



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: September 2, 2025, 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), Rick Hall (County Appt), Tung Pham (Mayor), Shane Morrissey (City Appt), and Sean McCoy (County Appt)

Members Absent: James Fountain (County Alternate), Lynn Davis (City Appt), Peter Bensen (County Appt), Derek Kanwischer (City Appt), and Josh Schroeder (Conservation District)

I. CALL TO ORDER [Time stamp – 0:24]

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

II. ROLL CALL [Time stamp – 0:35]

Analeshia Rodriguez called the roll. Five regular members and one alternate was present. Danny Tenenbaum was promoted to voting member for the evening. A quorum was met.

III. APPROVAL OF MINUTES [Time stamp – 1:36]

Rick Hall moved, and Danny Oberweiser seconded approval of the August 19, 2025, minutes as written. The motion passed unanimously.

IV. PUBLIC COMMENT ON NON-AGENDA ITEMS [Time stamp – 2:33]

Peggy Miller addressed the Board regarding the closure of the Johnson Street Shelter. She made suggestions for the location of a new warming shelter in Missoula and creating a database of locating shelter vacancies in Montana.

V. STAFF ANNOUNCEMENTS [Time stamp – 8:55]

There were no staff announcements.

VI. PUBLIC HEARINGS [Time stamp – 9:17]

- A. Dave DeGrandpre, Land Use Supervisor, City of Missoula – Paisley Park Subdivision and Master Site Plan

STAFF PRESENTATION

Dave DeGrandpre, Land Use Supervisor with the City of Missoula introduced the Paisley Park Subdivision and outlined the Planning Board's role in reviewing the subdivision and master site plan. He emphasized that the subdivision is part of a bigger framework of coordinated growth, noting that surrounding developments account for approximately 2,000

dwelling units. Nearby projects include Remington Flats, Herons Landing, and the McNett Flats apartments.

The subject property is 40 acres in size, consisting of two 20-acre parcels of former irrigated farmland located southeast of the Missoula Airport, northwest of Hellgate Elementary, and north of Mullan Road. DeGrandpre shared that the property no longer holds active water rights. The project proposes 100 lots, with up to 671 dwelling units in a variety of residential building types. Development is planned in eight phases over a 20-year period. The property lies within the City's Annexation Area A, which staff identified in the City's 2019 annexation policy as a priority area for annexation.

Limitations on the site include two right-of-way easements: an 80-foot right-of-way for the planned extension of England Boulevard and a 40-foot right-of-way for Chuck Wagon Drive. Staff shared Chuck Wagon Drive is being developed only as a 40-foot right-of-way due to the adjacent property being owned by the airport, who have indicated no plans for development. The property also lies partially within the Missoula Airport's Extended Approach and Departure Area (EADA). The airport submitted a letter opposing higher-density residential development in this zone. Staff noted that only one dwelling unit is proposed there, which complies with code requirements.

DeGrandpre summarized the preliminary plat and phasing plan for the proposed subdivision. He stated all streets will be constructed by the developer in phases, then dedicated to and maintained by the City. Rear alleys will provide vehicle access to lots, consistent with the form-based code requirement. All lots will be served by public water and sewer. Stormwater will be managed on-site. The project exceeds parkland dedication requirements, proposing 4.5 acres of parkland. Parkland dedication will also occur in phases through developed common areas maintained by a homeowners association. The subdivision includes two recreational commuter trails that will connect to the City's planned trail network. Staff emphasized to the Board no variances are requested for the project. They stated Phase three will require development of an off-site extension of England Boulevard and with Phase two there is a recommended condition of approval requiring a second access for fire code compliance. Transit service is not currently available, although Mountain Line has indicated future service is expected once there is a demand. The Missoula Urban Transportation District did request the developer to petition for inclusion of the property into the district.

The project complies with the Sxwtpqyen Area Master Plan Community Center Neighborhood Unit, as well as with the 2045 Our Missoula Land Use Plan Urban Mixed-Use Low Place Type. DeGrandpre explained that a segment of the Flynn Trail is designed with a 12-foot paved pathway to accommodate stormwater facilities, trees, and reinforcement to allow for maintenance equipment. He demonstrated that the permitted transect land allocations were compliant with the form-based code requirements.

Staff reviewed the criteria for subdivision review, focusing on impacts to agriculture and agricultural water user facilities. They acknowledged the 2045 Land Use Plan outlines farmland conversion as a concern and emphasizes the need for future incentives to preserve farmland. However, staff stated the area is already planned for urban-scale development through both the Land Use Plan and the Sxwtpqyen Master Plan. It was noted that impacts to schools are possible, but no comments have been identified to date. A biological assessment of the area was completed with the Mullan BUILD project which concluded that no significant impacts are expected. No floodplain, steep slopes, surface

water, wetlands, or unique habitat are present on the property. DeGrandpre concluded his presentation by summarizing key highlights from the recommended conditions of approval for the subdivision.

REPRESENTATIVE PRESENTATION

Matt Hammerstein with Woith Engineering, representative of the developer OO Land Holding, LLC, presented highlights from the project. He stated the developer's primary goal is to create a variety of housing types at a range of price points, offering both ownership and rental opportunities. He provided the list of housing types that would be available and their placement within the subdivision. He noted that the form-based code in the Sxwtpqyen master plan is what guided the design standards of the proposed housing types.

