 trips a day, or however many that city or whoever averages this out.

Of cars going up and down Hill View and down 23rd it just there's the amount of cars is going to be insane and the people coming down Hillview where it's supposed to be 25 are not going 25 and I'm trying to turn left from clear.

Down Hillview and people coming up. It's it's really insane.

It's unsafe for young drivers.

And then if you're sitting on that Clearview and there's just a little bit of a.

Incline to then you have to like pretty much floor it to get out and around people coming down and it's always icy.

We have frozen leaf piles that are never picked up anyways.

Those are my concerns. Thank you.

Great. Thank you.

You did great.

And just as a reminder for folks, I forgot to mention, board members will take note of your questions. We write them down to the best of our ability.

And then we will address them once we get through public comment.

So just as a reminder, as far as how we go, please.

I'm Leslie Wilson.

Wilson and I'm a resident in Elkview court and I think I should share with you the main concern of the people that I know in the neighborhood and that is the concern about traffic, as you probably already are aware, there are 5/3.

Storey apartment houses just east of Hillview.

With the exits from that going right next to our.

Clearview.

And in addition to that, there are going to be additional residential lots developed above that. So above above Hillview there's development and the development here will increase the amount of traffic significantly.

We just want to make sure that there's been awareness not only of the current amount of traffic, but the future traffic as this development occurs.

On clearview. Thanks. Thank you.

Appreciate your time being here.

OK, I'm gonna have one more person come up.

Yes, ma'am. I see you waving your hand.

I got one more person and then I'll bring you in. Thank you.

Hi, I'm Natalie burstyn.

BURSZTYN and I live at 101 Oakhurst court. The yard facing the potential bump out roundabout area.

And I want to continue the very well articulated traffic conversation to point out that the traffic study was done January 10th before the.

Apartments above Hillview were even remotely looking like a building.

And since they have started being built and the first one has started to be filled,

we've already seen an increase in traffic in addition to the speed that was already mentioned. I would also like to point out that Clearview and Garland are not 2 streets the two ex.

Are going to one Rd. when you drive down Clearview from Hillview you it turns into Garland and then that spits you out on 23rd and 23rd is in no shape to receive any of these.

New vehicle traffic quantities.

But to put all of the exit points, all of the exit eggs, 400 cars in one straight basket is. Terrifying to those of us who live on that street already.

I would love for the whole thing to be lined in speed bumps, but I know that's not realistic.

But we can't think about Clearview and Garland as two roads.

It is one.

Thank you.

OK.

I can't see your last name.

I apologize, ray.

Ray.

RA Rhea Ashmore 1:06:10

Yes, Bria Ashmore, Ashmore. First of all planning board, gratitude for your service and I also applaud your mission statement, your mission statement really applies to what's Meadowview Homes is destroying.

For the residents, the walkers, the dog walkers, the drivers and I thank my neighbours for initiating this talk about traffic.

I'm very concerned about Meadowview homes being coupled with the Hillview subdivision, as Doctor Wes Wilson mentioned to the east of it, there that traffic study that I read was dated December 2023.

Well, it's almost December 2024. Since then, those five apartment complexes with 35 units each.

Mean. If we have just one car, 175 cars, then the second phase.

That former beautiful Craighead property is going to be 24 townhouses and then 204 single lots. So.

What's already happening across the street from this proposed Meadowview Homes

is 403 minimum cars going in and out of that various development to Hillview way. Coupled with 97 homes being built diagonally across the street using Clearview Way as a major entrance, now we're talking if people only have one car and most people don't minimally 500 cars impacting the intersection of Hillview and Clearview and Clearview and 23rd, I hope all.

Of you have driven down these streets lately.

They are not conducive to that type of traffic.

At all.

At Meadowview, Traffic study is definitely outdated.

The projection reminds me of the book I used for my students how to lie with statistics.

Ridiculous figures guesstimating that they'll only be maybe one more traffic accident.

Oh, please.

Regarding the traffic study, the recommendations and conclusions were.

Although there are no anticipated impacts.

The bicycle and pedestrian safety or operations.

The developer is proposing improvements to the clearviewway in Garland Drive intersection.

Again, it's Clearview way and Garland Drive intersection one St. to 23rd by adding curb bulb outs.

A crosswalk and signage.

Well, there's already a crosswalk and signage on Hillview.

And guess what?

Most drivers don't stop. When I walked my dog across that street, if I was a bolt enough to walk across and race my hands, I could have been run over multiple times.

That was before those apartments went in before these 97 homes are going to go in.

Both both East and West ends up Clearview and Garland. I am proposing if this happens in any manner, shape or form, there must be a roundabout, not maybe a roundabout.

There must be a roundabout at the intersection of Clearview and around about at that exit of Garland onto 23rd.

Notice what happened on Mullen Rd. years after those developments, after the fact.

All this construction being multiple roundabouts is occurring on Mullen.

Let's be proactive. If we're going to have the.

Developments and sad but true the development across from Meadowview Homes is a done deal.

There must be a roundabout.

Otherwise, if we're not proactive 2 years from now, I think we need a roundabout.

There's too many deaths, there's too many accidents.

The cyclist can't use the bike path on Hillview anymore.

I would welcome all of you to drive on Hillview to see how many people use that as an exercise way because of that hill, and regarding that hill, what happens in the winter when there is ice and someone's trying to go up and then suddenly turn right?

Or left.

Speaking about me on Clearview.

Hillview and turning right and then another very sharp right to get into these 27 homes.

I my main concern is around about do not approve this unless there'll be roundabouts.

AR **Analeshia Rodriguez** 1:10:52
Man, we're.

RA **Rhea Ashmore** 1:11:01
Thank you.

AR **Analeshia Rodriguez** 1:11:01
Great. Thank you. Great. Thank you.
We appreciate your time and being here.
OK.
I don't see anybody else online.
Does anybody else in House want to step up and make a comment?
Please come on up, Sir.
Paul Buck BUCKI live at 100 Pinehurst court.
Can everybody hear me?
Yes, which is directly across from the main entrance to the new Meadowview subdivision. And I say main entrance because.

Myself included a lot of us that live right in the area when we're going anywhere East. East.

Of Russell, Russell and east.

University downtown we go up to Hillview.

It's the fastest way.

It's a little bit longer, but it right now it's the fastest way. That's because 23rd is so backed up.

Looking at the Meadowview subdivision.

The Hill View Apartments and all the houses that are going up above that, it looks like there'll be a extra.

I say extra.

An increase of population of about 1000 people within a half a mile of our our area the the the.

The Moose Kangoli neighborhood.

Bringing the fact that if you look at the whole South side of Missoula going out to Miller Creek Rd. and so on there adding another.

600 I believe houses out there.

In reality, a lot of that traffic is actually kind of moving back east from Miller Creek Rd. To Garrett to 23rd.

A lot of people are moving that way and this whole increase in population is going to make that whole area of reserve and 39th, Miller Creek Rd. and Brooks are are 93.

The whole area is just backing up crazy. I mean we have.

Right now from 39th and reserve on rush hour, it's backed up all the way to Russell and a lot of times it's all the way to Bancroft.

It's it's backed up so.

My main point is.

Approving this subdivision and the rezoning is just throwing more traffic into this whole area. Also, as it's been pointed out before.

The Garland.

Hill or Garland Clearview Rd. Is not designed for this amount of traffic.

Also, you know we not only have to look at the number of cars that are going in from the residents, which would be probably roughly 200 cars at the minimum. We have to look at the commercial vehicles coming in and out.

We have delivery trucks.

Garbage trucks and so on.
All of these will be using.
Clearview and Garland.
The question.
That I have.
I don't know if anybody can answer it is why there's no connection to Hillview with the subdivision.
I realize it's steep, but the amount of of dirt work that's going to have to be done to put houses on this.
Plot of land is incredible too.
The final point being parking.
Average number of cars is 2. Two cars per household in the city of Missoula, but you add in the trailers and the toys and so on.
And right now where I live at the intersection of Garland and.
Not the intersection where they change names I guess.
Their trailers parked there.
I mean quite a bit of time.
There's people from the apartments and condos right next door. The the Garland Apartments.
Park their vehicles there and by doubling the number of units within the Meadowview subdivision, simply more to adding more vehicles and trailers and so on, with not much space for parking. So.
We are looking at.
Putting in.
A quite honest a protest.
To the City Council.
To deny rezoning to.
For the better hill or the Meadowview subdivision.
And another question I have is, is the the Homestead Park and?
The Metro will that connect into the Tonkin Trail that currently goes across there?
On this map it it doesn't show any any type of connection there.
So thank you very much.
Great. Thank you.
OK.

Anybody else?

Yes, ma'am.

Hi, my name is Janice Miller.

Miller and I live on Clearview and I don't want to be redundant.

I also would love to talk to the developers about.

Why there is not an egress onto Hillview?

Because the the Elkview court on the top of my area is very steep.

It's certainly not any more steep than anything else that an engineer would be dealing with, and I don't know if any of you have driven down.

23rd in the evening, there are no sidewalks and there are no St. lights. None.

And with all this influx of more traffic and walking.

And people needing transportation. I have no idea what the city is thinking and I, you know, you you have to be proactive.

I mean, I believe we all do in looking at not just going oh, oops. Now we need the roundabout or oops, we should have done that before.

All these 1000 people have come and I just behove you to think about this.

Seriously, before.

You OK? Something that would so impact the safety of people and a little caveat when I went to a city planning for the pine, the up there, the above us up to the east.

This girl was talking about. Oh, there's gonna be this wonderful.

Walking trail down moose kangoli this will just be so wonderful for everyone.

Well, I asked her.

I said.

Have you walked it?

She's a planner, she said.

No, I said.

Do you know that most all of us who live there are over 50 and we walk it all the time?

There are places where it's not even this big the trail and it's eroding, and it was being.

Talked about to perspective buyers as a wonderful mountain bike trail.

Well, if I'm in a mountain bike bike around that trail, I'd either roll down the into the gully or have to lay my myself up uphill.

It's really dangerous.

It's just like foresight and thinking about these decisions we make. For whatever reason. If it's money trying to address the population needs. But those of us that are already here and love our community, we're here because we think looking ahead and planning is better than just jump.

On this so thanks for your time.

Great. Thank you.

We appreciate you being here as well.

OK.

Anybody else?

Sure. Please come on up.

Hello, my name is JD Armentrout. That last name is ARMENTROUT.

Just a real quickly to hit on a couple points.

One issue that we talked about already was the schools, so it hasn't been vetted yet.

So it doesn't meet that requirement 2, the agricultural land.

This does impact agriculture land as put forward in the study.

It's a small percentage, but agricultural soils. Once we lose them, we cannot get them back.

Water float is as admitted. I think the gentleman's name was Rick, Ron, Ron.

I'm sorry, Ron. Ron. Very nice gentleman.

He actually come out about a year ago and spoke to the community and answered some questions, but as he said that the end of Princess Lane there where there is set to be that dead end with proposed additional access point that they say that that area beyond Prin.

Lane is a swell and not suitable for building a road across there, for that sounds like.

Lane will never be an additional point of access.

It is the access to the subdivision that I think the majority of the homeowners that surround that area have issue with.

So we're already seeing a reduction in potential access to this. Another point is the the wildland interface and points of egress.

We can't just say that.

We have to have two points of egress when we don't actually have that in phase one.

That's not going to be until complete build out. So we don't have two points of egress for that area.

Area until completion of this, the two points of egress should be during construction

and apart of phase one, because at this point phase one does not have two points of egress.

Kind of following up and I will be redundant on some of this stuff.

Is that this hill view area is not just impacted by within the boundaries of this development, but also wild route. You know, all of that traffic is set to to come right out on the top of Hillview and then another intersection to be the top of Clearview that.

All one Rd. so it's it's a lot more impact.

To this area than just this one development.

So we have multiple developments going in and I don't know if the considerations been taken into the fact that we have this exponential growth all at one time and as as one of the other things that we talk about here too is traffic.

It's not just Garland, but 23rd and 39th is going to be a mess.

It's already a mess and it's going to absorb not just this development, but wild group development as well, and we've at some point half to quit putting the cart before the horse and doing some of this infrastructure.

Build up prior to these developments that go in, because it diminishes the quality of life for the individuals who already live there.

And with that being said, you know when we talked to Ron, we talked to him about a year ago during a public meeting and the Community addressed some of their concerns. And as Nice as he is trying to mediate between the community and the developer, nothing that I.

See on this map that is being proposed to you individuals has changed.

The developer has targeted the minimum. As you seen, they're asking for the minimum of two two egress routes, the minimum on the roads, and even decreasing.

That places for parking where they could have park parking additional parking.

They're wanting to reduce that as well.

The for cost savings so that they don't have to do cut and fill, they could increase the parking there and if they're doing 2 vehicles a minimum and if it is an HOA style environment where they would restrict cars, parking or multiple cars parking.

All of that overflow comes right out into our communities, which is already taxed with additional parking.

So you know, with that being said, I think that these.

Zones, zones, and ordinances.

That is the Community contract that we make with each other as neighbors and with the Community that we live in and the community surrounding this development.

I said no, we we're making in protest to this.

We do not agree to a contractual change.

With the zoning as it is, thank you.

Great. Thank you.

Appreciate you being here this evening and your time.

OK.

Give you all a few seconds minute here.

See if anybody else wants to come up and speak.

Anybody online? Alicia OK.

OK, not seeing anybody.

Last call.

All right, everybody's feeling all right.

OK.

All right.

With that, we will close public comment for this hearing or yeah and with that.

We can entertain a motion unless you guys want or need to have some.

Questions answered, but we can get this out on the table and then we can start addressing folks's questions and what not.

So if somebody's up for it, I'd be happy to entertain a motion.

We'll make a motion if we can have it put up on the motion, put up on the board and we can probably just start with that first one, OK, right.

My this is probably that's old Dang it.

I recommend the City Council approved the adoption of an ordinance to rezone the subject property located at 4824 Clearview Way, legally described in Exhibit B from R. 40 Residential 42 RT 5.4 residential 5.4.

Parenthetically, 2 unit townhouse based on the findings of fact and conclusions of law in this staff report. Great. Thank you.

Motion made by Peter. Do we have a second? Second seconded by Danny Oberweiner.

Did I get that right?

Oberweiser, sorry.

I will get there.

I will get there.

OK.

Does anybody want to kick this off?

I don't think anybody's got a better list than I do, but.

Or if you've got your own questions, go ahead and we'll tackle it all here.

Go ahead, Danny.

I guess I'll just get started.

I'm gonna try to keep the guardrails up just on the current motion on the table.

Yes, yes. And maybe we'll hit on the bigger stuff on the next motion.

So when it comes to just the rezone.

And trying to view it through the criteria in which we make a decision, I would say it substantially complies with the growth policy.

I think that'll be even more obvious when the new land use map comes forth, which we're gonna hear more about tonight and I would.

You know, promote all of you.

Stay around and listen to that 'cause it will affect you in other ways as well.

And you have opportunities to make public comment on that?

When it comes to the rezone and its compliance with the growth policy.

In the land use element I would.

Lean towards approving that.

You wanna repeat or would you like me to?

With its compliance with the growth policy, I'm leaning towards supporting the zoning ordinance.

Great. And I'll just make a couple of clarifications, so.

Within this motion, we are kind of bound to have a lens on the motion itself.

However, before we get through this motion, I will we will do our best to address the majority of your guys questions, but we got to kind of work that process through.

Just give you all kind of a feel for how this goes down.

OK. Anybody else wanna jump in?

Any tenant?

Go ahead. Thanks, Sean.

I will agree with Danny with this motion.

We're supposed to.

It's really a question of whether the rezone complies with the growth policy, and I

think in this case the current zoning on this parcel is not in compliance with the growth policy. I believe it's the only R40 parcel in Missoula right now.

And with the rezone, it'll.

Come into compliance with the growth policy.

Just barely, as I understand it, at the bottom tier, I believe it's 3 units per acre or up to 88 units per acre and this.

Proposal is for three-point, slightly over 3 units per acre.

So with that in mind, I agree with Danny, I'm in support of this motion.

Great. Thank you.

Go ahead, Peter.

I have a question about the agricultural land use. What?

We've do.

We have any other recommendations or concerns about using this land for residential purposes without any consideration of the agricultural use?

Anybody, Lauren.

Anybody staff wanna take a stab at that before?

I mean, I'll laugh from my opinion, but everybody knows what that will be.

LS Lauren Stevens 1:29:58

There is provisions in state law in the City Subdivision regulations that the decisions can't be based solely on the loss of agricultural soils.

I noticed or I noted that just a small percentage is that prime farmland. If irrigated, there is a decent amount of soils of local agricultural importance there, though it's the agricultural use that has existed previously, was mainly just grazing the horses that were were there.

For the residents to use.

AR Anaeshia Rodriguez 1:30:34

Great. Thank you, Lauren.

OK.

So this will address one of your questions, Sir, and the agricultural component.

The state legislature took that away from essentially City Council and local municipalities as a point of like, rejection for subdivision. So agricultural like soils and things along those lines, we can no longer hold that as.

Is a point of like refusal for a subdivision, and if I'm getting this wrong, anybody.

I see you guys in the back, OK.

So technically speaking, we can't use that as a criteria.

I didn't like the law when it passed most of our city staff doesn't necessarily like the law, but that's the state legislature. With that, we have.

I'll leave it at that.

Anybody anything else?

Oh, Rick, I see your hand up.

Go ahead.

RH Rick Hall 1:31:43

Can you hear me? Is it working?

AR Analeshia Rodriguez 1:31:46

Yeah, you're good to go.

Go for it.

RH Rick Hall 1:31:49

Yeah, I'm. I mean, if you know, I hate to take any agricultural land out of production, but it's not really in production.

It's sort of.

An island of egg and a massive subdivisions, and I tend to agree with everyone else when it comes to zoning exclusively.

And that's the question we have in front of us.

It makes sense with the growth policy.

You know, we don't have the subdivision to deal with until much later in the motions, so I I would agree.

I tend to support the the zoning change to be compliant with the remainder of the area.

AR Analeshia Rodriguez 1:32:35

Thank you, Rick.

Sorry, I get distracted or lose my train of thought. So as the farmer on the board, this isn't the big, you know, the prime agricultural land that I've seen go down to a

subdivision.

It would be nice to maintain it for sure, but it doesn't have water on site really. So like even as a farmer, that value is a little lower than some of the things I've had to vote for.

So just as like a perspective of what it's like, you know, to review these things and how that all lands typically.

Umm OK.

I'll go ahead and take this opportunity to try and address at least my thoughts on traffic and infrastructure and planning.

So some of you may have heard this spiel. My board members have heard me say this.

Traffic and the infrastructure around it and the planning of it is something that all of us are feeling in this city like and it's it's about the only thing I can really offer you is.

As some empathy as a fellow citizen and letting you know that.

Every I'm not sure if there is a neighborhood in town that is not feeling this growth and this build out that's happening and our inability to build infrastructure at the same time. It has been a component even before we had an enormous growth in this city and Mon.

Became the number one place to move in the you know, the world.

Seems like some days right.

We were struggling to have infrastructure in place for the subdivisions.

We were proving again.

That goes in large part, not necessarily on your city, but back to your state and federal officials because.

The trend if you want to look at the numbers and believe them, is that that funding has plummeted over the last 30-40 years, which is leaving the municipalities on the hook.

And that's one of the main reasons we're struggling so mightily.

It's, you know, it's one big piece of the component. So I feel you.

I get it.

Each of the subdivisions that we've reviewed in this neighborhood I have talked at length about, like how?

These, you know, numbers are going to impact the neighborhoods and all the neighborhoods are being impacted.

I can assure you city staff is aware of this.

But what?

Our ability is to manage it is it's kind of limited.

It's based on funding.

You know, if we had the funding to go at this, I guarantee the city would love to build out all the infrastructure it could to be ready for the housing that's coming.

But that's not how it works in this country right now.

That's just not where our priorities seem to be within our political realm.

And that's not much we can do about that on this level.

So and again. So for me, in these instances around traffic, I have developed a system of like using some legal jargon, a bright line, right. And that's usually centered around safety.

So subdivisions that like end out on the reserve, that for me is a bright line.

There was a subdivision in my neighborhood that was.

Is going in right next to River Road and reserve and there's really very little control there. And that for me was a bright line in safety.

Unfortunately, this is not a bright line for me as far as traffic goes, and I know that can be disappointing, but it's just.

More and like I know it feels unsafe for you as the neighborhood because there's such an increase in traffic, but there's not this.

Real concentrated spot where I can foresee a real problem.

There is definitely issues and we're going to be growing, but I I like there's no bright line for me personally.

We'll get to that later and it's not in this motion, but I'm just trying to address some of the things that you guys have brought up.

And with that, I was wondering if staff might be able to kind of address.

How the decision will be made to put in a roundabout or to beef up this intersection, if we could review that a little bit and see if we can address some of these questions around.

Garland and Clearview. That intersection. If I'm getting that right, I believe.



Troy Monroe 1:37:40

This is Terminal city engineer.

I can answer that if we're at the question point.

So the the intersection of Clearview and Garland as as the residents have mentioned it's it's basically one St. connecting 23rd to Hillview, although the actual Clearview way turns towards the subdivision so that the the street names do change there.

There is a formal intersection.

That intersection will be improved by this subdivision.

As either a traffic circle or as the curb extension bulb outs that was shown in my presentation.

We'll we'll work with the developer to see which is is more appropriate, but both of those would be satisfactory and reducing the traffic, which is the idea, is to keep a Clearview Garland at 25 mph or less.

There's been discussion about the additional traffic from the Wild Route subdivision. That subdivision also did a traffic impact study showing what percentage of traffic would come down Clearview Way, and they too will be responsible for adding traffic calming measures to Clearview and Garland as that as the development continues to grow.

So the idea is that.

We maintain the the traffic at 25 mph regardless of the amount of traffic on the street.

There is no projections at all that this will become a collector between the the two streets.

It won't see traffic volume that high, but because of the downhill slope, speeds could increase beyond those of what we're looking for.

So that's why the traffic calming would be in place there as far as the intersections of Clearview and Hillview and Garland. And 23rd roundabouts are most effective when all legs are about the same traffic volume.

So in the Wild Route subdivision, where Rimal Rd. meets Hillview, there is a planned roundabout.

But not until so much development occurs that those legs get to be about even in traffic volume.

We don't ever see Clearview in Garland. Getting to that point.

If if it does, obviously as mentioned, we could look at adding a roundabout in the future, but based on everything we've seen here and the projected growth in the area, we don't see roundabouts as ever being needed or required at those two intersections.

AR **Analeshia Rodriguez** 1:40:13

That was super helpful.

Can you? You mentioned the wild view. They're gonna be responsible for traffic calming.

Can you talk a little bit more about what that looks like?

TM **Troy Monroe** 1:40:24

Yeah. So the the wild roots would be responsible for traffic calming for their additional traffic put on to Clearview.

What was shown was additional.

Bulb out areas and again these areas. If you travel into some neighborhoods they they create a a feeling of tightness and that's what slows down vehicles. The fire department never wants to have actual speed bumps on any route in which they are responding to.

So we don't tend to put in in speed bumps, especially when we have volume in the hundreds, which we will see on on this street.

But they have been successful in other areas in slowing down traffic. So that would be the recommendation is, is to make it a a tighter corridor which for the vehicles which.

Creates a A a slower speed.

AR **Analeshia Rodriguez** 1:41:16

And when you say they're responsible for what, again, what?

What's the mechanism?

Are they like? How is that enforced?

TM **Troy Monroe** 1:41:22

Oh.

AR **Analeshia Rodriguez** 1:41:22

I guess is what I'm getting at.

TM **Troy Monroe** 1:41:24

So. So right now, wild roots is at phase one, which is the apartments. Phase two will be some townhomes when they get to phase three, which is adding the single family homes that is at the time where they are responsible for having left turn lanes on Hillview way.

And then these improvements on the Clearview. So it was once they got to a threshold of I believe like 700 or 800 vehicle trips per day.

They were responsible to put in these additional traffic calming measures.

So it's not there at this time.

It'll probably be three to five years before we see that volume within wild roots, but it is a requirement of their subdivision to put those in at at phase three.

AR

Analeshia Rodriguez 1:42:12

Go ahead, Danny tennenbaum. Thanks, Sean.

I have another question for Troy and it's sort of generally for residents of Missoula who are concerned about speeding or wanting traffic calming measures on their St. which includes the street that we're discussing today.

But really anyone?

What would you recommend for someone in that position? Who should they contact?

What should they ask for?

TM

Troy Monroe 1:42:38

Yeah. Thanks.

The city has a Traffic Safety team.

They meet every other week, so if you can just contact.

The Public works department. They can put in a request for for those concerns. What we do see is once there are concerns about a specific street, then the city goes out and does an investigation. They'll send up, put up up speed checks and stuff, find out what the.

Actual speeds are the traffic movements.

See what the pedestrian movements are.

We just saw this done on England Blvd. Or not England?

I'm sorry, Mary Jane.

So they did a a speech study on Mary Jane. Once it became the connection between

Mullen and Broadway. And based on that, they are adding improvements to certain intersections and that kind of stuff.

So there is a Traffic Safety team that does review this.

So contact the Public Works department and put in your your concerns.

AR **Analeshia Rodriguez** 1:43:39

Thanks Troy.

OK, Troy, while we got John here.

Can we try and address the question about why no access onto Hillview and see if we can help us understand that a little bit?

TM **Troy Monroe** 1:43:56

Yeah. So in in all of our developments, we try to access the the least traveled streets.

So there's a hierarchy where we try to access.

Smaller developments access alleys before side streets, side streets before front streets, and then local streets before collectors and arterials.

In this case, Clearview is a local St. and it has always been projected that subdivisions in this area would would connect via Clearview.

When Elk Hills was put in, it was put in with a temporary cul-de-sac. The right of way extended to the Tonkin property and it's always been that desire to have them come up. Our connection of this subdivision at the end of Princess Lane isn't for this subdivision to.

Get to hillview.

It's for that parcel to get to to Clearview.

So we will try to avoid accessing Hillview way as much as possible because it is the. Fast collector St.

AR **Analeshia Rodriguez** 1:45:02

OK.

Lauren, do you wanna jump in there? See your hand up?

LS **Lauren Stevens** 1:45:08

Yeah. Just one additional note about.

Why it's not accessed off Hillview, there is a parcel kind of narrow parcel that's not

owned by this property.