Hammerstein summarized the vehicular and pedestrian network for the subdivision. Neighborhood-scale street types are proposed and consistent with the typologies outlined in the form-based code. The smaller-scale streets are intended to promote slower vehicle speeds and will include boulevard landscaping. In addition, street lighting is required by the form-based code and will be installed throughout the subdivision. The proposal will incorporate a network of open spaces designed to support pedestrian movement away from streets.

Potential concerns with the development were addressed. These included plan alignment, traffic and congestion, character and density, and environmental impacts. Hammerstein went over the three key intersections that are relevant to the project's traffic flow and the improvements they will undergo as part of development. He stated the primary areas of focus are stormwater drainage, stormwater treatment, and street tree planting. He concluded his presentation by outlining the next steps of the project following preliminary plat approval and sharing upcoming public comment opportunities.

See PowerPoint presentation slides.

PUBLIC COMMENT

Kyla Tripp, a resident of the 44 Ranch neighborhood near the proposed subdivision, expressed concerns regarding the project. She emphasized that the development would primarily benefit an out-of-area developer, while providing limited benefit to Missoula residents. She had concerns about property taxes and the impact on Hellgate Elementary. She noted that more than 90% of the proposed units would be multi-family apartments, with few single-family homes and pointed out that this would not improve affordability. Parking and traffic were addressed, where she raised safety concerns at the proposed roundabouts during the winter. She stated the preserved open space would not create opportunities for usable parks. In addition to the open space, she stated the area would not have enough space for playground equipment. She asked the Board to reconsider approving the proposal, emphasizing that the project was not contributing to local community members.

RECOMMENDED MOTION

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

Recommend **approval** the Paisley Park Subdivision preliminary plat application and master site plan, subject to the recommended conditions of approval, based on the findings of fact and conclusions of law in the staff report.

BOARD DISCUSSION

A board member asked whether the absence of variance requests qualified the subdivision for expedited review. Staff clarified that while the subdivision's lots, sewer, water, and street infrastructure will remain unchanged, the land use elements may change under the new code. Additional discussion centered on how the form-based code will function in unannexed areas of the County.

Board members needed clarification on parking requirements under the existing form-based code and the upcoming Unified Development Code (UDC). Hammerstein noted that larger residential developments are still expected to include parking due to financial requirements. Questions were also raised about impact fees. It was inquired whether the proposed development includes plans for commercial uses in addition to residential. DeGrandpre confirmed that while the project is primarily residential, the T5 transect in the form-based code has the potential for mixed-use buildings.

The Board asked whether the project layout would have been different under traditional zoning rather than the form-based code. Kody Swartz with Woith Engineering explained the development has been designed to comply with both the form-based code and City subdivision regulations. Troy Monroe, an engineer with the City of Missoula, provided clarifications regarding House Bill 492 and traffic impact fees. He noted that House Bill 492 will take effect on October 1, 2026, and applies only to residential units of 1,200 square feet or less, excluding ADA requirements. He also explained that the subdivision falls within the Sxwtpqyen Area Transportation Special Impact Fee fund. These fees will contribute to the Build Grant, which will support the completion of George Elmer Drive and the proposed trails within the subdivision.

There was discussion about the Chuck Wagon Road easement and whether the reduced right-of-way could accommodate utilities and a full road profile. Monroe confirmed that two travel lanes, curb, gutter, boulevard, sidewalk, and street trees will be provided. An additional easement allows for a widened trail connection. Board members also asked about alley connections to Remington Flats and the design of the southern roadway. Hammerstein explained that the design was limited by transect zone requirements and street type standards. Staff clarified that the dedicated parkland required through subdivision approval meets the activity area requirement for the proposed development. Hammerstein clarified that the subdivision includes 37 detached single-family homes within the subdivision.

Board members acknowledged that the application conforms with the Sxwtpqyen Master Plan and recognized the project for having no variances. They emphasized the Board's role is to provide a recommendation based on existing law and subdivision regulations. They expressed appreciation for the project's design, noting the mix of housing types and the inclusion of non-motorized transportation links to create a walkable community. Concerns regarding the impact on schools were acknowledged; however, members also highlighted population growth and the need for additional schools should be viewed as a positive outcome for the community. Some members mentioned accommodating commercial space within the site plan will be essential to reduce traffic demand and support local amenities. The discussion addressed housing affordability. Board member, Sean McCoy, emphasized the importance of continued attention to traffic impacts on Mullan Road and the potential for incorporating commercial uses along England Boulevard. The need for future transit service expansion was also noted. The discussion concluded with the Board acknowledging agriculture opportunities and the addition of community gardens for the subdivision to improve neighborhood character and livability.

VOTE

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

AYES: (6): Danny Tenenbaum, Danny Oberweiser, Rick Hall, Tung Pham, Shane Morrissey, Sean McCoy

NAYS (0): None

VII. COMMUNICATIONS & SPECIAL PRESENTATIONS

No communications or presentations were reported.

VIII. COMMITTEE REPORTS

No Committee Reports were reported

IX. OLD BUSINESS

No old business was reported.

X. NEW BUSINESS [Time stamp – 2:07:26]

Board members discussed the upcoming Planning Board schedule and timeline for the City's Unified Development Code (UDC) adoption process. It was noted that the transition of the Planning Board will occur following adoption of the UDC. DeGrandpre clarified for Board members that the Paisley Park subdivision did not qualify for expedited review because it lies outside City limits.

XI. COMMENTS FROM BOARD MEMBERS

No comments from Board members were reported.

XII. ADJOURNMENT [Time stamp – 2:16:21]

The meeting was adjourned at 8:16 p.m.

Missoula Consolidated Planning Board September 2, 2025 – 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/9780/media>

Missoula Consolidated Planning Board

September 2, 2025 -Meeting Recording

So with that, I will call to order tonight's Missoula Consolidated Planning Board for Tuesday, September 2nd, 2025 at 6:00 PM.

And with that, can we have roll call please?

Roll call.

Lynn Davis.

Lin is absent. Derek kanrusher.

Derek is absent. Shane Morrissey.

Here, Toon pham.

Here Danny tenenbaum.

Here, Josh Schrader, Josh is absent.

Danny oberweiser here. Peter Benson.

Peter is absent, recall.

James Fountain.

James is absent. Sean McCoy.

Here, Mr. Chair, we have five regular members present and one alternate.

Would you like to appoint city alternate Danny Tunbum as voting member for the evening, please?

And we are quorum.

Outstanding. Thank you.

OK. That brings us to approval of the Minutes for August 19th, 2025.

Does anybody find anything they needed to amend or change or?

Anything along those lines.

Not seeing any needs. We can entertain a motion.

I'll move that we approve the Minutes as written.

2nd.

O moved by Rick Hall, seconded by.

Excuse me, Danny oberweiser. And we'll just do an up and down vote for this for all those in favor.

Say aye, aye.

All those opposed say nay, any abstentions?

Hearing no abstentions and no nays, the motion passes unanimously.

Alright, that brings us to public comment on non agenda items for tonight.

So if you have a public comment for something outside of tonight's agenda, which we have somebody here.

You're welcome to come on up and say your piece and just one second. Let me read this out. If there's anybody joining us out there in the ether and you still need to call in, it's 406-272-4824. Phone conference I.

358884848 pound sign press *5 to raise your hand to be recognized for public comment and star.

Five again to lower your hand and *6 to mute.

And unmute yourself.

And with that, please give us your name and go ahead. Thank you.

My name is Peggy Miller.

I live at 1520 S 7th St.

In Missoula, I'm a homeowner and small business owner.

My reason today is not the Paisley development, which will it's next and.

It's.

Pertinent to Missoula and and also to the entire county as well as the state, it's the closing of Johnson St. Homeless shelter.

30 to 60 people are on the street as we speak.

And I spent the weekend. I used to do a medical herbal clinic at Johnson at Poberello on Thursdays and became acquainted over many years. Doing that with homeless problems and homeless people.

I saw that it was closing. I started calling around the entire state trying to find beds, and that led me to two positions which I wanted to bring up to you because this is pertinent even to this project you're considering. Next on the agenda, you know 600. And 41 units and what will that do to housing and if some of those people and other people lose jobs, are suddenly homeless. Homelessness is here.

So as I called around, I found that Hamilton had a 20 cot shelter. That was it, Arlene. Nothing. As we moved around, what I learned was that Missoula, the most populated city in the state, now has 150 beds.

Bozeman has 240.

Kalispell has 150 and there are 25,000 less than us.

We can do better than this, and we gonna need to.

It's even winter. You know, we've got a problem and it needs to be dealt with through the entire county.

Arlie could have a small shelter.

Ronan is putting in a small warming shelter, but through the towns and one of the things that would help this and this gets into planning is a database.

And I know, oh, God, what would a database I worked with homeless for many years? At that, that cleaning agency brand and what they.

As well as social workers in the area and shelter owners themselves, if they could see on a daily basis which beds were open where.

And what jobs you would put on the database which would be interactive? Homeless could jump on, they go to the library. So use computers they could find out. Let's say there was suddenly homeless up in Cut Bank or Roundup or in Florence.

Maybe if they were in Victor, they'd head for.

Hamilton, if they knew it existed, I didn't know Hamilton had a 20 cot bed.

You know, knowing information helps.

It's good for planning.

We also need 100 beds more and the county could contribute more to this need, not just Missoula, but I think a Missoula, we should use the old library, I mean.

Basically, as we continue these developments, you've got Paisley going on.

I'm mainly worried about water and traffic there. Water quality, water supply, but we have a development at Southgate going in. We, you know, these the South gate one. I actually think it's pretty good because it's really focused on the middle income, who are desperate for housing and so.

As you discuss your developments.

Think also, what's this gonna do and how are we handling homeless?

We just shut down 150 bed shelter.

That does not make sense.

And so there's ways to improve that.

I have and I hope can I leave these with you to give to you all.

It's just basically says what I just said.

I just.

I need to wrap up.

You need to get on with your program for the evening, but it's an integral issue into who we are and how we treat people, whether they're high or low income and they're on the streets right now and they're sitting, walking out as the library closes going, I Don.

Have a bed now.

I don't bed.

And it's it's a, it's a tremendous issue.

And to be cared about.

So thanks for listening.

I hope you'll include it in your plan and good luck on Paisley.

I have issues there too. Thank you.

Great. Thank you, Peggy.

We really appreciate you coming down this evening.

We rarely get public comment outside of our normal.

Hearing. So we I really appreciate you coming down this evening. And and I I agree with a lot of what you said I hear you. I go by the Johnson St. shelter. It's right on the edge of my ward and hopefully we'll be able to make some pro.