Between that and Hillview, so there isn't actually an abutting property line on to Hillview.

AR **Analeshia Rodriguez** 1:45:31

OK. Yeah.

Probably still wouldn't matter, but that's interesting.

That little sliver piece of land.

OK. And I don't know this may fall into Troy's camp again, but can we try and address the question around only having one exit through phase one?

And why that's maybe not a red flag or I don't know.

TM **Troy Monroe** 1:45:59

Yeah. So basically when we look at this, we worked with Missoula Fire and following fire code up to so many single family homes and then so many multifamily homes.

Fire code only requires 1 access point. In this case it's only 30 homes and that is a quantity that the streets would not be clogged in an emergency.

Even if we had to evacuate everyone at one time out the 2nd.

Connection is required at phase two, so as soon as we get above that threshold of the fire code, that second entrance connection point is required.

It would just be a very large extension to do it during phase one.

AR **Analeshia Rodriguez** 1:46:45

OK.

Great that that makes sense.

OK.

Hey buddy. Got anything?

Go ahead while we have Troy.

And this may be a little bit into the weeds or technical and it's kinda question for myself, Troy. The traffic impact study.

Had a future projection analysis of only 2026, but the phasing plans indicates this will be built out in 11 years.

Kinda seems like a contradiction.

And maybe future growth not accounted for in the traffic impact study.
Am I wrong to assume that there?

TM **Troy Monroe** 1:47:26

Yeah, so originally it might have been where the subdivision was planned out in three phases over three years.
But the fact is that we will get that higher projected volume earlier than if they did build out according to the phase timeline.
So this is showing impacts in 2026?
The Wild Roots Subdivision has has many more.
Phases and is slated out for longer years. Their traffic impact study does include.
This traffic volume and again the the intersections of of concern of Hillview at 39th and 23rd.
At 39th, they have capacity for all the proposed development. That is is up here.
Both of those traffic impact study show that we will still have a level C of service at the at those two signalized intersections.
And and to put this into perspective so that people can get an idea, you know Hill view and 23rd are single main Rd. directions.
They come up to an intersection. Hillview has the multiple left turn dedicated right turn dedicated straight through. Similar to what 14th St. has at Russell. So 14th St. has a volume of 12,000 vehicle chips per day that fold out of wild roots and Meadowview we're talking about.
6000 vehicle trips a day on Hillview, so it it the capacity is still there.

AR **Analeshia Rodriguez** 1:49:02

OK, great.
Anything else?
Umm.
Does anybody have the ability to address the Mountain Lion question about route #12? I don't.
I'm not up to speed on that at all.
This is the first time I've heard about it.
All right. We may not be able to address that one.
Oh, I see a hand in the back.

Come on up, Ben.

Thanks Sean.

Ben Weiss, transportation planner for the city of Missoula.

I can't speak fully on mountain lions behalf, but I have been helping with the public outreach around their strategic plan update. And so I do know a little bit about this. They're currently exploring a couple scenarios that they put out to the public a couple weeks ago and have asked for some comments on one of those scenarios. Looks at eliminating the Route 12 and replacing it with on demand service, which is sort of like.

An Uber Lyft that only brings you to one place.

Bring you to the mall where you could transfer to the six 7-8 one or two and so and it would serve South Hills, Miller Creek and Target range areas. So it'd be replacing the Route 9, which goes out in target range area and the Route 12 and.

Putting them into this on demand service, the other scenario that they are asking for feedback on and they presented it also eliminates throughout 12, but it changes the routing of the Route 7.

To go up 23rd St. and and Garrett and do some of those.

Serve some of those areas that the Route 12 currently serves.

The scenario planning is to identify trade-offs of different ways that they can improve service under.

Current funding levels that second scenario I mentioned that changes about seven also increases frequency on the weekends and so there are again some they think that they can make some positive changes.

Ranges for overall ridership through these, but they are still taking comments and asking people to weigh in and their preferred scenario is probably going to be some combination of both or might even be something that that hasn't been seen yet.

These scenarios, represented as a, not as an.

Either or absolute, but as a way to start the conversation around what are some changes that people might want to see to Mountain Lion.

Great. Awesome.

Glad you're here.

Thanks for answering there.

The best of your ability.

OK.

Does anybody see that I'm missing anything here?
Other than the school question.
I am sorry, public comment is over.
Is it quick?
Can you like what do you got?
Sir, can you move up to the microphone? Just so everyone online, can you?
State your name and my name is Jeffrey Harp, 4904. Clearview way. You've been all
been talking traffic.
Think of the houses on both sides.
Nice peaceful neighborhood always has been. The racket between the upcoming
traffic and the construction vehicles going on.
It's it's gone.
Lower property values for all of us, and it's just going to be a real pain in the ***
living up there with all this noise for, what, 11 years?
It's take that human factor into it.
It's a beautiful, quiet neighborhood right now.
And we're going to lose some of that, but.
It's something I totally object to.
OK.
Yes, Sir.
Thank you.
Appreciate your comment and just to be Clear, City Council would have they'll never
do that.
So I'm just just let you know.
Get in when you can with the City Council.
OK.
So schools is kind of like infrastructure, right?
Schools are just floundering as far as I'm concerned.
I have sisters, a teacher.
My mom was a career teacher.
They don't get any funding.
I don't they.
I don't think they have time to worry about the influx of kids.
They're just struggling to survive.

I'll just leave that at that.

The fact that they don't comment is, you know, it's hard to say.

OK.

Nothing else from planning board members.

We ready to move for a vote?

I think for myself there's this meets with the criteria that we need to, as far as I can tell.

So I will probably be approving this particular motion or voting in favor of.

Anybody need any more time questions?

Anybody know of anything I've missed?

OK. Can we have a roll call vote please.

Roll call vote Lynn Davis.

LD **Lynn Davis** 1:54:27
Yes.

AR **Analeshia Rodriguez** 1:54:30
There are cameras here, yes.
Tune from.
Yes.
Danny tunebone.
Danny oberweiser.
Peter Benson.
Great call.

RH **Rick Hall** 1:54:50
Yes.

AR **Analeshia Rodriguez** 1:54:52
Sean McCoy.
Yes, and it is unanimous. The motion passes.
Great. Thank you.
And that brings us to our next.
Motion and our first variance.

Anybody wants to take a stab at that?

The question has been raised whether or not we can take more than one of these at a time.

How? How is board members feel about that?

Support that just in the interest of keeping with our schedule.

Any other thoughts?

Pain. Just just the variances, not the final subdivision approval.

Yeah, no plat, we would keep separate.

I'm in support of that as well.

I think it sounds OK.

We've addressed the issues of whether there's any hope of getting.

Access from, you know, having more than one access point so.

That's just, yeah, I support that. OK. And any including the 8% grade, everybody's OK.

All right, so.

Let's see.

I guess we just read it all out.

Oh, I see.

Great. Dave's got a suggestion.

Dave, go right ahead.

DD **Dave DeGrandpre** 1:56:18

Thank you very much, Mr. Chairman.

I'm David Grandfrey, city of Missoula planning supervisor. With regard to taking the variance requests in one motion, I think that's fine unless there would be dissent.

So, you know, I think a planning board member could choose to call out a particular variance.

Request that they might not support and pull that separately aside, but unless that occurs, I I don't see a problem with.

With making you know a blanket motion.

Voting for them all at once.

AR **Analeshia Rodriguez** 1:56:52

OK, great. Appreciate your assistance there, Dave.

OK.

So with Dave's recommendation.

In on the board, does anybody have a change of heart or feelings? I am with the 8% grade.

I have a lot of.

I have some.

I have some questions around that one.

But.

Where is everybody else?

I have a few questions but I don't think there's gonna be an answer that sways my opinion.

So I'm still in support. OK, Peter.

Yeah, my concern is the request of variance for the the probability number two, number one of the variances, the cul-de-sac St. and Princess Lane, but.

I feel like I'm beating a dead horse, so I'll reserve.

I'll stay out of it, OK?

Anything else?

Go ahead, Danny.

It just sounds like maybe we should do each motion individually, just so that people can.

Vote, it seems like we don't have unanimous votes on all of the variances.

So just I think we should just go through those, all right.

We'll keep them separate and see how it goes, all right.

Who wants to take a stab at the first one? Sorry, ton.

It was a good suggestion.

RH

Rick Hall 1:58:21

I'll give it a go if you want.

AR

Analeshia Rodriguez 1:58:25

Please, Rick.

RH

Rick Hall 1:58:28

I move that we recommend the City Council approve a variance request from Article

3 Section 3.

Dash 020.5 dot a prohibiting dead end or cul-de-sac streets for Princess Lane.

AR **Analeshia Rodriguez** 1:58:46

2nd, 2nd seconded by tune.

OK.

This is the cul-de-sac.

This is like the last build out, right?

And that cul-de-sac that just kinda ends.

Am I right about that?

I think it's phase one actually.

Oh, is that in the?

Lauren, can you bring up a map real quick and clarify for?

Us what?

You know what phase does? Does that open up?

LS **Lauren Stevens** 1:59:26

So with phase one part of Princess Lane is proposed to to end, and then you have this turn around on lot 16 and then in phase five, the final phase it's extended this additional little bit and then you have the the easements here on 13 and 14 for. Turn around.

AR **Analeshia Rodriguez** 1:59:46

OK, great.

Go ahead, Peter. Yeah, I'm. I'm.

Favoring voting against this one, I would like to see that open up sooner than phase five, even though the the estimated.

Traffic through it is supposed to be low to begin with.

I.

Just as yeah, I think I'll vote against it. OK, Rick, I see your hand up.

RH **Rick Hall** 2:00:22

Well, I mean, it doesn't open up in phase five.

It just changes the turn around in phase five.

So the thing about that that cul-de-sac is there's nothing for it to connect to unless there's development on the property adjacent to it.

So that's my understanding at least.

And I don't see how they can do anything about it.

So you know, one of the requirements for a variance is that it be.

From no fault of the developer and I don't see any way that they can.

Make that a through street when there's nothing for it to connect to.

AR **Analeshia Rodriguez** 2:01:00

Assuming you're right, I stand corrected, but could.

Is that true?

Is that what the the planners have in mind?

LS **Lauren Stevens** 2:01:14

Yes it.

There's nothing currently the parcel that it would abut the end of the street is vacant.

So any future development would have the option to connect there, but there's not currently a street to connect to.

AR **Analeshia Rodriguez** 2:01:31

OK.

I removed my objections.

OK. Rick, your hand's still up.

Do you need to come in?

OK.

I think it's Troy.

Troy, you got your hand up.

TM **Troy Monroe** 2:01:49

Yeah. I just wanted to clarify that.

Although it's showing that it won't reach that neighboring parcel to phase five, we are getting the right of way at at phase one.

Same thing with the connection up to the second connection up to Elk Hills.

So although the the developer doesn't have a need to connect all the way over, if for

some reason a development occurs adjacent, they'll have the ability to connect that road in and and be able to get out.

At at as soon as a subdivision gets approved.

So we do have that caveat in there.

You don't have to wait 11 years for phase five to make that connection.

AR **Analeshia Rodriguez** 2:02:30

And it also seems like there was a question that maybe we missed around the trail that is coming off of there.

Can you try and bring that slide back up, Lauren, and we'll see if we can explain that better.

What happens with the new trail?

I think is what the question was essentially.

LS **Lauren Stevens** 2:02:57

Yeah. So the the existing Tonkin Trail would have that new connection coming through common Area 5, which would then connect into Homestead Park which is north of the parcel.

So it will connect to the Tonkin Trail.

AR **Analeshia Rodriguez** 2:03:12

OK.

So it'll turn N there and go up to which park? I'm sorry.

LS **Lauren Stevens** 2:03:20

At Homestead Park is the first one, and then Wapakia is.

AR **Analeshia Rodriguez** 2:03:22

That's right.

OK, alright. Does that seem like anybody got anything?

You guys ready for a vote?

OK. Can we get A roll call vote, please.

Roll call vote Lynn Davis.

LD Lynn Davis 2:03:40
Yes.

AR Analessia Rodriguez 2:03:43
Eric, can we share? Yes.
Yes.
Danny tennenbaum.
Danny oberweiser.
Peter Benson.
Rick call.

RH Rick Hall 2:04:01
Yes.

AR Analessia Rodriguez 2:04:02
Sean McCoy. Aye, and it is unanimous. The motion passes.
Great. Thank you.
OK.

RH Rick Hall 2:04:10
Ready for the next one?

AR Analessia Rodriguez 2:04:12
Yes, please.

RH Rick Hall 2:04:14
I move that we recommend the City Council approve the variance request from
Article 3, Section 3-030 dot two dot a (2.
Prohibiting block length exceeding 480 feet.

AR Analessia Rodriguez 2:04:32
Do we have a second?
I'll second it. Great. Thank you.

Seconded by Peter.

This one is.

I don't know. This one's really straightforward.

It just seems to be par for the course.

And I have some questions around it for our next presentation, but I'm not going to speak to those now.

Anybody got anything they want to say?

In regards to this, Lynn, please go ahead.

LD **Lynn Davis** 2:05:09

Yes, I have a question. When I look at the map.

Of course I have the wrong one up right now and I can't see the street name.

But it seems like.

There's the potential to collect connect Princess Lane, which is what we just talked about with the future development. But you could also have a smaller block length if you connected the street that goes up through the middle of the subdivision through its houses.

33 and 34 was there any consideration of connecting using that also as a connector St.

To the next neighboring property because it would.

Same thing with alcohols drive.

Could that go straight through lot 44 and connect into the next?

Parcel because that seems like a more logical plan.

And then you would not have the variances for block length.

TM **Troy Monroe** 2:06:13

This is Troy Monroe.

I'll take that question.

So the basically it it's it's topography.

If any of you were here for when the parcel to the north was was being shown, they it's the Hillview crossing.

By the time you, the only access that that you would really have because of topography wouldn't be until you got to the western part where Princess Lane is at. It's just the the steepness of there isn't going to, you know we're talking about way

exceeding that the 10.

Percent Rd. grades that that we have a limited on.

So just like how that subdivision had had to have zigzagging streets in order to meet, meet their grade, it would be the same thing here.

So it's just because of topography that we.

That have L kills or serenade continue on.

LD **Lynn Davis** 2:07:08

Thank you.

AR **Analeshia Rodriguez** 2:07:11

OK.

Anything else from planning board members?

All right, go ahead, Alicia.

Roll call vote, please.

Roll call vote Lynn Davis.

LD **Lynn Davis** 2:07:23

Yes.

AR **Analeshia Rodriguez** 2:07:25

Your camera.

Sure. Yes.

Farm. Yes, Danny tennenbaum.

Danny oberweiser.

Peter Benson.

Rick Hall.

Sean McCoy.

Yes, and it is unanimous. The motion passes.

Great. Thank you.

OK. That brings us to our 4th variance.

RH **Rick Hall** 2:07:57

I'll try it again if you don't mind.

AR **Analeshia Rodriguez** 2:07:59

Alright. Yeah, keep it.

RH **Rick Hall** 2:08:01

I move that we recommend the City Council approved the variance request from Article 3, Section 3-020 table .2 A for the required right away width of low density urban local streets for internal subdivision Rd.

AR **Analeshia Rodriguez** 2:08:19

And do we have a second?

2nd, 2nd and by Danny Tennenbaum.

OK. Thoughts. Concerns. Objections.

This one also is fairly straightforward.

Most subdivisions fluctuate in some of these, particularly when the topography is.

I don't know.

Not flat or easy, OK?

Can we get A roll call vote please?

Roll call vote Lynn Davis.

Eric, can we share? Yes.

To inform, yes, Danny Tennenbaum.

Danny oberweiser.

Peter Benson.

Rick Hall.

RH **Rick Hall** 2:09:22

Yes.

AR **Analeshia Rodriguez** 2:09:23

John McCoy.

Yes, and it is unanimous. The motion passes.

OK, Rick, you wanna keep going or somebody else wanna jump in?

RH **Rick Hall** 2:09:40

Or I can go ahead.

On five, right?

Yes, move that we recommend the City Council.

Approve the variance request from Article 3, section 3-020 dot 15 dot D to allow for six foot wide curbside sidewalk along portions of elkhill Dr. and Princess Lane.

AR **Analeshia Rodriguez** 2:10:05

2nd seconded by Danny Overwhite. Wait.

Oberweiser.

OK, discussion. Thoughts. Objections.

OK, not seeing any. I am gonna take a second here.

And we'll try and address.

Of Ron's questions for staff.

So condition 10 and this is predominantly around the intersection that needs to be built out.

I'm not sure what other can you know. Like what else can be done is with that condition.

I definitely don't see removing it and the only thing that I guess I might change based on public input was that around about is what has to go in there.

But I guess I wanted to put it to city staff.

How? Like where we at as far as being able to negotiate conditions. And then I'm wondering if you guys can address his concerns with #46 or if somebody on board can on the board can?

Some less familiar with that one.

I'll jump in just a little context.

So I think condition 10 has flexibility in it based on public works approval.

So I know that Mister Ewart's concern is as he's maybe getting pigeon holed into a design, but I think you know there's.

Flexibility during the final plat process in the final construction document preparation in which that design could be flexible if staff.

Concurs with that or not, I think is the question.

Great.

Lauren, how does that sit with you?

LS Lauren Stevens 2:12:03

Yeah, and that condition references the trafficked impact study, which also talks about it mentions around about as an option, but it also discusses the curb bulb out route as well.

So that's kind of where we get the flexibility of the you know what's recommended in the impact study.

AR Analeshia Rodriguez 2:12:24

OK, great.

And then as far as condition 46. Oh, wait, Troy, go ahead.

TM Troy Monroe 2:12:30

I I just wanted to to clarify there is a difference between traffic circles and roundabouts, so only things being proposed within Meadowview is traffic circles.

AR Analeshia Rodriguez 2:12:44

OK. Can you give us that?

The distinction between those two I was not aware of that.

TM Troy Monroe 2:12:51

Yeah. So our public works manual actually has five different types of circular intersections. 4 of them are different sizes of roundabouts, and in in a roundabout you you change the direction in which the priorities occur.

They have islands on them, so they force your travel direction in the counterclockwise and you yield to the folks to your left. A traffic circle is.

A.

A speed control option that you put within the the existing confines of a of a normal. Control the intersection so they're much smaller.

They are designed to reduce speeds.

They don't really control the the flow of traffic and it's acted on just like an uncontrolled intersection where you you yield to the folks to your right.

AR Analeshia Rodriguez 2:13:41

That totally all right. Great. Appreciate that.

That's new to me.

I'm glad to know that. OK.

Danny, go ahead.

Are we ready to go to 46?

I'm ready to go to 46, yes, so.

I think Mr. Ewer feels that there is a contradiction between what the condition states is maybe a pavement requirement against what was discussed during the application process.

I don't need to readdress.

Yeah, I believe he's asking us to strike that specific piece of the condition and may we need to talk about that, OK.

Lauren, you got some feedback on that.

LS **Lauren Stevens** 2:14:33

Hoping that Troy might.

It might also be something that parks would weigh in on.

I wasn't part of the original discussions of kind of what those improvements would look like.

So I'm not quite sure if you know what the difference is between what was shown and what's written in the condition.

Troy to you. Do you have anything?

AR **Analeshia Rodriguez** 2:14:56

OK.

TM **Troy Monroe** 2:14:58

No, I'm I'm not familiar with the the trail requirements.

LS **Lauren Stevens** 2:15:02

OK.

TM **Troy Monroe** 2:15:03

Sorry.

LS **Lauren Stevens** 2:15:04

That's good.

Yeah, that would be for parks then.

Umm.

AR **Analeshia Rodriguez** 2:15:11

And is there still time for Mr. Ewer to, like, maybe work on that?

Like when does that window close for him?

LS **Lauren Stevens** 2:15:20

The issue memos, if needed. If there's any changes to condition language before the City Council hearing. So there's still some time to clarify that.

AR **Analeshia Rodriguez** 2:15:31

OK.

Great. Thank you and.

If I pronounce your name wrong, I apologize, but I believe it was Rhea.

I do see your hand up, but I cannot open it up for you.

Public comment is closed, so I don't want you to feel like I'm ignoring you.

I just wanted to make sure you know that.

OK.

RA **Rhea Ashmore** 2:15:53

Just just wanted a clarification.

AR **Analeshia Rodriguez** 2:15:53

I'm sorry I can't.

RA **Rhea Ashmore** 2:15:57

Just a suggestion, I'm not gonna.

AR **Analeshia Rodriguez** 2:16:03

I apologize, but my hands are tied and it's getting late.

So with that, can we do a roll call vote please?

We were ready, right? I'm pretty sure.

OK. Roll call vote Lynn Davis.

LD Lynn Davis 2:16:18

Yes.

AR Analeshia Rodriguez 2:16:21

Your camera.

Sure. Yes.

Tune farm.

Yes, Danny tennenbaum.

Danny oberweiser.

Peter Benson.

Rick Hall.

RH Rick Hall 2:16:38

Yes.

AR Analeshia Rodriguez 2:16:40

Sean McCoy.

And it is unanimous. The motion passes.

Great. Thank you. All right.

And we are down to the last variance, I believe, Rick, you still wanna be on the hook or somebody else wanna jump in?

RH Rick Hall 2:16:56

I'll try 6.

Maybe somebody else could do seven so.

I moved that. We recommend the City Council approved the variance request from Article 3, Section 3 Dash 14140.6 dot C for some portions of the internal subdivision streets to exceed 8% grade.

AR Analeshia Rodriguez 2:17:19

Do we have a second?
I'll second it great. Second it by Peter.
OK, that's.
I'm the only one, OK?
All right, this seems pretty big to me.
Like a a steep grade.
So can we go over this?
Like how steep is this?
What does this compare to?
I don't remember seeing this.
Condition before, so I'm I'm curious about.
You know, like the totality of the property that is looking at steep conditions and I know it was on the first map, but I think I missed it.
Not the first map, but whatever.
Go ahead, Troy.



Troy Monroe 2:18:13

Yeah. Thank you.
So this is basically a difference between the engineering manual and and subdivision. The engineering manual allows 10% grades throughout the subdivision, had a 8% with the occasional 10% a 50 foot length at a time of 10% grades.
We worked with with the Fire Department Emergency services and they were on board that they can handle 10%.
It's it's no issue so.
We now have that as our standard.
Any road can go up to 10%.
For those of you who are familiar, Garrett St. as it approaches 55th, that's a 15% grade St.
So 10% comes from our the the actual fire code has a 10% maximum range to it. We've adopted that within public works.
It's just a variance request because subdivision hasn't been updated to match that. It's this will require.
Additional it it will bump up these streets to a higher priority for snow plowing and sanding.

Public works is an agreement that, you know, we are at the. It's the the easy land to develop is gone.

So we realize that yes, this is going to take more effort to make these subdivisions whole, and a public works has that commitment.

AR **Analeshia Rodriguez** 2:19:37

Great. Thank you. That was.

Clarifying anybody.

Anybody got anything? Anything.

I will probably vote in support of this after Troy's comments, but I still.

I don't know.

I have a hard time with this building on hills, but I guess this is all built out so.

OK.

Let's do a roll call vote.

Roll call vote Lynn Davis.

LD **Lynn Davis** 2:20:08

Yes.

AR **Analeshia Rodriguez** 2:20:11

Derek, camera.

Sure. Yes.

To inform, yes.

Danny tenenbaum.

Danny oberweiser.

Peter Benson.

Rick Hall.

RH **Rick Hall** 2:20:28

Yes.

AR **Analeshia Rodriguez** 2:20:30

Sean McCoy.

Yes, and it is unanimous. The motion passes.

OK.

Last one, anybody besides Rick?

Peter.

I'll give it a try.

I recommend the City Council approved the Meadowview Homes Subdivision preliminary plat application, subject to the recommended conditions of approval. Based on the findings of fact and conclusions of law on this staff report.

Do we have a second?

I'll second seconded by Danny Tannenbaum.

OK, discussion.

Alright, now it's seeing much. I will take a quick opportunity to address one more thing.

There was mention of a protest petition and I just wanted to encourage folks to look into that. If you're interested in that 'cause you have a window like there's a timeline in a window and you got to have a certain number of folks.

So try and be proactive as you can 'cause I don't know when this goes in front of City Council, but it's well worth the try.

You're welcome.

Good luck.

Rick, go ahead. Thank you.

RH **Rick Hall** 2:21:59

Yeah. I just wanted to acknowledge.

You know, I feel the pain of growth for the neighbors.

I think everyone in Missoula does, but you particularly feel it when it's happening right in your backyard.

You know, as a planning board member, we have to decide based on some technical things and that is whether it meets the future plan for that area.

Whether it meets the area around it.

And unfortunately fuse and construction and things like that are not really within our purview.

I'm probably one of the few planners that's actually had his head had his home bulldozed for a road project, so I I know how how much growth causes some people to have to sacrifice.

And but we do have to meet the needs of housing in the area and we have to meet the the goals of of what our future plans are.

So I just wanted to point out that I certainly do acknowledge what it feels like to be in a neighborhood that is targeted for growth or has growth occurring in it.

So that's all I have.

AR **Analeshia Rodriguez** 2:23:25

Great. Thank you, Rick.

Well said, I think.

I think we can all share in that sentiment.

And.

Our recommendations aren't necessarily always taken like East Missoula was a real tough decision.

And did we approve that?

I don't remember.

We did not.

And City Council did so, you know, like.

RH **Rick Hall** 2:23:46

We unanimously turned it down.

AR **Analeshia Rodriguez** 2:23:49

Yes, unanimously turned it down.

And it was voted for by City Council. So, you know, two very different bodies.

Just as what it's like.

OK.

That closes out this portion of tonight's meeting.

The public hearing what's that?

Oh, we have.

We haven't voted on the. I am sorry. I'm getting lost in the weeds, OK?

Can we do a roll call vote?

Please roll call vote.

LD Lynn Davis 2:24:21
Yes.

AR Analessia Rodriguez 2:24:23
Eric canwasher? Yes tuned farm.
Yes, Danny tennenbaum.
Danny oberweiser.
Peter Benson.
Rick Hall.

RH Rick Hall 2:24:38
Yes.