I have ideas.

OK.

Anybody online that I'm not seeing?

OK. And nobody else in house?

So we will go ahead and close public comment for non agenda items for this evening.

Which brings us to staff announcements and the Planning Board memo.

Did everybody get a chance to review that?

I had a hard time bringing that up for some reason, but I was on my phone so.

Everybody got to see that. OK. All right. Great. OK.

Let us jump into the meat of the evening then.

Public hearings tonight, we're looking at Paisley Park, Major subdivision and master site plan and we have Dave de Grand Prix land use supervisor for the city of Missoula and used to be a frequent guest. But we haven't seen in a little while.

Dave, please take it away.

How's that?

Thanks a lot.

Need some technical help from time to time.

OK, again.

Good evening.

My name is Dave de Grande.

I'm a planning supervisor with the city of Missoula Community planning Development Innovation Office and tonight we are going to hold a public hearing.

The Planning Board is holding a public hearing on the Paisley Park project.

It's actually an annexation, a rezoning, a subdivision and a master site plan.

The Planning Board has a role in not the annexation, but the subdivision and the master site plan as well, which is really the same thing as zoning.

The project in summary is 100 lots on 40 acres up to 671 dwelling units are proposed to be developed in a wide variety of residential building types.

There are 8 phases proposed to be developed over a 20 year period and the homes are intended to be for sale and rent at market rate.

Property itself is located southeast of Missoula Airport.

Northwest of Hellgate Elementary, north of Mullen Rd.

And West or southwest of West Broadway, it's in this Watkin Master Plan area and form based code area and where a lot of other development has taken place and is currently taking place and along that line, I think it's helpful for the board for time to time to.

Kind of see.

A picture of what's happening in the neighborhood. Some of the growth and development that has been proposed and is in varying stages.

RH **Rick Hall** 39:00
Picture.

AR **Analessia Rodriguez** 39:12
All right, we got the audio.
Should I continue? All right.

So what you see on the map here is not specifically related to the Paisley Park project, but, but I wanted to show you again kind of the context for the area.

So Paisley Park subdivision the property is shown on the northwest portion of the area just South of Missoula Airport with the star.

The red Lines show major transportation corridors.

So these are collector streets that are either.

Under development or have partially or fully have been developed. But these are kind of the the main, the main streets. So running through the property West to East is will be an extension of England Blvd. That connects all the way through.

The West End Home subdivision all the way through town essentially and and intersects with reserve at its eastern extent then.

You also have Dory Drive, another north north-south road and then England Blvd. is the main East West one.

George Elmer, of course, connects with Mullen Rd. on the South and West Broadway on the north. The orange lines that you see are just a portion of the trails that are that are either proposed or planned, are very varying stages of development.

I didn't have the chance to put all of them on this map, but this shows you at least a little bit that these projects aren't happening in isolation that.

There there is an actual plan to connect some of these these pathways to.

Integrate. It's not just a subdivision by subdivision basis. There's a larger plan in place to connect and integrate with the larger transportation network.

And then some of the projects that you see here directly South of the subject property of Paisley Park is Remington Flats.

That's a a project with 152 lots being developed in multiple phases.

South of that is the Heron's Landing subdivision that has 347 lots directly to the east of that.

Already developed is a mcnet flat subdivision.

Not that's all apartments.

I'm not sure how many how many units there are, but you can see the other projects in varying stages of approval and development.

All told, it represents about 2000 dwelling units that have either been approved or are constructed or are are planned.

So back to the subject property again.

It's 40 acres in size.

We have two images on the screen. The one on the left side of the West side shows

the property and and in pink around the property is area that's within city limits. So as you can see, the property is bordered on three sides by city limits already today.

The image on the bottom right shows it's a. It's a SNP from the city's annexation policy, which was developed in 2019.

And incidentally, that's planned to be updated next year or the year after.

It's it's kind of a follow up to the city's 2045 land use plan. The area in yellow on that image is already within city limits.

The area that's in the green shade where the star is shows area that's within the city's annexation area A and annexation area A is an area that's essentially preferred for or prioritized for annexation, and that's because it largely meets some of the specific elements called out in.

The annexation policy, including being adjacent to city limits.

Contributing to the logical growth pattern of the city and also within the city's utility services area.

Where the city has indicated that we can provide city, water, sewer, transportation, fire, police and other public requirements.

The property itself I mentioned is 40 acres.

It's undeveloped formerly used farmland. The application materials indicate it was used for irrigated hay production.

The property no longer has water rights associated with it.

They were reserved.

It's actually two separate parcels of land, 20 acres to the North, 20 acres to the South.

The the warranty deeds transferring the property state that the water rights were reserved to the seller of the property.

There is seasonal high groundwater that the land is is really quite flat, but it does slope slightly to the northwest. And so in the Northwest area.

The study that was provided along with the application materials, I believe it was actually commissioned by the city, showed that seasonal high groundwater can reach within five, five feet of the ground surface.

There is and that's not the main aquifer though.

That's a seasonal formation associated with Grant Creek, I think.

The main aquifers, I think, has seasonal high groundwater of about 55 feet below

ground surface.

Least that's what the water the the well logs indicate.

There will be some regrading to to flatten out the site and the application materials say that.

The seasonal high groundwater is likely to be about 6 feet below ground surface.