AR Analessia Rodriguez 2:24:40
John McCoy.
Yes, and it is unanimous. Emotion passes.
OK.
And with that, we are finished with our public hearings for this evening.
Appreciate staff and their efforts on everything and for being here.
Dave the Grand Prix.
And with that, we will move on to communications and special presentations we have.
Excuse me, I was sitting on a tractor all day, so I still feel like I have dust in my throat.
We have Benjamin Brewer here to present to us this evening on the land use plan and land use map. Go ahead Ben.
Thank you.
And it's gonna take me a minute or two to get my computer up and running.
I don't know if it this is a good time for a break or if oh it might be. Yeah. OK.
Alright, Rick will appreciate that.
We'll take 5 minutes or six or seven if you need that, but we'll say 5 officially.
OK.
We're going to call this back to order and.
Turn it back over to Ben.

Well, thank you everybody.

My name is Ben Brewer.

I'm a planning supervisor with the Cpdi department.

Can you hear me if I'm standing over here like this? Is it coming through? Yeah.

So just give me a second and I'll get this presentation put.

Up here.

All right.

Thanks everybody for having us back tonight.

It's been a little while since we've presented on the Armazula project to the board and I think a couple of you may be new since the last time that we.

Did so. This is a good opportunity for us to catch back up with with you and and give an update of where the project is and and be able to.

Go over a few, a few things, some some big things that we're excited to be here about.

Mainly today, we wanted to provide a basically an an overview announce and provide an overview and kind of an introduction to the public draft of the the new land use plan, which is the update to our growth policy for the City of Missoula.

So that's going to.

That's what I'm hoping to spend the bulk of the time on here, and then have a chance also to look ahead to the.

Kind of. What? What comes next?

From where we are today.

What I was going to do today.

Was recreate a public presentation that we actually also gave tonight as part of our our public.

Public review.

Public engagement period for the land use plan that occurred at the same time as this meeting.

So so it was a conflict with with your group and we were going to give you a chance to see that and and hear that and also use that as a way to share that out further.

So I'm I'm going to use that presentation, but if it's if it's all right with the board.

I'm gonna gloss over parts of it or go through it kind of more quickly than I was planning to just given that we're starting at the time that we are.

Does that sound sound alright? OK.

So I'll dive into that.

I'm joined today also by Ben Weiss, Transportation Planner with the the city as well, and he's available to speak to components of the plan and.

So will we are here to present this and hear any questions or have any discussion that that you would like to have?

It's.

A long time coming. It feels like to get to this point.

So we are.

We're excited to to be here.

This has been, you know, this is a milestone and a big step for us.

Related to this project, which from the beginning we had identified as including both an update to the growth policy and then following that with comprehensive code reform.

Our agenda for for this overview is we wanna set you up to understand what, what the plan is, what what it is, where it came from, why we're doing it and and how it was put together and then have an idea of of the contents of the plan.

Enough that.

You can.

You can dive in and understand what you're seeing and and be able to respond to us with with how it how it seems.

So to start out, I'll talk through kind of the.

The what for this new land use plan?

To begin with, just to give it.

A sense of what we're we're looking at here, the land use plan study area encompasses around 40,000 acres.

It includes the city limits and then area beyond that into the county.

The city makes up approximately 56%, a little over half of the plan area, and then the remainder.

Is is in the county's jurisdiction?

And as you can see on the map here, the plan stretches E to include E Missoula and portions of Bonner W past the city limits past the airport to include most of the Y intersection and then.

Also follows the rivers to the West, north and N to include the Grand Creek and Rattlesnake Creek drainages and South into the South Hills and portions of Miller

Creek area.

So what?

What is a land use plan?

It's a foundational document that cities in Montana use to highlight community priorities for future growth and put them in and use use them to put in place long term land use strategies that aim to address the city's emerging issues and challenges.

It forms the basis for the city's zoning and development decisions.

Outlines a vision for the community that we can meet our current needs and desires while planning ahead for economic growth, Environmental Protection, infrastructure needs.

And so on and so forth.

Land use plan is going to look a little different and and then our current growth policy has. So especially for some of you who were involved with the creation and and the process that went into putting the 2015 growth policy that we currently operate under.

That this is just something we want to point out for, for people.

In our current approach with our current growth policy, you know that's really served as the North Star for city policy goals and acted as as more of an umbrella policy for many of the cities.

Other plans and policies.

In our new approach, this land use plan will be more targeted and and focus more specifically on land use planning.

It'll be adopted at a level consistent with other city similar city policies, rather than as that comprehensive.

At that comprehensive plan level.

Additionally, the current growth policy has a number of issue plans and area plans that relate to it.

And through this process, we'll be bringing over the relevant components of those plans as they relate to land use and our updated vision for growth.

Believe that to achieve a healthy community and environment, we have to increase housing availability and access at all levels in all neighborhoods, enhance resiliency and adaptability, emphasize connectivity and support preservation and protection of our sense of natural areas.

Our city streets and rights of ways must also be accessible, supportive of different modes of transportation, attractive and above all, safe. And most importantly, we believe that a vision for the Community must come from the Community.

And be built on a foundation of extensive and inclusive community engagement.

So these themes and and or the the themes and goals in the policy of the land use plan reflect these values.

Land use plan also includes a land use strategy that establishes the approach to achieving accessible, walkable, vibrant streets. Neighborhoods that also meet our housing needs.

And.

It does this through considering the close relationship between the types of built environments that exist within the community which we're calling place types and the transportation networks that serve them, which we're calling St. types.

So, given that, why now?

And why this way?

This is some background for for you that some of you may know, but I think it's always helpful to just contextualize where where we are and where this project came from.

So for background, we we've been leading up to this update for for some time.

Our current zoning code.

The title 20 was adopted.

15 years ago, in 2009, our current growth policy.

That we operate under currently was adopted almost a decade ago in 2015 and in 2019 city planning staff performed A5 year review or conducted a a review of the growth policy and and identified at that time the need for an update and then.

Following that the the Arma Zoula project was was identified and initiated and kicked off in 2022, and then about a year into the into the project.

The state passed the.

Land use and Planning Act, which I'll talk about as well here and that gave us a new impetus and also a new legal requirement to update our land use policy and codes.

This is a just a.

In more context, but I think I think helpful just to call out the.

That the city has adopted many plans and policies that cover things like long range, transportation, housing, climate resiliency, equity and, and and more.

It's important that our operating land use vision reflects and furthers these new Community goals or new. Since the growth, the last growth policy at least well, much of what the values expressed in the current policy are still relevant today.

Issues and challenges have emerged.

In in more recent years that have become more pressing, things like social inequities, rising housing prices.

Accelerating effects of climate change and these are things that we are looking to address through this project.

One big reason for the creation of the new land use plan is that we are legally required to also.

So the the going back to the land use Planning Act, we'll call it the Planning Act, which was passed in 2023, requires larger cities to comprehensive, comprehensively update their land use plans, zoning regulations and subdivision regulations.

And so the slide kind of covers the the main components or elements of that act.

First the The Planning Act calls for a commitment to continuous public involvement through the adoption.

1st through the adoption of a public participation plan, the major shift is through this requirement is that it brings an emphasis on engagement during broader planning processes such as this one. Instead of during site specific development projects.

Earlier this summer, we transitioned the existing planning board to a Planning Commission as it's described under the Planning Act that will review and provide recommendations to the City Council on establishing compliant land use, plan maps and zoning and subdivision regulations.

That's so this this body of this board has was identified and and adopted as as the Planning Commission as well and in relation to the Planning Act. That's something I want to save a little time for at the end of this to just.

Talk through that more and and make sure make sure that's understood and see if there's any questions on that, for for you all.

Umm.

The reason we're here today is a revised land use plan and future land use map.

So that's what we're talking about today. And then following that and and what will be addressed through the code reform aspect of this project will be following the the land use plan adoption to.

Update our zoning code and map and our related subdivision regulations.

Just a few more things to call out that the Planning Act requires and and that are incorporated into this plan.

Is.

To put together a projection of Missoula's population and subsequent housing inventory to specify the required number and types of homes to meet housing needs and and then around that and beyond that analysis of Missoula's local services, economic development, natural resources.

And hazards to identify constraints.

So there's quite a bit of analysis that goes into.

Evaluating our current conditions and this is put together in.

In what we're calling the what's called the Community profile, and that's a a document that is available as a append to see to the to the plan.

So just to run through some of the the big picture findings from from this, the current population of the land use plan area is estimated currently to be a little over 90,093 thousand people.

And it's expected to grow at a cumulative annual growth rate of 1.39% to a population of around 128,000 by the by 2045.

So that means an expected additional 37,000 more people over the next 20 years.

Relatedly, you know, we see generally around 61 to 63 people employed for every hundred in the area and.

Projecting that out, the we expect to see an approximate increase to 85,000 employees by 2045, which would be an additional 28,000 new employees added to the workforce over the next 20 years.

And with regard to housing and the and the housing need that that's associated with with this as well, the land use plan area needs to see between 22,000 and 27 or so 1000 total housing units built by 2045 to meet the population demand.

And reach a healthy vacancy rate between 5 to 8%. So currently and we've talked about this before.

According to our analysis, this we're currently facing a deficit of 2700 to 3700.

Housing units.

Which accounts for historically low vacancy rate in Missoula for quite awhile.

And so the the numbers presented here are would be a, a means or approach to.

Addressing population growth or meeting the need of population growth and addressing our.

Our housing deficit that we see currently.

Also, through the Armazula project, we analyzed how our land use policies and regulations impact equity in the Community, and we found that our land use and especially our zoning contributes to inequities.

And most notably, this analysis showed that over 2/3 of land in the city that zoned to allow housing.

Or I'm sorry over 2/3 of land in the city is zoned to allow housing that less than 1/3 of Missoula households can afford.

And this is predominantly attributed to the amount of residential area that is zoned exclusively for single family homes.

Moving out of the equity analysis.

We established several principles.

Based on the findings in that report and that are listed here and these have been.

A foundational element of the our Missoula project and are incorporated and and guide how the land use plan was put together.

And they'll be continue to be considered as we move into our code updates as well.

So just want to recall these that they include.

Distributing opportunities for affordable housing types broadly throughout the city, allowing higher density levels that encourage smaller, more affordable homes, not limiting higher density housing to neighborhoods vulnerable to gentrification.

Designing effective incentives for income restricted affordable housing.

Focusing regulations more on the form of buildings and less on the density and designing reforms to increase access to opportunity.

Services and amenities.

So just want to call these out 'cause it these these do help understand the land use plan.

So next I wanna talk through the process that's led to where we are today and.

Some of this, again, might be a a reminder and some of it might might be new and I just wanna.

Go through, go through it.

So we like to start this section with just a a general kind of generic.

Representation of how the land use planning process can can work and and generally is generally works and so.

And talk, yeah.

In our past presentations, we've talked about the overall land use process and how all of these pieces fit together. And over the past several years, we've collaborated with the community to understand what our vision for growth is, which is kind of where this all starts.

And right now, we're to the point that we're formalizing that vision.

In our policy and our future land use map, which is what?

The the land use plan is comprised of once adopted, these set the policy basis.

Direction for the zoning map changes zoning regulations, and eventually development that we see on the ground occurring based on those those rules that are guided by this policy.

So more specifically to the ARM Missoula project itself, you know we've talked about this project as a multi phase project.

We're reaching a really important milestone with the draft land use plan and map.

Where again, we're formalizing and affirming our community vision for growth. This is an opportunity for us to.

Represent and share out what we.

Have been finding.

Hearing in previous stages of this project through the previous phases of engagement that are represented here.

As well as the what the analysis of materials that we're generating through this are telling us. And so this is the point where in this public draft, we want to put that forward and out there for the Community in here. You know, does it represent Missoula's vision?

For growth and and values and.

Expectations for how Missoula grows and changes.

Following this, the Armzilla project still has two phases.

The update of our development code and the adoption of a unified development code and these will be taking place and we'll be working through those through the first part of next year.

We had engagement cycles like as I was saying with each of these phases, these events were iterative and helped us build up to the point that we're at now.

Our public outreach began with the Community kick off that we hosted in partnership with the Group Common Good, Missoula.

Much of our outreach in 2023 last year focused on gathering qualitative feedback

from the community about their lived experiences as they relate to equity, housing affordability, segregation and gentrification in Missoula.

We launched a visioning.

Exercise for the growth, for the growth policy with workshops in winter of 2023 that helped us understand what's most important to people to have in their neighborhoods either now or in the future. In spring and summer of 2024, we started getting more specific about.

What change could look like?

We started with an activity that explored Community preferences around expanding housing diversity and our residential neighborhoods.

And then we use the feedback to craft a menu of scenarios.

That we shared with the community at open houses over the summer.

And that brings us to today, where we're discussing the draft land use plan with you.

The final engagement cycle in the land use plan process.

Which is happening now and will be happening through October, will include public hearings.

And.

And public events that I'll I'll talk more about at the end of this presentation.

Our engagement in outreach wasn't limited to the main public events. In addition to 12 of these public events that I just described, we've we've attended over 100 stakeholder meetings or events we've presented to city boards, committees or Council.

18 times and held over over 14 community advisory group meetings.

Over the life of the project, in total, we've connected with over 3000 community members over the last two years.

And we've compiled a lot of comments, thousands of comments throughout our many community conversations and activities. And this is the slide is pulling out the major themes that we're hearing.

These themes were consistently mentioned as feedback in each engagement cycle.

And I'll stay on the slide here for a second if you want to browse through these. And these are also represented in the plan as document as well.

So our engagement and analysis led us to the creation of three scenarios that we workshop with the community.

Back in July, we had great turn out between two in person workshops and an online.

Option as well. And while we presented these three individual scenario options, our survey questions were aimed at assessing preferences between different trade-offs. So kind of similar to what Ben was talking about earlier with what's the current you know currently happening with the.

Mountain Line transit plan testing for preferences and and and trade-offs. That was a similar exercise that we did with these scenarios.

And through that, we heard an overwhelming support for the housing related scenarios that would offer the highest degree of change for the Community.

So this is a dense slide.

Probably hard to read.

I'll try to, but I think it's important.

So I'm this one. I'm gonna read through from the responses we heard about preferences around growth and trade-offs from those scenarios. We identified the direction for a preferred scenario for growth and really what that indicated were were preferences for these following elements.

And these are incorporated into the land use plan #1 unlock the growth potential for mixed-use centres and corridors to allow more people to live within walking distance of their daily needs.

Create opportunities for more affordable housing types and allow more people to live closer to transit services.

#2.

All neighborhoods should take on their fair share to increase opportunities for housing supply and provide more opportunities for affordable housing types, especially smaller homes with the most emphasis on increased supply and opportunities in areas that have good access to services and amenities. By walking, biking and transit.

#3 increase housing options throughout Missoula's residential neighborhoods while considering the size and scale of buildings to be compatible with existing homes and structures.

#4 allows certain small scale neighborhood Commercial Services in most or all residential neighborhoods to provide walkable access to daily needs.

Enhance neighborhood livability and foster social connections between neighbors and last.

Regulate parking in a manner that balances and integrates housing production and

affordability goals with transportation, climate, and neighborhood livability, and recognizes the parking is a critical policy choice that affects many other policy goals.

All of these components that I've been talking through here were woven into and together create the basis for the land use plan.

So just to read through these city priorities and policies and.

Including those that are identified in previous planning efforts.

Data analysis.

Statutory requirements, especially from the Planning Act, the preferred scenario.

Described and community feedback.

And the result of that is where we are today that we're sharing out and wanting to.

Direct people to and to hope that people take time to read through it and and see what they think. So and that includes just to be extra clear.

A land use plan that includes both the document itself that provides the narrative plan and the associated land use map.

So in the public event, we would stop here and we'd take time for questions and I'm happy to do that now or I'm happy to kind of keep going. And if you wanna wait till the end, for anything I can do that too.

Go ahead, Danny.

Thanks, Shawn.

Thanks Ben for a great presentation.

I was just wondering, are you going to be is the city going to be coming before the planning board again with the draft land use plan?

For like an official hearing or this is just informational.

Yeah, yeah.

I'll I'm. I was gonna get back to it or circle back to it.

Kinda what the next steps are here at the end, but this is a chance for us to.

Provide an overview and a foundation and a chance to kind of set you up for the adoption.

Hearing, which will be the next time that we bring this back to you after we've gone through the public review period and had a chance to make any adjustments or changes to the draft to the adoption draft, got it. Thank you.

Sorry, a few slides ago you had three options which I think were used in one of your

previous workshops.

And I'm wondering because what you what you talked about as like the narrative, you know, I think the slide just before this one seems like it came from the three options that we had at the workshop plus maybe a bunch of the comments and the other feedback that.

You've been getting.

From people.

In the various.

You know, kind of feedback opportunities.

Can you just talk a little bit about more about how this preferential was?

How you arrived at that?

I mean, yeah, absolutely.

I mean, I'm sure it's it's pretty nuanced.

So. So I'll go back to this slide, so.

For those of you that.

Participated or or or. For those of you that that that didn't the.

Previous engagement cycle focused on.

Putting together a series of scenarios.

Were presented on to be compared to one another and and they.

We're we're.

Representative of different strategies for growth or or scenarios for for growth, for Missoula and they they all included a different combination of of assumptions and those assumptions were split out not just between.

The policy assumptions but also code related code assumptions and they you know. Trying to be iterative from.

Previous materials that have been generated and put together for the project and conversations that we've been having around the project, they they were caring for different elements of some of the things that we've been.

Evaluating and and discussing before that so.

The general kind of basic gist of the scenarios is presented here.

There was a kind of a incremental change scenario that was scenario one and that was basically modeled around.

The the.

Recent state changes from the previous legislative session, which mainly for the

purposes of this, included the what we call the duplex bill that that basically required that anywhere that a single family home was.

Permitted that you would necessarily need to allow for a duplex and and so that was the basis for the the first scenario. Scenarios two and three were higher degree of change scenarios that modelled for.

For growth scenarios that that captured higher.

Housing capacity in in kind of different ways.

But the the exercise and the the feedback that we got through those.

From those workshops and around those scenarios were focused on some specific trade off questions and and kind of values related.

Preferences and so those are.

Described and captured in you know that that's what this breakdown is representing is where the based on the the feedback that we received and kind of how that.

You know what?

What the comments were that we heard and and what the percentages were between, you know what? What people indicated their preferences were.

That's how that played out.

This is how that played out related to those trade off questions. So you know those scenarios didn't capture kind of the full range of things that we need to consider for this plan.

But they they really kind of honed in on some of these important.

Issues and and questions and values.

That, that, that not everyone agrees on and that we're a way to to try to.

Dig into that and and get get some more basis for how to understand that so you know again.

That that's a good tie in to this this graphic here, which is just to try to represent that the the preferred scenario is is a piece of this and it's it's woven into this, but it's not the.

The only basis for what's in the land use plan, there are other considerations that we needed to.

Address as well.

And so those are kind of listed here.

Jump in.

Just real quick, Missoula County and the hand up there, I'm not sure who that is.
Mozilla current I can't see it. All I see is.

MC Missoula Current 3:04:26

Yeah, the Mozilla Kern has a question for Ben, if we could.

AR Analeshia Rodriguez 3:04:34

Stand by.

Hold on.

1st I'm gonna go to Peter.

MC Missoula Current 3:04:37

Thanks.

AR Analeshia Rodriguez 3:04:38

Here. Go ahead, Peter.

Oh, you touched on something I thought was interesting. It's.

You've been doing too much development or growth in my neighbourhood now.

It's time for other parts of Missoula to take do the growth.

Who, who? Who's gonna? Police that. I mean, how do you envision?

A body deciding that no, you're right. We've had too much growth here.

I mean Meadow Hills, the example we just had earlier serves as a great example.

When do we decide is as this group or another group decide that?

Yeah, that's a that's a great question and kind of cuts right to the heart of this.

The.

RH Rick Hall 3:05:28

Replay.

AR Analeshia Rodriguez 3:05:28

The you know there are two two main components of this work of this project.

One is to establish a policy direction.

So that's that's the purpose of or the.

Or the.

Function of of the plan of of the plan update and you know we we do this periodically, it's and.

We're, we're we did it 10 years ago or so and and it was a big, you know, it's a big undertaking and it it, it is a broad undertaking to try to.

Convey. Clarify.

Indicate you know a direction that a community that's made-up of a lot of different people with a lot of different thoughts. You know, where we think we want to go.

But that is the that's the utility and and goal of of something like this and.

You know, as as we've been talking about and looking at that should involve in what we hope to kind of facilitate here especially during this.

Period that we're in of of the the focus on public engagement and public review and public response to to the plan is that this is you know this should be the time that we as a Community kind of hash things out and and and make some decisions and.

And find some clarity where we can on what we expect.

You know what?

What do we expect?

For how we are going to grow and change is kind of the the way I see it, at least the fundamental.

A question that underlies this doing this, and once we do that, then that guides how we would implement that and that gets into the code update itself and and so.

I I think there's, you know, important questions, big questions about.

Degree of chain. How much are we willing to change?

Where are we willing to change?

How much do we all change versus some places or some people and that's those are big important policy questions that we wanna try to work through through this.

And that will set us up and guide us for how we enable that when we get to the code update. And you know as far as that goes, I I think we'll we'll be talking about a lot and you'll be hearing a lot about.

Farther down the line, when we get more to that is removing barriers to to development that we.

That that we want to see that that is the type of development that our policy supports.

So that's one way to kind of think about what's in this plan and what it's what it's indicating is, is it something that?

We're behind.

We we wanna. We wanna see you and we and. And when it gets to the codes themselves then it becomes a question of well, how do you do that?

How do you make that?

How do you make it easier to see what you wanna see and and?

Facilitate that.

Great. I'm just gonna ask Ben to keep going and we'll field questions here at the end given the hour.

Sound good?

Sound all right? Yeah.

So the next piece of this, that or half of this presentation was to walk through the plan itself and let you know what's in it and especially for for tonight, for, you know, for the the planning board to.

Get an idea of what to what to expect, what to look for, how to find what you're looking for, and and our hope is to set you up so that when we bring this background.

In a month or so that that you're kind of.

Familiarized and and we.

Are are ready to.

To dig into it.

So with that in mind, in this section, we'll be giving you an overview of the key sections of the plan. We'll be keeping it high level, but you know we want you to dig deeper and and hope that the people in the community reading it will dig deep.

After this and.

You know our our hope is that you think of this as your plan.

This is a plan for Missoula residents and our we're at this point now where we want to check in and see if it reflects what people.

Think and want or not.

So the so we'll go over how to use the plan, the overview of the policy themes and goals and the overview of the land use strategy especially.

So the.

Table of contents is.

Shown here and there are two two chapters that we're going to focus on here the the land use policy themes and the land use strategy.

The land use policy themes describe 6 land use policy themes, and each theme has an introduction to the overarching goal policy objectives that address the key issues identified in each theme.

And each theme section concludes with implementation guidance that consolidated the actions needed to implement the theme that are described.

Elsewhere in the plan, the land use strategy chapter introduces the city's strategy for applying the themes and policies.

It consists of descriptions and geographic designations of place types and St. types, which we'll describe further.

Place types describe geographic areas with a unique combination of land use.

Mobility and intensity and St. types include information on design objectives, typical treatments, mode, priority functionality, target metrics and related place types.

So and then place type and St. type maps show where each of these would be designated geographically throughout the land use plan area.

And then just to point out that there is also adoption and amendments chapter which describes.

The the process for adopting this and amending the the plan and and also related issue and area plans and then the land use plan implementation chapter provides the, you know, detailed list of actions related to the plan as well as other info information related to coordination with the.

These Community investment program.

So to again give a high level overview here the six teams that form the basis for the land use policy are are presented here they include.

Focus inward, which just to point out for those of you that.

Are more familiar with the the growth policy as it is now is is more of currently kind of a more of an overarching concept in this land use plan. We bring it in as kind of more concretely a one of the policy themes.

The other things that that we include are the housing choice and access policy, theme, community and quality of life, Environmental Quality and climate resilience, health and safety and economic health.

Land use strategy establishes our approach to achieve the goals outlined in the plan through through two key components, the place types and the street types. It was crafted in response to Missoula's current and future conditions, including our population growth and infrastructure capacity.

And there are a few key ideas in this strategy that we want to make you aware of. The first is a transition to using place types and St. types instead of what we currently call land use.

Nations to describe future land use in the community, and we'll talk more about that in a second.

The the next ideas are around expanding opportunities for housing in both residential areas and commercial areas.

These shifts help us reach our housing need and housing capacity goals.

So as a as a baseline, we're required by new state mandates to allow, you know at least 2 units on a typical parcel in all residential zones.

From there, we are proposing increasing the level of housing diversity.

Allowed incrementally depending on the place type and that's demonstrated or or listed here on the slide.

In commercial or mixed-use place types, there will be no limits on density. In an effort to unlock the housing potential further in those areas.

Another key idea is expanding opportunities for small scale commercial and residential areas.

This is something we consistently heard as a priority throughout the engagement around the project. And then finally, we're we incorporate previous planning efforts to be aligned with the place types and land use strategies.

So we we tried to incorporate and align the the plan especially with more recent previous planning efforts including.

Creation of the Design Excellence Corridor, the Midtown Master plan.

Process the downtown master plan the North Preserve. Scott St. planning process and the SWAT up came plan.

So what are place types and why are we using them?

Place place types describe the relationship between our built environment and how we use it, and this influences our individual well-being and the well-being of the broader community.

So whereas we previously described land use in terms of density, especially in our residential areas, place types describe areas with a unique combination of land uses, build form, mobility, intensity and constraints.

By planning for future growth, with an emphasis on form and urban design, instead of focusing solely on land use and density.

We think these are more closely tied to the fabric of the existing build condition and environment and then code standards can be calibrated based on the development patterns seen today and what the Community values for future development.

Ultimately, we think in terms of form and not so much in terms of numbers.

This approach helps better visualize what our neighborhoods can look like.

And so the.

Place types that are identified and used in the plan as it is proposed are listed here and they.

Range from several residential types of places and those.

Cross a transect between more urban places and we we broke. Break those out between urban high and urban low.

To more suburban residential places to more rural residential places, we do similarly with our mixed-use places that.

Share different characteristics and considerations.

We think that help to understand.

What? What makes those places and what we expect in those places?

And and then helps us to better understand if we're transitioning to or expecting that type of growth or development in that place. How does that relate to what's on the ground now?

Umm.

So just to kind of to walk through some of the elements of what's included in here.

The.

Elements of the built environment considered in place types includes, you know, the at at the larger community forum, urban form level, the type of block pattern, streets, mobility and connectivity.

Parcel size, parcel coverage and the presence of parks, open space and trees.