And you'll see there's a condition recommended condition of approval, where no basements would be permitted within this development.

And that's actually pretty standard for this area.

There are a couple or a few encumbrances on the property.

A few issues I suppose.

So the first is that there is there are two right of way easements, one for England Blvd. And so England. Blvd. of course is not developed across this property to date but it's planned to be and there's already an 80 foot right of way easement in place to.

Continue that road to the Western subdivision boundary and then along the western boundary there's a 40 foot right of way for Chuck Wagon Drive.

Both of these streets are intended to be collectors.

The reason?

Chuck Wagon Drive only has a 40 foot right of way, is typically when property like this is developed, a street will be developed or half the street will be developed on one property and then the other half of the street will be developed.

In this case it would be to the West, on the other property. However, the property to the West is owned by the airport and the airport has not indicated that they they want to.

Sell or see that property used for development.

So at this point.

It's a 40 foot right of way and that was a situation we had also with the Remington Flat Subdivision, which is immediately to the South of this.

So it's a slightly different St. section on Chuck Wagon Drive than you might normally see on a collector, but we've we've had to deal with it in the past. And then finally, you can see that there's a hashed line running and this is just at the northeast corner.

Of the property running, I know if it's diagonal northwest, southeast.

And this is what's called.

An extended, not arrival extended approach and departure area. So essentially this is for airplanes and it's saying that, you know, airplanes taking off on the main runway, a Missoula airport will fly over this section of the property. And Missoula Airport typically doesn't like to see property in the.

Eada area.

Developed especially for higher density residential uses, they'd like to see uses that are, you know, more parks and open space type things.

Where where the potential for interference, whether it's electronic interference or whether it's, you know, if there was a plane crash or something like that.

They they prefer to not see areas like this developed, at least with any, any density.

And so they did submit a a letter that was in the in the file.

Essentially protesting, I think was the word that they used.

They don't have necessarily authority, but obviously Missoula Airport is a significant economic driver and it's quite an amenity.

For the area, it's for all of this part of Montana. So in any event.

There are. There are a couple of conditions in the staff report to address that.

And then moving on to the preliminary plat, so as I mentioned at the outset, what's proposed.

Oh, wait, let me go back to the EAD, a area for a second.

Just to to put a bow on this. So the the zoning for this area is the spat up came form based code and it recognizes that there is this you know the potential for conflict with the airport and what it does is it requires low density development so.

What I mean is a maximum of four dwelling units per acre.

Is allowed in the eada.

And in this case, it's just under half an acre that's in the eada.

So they'd be allowed basically two dwelling units.

Only one is proposed in the EAD area Eada, so they comply with the code in that respect.

So back to the preliminary plat.

Again, I mentioned there are 100 lots proposed streets would be extended from the South and also the east. They can't go to the north and the West again because that's airport property, but all streets are planned to be built by the developer in phases dedicated to the.

City and maintained by the city.

The streets are planned to be lined by curbs and gutters, along with trees, boulevards and sidewalks.

Alleys provide access to the rear.

Each lot and so it's kind of a nice design.

It's actually one that's required by the form based code where the homes that are built have to face the the main entrance is on the public street, but vehicle access is from the rear from Al.

All lots are proposed to be served by water and sewer, public water and sewer.

Stormwater is proposed to be retained on site, and the project includes 4 1/2 acres of Parkland where just over four are required, so they exceed the park land dedication requirement. Parkland is.

To be developed by the SUBDIVIDER and owned and maintained by a homeowners association.

There are also two recreational commuter trails connecting to the city's planned trail network.

OK.

I'll into those in a little more detail or shortly. And finally, I'm glad to tell you that no variances are requested.

Seems kind of unusual but great.

Again, the project, so here's a copy of the phasing plan is proposed to be developed in eight phases over a 20 year period.

Phase One is the Gray color down in the southwestern corner, and along with that phase, they'll have to provide access to the subdivision, of course.

And that's proposed to come from the southwest along Chuck Wagon Drive.

And then I guess moving N phase two, you can see that?

That on this screen or on your screen we have the number of lots and dwelling units.

These are largely phases. One and two are largely kind of single family type dwellings.

Phase three, shown in yellow that has 13 lots and 114 dwelling units. So that's where we have more of the multi family type development and you know it's kind of self-explanatory from there.

Phase three is unique in that that will also require.

A.

An exit onto England. It will require development of England Blvd. Off site.

So again, we've got a couple of off site St. Connections that need to be built, one in phase one. That's Chuck wagon to the southwest.

Actually in phase two you might have noticed that there's a condition of approval requiring a second access as well. That's to meet fire code requirements. Once you have a certain number of homes, more than one access is required.

For public safety purposes.

So it'll turn out that in phase two second access is required and then phase three England. And ultimately what we hope to do is to connect this project to a larger grid system in the area.

The the land use plan or growth policy for the area is the newly adopted 2045.

Our Missoula land use plan and the land use plan.

Has land use designations.

It has a map of land use designations, and those designations are called place types.

So the 2045 land use plan for the subject property provides an urban mixed-use low place type.

The urban mixed-use low place type is intended for areas that have an urban residential feel interspersed with a mix of commercial uses and cottage industries.

This place type provides for a wide variety of housing types alongside moderate intensity Commercial Services. Buildings are intended to range from single.

Family detached houses to row houses to large apartment structures, along with small and medium sized commercial.