And then moving kind of to a more finer scale, we consider what the land is being used for, how intensively it is and what level of housing diversity that might include and what are the presence of constraints like environmental constraints, hillsides, floodplain.

Whatnot, the availability of sewer and water and existing ownership patterns.

And then even at a finer scale than that.

More towards the the the build scale we'd look for things like what?

What are the types of buildings that we expect to see?

What are the size and scale of those buildings?

What are their setbacks, their separation, their their height and so on?

And.

We took this menu of places and distributed them across the city. Each parcel in the land use plan areas assigned a place type, and so that's a a part of this plan at the events that were hosting, we have those, you know, the map is is is avail.

To to look at. It's also available online and I'll I'll talk more about that at the end. But there is there are ways to kind of dive into the map and comment on the map that we've set up as well. And I'm going to pass things over to.

Ben.

Weiss here to change things up and talk through kind of the street types element of this but.

I think there is a point I wanted to make here that might have just forgotten.

Oh, which is that? You know, part of the utility of doing this is that these are, you know, this is this kind of a taste of what's in the plan.

These places are are each have a kind of a full description that includes you know how how these elements are are described for that place type.

And what we're hoping and and would kind of want people to try to to look for is that these are meant to be helpful.

They're meant to be accessible.

They're meant to help us understand what it is we're talking about. A lot of times when you talk about plans, we talk about planning. It's very hard to.

To to understand or to to, you know, hard to access. And we're hoping that these are kind of calling out the the.

Experiential components of how we understand the places that we live and the places that we value in in the community.

And so that's kind of what we're hoping our starting point is for this and and then from there, we can talk about, well, do these capture, you know what we'd look for in these places or not. So that I will pass it over to Ben. Thanks, Ben.

Expand bed wise transportation planner for the city of Missoula. The way that Van Brewer was just talking about that was really helpful and it complements kind of what we were trying to do on the transportation side of things.

And so alongside the development of place types, we developed a series of St. types, a new taxonomy of classifying our streets based on the context.

That they are in and the priority users.

Reflective of the land use.

They pass through without going into too much detail and respect for everyone's time. Our current way of classifying streets. We have three St. classifications. We have local streets, collector streets and arterial streets.

You heard Troy Monroe talk about collectors in the previous agenda item.

This makes some sense when thinking that the main purpose of streets is to move cars as quickly as possible from point A to point B.

But that system does not take into account the land uses, the intensity of land uses alongside them.

Nor our Community goals around mode split, meaning how we want people to get around or how we can afford for people to get around. And so we looked at identifying a new way. You know, we looked at we didn't make this up whole cloth we we looked.

At a few other model communities and ways that they've developed St. typology plans and.

Kind of did something similar.

And so we looked at the context, the transportation context.

So we overlaid our fire priority routes and our bike network and our transit network. And our functional classes again, those local collector arterials and started to see some hierarchies within the intensity of streets.

We also overlaid land use and before we had the place types fully developed, we were using the future land use map from the previous growth policy and using zoning as a kind of stand in for that. Then we got place types.

We added that to the mix.

And then we looked at the functions of a street and, you know, streets, they do move cars and are going to for the foreseeable future.

But they also move people and goods.

There's freight and delivery functions there are, we ask our rights of way to be green spaces and and support the urban forest, manage storm water, provide utilities to to all the the adjacent lands.

They are places where curbside activity as an increasing premium and by that I mean vehicle parking, bike parking.

Pick up drop off spaces for lifts and Ubers bus stops. When you get to downtown or

commercial environments you have signage, sandwich board, St. trees, lampposts, mailboxes, garbage cans, all kind of competing for the same 4, four or five foot area within a limited right of way and.

So when you look closer at the context of the streets.

And and what do we want each St. to do? We and we developed this huge list of potential St. types.

Whittled that down to the 8 that are on the screen right now and so similar to the place types, you have a kind of a suite of of neighborhood scale streets.

And we tried to mirror the language as best as possible to to draw the the connection.

So have neighborhood residential streets.

That's the majority of streets around town that are at least lane miles wise, and they're calm.

Low volume, low speed should be an extension of the adjacent properties.

Ways are similar, but they serve a higher function and the bicycle and pedestrian network, so they're sort of crosstown routes for for people outside of cars, a neighborhood mixed-use or a transition St. both in time and in space. They help transition between a maybe quieter residential neigh.

And a busier commercial street. They also are transitions in time from some of our legacy.

Industrial uses on the West side, near the railroad tracks or in the Bay and Brewery neighborhood.

And places where some of those industrial uses are giving way to multi family and other forms of residential or or small scale commercial and so that that neighborhood mixed-use St. type needs to have a kind of flexible design to account for those transitions stepping up in the.

Scale, we have community residential streets and then community mixed-use streets. Community residential or some of those busier streets that are on the primary fire routes on the transit networks.

That.

But might not look that different. For example, we get requests for traffic calming on Beckwith, and we say you know that that serves a higher function of the network. It connects to the university, to Stevens and and Brooks. And it just did. We can't.

We don't have as many tools in toolbox to calm traffic and say, well, it's still the same

width as the street next door that has all these circles and one of the benefits of developing a street type plan is that it's easier going to be easier to commun. The kind of.

Intense and and design objectives for each St. to the public. When we use the the functional classes we say Oh well, it's a local street or it's not a local St.

They say, well, what do you mean? We're in Missoula, every Street's local. And so again, providing some shared language that we can talk about these stepping up from that Community scale is we go to the regional scale and these are the streets that enter the Community.

And exit from outside. Bring people from.

You know, outside the Missoula area, into the community.

We have two St. types there. Regional connectors are more of the suburban highways. Broadway West of Say, Mullen Highway 93 S of Reserve Reserve, St. Broadway, east of Van Buren. Places that don't have a, you know, they lack maybe a distinct character adjacent to the roadway, but.

That that is kind of changing over time.

Those same streets when they enter the urban area, though, become regional, mixed-use and and we expect those to be more vibrant.

And have multimodal traffic.

And yes, they still need to move a lot of cars, but they need to do so safely for everybody and enhance the adjacent land uses.

Finally, we have industrial streets that have their own set of characteristics.

You can kind of have them at both neighborhood and community scales, but because their their primary vehicle is is freight traffic, they're going to have some different design characteristics.

Than the other types.

I haven't really looked at these slides, so I don't know what what Ben and Ellie put together, but each type has.

A kind of big sheet identifying what the design objectives are.

And again, we want to provide enough guidance that the Transportation officials, developers, city reviewers of development proposals and the general public can understand in their head what a street should look like, but not.

Not so prescriptive at the planning level here as to lock people into a certain design or cross section.

Again, knowing that these streets might change.

Between place types a, a neighborhood residential St. and a downtown place type is going to look different than a neighborhood residential St. in a suburban residential place type and so.

And providing that kind of context is something that's lacking in our current.

And our current plans and in our current development code.

The types themselves are all gonna have.

You know, once the what the types section of land use plan does is say what we want our streets to look like and why when we get to development code that'll, you know stipulate when and where they get built and then we'll have design manuals that specify how.

We do that and those design manuals will impact things.

Like width of pedestrian facility with some type of pedestrian facilities, type of you know, amount of separation in your bike facilities, what your bus stop should look like. Presence of on street parking.

Traffic calming, intersection treatments Blvd. trees and stormwater management, and all of those play into the kind of character and feel of the built environment and and help create the places that that we want to live. And so we.

Nothing in the street type section is new information.

It's all coming from the long range transportation plan. Our facilities, master plans, the area master plans have been referred to, but it's putting it in one place that kind of sets an expectations for.

For the streets, I had a person explain.

I gave this presentation at the Montana Association of Planners Conference last week and someone wasn't quite understanding and and then about 3/4 of the way they thought about it in their head that the street types is future land use mapping. But for our streets and that helped.

Them understand what are what we're trying to do here and and really saw the value in it. And so this slide shows and again this map is you can really.

Dive in on the engage page.

That shows the way that we are currently mapping these streets based on those criteria mentioned, the different transportation networks that overlay of the land uses, and what those values are, how we're balancing those values.

In the.

In the streets.

So.

This is probably a general for that, Ben.

We'll talk about more, but it's true for street types, too, that we hope that street types.

Create these shared expectations among the people that work on streets and and development of streets and the users of those streets. We hope that it sets a framework from which we can create development code that that will implement the street types.

What the land use plan does not do and what the street type sections does not do is dictate that we need to retrofit all of our existing streets, even if some of us might like to do that.

Or you at least have identified some issues.

It doesn't change anything in our project prioritization process we have that.

Still, the city public works kind of manages that through a series of criteria related to safety and equity and connectivity, and and access and accessibility leveraging other projects that remains untouched.

What this does is again just creates the what we want streets to look like and why tying that design to.

The other goals in the land use plan and in previously adopted planning documents.

So with that, I'll turn it back over to Ben to talk about next steps and and what the land use plan can and and can't do.

All right.

Thanks Ben.

I think you covered this.

I'm gonna this this is just up here for this is something we're gonna we're sharing tonight at the public event and I I think it's just helpful to kind of set some expectations for what these plans can and can't do. Plans are not regulatory.

Their basis for for future.

Regulations and.

They provide predictability.

They provide the community with an aspirational and realistic vision for growth.

But they don't solve all our problems necessarily. They don't.

They don't override market pressures and realities.

They don't tell you what you have to do.

They they talk about.

What what we can or might like to do or see?

And I'll, I guess just to follow that too, if this is a little off the off track, but since Ben is here and and gave such a good rundown of the the street types and overview of the street types component of this you know there.

There is a relationship between where we are now with the plan and and what the plan is establishing and and setting up and how that.

Will be and can be implemented.

What the basis for?

Calibrating and developing those codes and and you know manual updates related to development and what we found as this project has gone along is that the street types which we had had already kind of identified and were working on.

In relation to our Missoula project.

Is a great way to meet.

The our need and and to resolve a lot of the challenges that we're experiencing with our codes because a lot of them relate to the right of way and and what the expectations are for how development on property ties into the to the streets or or whatnot that.

They're adjacent to so.

This is an important part of this. This project and and we're excited to see where it goes.

OK.

That was our. That was the end of that presentation.

That was given tonight.

Thank you for.

Hearing it and sitting through it and helping us share it here as well.

There's some next steps that we want to make sure you you know about and just going to run through and then I'll open it up for for conversation here.

So one of the messages that we're trying to get out, you know.

At this time, especially is that this is an important opportunity and time to weigh in.

That includes and is equally important if you like.

It to share your thoughts and the the plan you know so to indicate that.

From this public review period.

We are going to transition to the adoption process and adoption phase for the plan. So we expect you know to to host and facilitate a public engagement period through the end of this month.

The plan and related materials are all available online on our project web website, whichisthroughtheengagement.com.

City page and so that includes a way to find the document, access the document, read, read it, see the maps and then also to comment directly and provide your responses to it directly into those materials, which is makes it hopefully easy for.

For people to do and to share your responses and and also for us to to receive them. And and then so we will be.

Taking in that you know the public response, public comment and.

Weighing you know how that might.

Point us towards making any amendments or changes to the what the draft is currently and that will result in what we call what we call the adoption draft and the adoption draft will be the starting point for the adoption process that begins with planning board and so we.

When next we're, we are here.

Next we visit you.

It'll be to bring back around that updated adoption draft that will include a public hearing and a chance for the public to provide comment kind of for this through this more formal adoption process and then the planning Board's role is to you know, similar to to.

What you have have always done and do currently to provide your recommendation on the.

The land use plan and to convey that to council and Council, then consider the plan and make any decisions around a final adoption, and so we expect all that to occur through the end of this year.

We're aiming to bring the adoption draft to the Planning board on the November 19th.

Planning board date and and then we.

Would you know, we'd anticipate.

Moving through that.

That hearing and and then pivoting to the City Council in December and probably needing most of December for the to to work through that adoption process.

I'm just gonna share here so everyone knows and make sure make sure you know and if anyone is watching tonight or hear, hear. Tonight. We we thank you for staying and hope that you can join us for some of these.

Events that we'll be hosting through you know this this week and and next week and and the week after.

Basically, we're we're dividing up kind of the the way that we're trying to share out on this or present out on this between kind of a more formal presentation like we gave tonight.

And the the next one of those we're giving is on next Monday.

Noon to two at the library and then around that. We're also setting up a series of drop in Sessions where city staff will be available.

The materials will be available to plan and related materials, and that that's more of a opportunity for people who who want to kind of dive in more who might want to have one-on-one conversations or a chance to kind of dig into things.

More with.

More deeply are available, and those are listed on the the right hand side here and then again the materials are all available on the project website, which is listed in the lower left hand corner.

And then finally, for this group, just to give you an indication of where this is going.

As I talked through on the on the land use plan side, you know we expect the engagement period to last through October and then we'll we'll circle around through the for the.

Adoption process in November and through December on the code reform side.

You know this is.

There's work that we're able to do on the codes.

Even while we're still working through the land use plan, but it is also dependent on where the land use plan ends up. And that's kind, that's the basis for how the codes are set and calibrated.

So that'll that'll need to wait to some degree for the adoption of the plan. And so we would anticipate, you know, public engagement around the, the code itself to begin more in the more in January and then for that adoption process to occur later in the spring.

I have more slides that you know we were.

We missed you in August and we were gonna kind of circle back on on some of the

business that we had done related to the Planning Act and and the planning Board specifically which was.

Related, you know the the requirement under the Planning Act to establish a a Planning Commission.

And I have slides from that that I can walk through and or just kind of open it up if you have any questions on that basically the.

Approach that the the city is taking is to designate that the current planning board serves as all you know is designated as the Planning Commission as it relates to the Planning Act and conserve that, that function and the role for working through the process to adopt the you.

Know, review and adopt and and the land use plan and the related.

Code update and then following that.

Will likely look to move.

Towards establishing a municipal specific or municipal only Planning Commission once the once the Planning Commission starts serving that function of.

Of.

Reviewing and and and reviewing projects and and serving to make decisions on appeals and things like that that are a new function for the the board.

So far, so I have information on on that that I can go more into if you'd like, but just given the hour I was gonna.

Leave it off at that and just see if you have any questions.

Great. Thank you, Ben.

Let's see, Rick, go ahead.

RH **Rick Hall** 3:42:30

Maybe we should let the press have their question that they've had their hand up longer.

That's Missoula current.

AR **Analeshia Rodriguez** 3:42:39

I've been debating in my head.

We don't have a public comment period for this here.

Why don't you go ahead with your question 1st and then we can indulge them.

RH Rick Hall 3:42:48

OK, I have a question about the street types.

I get the place types, but the street types any given street can be many different types in in the route through the street.

So how is it identified?

Just as the the use that it's near. Or can you kind of explain that to me?

AR Analessia Rodriguez 3:43:12

Yeah, I guess an example that I have in in my slide deck is Commerce St. over north of Broadway between Broadway and the railroad tracks West of Russell and and east of Reserve and Jackson Street. And the rattlesnake are both currently classified as local streets. They both need.

Sidewalks, if we were going to do a project on one of those streets, our current design regulations say that they should be built the same.

But clearly those those design regulations would probably.

Build the quaint residential St. and the rattlesnake and under build the more industrial St.

Over on the West side of town.

And so that is one of the kind of needs for a street type and the way that they're more responsive to the land uses that that exist near them.

Now obviously you could you know that area is maybe not zoned exclusively industrial there.

There could be a residential land use that comes up, and so again that street type there will be some amount of design flexibility within each type.

Type uh, they're not.

We're not gonna say that your sidewalk is exactly X feet and your Blvd. is exactly X feet, but instead provide some objectives that that allow for a little bit of creativity and and meeting how those work.

Streets also change type as they pass through different areas, so a community residential St. for example. I don't know, Miller Creek Lower Miller Creek when it goes through a mixed-use part of the neighborhood would become a community mixed-use St.

Maybe the character doesn't change.

Tremendously. It's not like you go from Zero Blvd. to a an extra wide Blvd. but rather. It there might be different designs that would allow a commercial development to happen.

There it give them more flexibility to use some of the streetscape for outdoor seating or or advertising or things that that might support their business.

So again, the types are that we we determine them.

Looking at land use, yes, but also looking at how the street currently functions within the various networks that we're looking at.

So the bike network, the transit network, the freight network, the fire priority routes and and tried to set the scale of the street accordingly, that if we're asking it to do a multiple of those things, it's probably at the community or regional scale. If we're not, it's prob.

At the neighborhood scale.

Does that? Does that answer the question?

RH **Rick Hall** 3:45:49

I was, yeah.

I was thinking of Broadway, for instance, where it's industrial at one end of it and rural between E Missoula, you know, and then through town it's, you know, it's a it's a neighborhood commercial or a a city commercial area.

So you know, it's just I guess it would depend on the use I suppose.

AR **Analeshia Rodriguez** 3:46:15

It does.

And and those sorts of those, it really not just the existing uses, but the place types.

And that's the way that they play together. The three types and the place types so.

And there's also a caveat on those regional scale streets, Broadway, you know, goes all the way out to the Y and and further. And and through Bonner and Hwy. 200.

So that's a regional scale St. any major changes to that are going to require you know in depth coordination with MDT, the Montana Department of Transportation.

Significant public process, but we have a a strong track record of of doing that.

You know, we we did the highway 200 study a few years ago, a planning study that

led to securing a \$30 million federal grant to redesign it. According to that study, we.

Are studying Broadway right now?

I'm sorry, Brooks for potential bus rapid transit.

And that was a federal grant recipient.

We studied Higgins.

Through the hip strip in downtown and we're able to turn that into a federal grant.

And so we have a history of collaborating with MDT on these studies to really help identify what the needs are. The idea of St. types is to do some of the preliminary work that goes into that, have that those questions answered.

What is the purpose of the street?

Oh, it's to support, you know, in the case of Higgins, it's support.

It's to support downtown to be a destination in and of itself, yes.

Some of it's part of Hwy. 12, But it doesn't function that way.

Really, once you're you're in the heart of the hip strip. And so establishing kind of again those shared expectations around what is the purpose of the street?

Can we more or less picture in our head what it should look like and then we can study to get to those finer details.

RH **Rick Hall** 3:48:08

Thank you.

AR **Analeshia Rodriguez** 3:48:12

OK. Other planning board members questions needs before we see. If yes, I I don't put you on the spot, Ben, but Ben Brewer.

I'm. I'm fixated on the the growth challenges that Missoula has.

So you were talking about between 22,027 thousand housing by 20202045. You already implied that we're at a deficit this year.

When you speak to like, oh, I don't, I don't know if you know, like in terms of like all there was a lot of talk about all of the developments that's going on and that's what I hear quite a bit. It's like, oh, there's so much building and.

Yet we're at a deficit.

Can you?

Can you speak to where we are from the next, say, three years?

Because even if the rezoning is is approved and we have this, you know, great new plan, we are potentially still way behind.

So like again like certainly this year next year until the new zoning?

We're still gonna be kind of stuck with what we have.
Yeah. Thanks.
Thanks. I'll couple things are coming to mind.
So I'll I'll throw some responses out out there and see if they.
Come together here. For one thing, the.
The levels of development that we've seen.
Over the last few years have been generally higher than than we have typically over
or than we have on average over the last 10 to 12 year period.
I think it was 2001 was the highest development year.
Don't quote me on that.
It was some sometime in the last couple years where we had, you know, over 1000.
So, you know, over 1000 units permitted residential units permitted, which is pretty
high for us.
You know we we.
If things are going strong, are typically you know in the 8.
8800 to or so range per year.
Some years we have considerably lower than that.
I think this year was one of them.
And so it does. It does fluctuate.
And you know the the numbers that that we.
Shared here tonight as far as you know what what it would take to produce.
The number of of residential units you know homes to.
Both keep pace with population growth and dig a out of this. This definitely.
That we're in is, you know, we we list that as you know 850 to 1100 or so homes per
year for the 1st 10 years.
So that's.
That would, you know, that's on the that's on the high end of what we typically see
and it and it's so it, it's will be ambitious to to try to expect that to happen.
So that's one.
Thing to point out that you know there there's a lot of talk about housing and and
the challenges around housing and the you know.
What? What are the?
Issues that that are.
Exacerbating where we are and it's complex.

And but there is certainly kind of.

A.

A.

A piece of that that's that's frequently identified and that was one of the.

Impetuses for initiating this project that point to you know how. What is the role of development codes and regulations as far as restraining or restricting housing that that?

That needs to be looked at, and that's something that we're trying to address through this project.

But there's other there's other aspects of it that need to come together too, to enable something like, you know, enable.

Levels of development or growth to increase beyond what we think we can.

From what we typically see.

So that's one one response is is that I think we are trying to address that as we can through this project and that it's an important step but that there's more to do after this.

Another piece of this is that.

That, you know, we, we see and recognize that this is not unique to Missoula.

This is something that's communities across the country are experiencing across the globe some degree.

And there is.

The so and and some of that, a lot of that has to do with just general housing supply and and we. And So what we're seeing here with with the housing deficit is related to.

You know, Missoula, like many other places, has not kept pace with the the.

Need for housing and the supply of housing. And so now we need to make up for that along with.

With continuing to to provide more more homes and that has consequences and we see that in our Community and we we all know kind of what, what what those are and that that they're difficult.

And so a related piece to that, I think just to call out is is that?

Along with being that you know it's not just a local issue, it's it's also an issue that's recognized by the state and the state has also.

Take taken steps or taken actions that are that are pushing local communities to.

To move and address address this and and so that's.

You know, that's just another factor here in another part of this.

The conditions that we're working in and and that we're we're that are a factor in putting this together and influencing this project.

And I'll pass it over to my colleague here.

Street types is another way that we're addressing this that in reframing the purpose of our streets from the, you know, to be blunt, sewers for cars, to being spaces for people, and that help actually enhance the neighborhoods that they run through. And coupled with some of those other.

Objectives and land use plan of focusing inward. We've identified that on those community and regional scale streets, there's actually a lot of capacity if we think. A little bit differently about what those streets are for and and realize that, Gee, we can build up along them and that they those are good candidates for having mixed-use development, including higher density residential and then putting units along them that we have the transit service we.

Have the bike lanes we have the other compatible facilities that that help minimize impacts on the rest of the network. If we were able to.

Incentivize development along those.

So that's another way that street types and.

Place types are working together to try and solve some of that housing deficit.

Thanks.

First off, applaud YouTube, Ben and Ben here. The code. You know, you put a lot of work into it.

It's very obvious.

I think a lot of thought and appropriate attention to detail and hoping that the intent all all of this can be can be implemented.

As intended.

And try to formulate my thoughts here verbally.

It seems like.

And I'm trying to view it as the board member who has to make decisions based on this someday in the future.

I feel that.

Overall, we're hoping that maybe this is more objective when it comes to decision making and less subjective.

Maybe cutting out the red tape and helping us get some housing that we need to toons point.

But I guess my question is that I'm I'm trying to get to is how much?

Collaboration has there been with the land use plan and the Code reform project?

While the guidance document the land use plan has a great intent, but when it gets implemented, are there going to be potential issues there or maybe conflicts between code and plan?

That makes that objective decision that a governing body needs to make in the future more subjective because there's potential conflicts.

And kind of an example that's running in my head. When I was reviewing the plan is you guys have primary uses in city comparable zoning, are those comparable zonings going to be immediately out of date as soon as the new code reform is adopted?

Kinda seems like we're viewing this code in One Direction, where also then.

The Code reform project.

Has to comply with the land use plan.

Is there a lot of collaboration between the two projects to try to avoid that issue?

You know St. type for example.

Also, we have subdivision regulations that has 12 St. types already.

We already have conflicts with the public works manual 'cause they have St. types as well.

So now we're entering another.

Element of St. types that potentially have conflicts someday in a future implementation. Future project that we can't all see the future on, right?

But can you speak?

I hope my point is coming across, so maybe you can speak to that.

Yeah, absolutely.

Couple.

Questions in there, so I'm gonna try to get get to him.

Just the easiest one.

Well, maybe not the easiest, but the yeah, you. That's a good question.

Catch on the compatible zoning question in the place types.

That's a, you know.

Indicates what the existing zoning districts are that that could relate our most compatible with with what?

The place type that they're described in, that's kind of similar to what we have in our current.

Growth policy, where it describes our land use designations and it includes kind of tables that.

Really, you know which? Which zoning district would be most appropriate to apply to?

Land use designations that it one is a little tricky because it's a requirement of the planning act to include that. And so that was our to to include those.

Relating or indicating how how a zoning district or which zoning district should apply to to land use designation.

And so we're in a tricky spot because we know we're updating the the code and creating new zoning districts, but they're not created yet.

So we can list those.

So that is something that we're tracking and keeping an eye on and need to be.

Updated in the plan, but I think that it's not gonna, it's.

We we have a plan for doing that.

That would be kind of an update to the plan as a maintenance item most likely along with when we get to the point of adopting the new code. The other benefit of having them in there now is that.

You know, hopefully this doesn't happen, but it it certainly you know, anything's possible.

And if it does take time to to get to a point where we actually are at a, you know, able to adopt the new code.

You know, at least those.

References are in there for for current zoning districts, the projects may want to or need to to refer to or use.

So it's kind of also meant to be a bridge until we get to the new code.

So there's that. And then.

The project is, yeah, it's it's we see this as one project between the the venues plan developing the land use plan and the.

The the code reform aspect of this, and so there's a lot of coordination.

A lot of.

In in these are meant to. When we see this is working together. When this project was scoped and and originally.

Identified and kind of planned out as a way to be able to.
You know, bring on the the consultant help that we you know we we thought we needed for the projects we.
Identified and made the decision at that time that the Growth policy update element of of this would be handled primarily by staff and so that's.
That's how we've we've approached this and and done this.
Where this has mainly been an in House effort, but we are. It's the same team that's working hand in hand with our consultant team as we also are working with them to. Develop the code.
So you know, we certainly are aiming to have them work together. I think that.
That that kind of brings up how the how well the code.
Adhere to and implement. You know the the plan and and that's something that we.
We need to ensure and work through as as we develop the code and I think that's, you know, certainly a a big focus for when we get to the point of.
Of of working through the code itself.
But at this point, we're hoping that people are.
Don't want to get ahead of ourselves and we want to, you know, hope people focus on the kind of the higher policy level side of this and and trying to make make sure that we're on the right path and and on the same page around that and then.
From there, it becomes more of a a question of calibrating how we how we regulate for that, or how or allow for that.
So we're looking at it.
It's amazing to have conversations.
People are literate with our, with our code, so it's really nice. The intent on the street type side, you know the the one maybe you forgot.
Was that the Swiptek came the form based swiptek came code has like an additional 20 St. types that some of them are unbuildable by fire regs and so.
The intent currently is that street types as a framework replaces our existing classification systems wherever they are subdivision regs, public works manual.
This code and the current plan is to adopt new standards.
Related to St. types that will fully replace all those other standards on that side.
OK.
I'm glad you brought up the swift K master plan because that.
Was adopted in 2019.