In this place, type walkability is a core feature.

Transit service is not available now, but it's expected to arrive when population and employee densities are sufficient to support it.

Incidentally, the property is not within the Missoula Urban Transportation District today.

We've been we and the developers. Agents have been coordinating with the urban transportation district.

They did not request any particular improvements. Bus type improvements, bus shelters or anything like that in this project, but they would like and have requested that the developer, the subdivider.

Petition to enter the property into the district so it becomes taxable essentially for the district at that point, and I believe that Mountain Lion does expect to provide service in the future when the demand arrives.

So back to the place type park should be within walking distance for residents and other green spaces should include things like playgrounds, shared use, shared use paths, commuter trails, and common areas managed by homeowners association, which is proposed in this case.

The property is also within this Wattup Kane traditional neighborhoods master Plan area.

So I just spoke of the land use plan.

That's a plan for the entire city. The Big picture plan.

Now we're getting down to a smaller scale and this is a vicinity plan for more. The more specific area that you can see here and you can see the property shown with the Red Square around it and a star so similar to the place type in the land.

Use plan.

The swat up came plan has neighborhood units.

Which is it's it's kind of equivalent.

It's a similar situation and this is the Community Center place type, so I'm sorry not place type neighborhood.

Unit and each of the neighborhood units requires a mixture of certain types of essentially zoning.

They called.

They're called transects in this area, and those transects are intended to provide again a range of housing types. A range of lot sizes.

Densities land uses, things like that.

And in this case the the developer has proposed essentially this zoning.

It's the master site plan.

Plan and the different colors represent different transects and so T3 which is the yellow color. That's the least dense of the transects that has 6 to 8 dwelling units of dwelling units per acre is allowed and it's it's residential.

Essentially, it's a residential district, the T4R general restricted.

That's the the letter beige color lighter brown color.

That allows between 12 and 36 dwelling.

Units per acre and it's also the restricted refers to.

Again, not a lot of not a wide range of uses.

It's a wider range of building types, so different types of housing, but not a wide range of commercial uses allowed. It gets a little more, a little more permissive in the T4 O, that's the darker brown color.

That's that's general open. That is the same density residential density of 12 to 36 dwelling units per acre.

And the transect with the widest variety and most intensive widest variety of houses. Land uses and greatest intensity is the T5.

That's the the reddish color and that allows between.

24 to 72 dwelling units per acre.

I wanted to emphasize here, so this slide also shows the streets, but there are also a couple of trail segments that are shown. And so starting on the West side, where north of England Blvd.

So this is a portion of the Flynn Trail.

And this trail is intended to extend it.

It wraps, goes up to the north and heads E across the entire site.

And that's intended to to merge with the city's existing and planned trail system.

It's a neat.

It's a neat structure in that it's a 40 foot wide area. The the pathway itself is 12 feet wide, with shoulders on both sides.

That area would also have sewer and water within it, so it needs to be reinforced.

So that vacuum trucks and city equipment can get down it.

But on that? So that's part of the plan. And one of the conditions of approval on the east side, there would be trees separating the pathway from the lots.

There'd also also storm water facilities there and on the West side against the airport there are trees as well.

And again it wraps all the way around to the north.

Then South of England Blvd. In the green space, you see a commuter trail and that is proposed to be again to connect with the city's.

Trail system. I'd be a 10 foot wide trail within a 20 foot easement.

There's also green space around it, of course.

And so you can see how the roads are planned to blend in.

Blend in with the existing and future neighborhood.

And here you can see it's a depiction of the different types of dwellings. I mentioned that the the T3 that's the light yellow has primarily single family type dwellings, and then up to the the red or you can see it has larger apartment type structures. So this. Is kind of the basic you know what the development pattern is proposed to look like over time.

The form based code is pretty tricky to work with. I'm sure it's tricky to design around because there are really specific requirements.

Each transect for things like lot widths, lot depths, St. types.

Maximum block parameters and other kind of form elements and So what I wanted to just show you here is compliance with the plan on the right side. You can see there's a table.

And really, the the most important element I think for demonstrating compliance is the far right within that red rectangle and it shows on the far right what's with the blackheading what's permitted.

In the transect. So the percentage of the transect that must be within the T3T4. RT4-O, etcetera.

And then just to the left of that in the blue is the actual allocation for transect.

So for example, the T3 transect.

Between 10 and 40% of the net Laotted area must be T3, in this case, 10% is provided.

So I just wanted to demonstrate for for your sake board members that we've done a thorough review of the application was thorough.

In this regard, in terms of compliance with the form based code and and this, this table helps to demonstrate that.

So under the subdivision itself, as you know, under state law and also local regulations, there are very specific criteria.

For judging.

Judging a subdivision for evaluating and I'm going to go into those in just a minute. We've already talked about growth policy and zoning really to A to a pretty strong degree, but I guess I just wanted to emphasize since this is kind of the you know this is where we start.

It's the big picture.

That after a thorough review, your staff believes.

That this project complies with the 2045 armazula land use plan, urban mixed-use, low place type.

We also believe it complies with spat Upcane area master Plan Community Center unit.

The project includes a mix of transex development densities, lot sizes, block perimeters, St. types and buildings types that all comply as discussed in greater detail in your staff report, and also the subdivision complies with all the requirements.

Both the land use plan and the form based code, and if you'd like to go into any of those, any of those specific parameters we can.

And then two other criteria for reviewing subdivisions is the impacts or effects on agriculture and agricultural water user facilities.

As I mentioned, the property was irrigated hay ground. The soil type is prime farmland if irrigated, and so the the 2045 land use plan talks about that talks about farmland conversion and it it kind of frowns upon it.

But it also recognizes that we do not have the tools in place right now.

Now to prevent it, we're limited, certainly by state law, and the plan says that we need to come up with some incentives, some ways to incentivize the preservation of prime farmland.

But but we haven't done that yet.

It's it's in the works and then I guess one thing that I did wanna emphasize though, I know that losing productive land isn't ideal, but I also wanna wanna let you know and I think you know this already the area is planned for urban scale development so in.

My view as a, as a city planner, a decision has kind of been made, you know, doing during the planning process.

Is what top game plan as well as the the land use plan that?

Impacts on agriculture was considered and this area was planned as a growth area for the city.

There are irrigation facilities on the property. They are planned to be removed and as I mentioned earlier, the water rights have already been severed from the property.

With regard to local services, all lots are planned to be served by public water and sewer. Solid waste can be provided by Republic Services.

Parkland dedication is is proposed to be provided.

In phases through developed common area and so the conditions of approval talk about this.

So Parkland would be developed in phases or, you know, developed and dedicated in phases would be maintained by the homeowners association. And there are certain basic requirements.

The city requires a quote UN quote green up. So that means installation of topsoil, irrigation systems, trees, trails, things like, you know, along the trails, garbage facilities, benches, things like that.

So some kind of basic amenities and there's a there's a maintenance plan that the city reviews and approves.

There's installation of trees along boulevards and within the common areas.

It's the plans indicate that almost 500 is about 490 trees. Total would be installed.

Along eventually, along all the streets and in the common areas. And then there'd be maintenance documents within the homeowners association, covenants and bylaws.

That would be approved by the city.

Back to transportation, of course.

Streets, sidewalks, trails would be built by the subdivider and dedicated to the city.

I already mentioned that a condition of approval is to require that the SUBDIVIDER to petition into the Missoula Urban Transportation District.

Impacts to schools are a little bit unknown.

You know, we don't often get comments from school district personnel.

We send out requests for comments, but don't often get them.

But I know.

That they were received or the request was received by Helgate Elementary. Their Superintendent had raised some some questions on a previous development. So we do try to make sure that we send out notice but didn't receive any comments from the school district, so no negative impacts I guess.

Have been identified to date.

Although certainly there would be impacts if this project comes through and then finally for fire and law enforcement services can be provided by the Police Department and also city fire.

Assuming you know the streets are adequately built, street signs are are installed,

addresses are issued, fire hydrants are in place.

All the.

All the basics.

In terms of impacts and natural, the natural environment, wildlife, wildlife habitat and public health and safety.

When the Mullen build project for this area that preceded the plan in the form based code.

Were developed.

That included a biological assessment.

That essentially found there would be no significant impacts on on developing this area as proposed. I mentioned there is the potential for high groundwater and therefore a condition of approval of no basements.

There are some noxious weeds on the property, but a noxious weed and revegetation plan actually weed management and revegetation plan are required.

And fire hydrants are planned throughout and there's a condition of approval.

Requiring that that they be installed with each phase, or at least prior to installation or building of combustible construction, and then in terms of natural hazards, there's no floodplain, no steep slopes.

No natural man made hazards that we're aware of.

No surface, water, wetlands, or unique or critical habitat.

There are 31 recommended conditions of approval.

Many of them standard.

Things like.

Requirements for Rd. naming and fire hydrants and you know kind of your your basic things.

Somewhat unique who are Chuck Wagon drive?

Chuck Wagon Drive both on and off site would be developed in conjunction with phase one.

2nd St. Connection would be required for phase two and of course installation of all the public improvements by the SUBDIVIDER and dedicated to the city.

The improvements would be.

Placed in easements and rights of way as necessary Parkland dedication.

And then I guess last, the ABIGATION easement and airport influence area statement

on the plat and in the covenants and so really the conditions are pretty standard, although this is a fairly complex project.

And then finally, staff recommends that the board recommends approval of the Paisley Park Subdivision preliminary plat application and master site plan.

And subject to the recommended conditions of approval based on the findings of fact, inclusions of law on the staff report.

That concludes my presentation.

Great. Thank you, Dave.

And do we have somebody with the?

I'm sorry. Where's my notes that wanted to present?

Perfect that good.

I have history with this microphone.

Sometimes it's really loud when you first start talking.

So hi everybody.

I am Matt Hammerstein.

I'm a civil engineer with voice engineering here in Missoula.

We are a local civil engineering and land surveying firm and we are representing oh land holding, who is the owner of this property and the developer of the project.

I.

Internet has been periodically kicking me off, so bear with me.

Hopefully it stays on through this presentation.

So Dave and City staff are always very thorough with their presentations. So I will try not to dwell on repeat information that you've already heard from Dave.

I'll present the highlights of the project and show you some graphics and some representations of what this will look like.

And then we'll have an opportunity to address some concerns and.

I'll stick around to answer any questions that come up.

So Paisley Park, like Dave said, is a mixed residential neighborhood in the sweet top cane master planned area.

The developer's goal with this project is really to create a variety of housing types, add a variety of price points, and a variety of ownership opportunities and rental opportunities.