We've entitled maybe 1200 units 1700 units, but not one of those has been built yet and.

To the housing conversation and the deficit we're in. How do we ensure these new plans and codes don't fall into that same pattern of?

A.

A5 year ago plan that doesn't seem to become fruition that also had \$13 million of build grant money dumped into it.

You're getting into the current planning side and I don't know why I thought that some of those are coming online now, certainly along those build grant roads, there's a fair amount of development.

There's also a quick push to get a bunch of subdivisions in ahead of the adoption of that code, and those have all been built out.

But As for the how do we kind of ensure that this isn't obsolete as soon as it's adopted?

I might.

I might let Ben answer that.

All right, these are the tough ones thrown at you.

Yeah, I mean I I think.

I'm. I'm gonna.

Deflect on this a little bit and go. You know again, say that this is a step.

This is an important step that that, you know, we we know that we need to.

Clean up our act.

You know, when it comes to what our rules are and make sure that they're they make sense.

They're clear, they're navigable.

They're they're usable.

They work for what we're trying to, you know, we want them to, to allow for and to enable.

But it's not everything.

And there are other elements and there are other.

Methods and and kind of, you know, pieces of this, how this all fits together that that the codes themselves, they they might not necessarily be the.

The the most direct way to to do that, I think we're we're really focused on.

With the code update you know first and foremost, doing no harm. Getting out of

our own way, trying to remove barriers to the kind of development that we we say we want, but that you know we have.

Rules that either are at odds with one another, or just even outright don't.

Don't let you do that.

Or make certainly make it harder to do.

And so that's that's kind of for where we are in Missoula today that that's our focus with the code update. And I think there's, you know when it when it comes to guiding and ensuring and establishing.

But you know development that that's a certain type or kind or within a certain time frame there there's, yeah, it's it's complex and there's some other things that we need to consider for that.

Alright, you got more.

No, no.

Anybody else?

How are we feeling?

Rick Lynn.

You guys need anything?

One SEC actually too.

Also, while I'm remembering want y'all to know that tomorrow 'cause you're asking about the code everybody wants to know about the code.

And you know, we're following up tomorrow to present to City Council, to the land use and Planning committee to share this. You know, this update and to.

Catch up with them and provide an overview of the land use plan as well. But we're also following that with.

An update on the code approach and kind of what we see is is the high level big big building block, big components of of how we see the code being being put together and updated so that some of you might be interested in that and might wanna check.

That out.

I just wanted to add those. Those questions are good and they're hard ones and they're to, it's something that we grappled with throughout the development process of of this land use plan and from the transportation infrastructure side, there's a spectrum of are we?

Chasing and trying to prevent.

The worst possible designs.

Or at least designs that are not desirable for our communities goals.

Or are we trying to encourage?

The best possible designs, and there's it's not one or the other.

There's kind of a spectrum, but I think that that we want to move closer to encouraging creativity and and better designs rather than trying to prevent.

Kind of those those ones that that might not meet our goals.

Some of those are I I don't know that we can fully prepare for every possible scenario.

There are constraints and we we talk about that in the plan. But I think if that's a lens to look at this from us.

Are we? Does this plan set us up as we move through the code reform process to encourage the types of developments and the types of infrastructure projects that are reflect the community that that we want to see as envisioned in the kind of goals and value statement which?

Again, was, you know, didn't just involve hundreds of hours of public participation this time around, but all of our previous planning documents as well.

OK.

I think.

Go ahead, Ben. You got anything?

Oh no, I'm just here in case you all need just in case, I think, I think we're looking pretty. I think everybody seems satisfied, satisfied for this go around.

So I think we can let you gentleman off the hook.

Thank you for being here so late. All of you staff.

I know you guys have been working all day and then you're also here just like the rest of us.

So appreciate everybody being here on a work day and staying late and.

Given the time.

OK.

So with that, we're gonna burn through the rest of this agenda.

The same big guy you think they need to say 'cause we don't have committee reports.

And whole business new business comments from board members.

OK. Meeting adjourned. Go home.

LD **Lynn Davis** 20:19
Thank you.

AR **Analeshia Rodriguez** 20:22
Thank you.

□ stopped transcription



Meadow View Homes Major Subdivision & Rezoning Planning Board

Lauren Stevens
Community Planning, Development, & Innovation
October 15th, 2024



Items for Consideration



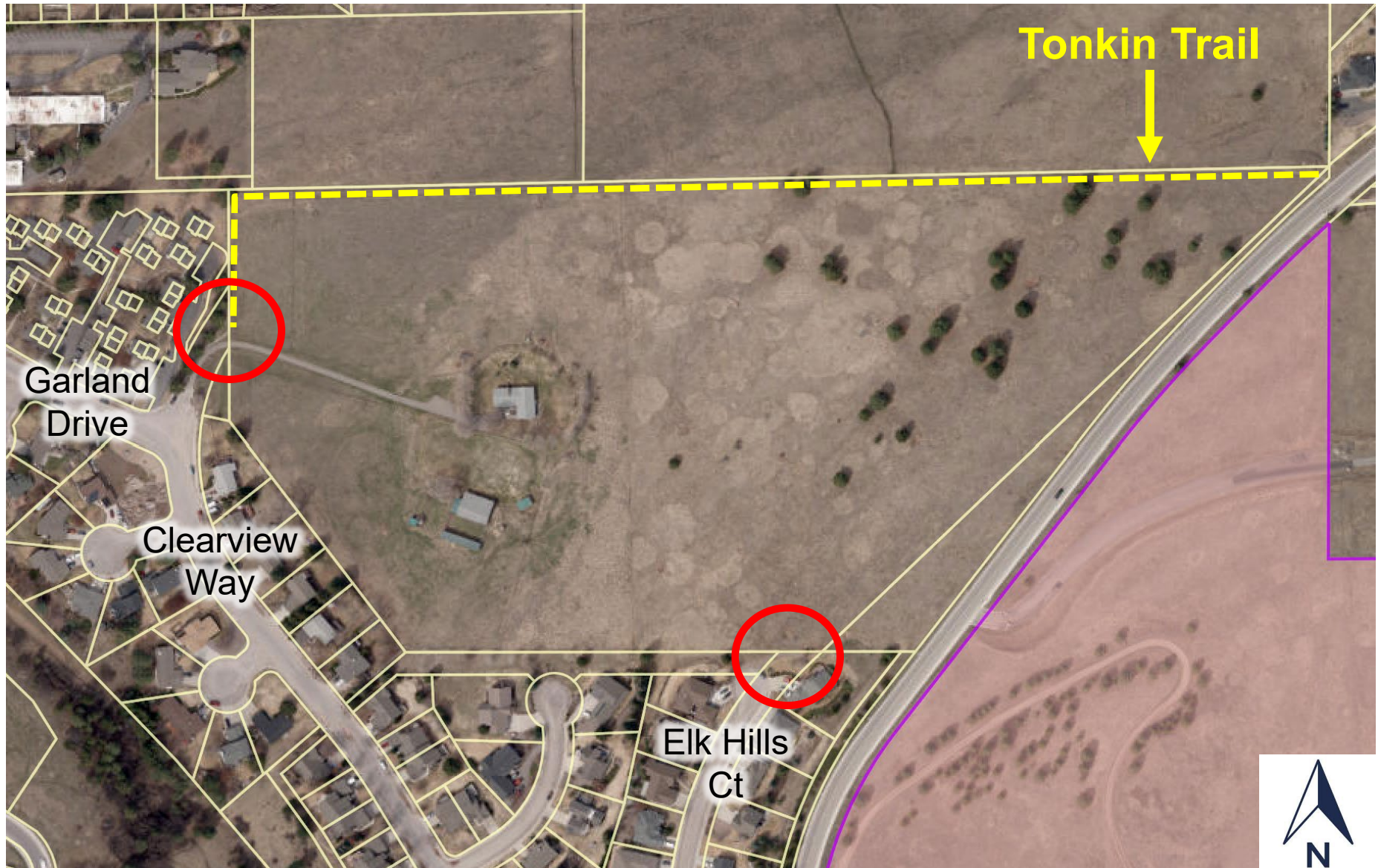
Planning Board will vote on seven motions, recommending City Council to **approve/conditionally approve/deny** the following items:

1. Adopt an **ordinance** rezoning the property from R40 to RT5.4
2. A **variance request** from Article 3, Section 3-020.5.A prohibiting dead end or cul-de-sac streets for Princess Lane.
3. A **variance request** from Article 3, Section 3-030.2.A(2) prohibiting block lengths exceeding 480 feet.
4. A **variance request** from Article 3, Section 3-020, Table .2A for the required right-of-way width of Low Density Urban Local Streets for internal subdivision roads.
5. A **variance request** from Article 3, Section 3-020.15.D to allow for 6-foot-wide curbside sidewalk along portions of Elk Hills Drive and Princess Lane.
6. A **variance request** from Article 3, Section 3-140.6.C for some portions of the internal subdivision streets to exceed 8% grade.
7. The Meadow View Homes Subdivision **preliminary plat application**.

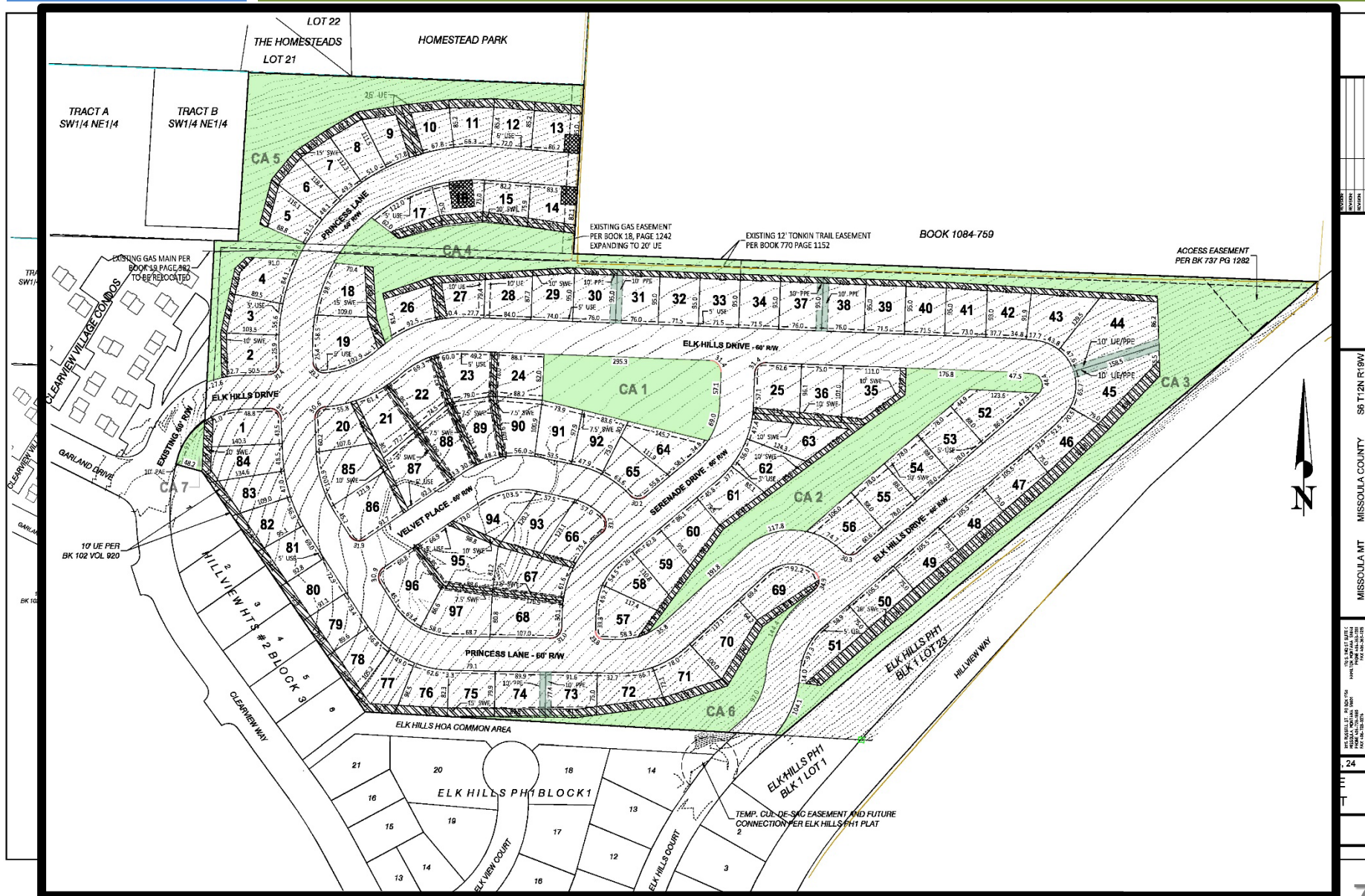
Property Location



Existing Conditions







Proposal Overview - Streets

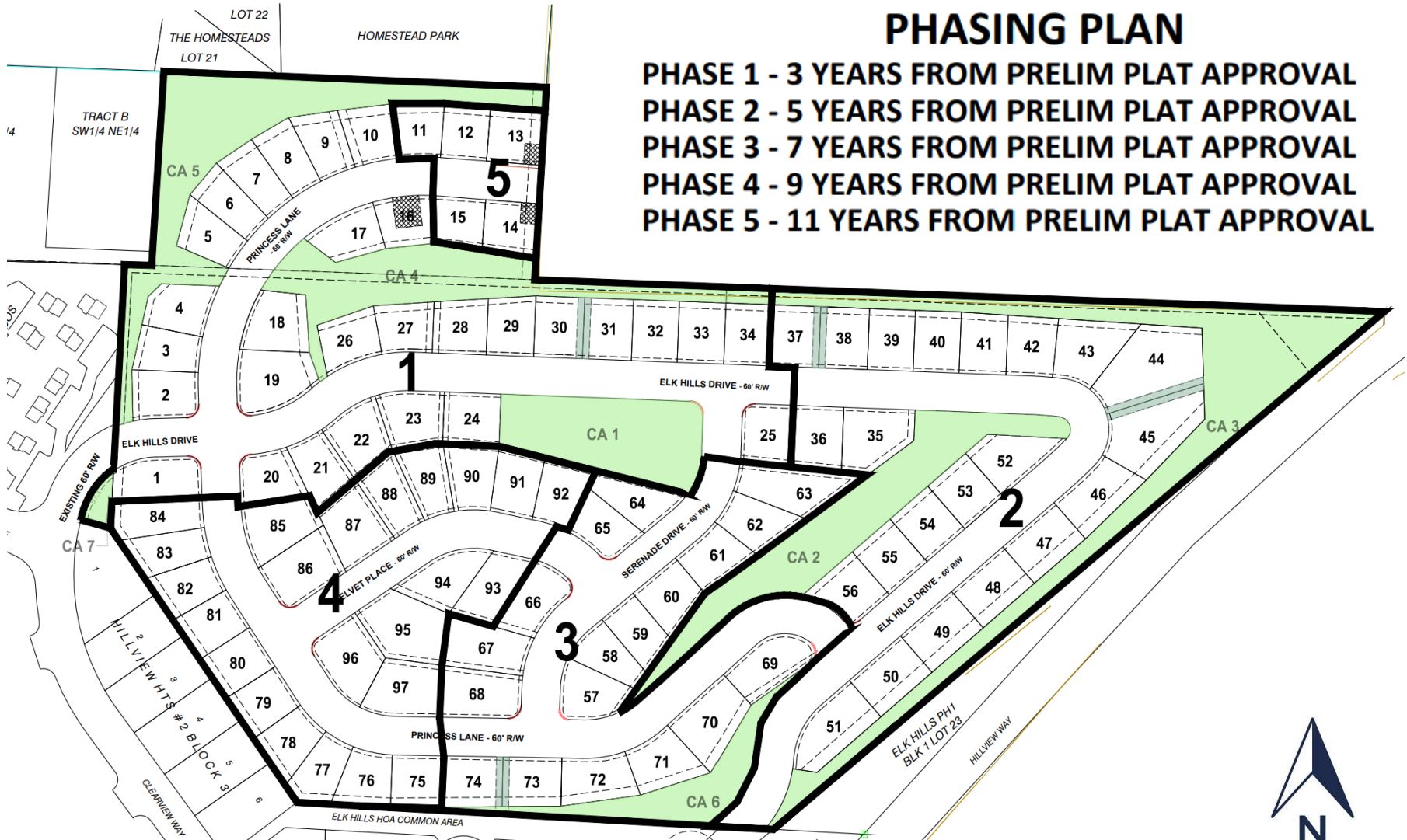


Proposal Overview - Phasing

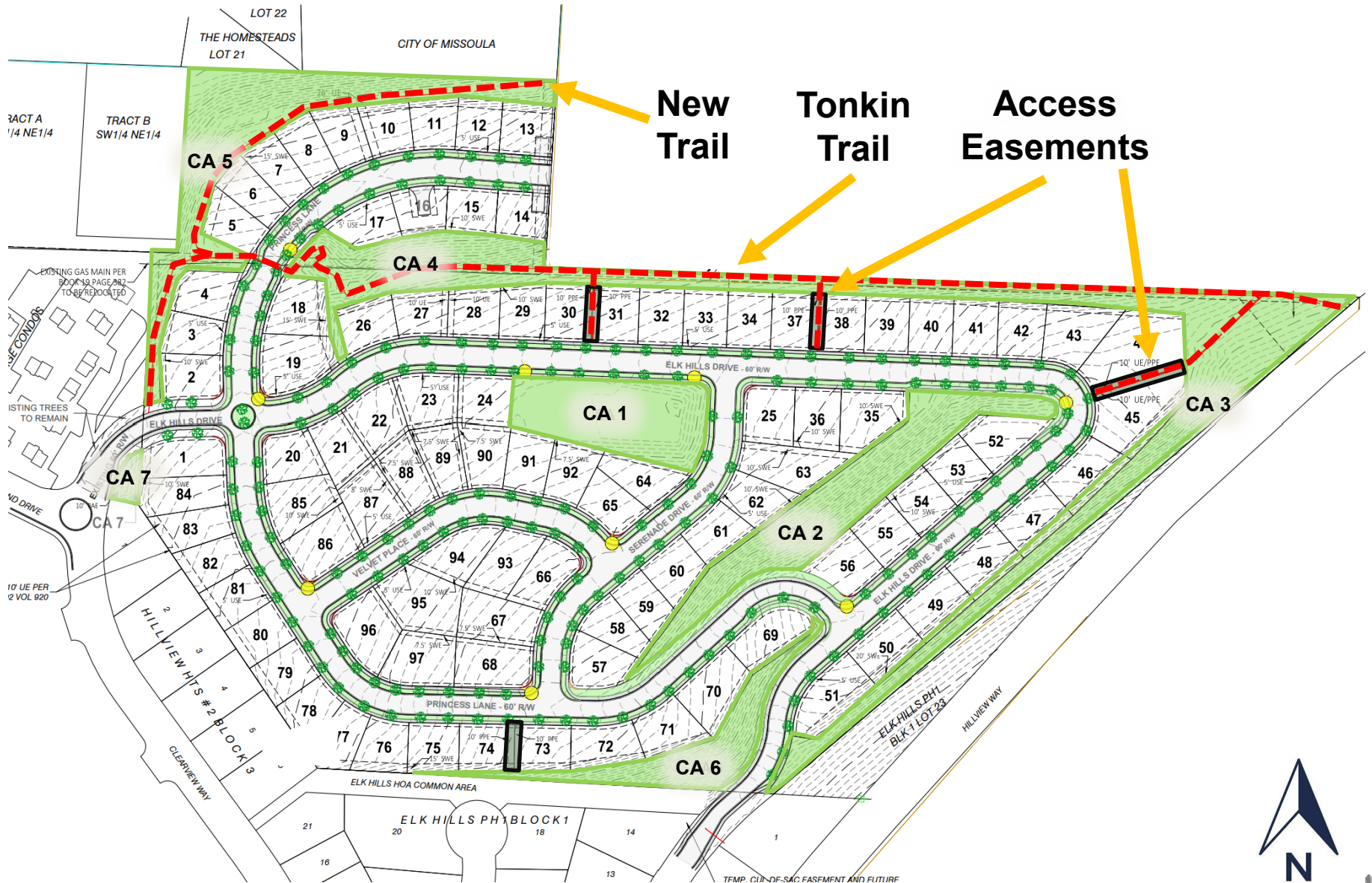


PHASING PLAN

- PHASE 1 - 3 YEARS FROM PRELIM PLAT APPROVAL
- PHASE 2 - 5 YEARS FROM PRELIM PLAT APPROVAL
- PHASE 3 - 7 YEARS FROM PRELIM PLAT APPROVAL
- PHASE 4 - 9 YEARS FROM PRELIM PLAT APPROVAL
- PHASE 5 - 11 YEARS FROM PRELIM PLAT APPROVAL



Proposal Overview - Parkland



I. Growth Policy and Zoning

II. Agriculture

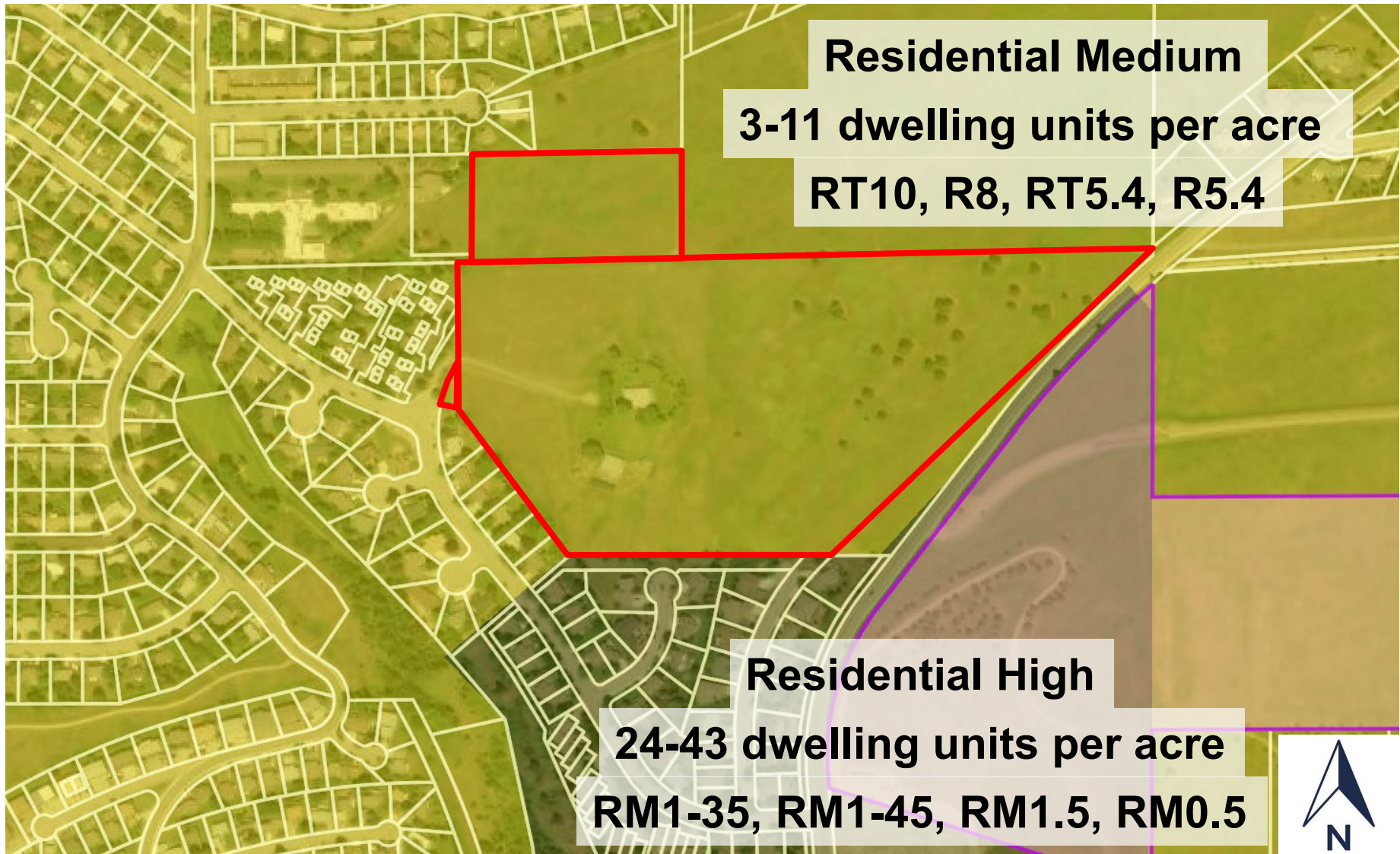
**III. Agricultural Water User
Facilities**

IV. Local Services

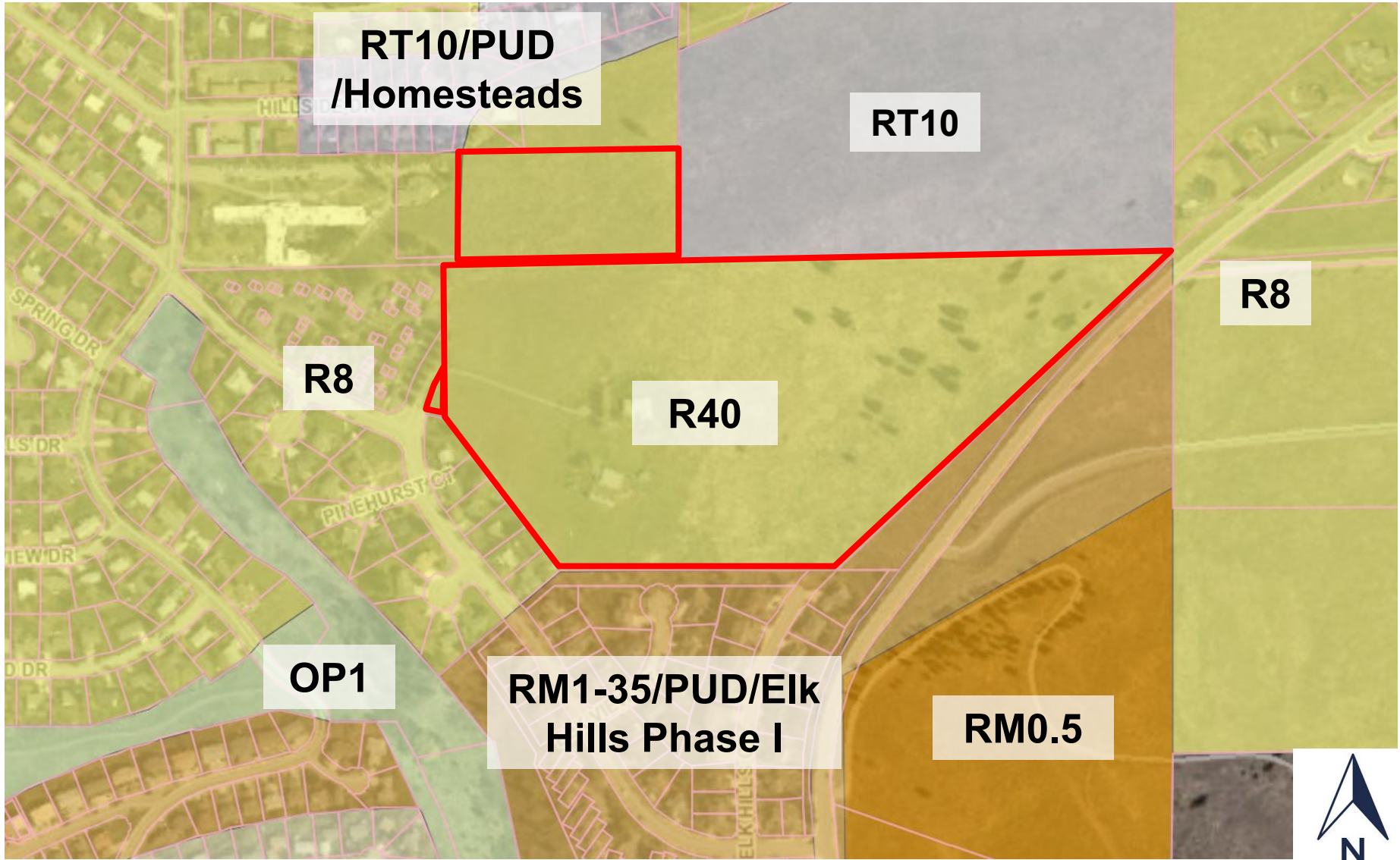
**V. Natural Environment, Wildlife &
Wildlife Habitat**

VI. Public Health and Safety

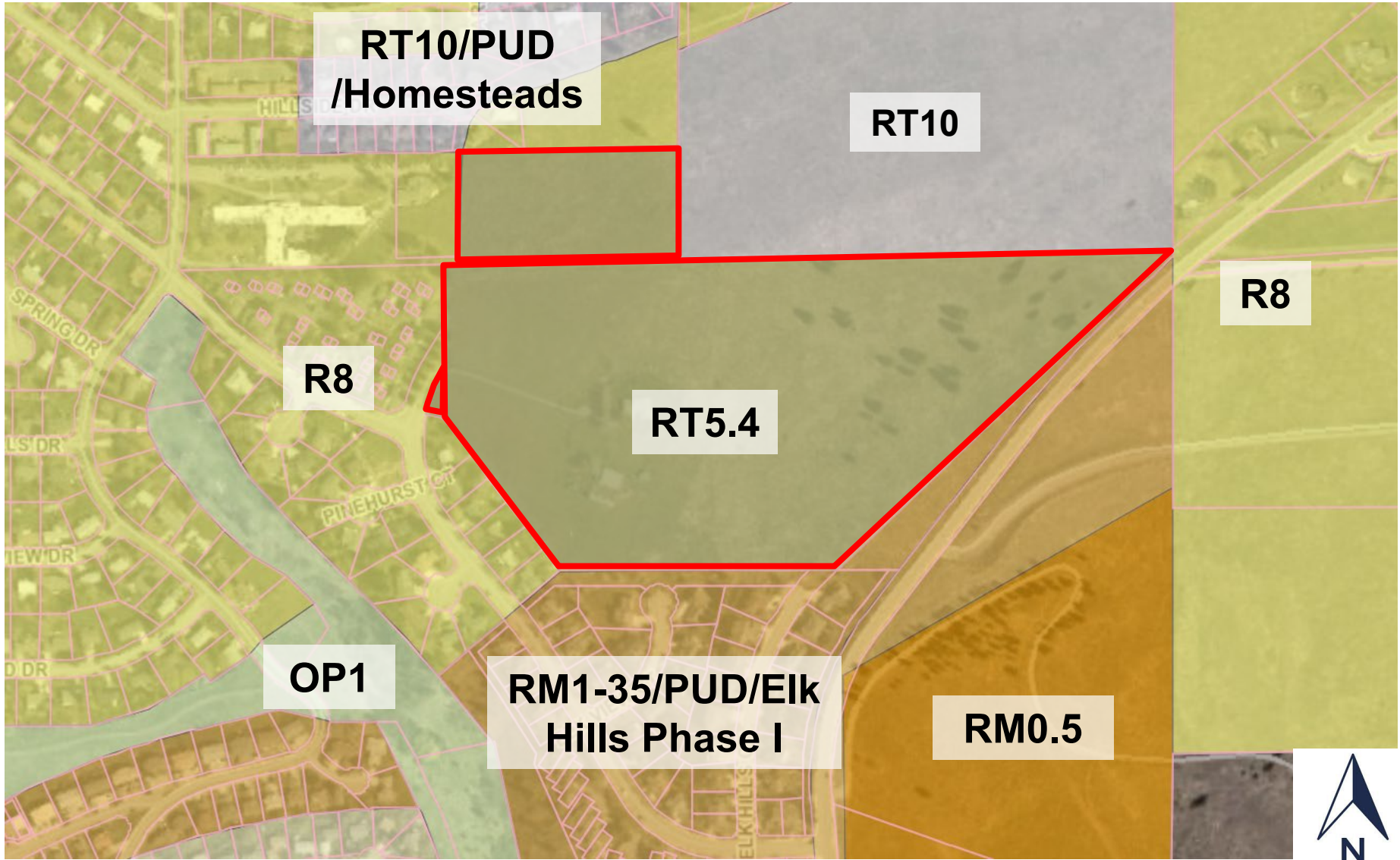
Our Missoula 2035 City Growth Policy



Current Zoning



Proposed Zoning



Zoning Comparison



	R40	RT5.4
Minimum Parcel Size	40,000 SF*	5,400 SF*
Parcel Area per Unit	40,000 SF per dwelling unit	5,400 SF per dwelling unit
Achievable Units	27 dwelling units	204 dwelling units
Setbacks	Front: 25 feet Side: 15 feet <i>(no side setback for shared/party wall)</i> Street Side: 12.5 feet Rear: 25 feet	Front: 20 feet Side: 7.5 feet <i>(no side setback for shared/party wall)</i> Street Side: 10 feet Rear: 20 feet
Maximum Height	30 or 35 feet, depending on roof pitch	30 or 35 feet, depending on roof pitch
Permitted Residential Building Types	Detached house Lot Line House	Detached house Lot Line House Two-unit House (Duplex) Two-unit Townhouse

*The minimum parcel area requirement does not apply to lots created through subdivisions approved under MCA § 76-3, parts 5 and 6 after May 6, 2019. Total unit yield is calculated based upon the gross parcel area divided by the minimum parcel area per unit and any applicable hillside density reductions.

- Previously was utilized for livestock and farm animal grazing in conjunction with the residential use on-site (horses);
- No agricultural water user facilities on-site;
- Small percentage of the 3 soil types designated as prime farmland or prime farmland if irrigated;
- Soils on a portion of the site are designated as having local agricultural importance;
- Currently the parcel is zoned for residential development, and there are no adjacent agricultural operations that will be impacted or could constitute a nuisance;



Local services include provisions for:

Water & Sewer: All lots will connect to City utilities;

Solid Waste: Solid waste disposal by Republic Services & Grizzly Disposal;

Parks & Recreation: 7 common areas proposed; Improvements to Tonkin Trail & additional easement; New trail connections to Homestead & Wapikiya Parks

Fire & Law Enforcement Services: Provided by City Police and Fire. Installation of eight new fire hydrants proposed; Located in the Wildland-Urban Interface (WUI);

Impacts to Schools: Estimated up to 194 new school-age children added; and

Transportation Elements: Improvements proposed to Elk Hills Court and Garland Drive; Improvements to Mountain Line Transit Stop

- No natural surface water features or wetlands
- Scattered existing trees present on-site
- No significant wildlife habitat due to long-standing residential development nearby
- Boulevard trees to be planted by lot owners during home construction
- Located in the Bear Buffer Zone
- MT FWP “Living with Wildlife” recommendations to be appended to Development Covenants
- No existing structures on-site were determined to be eligible for listing on the National Register of Historic Places

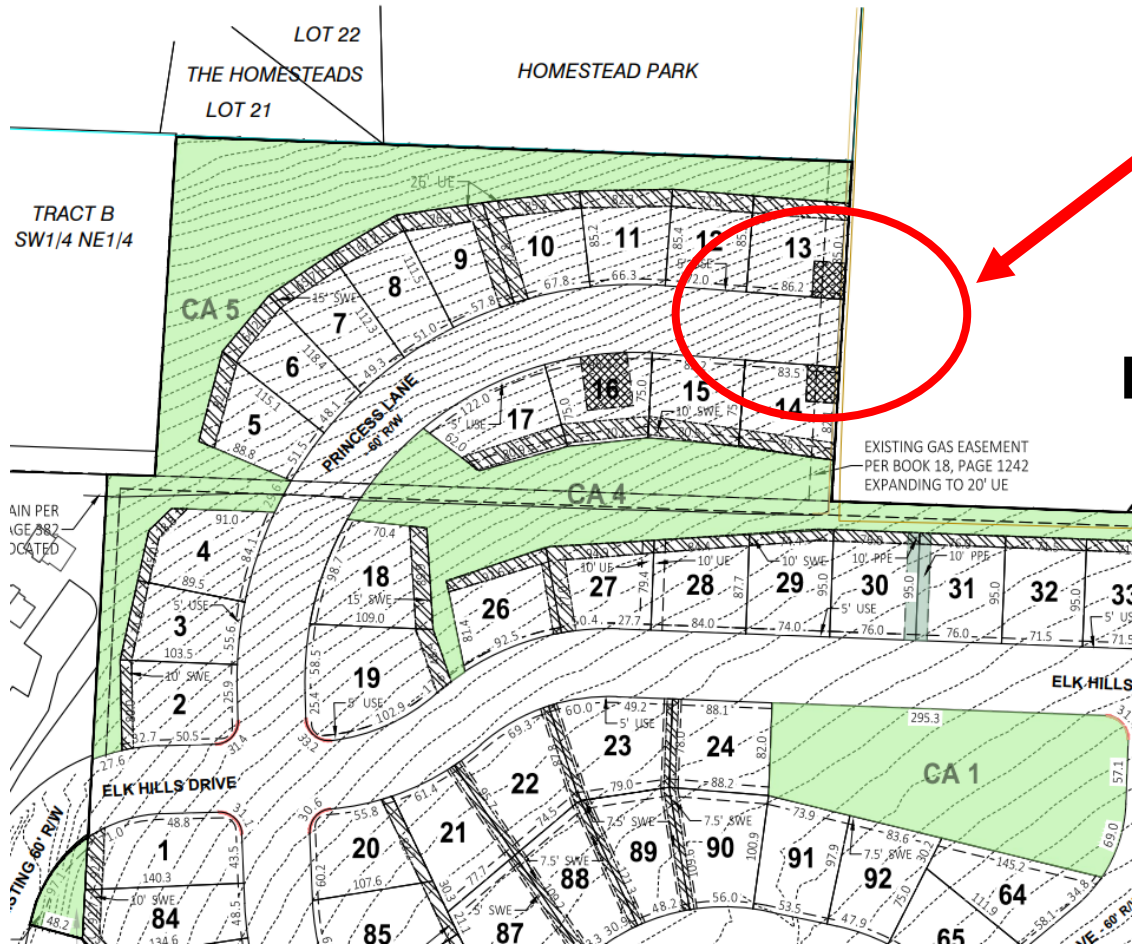
- Steep slopes present, and need to show “no-build” zones on the plat
- Geotechnical Report required for building permit issuance
- No high voltage lines or high-pressure gas lines
- Not in Airport Influence Area
- In the Air Stagnation Zone – prohibition on wood-burning devices and other mitigation included in the covenants
- In the Wildland-Urban Interface/Intermix area
- In the Utility Services Area Boundary and will connect to City sewer and water
- Eight new fire hydrants to be installed
- Shaded Zone-X (500-year) floodplain

- The conditions upon which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property;
- Because of the physical surroundings, particular shape, or topographical conditions of the specified property involved, undue hardship to the owner would result if the strict requirements of these regulations are enforced;
- The hardship has not been created by the applicant or the applicant's agent or assigns;
- The granting of the variance will not:
 - Result in a threat to the public safety, health, or welfare, and is not injurious to other persons or property;
 - Cause an increase in public costs;
 - Violate the provisions of the zoning ordinance or any variance granted to those regulations or the Growth Policy;

Variance Request #1: Dead-End

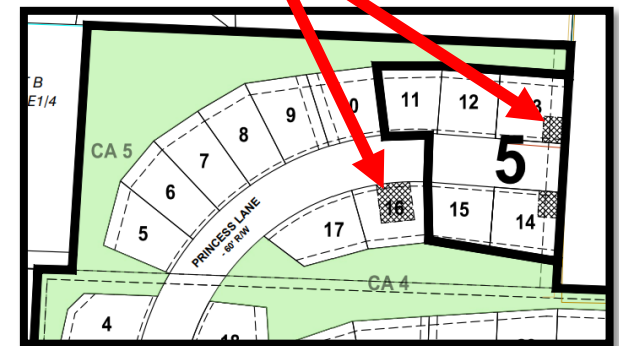


Article 3, Section 3-020.5.A: Allow for Princess Lane to be ma cul-de-sac/dead end street



**Proposed Future
Street Connection
to Adjacent
Property**

**Proposed Temporary
Emergency Turnarounds**



Variance Request #2: Block Length



Article 3, Section 3-030.2.A(2): 480-foot maximum block length

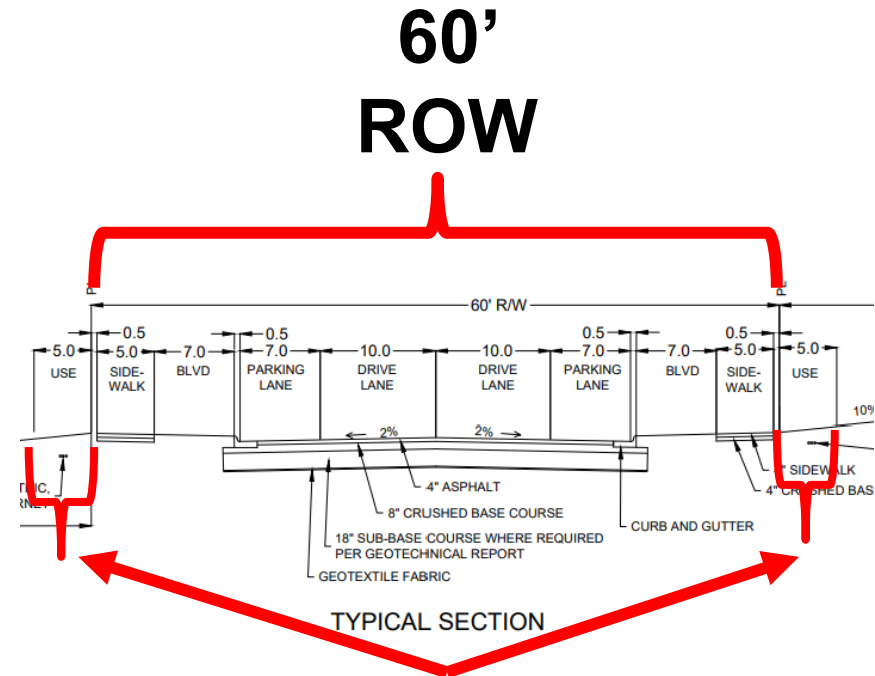


Variance Request #3: ROW Width



Article 3, Section 3-020 Table .2A : Requiring dedication of public right-of-way to meet the standards for Low Density Urban Local Streets

<u>Roadway Designation</u> - City Functional Classification Map link	Low Density Urban Local Street (less than 12 dwelling units /acre or greater than 80 feet average frontage)
Functional Classification	Local Street
Purpose	Access
Daily Traffic Volumes	0 - 2,500
Right-of-way (Minimum)	70'
Street Width (Back of Curb to Back of Curb) (minimum)	35'
Number of Travel Lanes (typical)	2
Lane Width (minimum)	10'
Parking Lane Width (parallel)	7'
Sidewalk Width (minimum)	5'
Boulevard Width (minimum)	7'
Bike Lanes	-

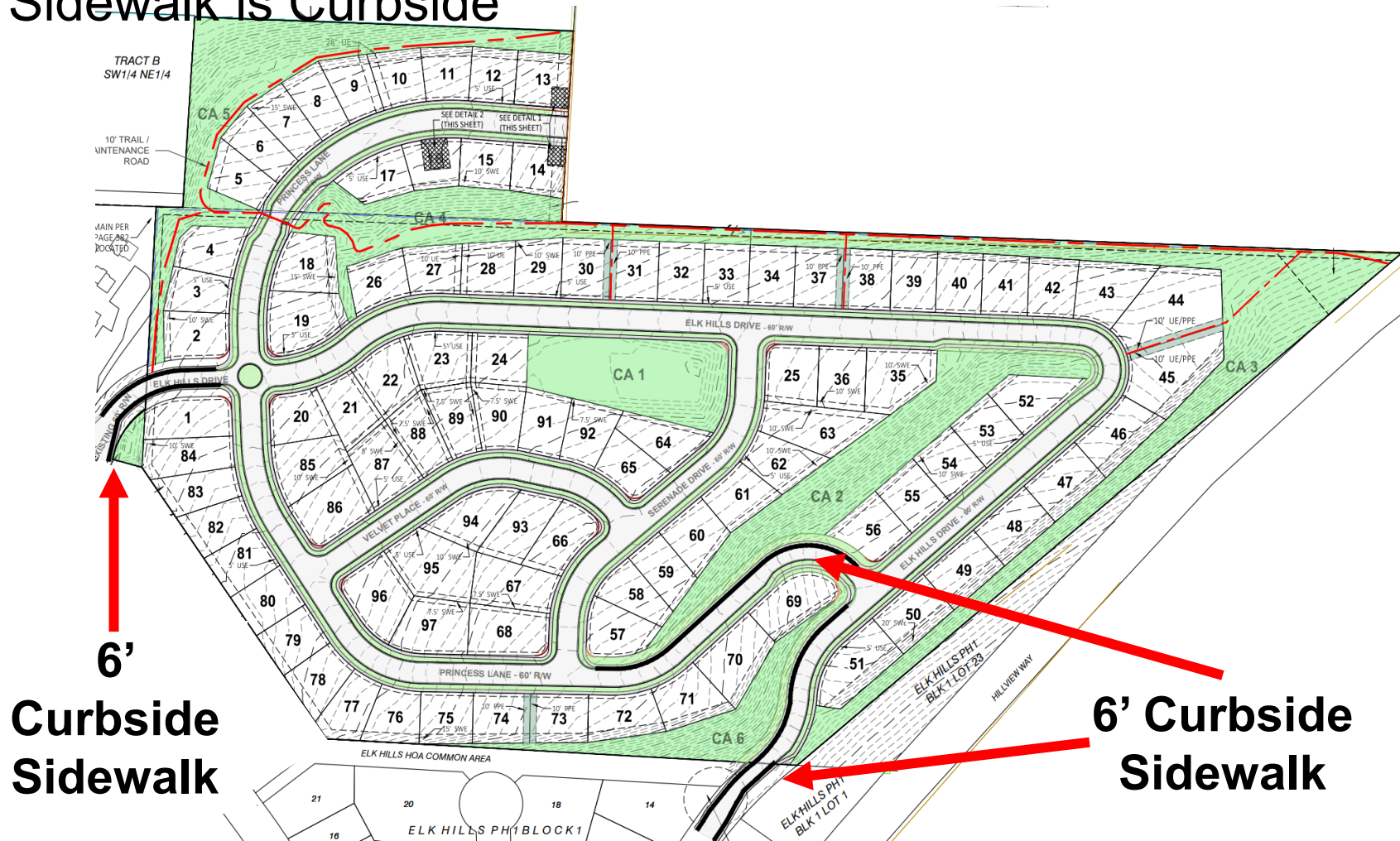


5' Utility & Sidewalk Easement

Variance Request #4: Sidewalks



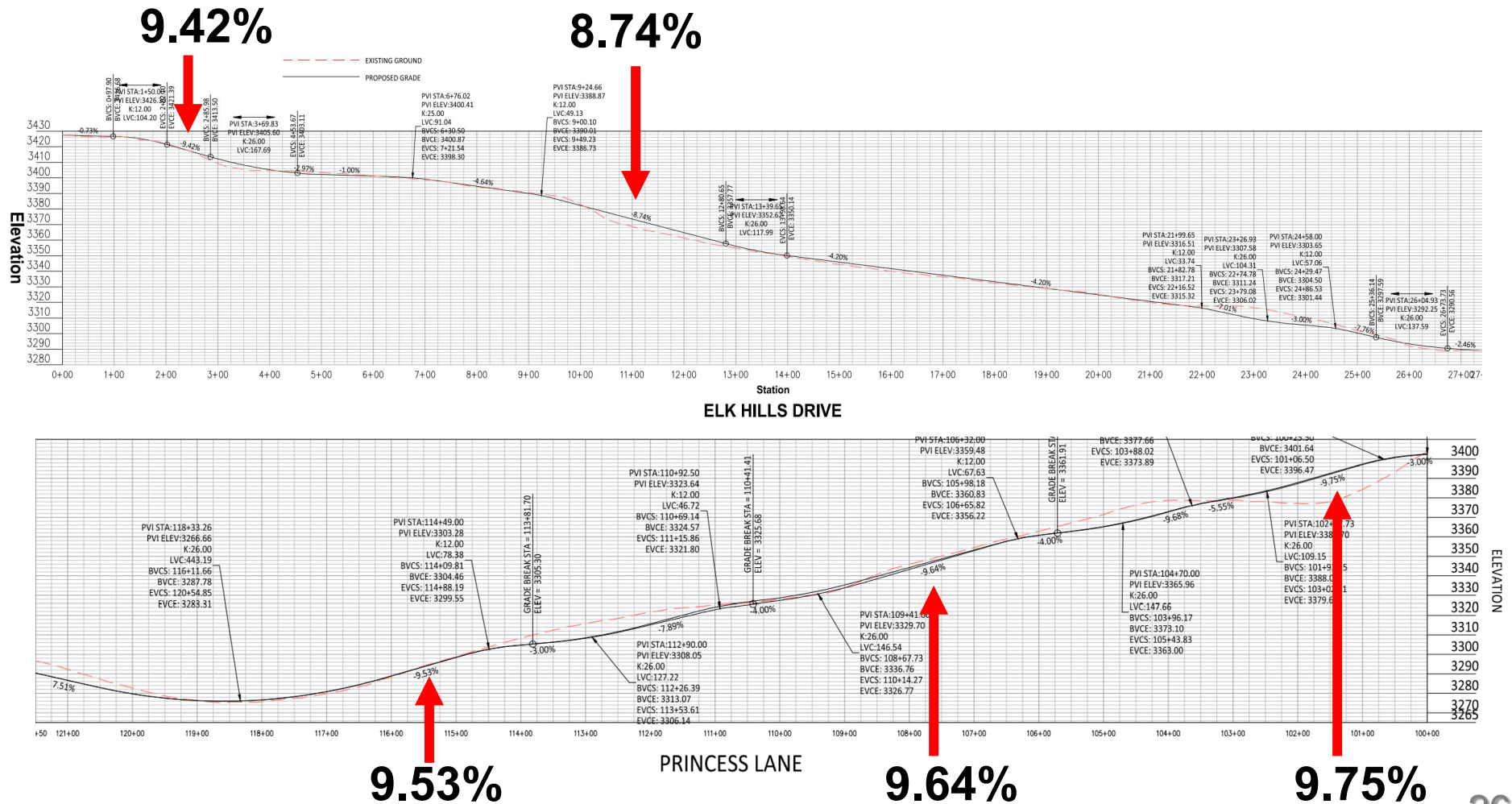
Article 3, Section 3-020.15.D: Requiring Landscaped Boulevard Sidewalks, or a Minimum of a 7-foot-wide Clear Space When a Sidewalk is Curbside



Variance Request #5: Street Grade



Article 3, Section 3-140.6.C: For Some Portions of the Internal Subdivision Streets to Exceed 8% Grade



Amendment to Condition #11



11. The subdivider shall design and construct an Americans with Disabilities Act (ADA) compliant bus stop at the southeast corner of the 23rd Avenue / Garland Drive intersection in accordance with City standards, if at the time the Phase 1 final plat is submitted for review the Mountain Line bus service route is active. The improvements shall include an accessible sidewalk connection from the bus stop to the Garland Drive sidewalk. The design and construction of the bus stop-related improvements shall be subject to review and approval by Public Works & Mobility, prior to final plat approval of Phase 1. (*City Subdivision Regulations Section 3-020.13 and 4-010.14.D.2*)

Recommended Motions



1. Recommend City Council **approve the adoption of an ordinance** to rezone the subject property located at 4824 Clearview Way, legally described in Exhibit B, from R40 Residential 40 to RT5.4 Residential 5.4 (two-unit/townhouse), based on the findings of fact and conclusions of law in this staff report.
2. Recommend City Council **approve the variance request** from Article 3, Section 3-020.5.A prohibiting dead end or cul-de-sac streets for Princess Lane.
3. Recommend City Council **approve the variance request** from Article 3, Section 3-030.2.A(2) prohibiting block lengths exceeding 480 feet.
4. Recommend City Council **approve the variance request** from Article 3, Section 3-020, Table .2A for the required right-of-way width of Low Density Urban Local Streets for internal subdivision roads.
5. Recommend City Council **approve the variance request** from Article 3, Section 3-020.15.D to allow for 6-foot-wide curbside sidewalk along portions of Elk Hills Drive and Princess Lane.
6. Recommend City Council **approve the variance request** from Article 3, Section 3-140.6.C for some portions of the internal subdivision streets to exceed 8% grade.
7. Recommend City Council **approve the Meadow View Homes Subdivision preliminary plat application**, subject to the recommended conditions of approval as amended, based on the findings of fact and conclusions of law in this staff report.



Our Missoula 2045 Land Use Plan Introduction and Overview

Planning Board

OUR
Missoula
Growth Policy Update
& Code Reform

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TODAY'S PRESENTATION

We are Here Because...



We Have a Draft Land Use
Plan!

TODAY'S PRESENTATION

Agenda

1. **What:** A New Land Use Plan for Missoula
2. **Why:** A New Planning Approach for Missoula
3. **How:** The Our Missoula Process
4. **The Our Missoula 2045 Land Use Plan**
 - Land Use Plan
 - Land Use Strategy

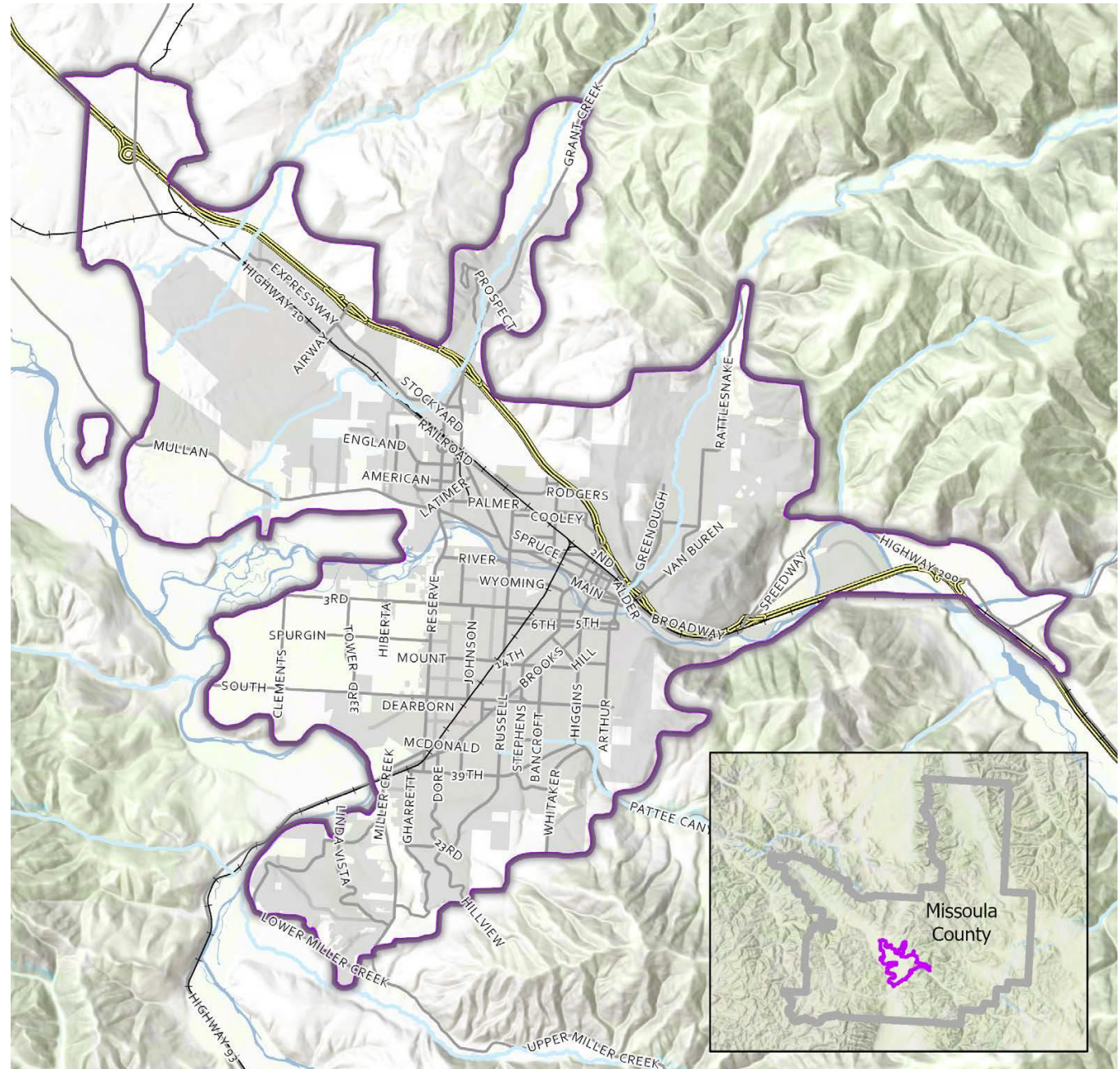
What: A New Land Use Plan for Missoula



A NEW LAND USE PLAN

Land Use Plan Study Area

- 40,254 acres
- 56% within City of Missoula
- 44% in Missoula County



What is the Land Use Plan?

- A **Land Use Plan** is the foundational document that cities in Montana use to highlight community priorities for future growth and put in place long-term land use strategies that aim to address the City's emerging issues and challenges.
- **The Land Use Plan:**
 - Informs zoning and development decisions that are adaptive to economic, social and cultural shifts while preserving and celebrating Missoula's history.
 - Outlines a vision for Missoula that can meet community needs and desires, attract new businesses, protect the environment, and plan infrastructure effectively.
 - Guides the form, mobility, and intensity of land use to support a resilient and livable community

Growth Policy to Land Use Plan

Growth Policy (Current Approach)

The Growth Policy is "North Star" for city policy goals

Broad-ranging community policies are incorporated into the Growth Policy

Additional city plans are related to the Growth Policy as issue plans

Area/neighborhood plans are attached to the Growth Policy



Land Use Plan (New Approach)

The Land Use Plan is more targeted, focusing on land use planning specifically

The Land Use Plan is adopted at a level consistent with other city plans

Issue plans are limited to those that are land use related

Area/neighborhood plans are limited to those that are land use related

A NEW LAND USE PLAN

Values and Goals

Community



Equity



Connectivity



Climate



Housing



A New Strategy for Growth

- The land use strategy reflects the interactions between land use, intensity, form, and mobility and considers the close relationship between the types of built environment that exist within the community (Place Types) and the transportation networks that serve them (Street Types).
- The outcome: accessible, walkable, and vibrant streets and neighborhoods that provide diverse, attainable housing options throughout the community.

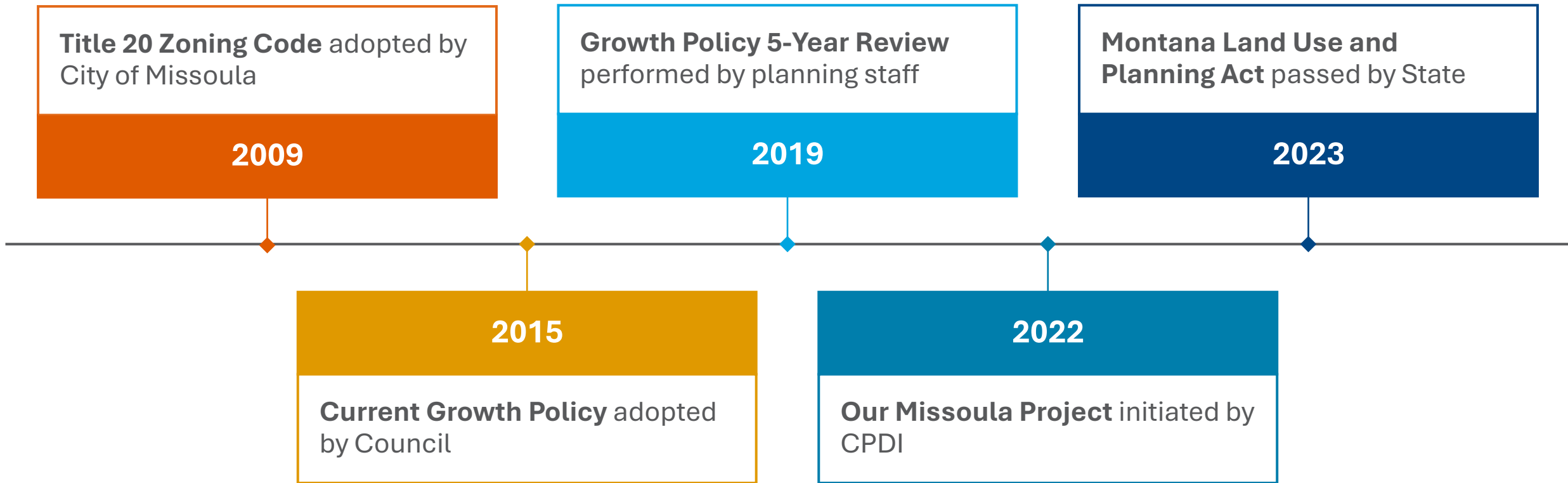


Why: A New Planning Approach for Missoula



A NEW PLANNING APPROACH

Background



A NEW PLANNING APPROACH

City Plans and Policies



A NEW PLANNING APPROACH

Statutory Requirements

The Montana Land Use Planning Act requires:



Public
participation



Establish Planning
Commission



Updated land use
plan and map



Updated zoning
code and map



Updated subdivision
regulations

Statutory Requirements

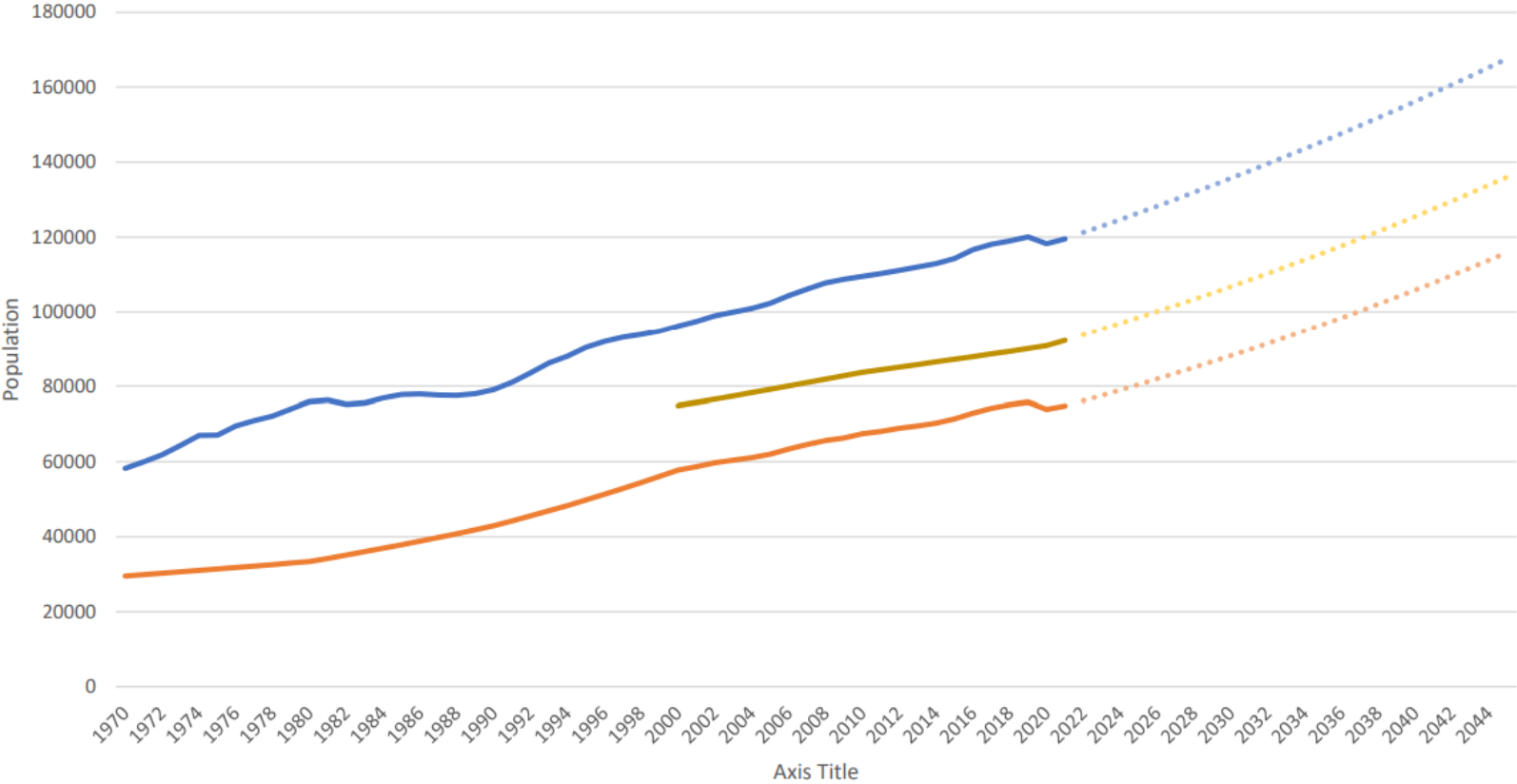
Updated land use
plan and map



- The Montana Land Use Planning Act requires:
 - A projection of Missoula's population and a subsequent housing inventory to specify the required number and types of homes to meet housing needs.
 - Analyses of Missoula's local services, economic development, and natural resources and hazards to identify constraints.

A NEW PLANNING APPROACH

Projected Population Growth



Projected Population Increase: 1.39% annually

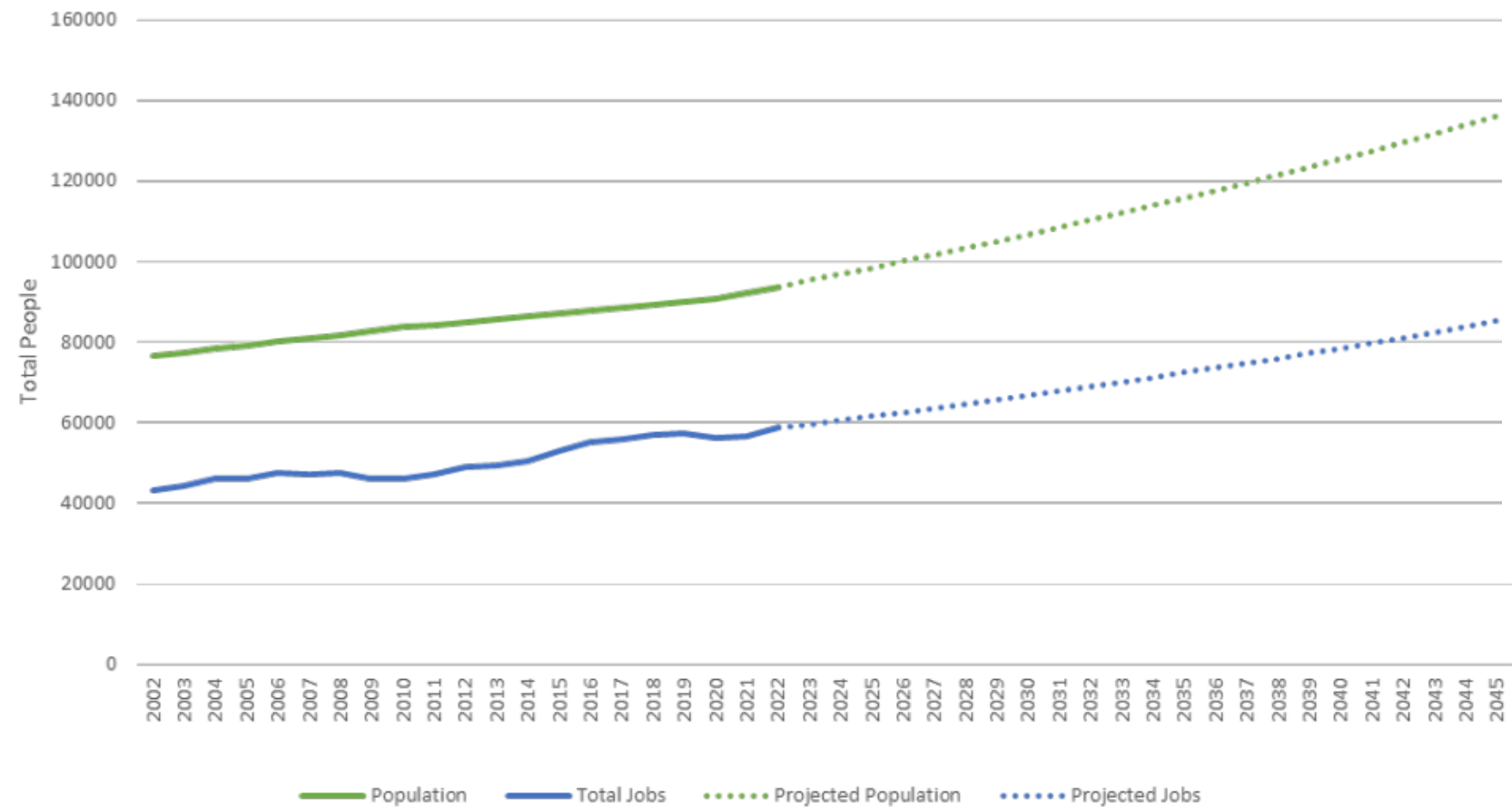
2021 Population: ~93,926
2045 Population: ~128,345
Increase of ~36,045 people

— Missoula County — Growth Policy Region — City of Missoula
..... Missoula County Projection Growth Policy Region Projection City of Missoula Projection

Source: Decennial Census, American Community Survey, CPDI Population Estimates and Projections

A NEW PLANNING APPROACH

Projected Economic Growth



Employee to
Population Ratio: 0.626

2021 Workforce: ~56,694

2045 Workforce: ~85,175

Increase of ~28,481 workers

Source: LODES Datasets & City of Missoula Population Projection

Housing Need

Missoula needs to produce 22,000 homes
by 2045 for a 5% vacancy rate

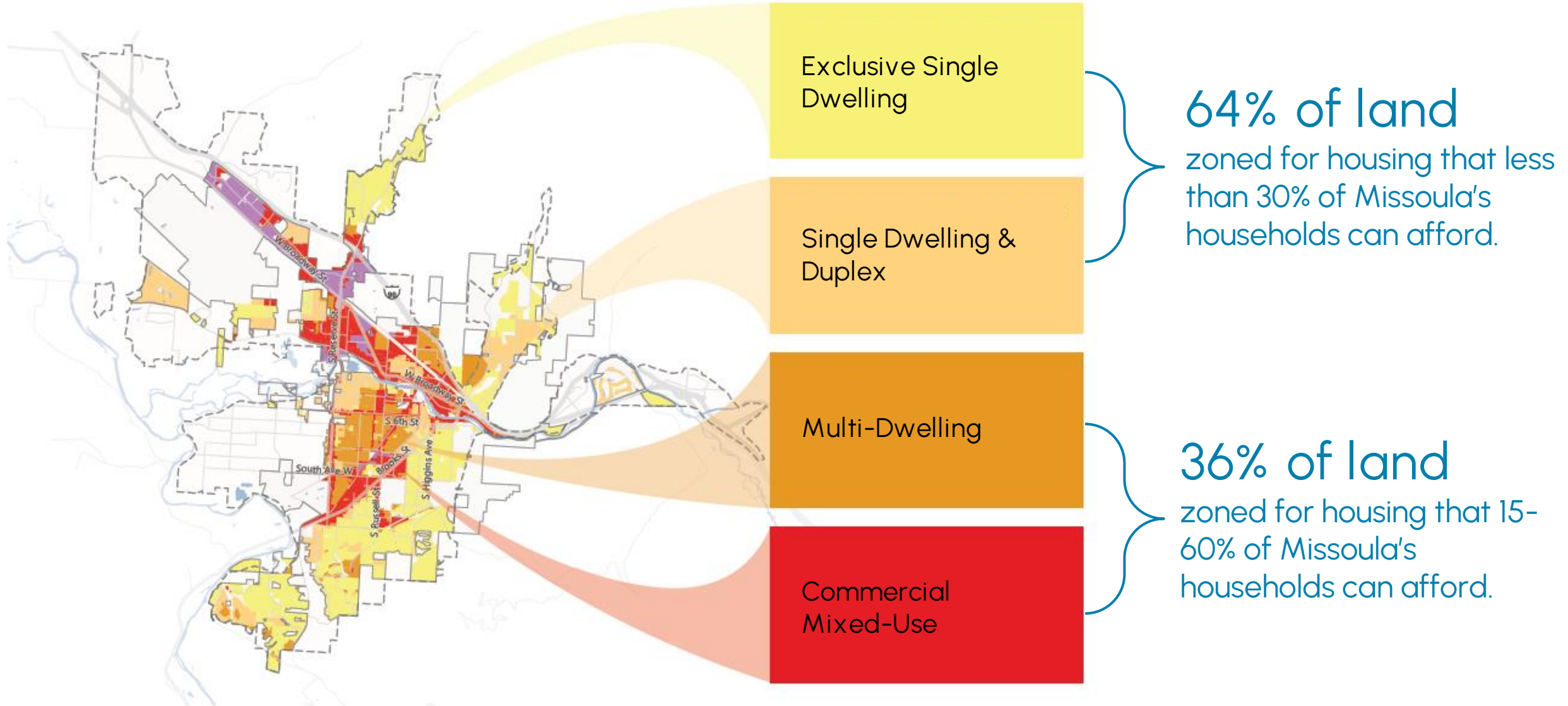
886 - 1,157 homes / year

Missoula needs to produce 27,500 units
by 2045 for an 8% vacancy rate

1,080 - 1,451 homes / year

A NEW PLANNING APPROACH

Equity in Land Use



A NEW PLANNING APPROACH

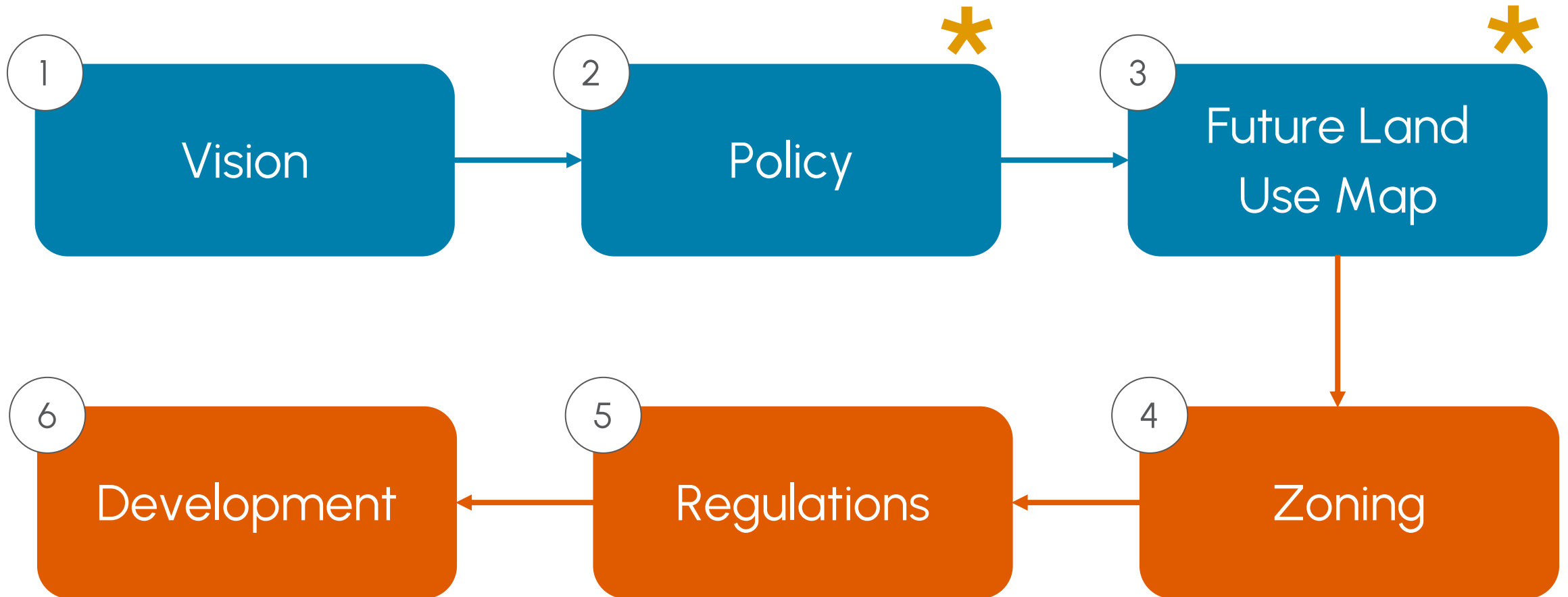
Equity in Land Use



How: The Our Missoula Process

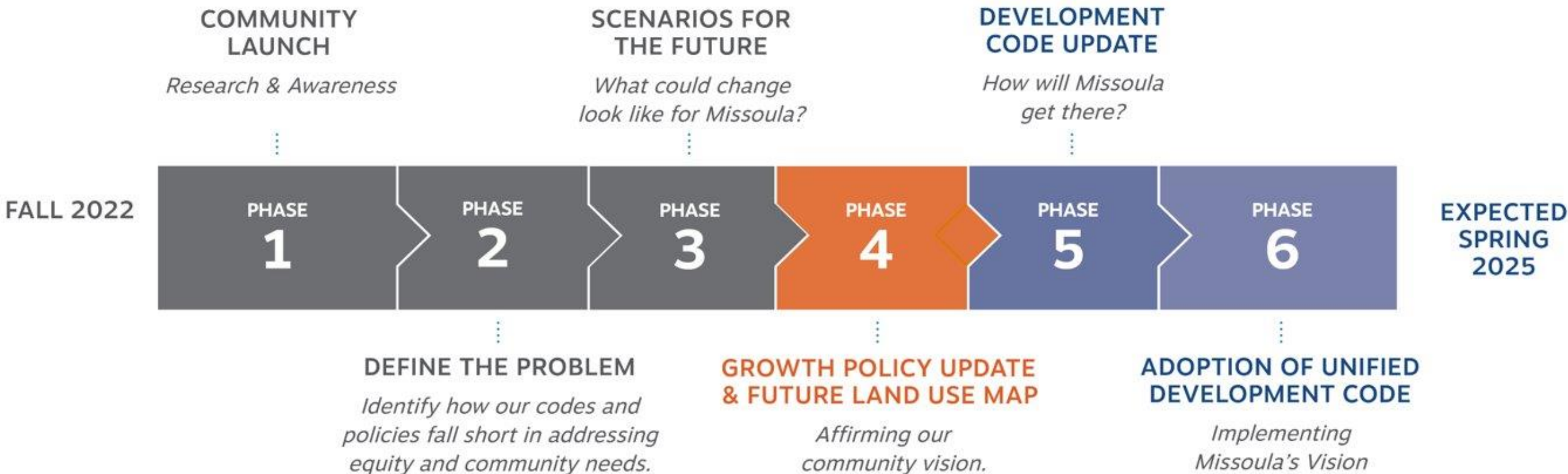


The Land Use Process



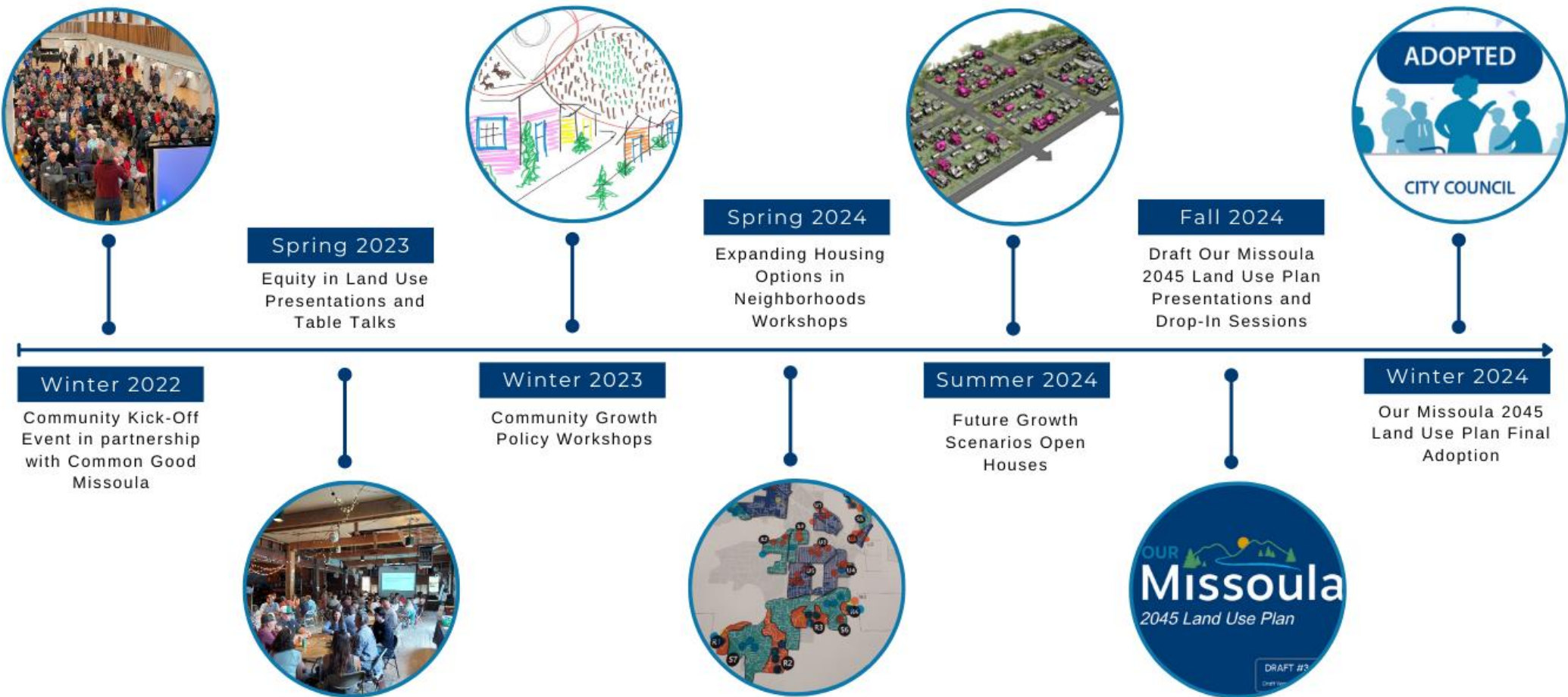
THE OUR MISSOULA PROCESS

Project Timeline



THE OUR MISSOULA PROCESS

Community Engagement



THE OUR MISSOULA PROCESS

Community Engagement

August 2022 - July 2024



Meeting stakeholders where they're at:
Stakeholder meetings, presentations,
tabling, and online engagement

114 OCCURRENCES
2,476 RESIDENTS REACHED

Public Events

12 EVENTS
705 RESIDENTS REACHED



Newsletters and Social Media

51 NEWSLETTERS

OPENED OVER 42,000 TIMES

51 FACEBOOK POSTS

CUMULATIVE REACH OF 9,425

**Boards, Committees, and
Council Presentations**
18 OCCURRENCES



**Our Missoula Community
Advisory Group Meetings**
14 OCCURRENCES

THE OUR MISSOULA PROCESS

Community Engagement



Creating complete
neighborhoods



Promoting affordable and
diverse housing options
throughout the city



Supporting incentives for
affordable and accessible
housing



Aligning planning with climate
goals



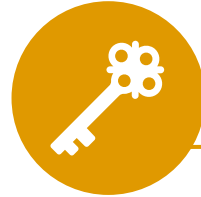
Preserving open space, agriculture,
and environmentally-sensitive
areas



Walkable, multi-modal
neighborhoods



Social connections and
neighborhood centers, parks, and
public spaces



Adaptive reuse of buildings,
sense of place, and historic
character



Impacts of density on
community character and
infrastructure



Inclusive and equitable
planning efforts

Scenarios for the Future

SCENARIO 1: Implement State Mandates	SCENARIO 2: Expand Housing Opportunity	SCENARIO 3: Encourage Inclusive & Complete Neighborhoods
• Two homes allowed on every parcel. • Fewer parking spaces per home in commercial zones.	• 2-4 homes allowed where single-family homes are allowed. • More homes per parcel where apartments are allowed. • New limits on building size to encourage smaller units. • No density limits on residential in commercial areas. • Reduced parking requirement to 0.5 parking spaces.	• 4 units allowed on typical parcel in Suburban Residential. • 6 units allowed on typical parcel in Urban Residential. • New limits on building size to encourage smaller units. • No density limits on residential in commercial areas. • Reduced parking requirement to 0.5 parking spaces. • Small-scale commercial uses allowed in Urban Residential.

THE OUR MISSOULA PROCESS

Preferred Scenario

- Unlock the growth potential for mixed use centers and corridors to allow more people to live within walking distance of their daily needs, create opportunities for more affordable housing types, and allow more people to live closer to transit services.
- All neighborhoods should take on their fair share to increase opportunities for housing supply and provide more opportunities for affordable housing types, especially smaller homes, with the most emphasis on increased supply and opportunities in areas that have good access to services and amenities by walking, biking and transit.
- Increase housing options throughout Missoula's residential neighborhoods while considering the size and scale of buildings to be compatible with existing homes and structures.
- Allow certain small-scale neighborhood commercial services in most or all residential neighborhoods to provide walkable access to daily needs, enhance neighborhood livability, and foster social connections between neighbors.
- Regulate parking in a manner that balances and integrates housing production and affordability goals with transportation, climate, and neighborhood livability, and recognizes that parking is a critical policy choice that affects many other policy goals.

Factors Influencing the Land Use Plan Update



THE OUR MISSOULA PROCESS
The Result



OUR Missoula

2045 Land Use Plan

DRAFT #3 | OCTOBER 2024

Draft Version: ☐ City Staff ☒ Public ☐ Final (Council)

- Downtown
- Urban Mixed-Use High
- Urban Mixed-Use Low
- Suburban Mixed-Use
- Urban Residential High
- Urban Residential Low
- Suburban Residential
- Rural Residential
- Industrial & Employment
- Civic
- Open and Resource
- Parks and Open Space



Questions?



The Our Missoula 2045 Land Use Plan



Section Overview

- How to use this plan
- Overview of policy themes and goals
- Overview of land use strategy
 - Place Types
 - Street Types

Land Use Plan Organization

Land Use
Policy

Land Use
Strategy

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OUR MISSOULA LAND USE PLAN

Themes and Goals

Focus Inward

Goal: Focus compact development and infill within the urban area to minimize strain on infrastructure and prevent sprawl into sensitive and constrained lands.

Environmental Quality & Climate Resilience

Goal: Balance urban development with environmental protection and resilience through sustainable practices and mitigation of impacts to sensitive lands.

Housing Choice & Access

Goal: Develop a diverse, equitable, and resilient housing system that meets current and future needs and limits displacement.

Health & Safety

Goal: Ensure access to services and infrastructure that support health and safety.

Community & Quality of Life

Goal: Enable community access to opportunity as well as social, cultural, recreational, and public amenities.

Economic Health

Goal: Promote balanced growth by supporting commercial services with improved infrastructure and connectivity while also considering climate, mobility, and community compatibility.

A New Land Use Strategy

The key ideas in the Land Use Strategy include:

- Use of Place Types and inclusion of Street Types.

A Place Type Approach Uses:
(LAND USE + INTENSITY
+ FORM + MOBILITY)

CONSTRAINTS

A New Land Use Strategy

The key shifts in the Land Use Strategy include:

- Expanding opportunities for housing in residential areas (on a typical parcel):
 - 2 units allowed in all residential place types*
 - 3-4 units allowed in suburban residential place type
 - 4-6 units allowed in urban residential low place type
 - 6-8 units allows in urban residential high place type
- Expanding opportunities for housing in commercial areas:
 - No density limits on residential uses in commercial place types

* As required by state mandate

A New Land Use Strategy

The key ideas in the Land Use Strategy include:

- Expanding opportunities for commercial in residential areas:
 - Small-scale commercial allowed in all residential areas
- Incorporating previous planning efforts:
 - Design Excellence corridors
 - Midtown Master Plan
 - Downtown Master Plan
 - North Reserve Scott Street Plan
 - Sx^wtpqyen Plan

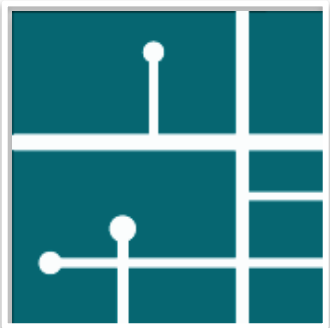
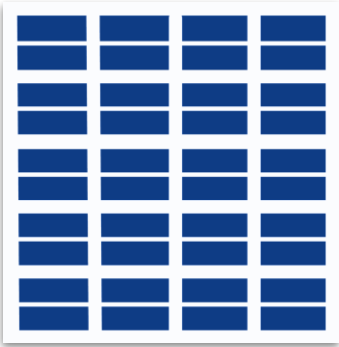
OUR MISSOULA LAND USE PLAN

Why Use Place Types?



OUR MISSOULA LAND USE PLAN

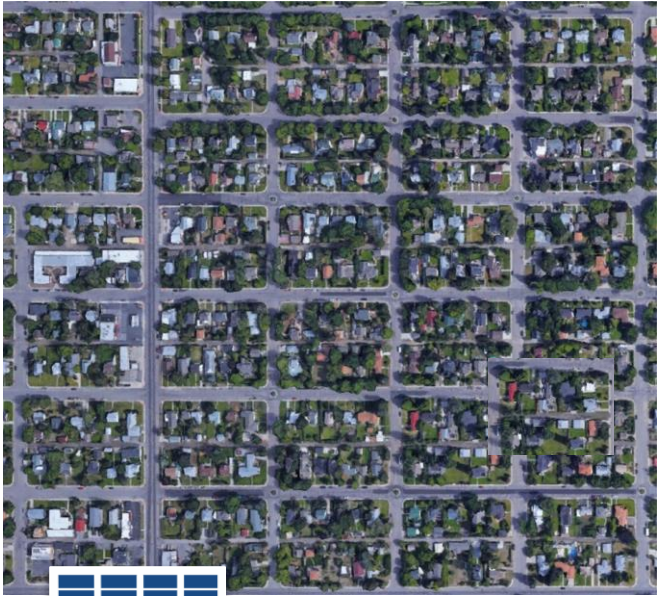
Elements of a Place



Highly Walkable



Auto-Oriented



Streets



Block



Parcel

OUR MISSOULA LAND USE PLAN

Elements of a Place



LOW DEGREE OF INTENSITY

1 Unit per Parcel



HIGH DEGREE OF INTENSITY

8 Units per Parcel or Higher



LOW DEGREE OF INTENSITY



HIGH DEGREE OF INTENSITY



Elements of a Place



Urban House

- Single Dwelling
- Access from Alley





ADU

- Accessory Dwelling Unit





Rural House

- Single Dwelling
- Access from Street





Duplex

- Two Dwellings



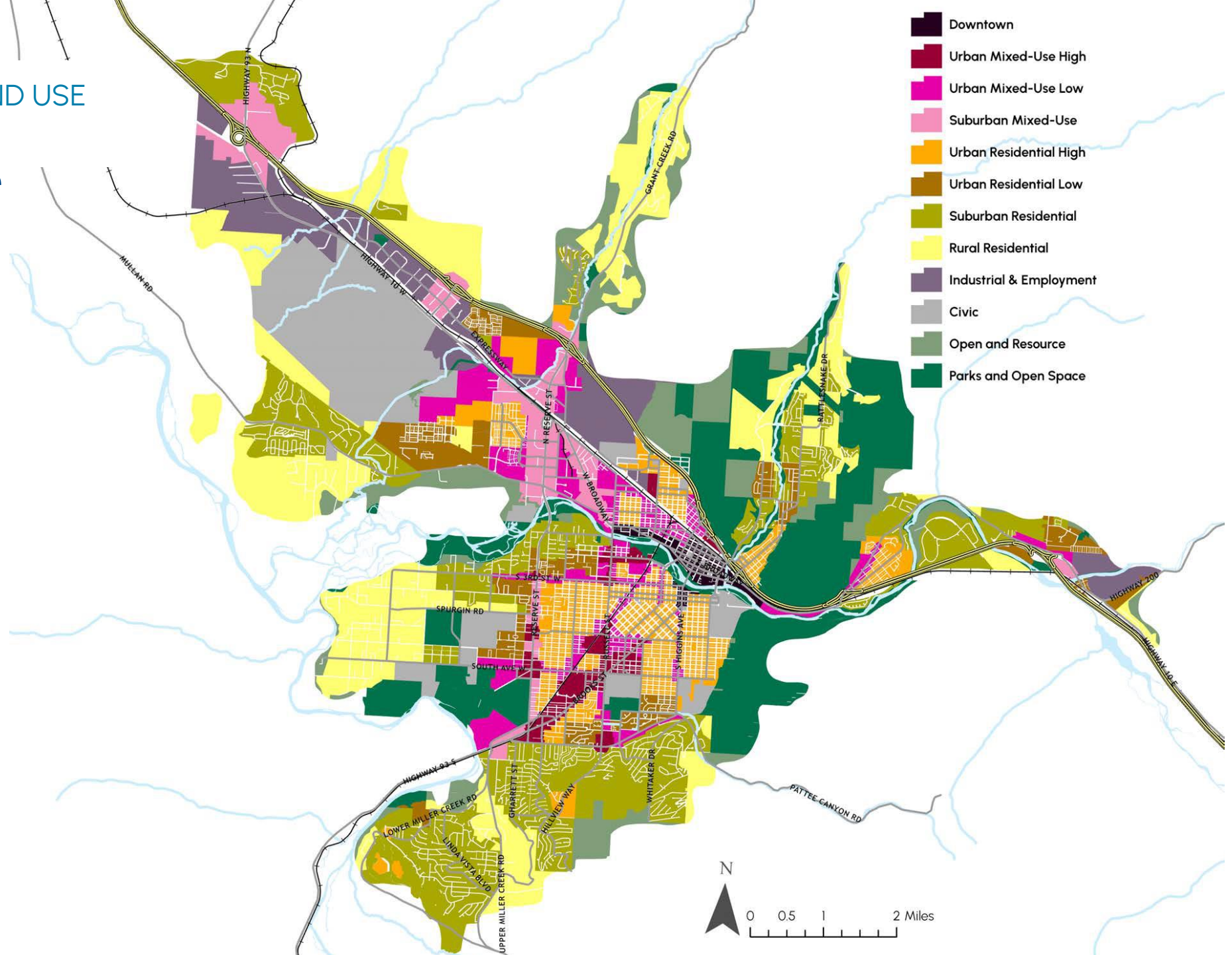


Townhouse

- Single Attached Dwellings



Future Place Types



OUR MISSOULA LAND USE PLAN

Why Use Street Types?

Neighborhood Residential

These streets are quiet, shady, and kid-friendly. They are an extension of your front yard and contribute to what makes your neighborhood enjoyable. There is very little traffic, and cars move slowly.



Neighborhood Greenway

These low-speed streets connect people biking and walking between neighborhoods and destinations. A key component of the regional bike network, they often run parallel to streets with higher traffic volumes and speeds more intense streets and provide enhanced crossings at major intersections.



Neighborhood Mixed-Use

These streets are located within/adjacent to residential neighborhoods and may host a variety of small-scale manufacturing and medium impact commercial activities along them. They often act as transitions between residential and commercial areas intensity and higher intensity uses.



Community Residential

These streets are high quality residential corridors that also serve an important function in the larger transportation network. They may serve popular destinations like parks, schools, religious assemblies, and recreation areas.



Community Mixed-Use

These streets foster economic growth by creating inviting pedestrian areas, ensuring efficient deliveries and transit access, and providing sufficient parking. This type supports dining, shopping, and employment opportunities, enhancing Missoula's character and vitality.



Regional Connector

These streets are critically important to the regional travel network and are generally continuous from side of the community to the other (though they may change types as adjacent land use intensifies).



Regional Mixed Use

These streets are critically important to the regional multimodal network, passing through areas of significant commercial land uses and pedestrian activity. They carry high traffic volumes but must do so safely.



Industrial

These streets serve adjacent industrial land uses that see frequent truck and delivery traffic. They should accommodate current uses while being adaptable to/compatible with redevelopment into different uses.

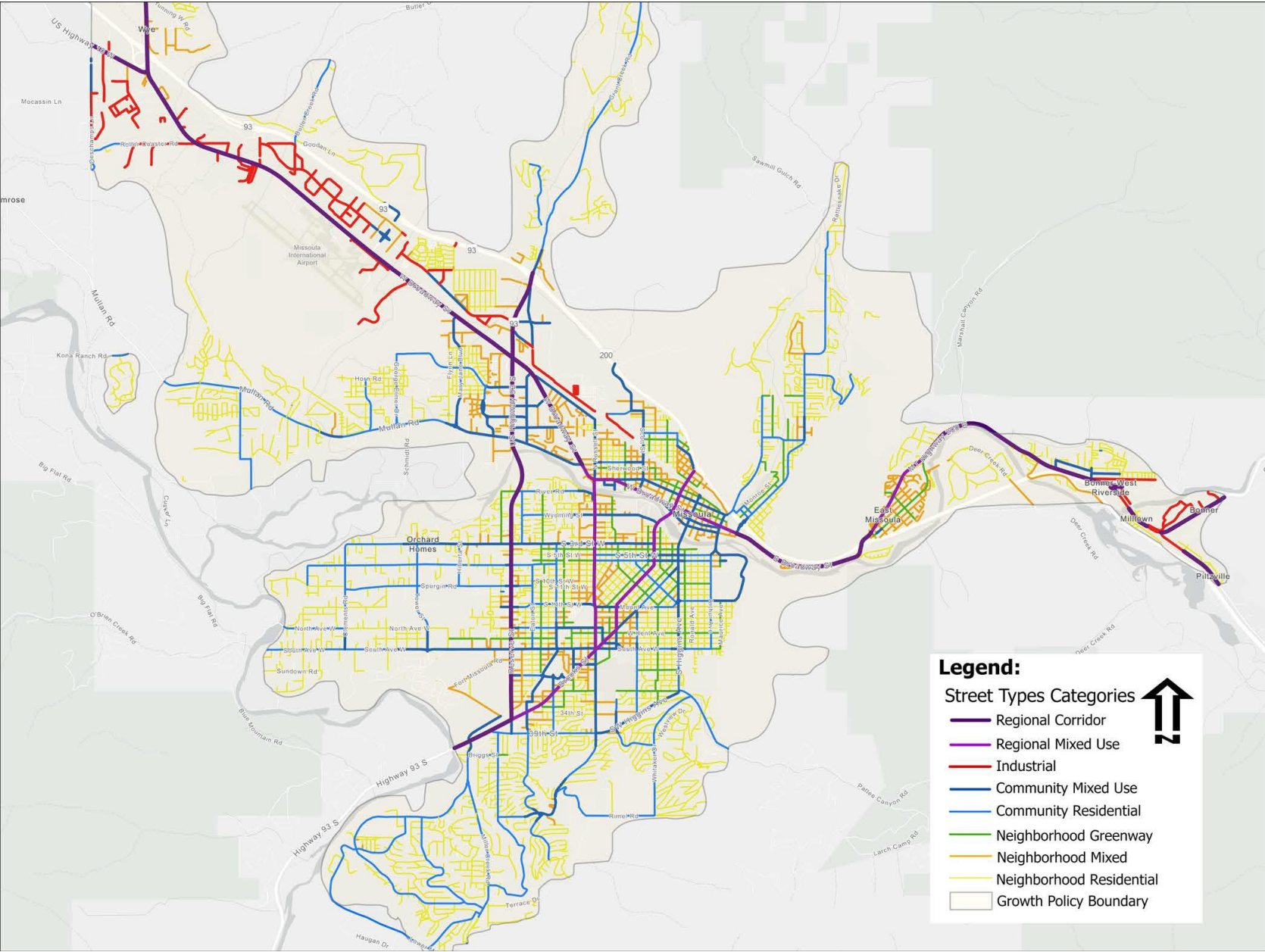


Elements of a Street

Mode Emphasis	Function & Priority	Design Elements & Treatments
• Pedestrian • Bicycles & micromobility • Transit • Freight & truck routes	• Person mobility • Vehicle mobility • Greening • Placemaking • Curbside activity	• Speed limit • Lane number & width • Pedestrian facilities • Bike facilities • Bus facilities • On-street parking • Intersection treatments • Traffic calming • Boulevard trees & stormwater management

OUR MISSOULA LAND USE PLAN

Street Types



What Can This Plan Do?

What Can This Plan Do?	What Can't This Plan Do?
Give you expectations of what COULD be	Dictate what WILL be
Give you options	Tell you what you have to do with your land
Provide predictability – especially for what WON'T be built in your neighborhood	Override market pressures and realities
Provide the community with an aspirational and realistic vision for growth	Solve all the community's problems

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Next Steps



Our Missoula 2045 Land Use Plan public review
draft and engagement

Fall 2024

Code reform public review and adoption of **Unified
Development Code**

Spring 2025

Winter 2024

Our Missoula 2045 Land Use Plan adoption
(Planning Board/Council)

Community presentations

Learn about the draft Land Use Plan through a staff-led presentation followed by small group discussions with staff and neighbors.

- Tuesday, October 15, 2024, 6:00 p.m. to 8:00 p.m.
GoodWorks Place, 126 W. Alder St.
Dinner and kids' activities provided!
- Monday, October 21, 2024, 12:00 p.m. to 2:00 p.m.
Missoula Public Library, 455 E. Main St.
Lunch and kids' activities provided!

Online at

<https://www.engagemissoula.com/our-missoula>

Review the draft Land Use Plan online through 10/31.

Drop-in review and discussions with City staff

Printed materials and discussions with staff.
Drop-in and stay for as long as you'd like.
Snacks and kids' activities provided.

- Wednesday, October 16, 2024, 5:00 p.m. to 7:00 p.m.
Missoula Public Library, 455 E. Main St.
- Wednesday, October 23, 2024, 10:00 a.m. to 12:00 p.m.
Missoula Public Library, 455 E. Main St.
- Monday, October 28, 2024, 1:00 p.m. to 3:00 p.m.
Missoula Public Library, 455 E. Main St.

Contact our community engagement specialist

Ashley Brittner Wells at 406-552-6221 or
brittnerwellsa@ci.missoula.mt.us.



What's Next?

Fall 2024/Winter 2025–

Growth Policy Update:

- Draft Land Use Plan/Map: Public engagement, October
- Land Use Plan/Map: adoption draft, November-December
 - Planning Board: Hearing Opens on November 19
 - City Council: Hearing anticipated through Month of December

Code Reform

- Draft Unified Development Code: Public Engagement starting in January
- Unified Development Code Adoption Process: Spring, 2025

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"Establish, by Resolution, a local Planning Commission"

- Create or establish a new Planning Commission or designate, combine, or modify existing boards or commissions
- Two tiers of Duties & Responsibilities
 - 1st – review & recommendations to City Council on establishing compliant land use plan, maps & zoning & subdivision regulations
 - 2nd – Upon compliance with MLUPA, also function as appellant board for administrative site-specific land use decisions

/ ~~Project & Task~~

For initial compliance with MLUPA (Tier 1 functions):

Today's Consideration: Through Resolution & Amendment to Interlocal Agreement for Land use Planning Services, designate existing City-County Consolidated Planning Board as Planning Commission.

Upon compliance with MLUPA (Tier 2 functions):

Future Consideration: Establish a Municipal Planning Commission, to be addressed in a subsequent Resolution to Missoula City Council later.

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Value of using the Consolidated Planning Board as Planning Commission:

- **Already a resource** for development, review, & recommendations for City Growth Policy, subdivision, & zoning regulations
- Will fulfill **similar roles & responsibilities** during Tier 1 functions.
- **No change** to by-laws, membership, terms, & administration.
- Ongoing Our Missoula relationship & familiarity, including:
 - Received several Our Missoula project updates.
 - A Consolidated Planning Board member is already a part of the Our Missoula Community Advisory Group.

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1. Adopted a Resolution to create the Planning Commission to fulfill Tier 1 functions.
2. Support to Authorize the Mayor to sign an amendment to the Interlocal Agreement for Land Use Planning Services, adding a new section for "Additional Functions."