Those housing types, which I'll get into in detail in a couple slides, are single family

detached housing, single family attached housing.

So duplexes, townhomes, condominium type buildings and multifamily housing.

Along with that, the project will develop that network of trails and open spaces that Dave went over in his presentation.

So Paisley Park, this is a pretty recent aerial. You can see England Blvd. and West End homes are the kind of underdevelopment curvy Rd. on the east side of the slide.

There you can see the very southeast end of the airport's main runway, just to the north.

Obviously the red hatch is the land that will be developed into Paisley Park and then immediately to the South is 44 Ranch Mcnette flats.

And Remington flats.

So this is within the Sutopkin master planned area like Dave mentioned and I'll zoom in a little bit and fade in some graphics to give an idea of the scale and character of this development.

So one thing to keep in mind here is that the trees are not shown like they've mentioned. This will have a substantial number of trees and I won't bore you on the details of 3D modeling, but basically it breaks the renders if you try to put the.

Trees in so.

They're not shown here.

So this is kind of a 3D view of what things will look like when the property is fully developed.

If I can clear this aerial image out of the background.

I can.

Kind of walk you through the master site plan for the development, which is what you see here, and I will show you graphically where each of those housing types are intended to be and how they relate to the neighborhood as a whole.

Like I mentioned, this is within the top Ke form based code area.

Yes. So these building forms that you see here, those are largely guided by that form based code.

It's kind of a unique type of zoning that sets out.

Greater requirements, more in depth requirements than a traditional zoning code.

So the first housing type is the single family detached housing and I cleared the aerial image just to keep things manageable for the presentation.

But this is still the West side of the development, so this is adjacent to the airport property, which at this time as far as anybody knows will remain open space in perpetuity.

So the intent there is to put the single family detached housing on that side of the project as a transition to that open space.

Send as a transition to the lower density developments that are to the southwest.

These are a couple of examples. I think everybody's pretty familiar with single family detached housing, but these are the character examples that come directly out of the Swatop K information based code and I'll go through these character examples for every housing type that the developer intends to.

Build.

Next is the single family attached housing.

Like I said, this is everything from duplexes, triplexes, townhouse, style buildings, and then we'll get into a little bit with the next housing type. But you can have some condominium style development in that transect as well.

So this kind of goes along with that transition to the lower density development to the Southwest you can see.

This'll actually create an alley that is shared with some townhouse type units in Remington Flats to the South.

And it really wants to keep with that transition to the existing neighborhood.

So again, examples from form based code.

It's a pretty common in standard housing type as well.

The next housing type, this is something that is not traditionally seen in Missoula.

We haven't built a lot of them.

There are a few of them around.

These are mansion apartments. The best example that I can think of is next to Chao Mambo on the hip strip. There's a large mansion apartment there.

So if you want to go check it out, I think it's pretty cool comparison to these.

Essentially, they are larger buildings that have multiple units inside them.

That are set up to look like just a large house, but they could be apartments or they could be a condominium style building.

And then finally, we have the more traditional apartment developments and these will be the higher density portion of this development and concentrated on the east

side of the property.

That's deliberately closer to George Elmer Drive and make that flats where that density already exists and where the infrastructure is in place to support it.

So again, examples from the form based code of that housing type.

The Vehicular network like Dave touched on, this largely ties into the existing in PlanGrid in the neighborhood. You can see England Blvd. is the primary east West collector through the center of the project. Chuck Wagon Drive is on the southwest side that is also a collector St. and.

Then beyond that, we have a variety of neighborhood scale St. types and those are selected from the street typologies that are outlined in the form based code.

They're intended to be smaller scale streets, which equates to slower speeds of vehicles, and they will have Blvd. landscaping.

Like I said, the trees are not showing in the renders. For the sake of the computers graphics card, but they will be there.

And then something else that hasn't historically been seen a lot in Missoula, but St. Lighting is required on all streets within the form based code.

So that will be a component of this project.

Like Dave mentioned, all lots have alley access and that's generally something that used to happen.

It's part of traditional neighborhood development. It used to be a lot more common, and then we kind of got away from it for a while. And now it's coming back in a lot of newer development.

So kind of excited about that.

I think it really gives a good separation of the front and the back of each lot and.

Gives a good space for utilities and keeps cars away from.

On the sidewalks.

Next we have that network of open spaces and these are laid out in a way that is intended to allow residents to move around the neighborhood away from the streets and see that all the common areas have either a sidewalk path or a commuter trail through them. The.

Intent is to keep a portion of open space within a short walk of all lots and units in the development and then.

Like I mentioned, with the streets, trail lighting will also be installed along the main

compute commuter trails.

So.

Arrows for the pedestrian network.

So like I said, wanna take time to address some potential concerns.

We know that all development has an impact on the Community.

So we will go through a few of these.

The first is plan alignment and Dave talked about this pretty extensively.

This project was designed under the SUTOP can form based code.

I think many of you were around on planning board during the process to develop that plan.

I recognized some faces from that time.

But it's pretty extensive and it's pretty detailed plan. You can see a screenshot there of the representative master plan that's within that document. And Redhatch again is pays the park.

This project is also under the jurisdiction of the City Subdivision Regulations.

We're pretty proud.

In our firm, at least, to state that this project does not have any variances.

Like Dave said, I feel like this is the first one for me in my career that hasn't had any variances.

So that was a good back and forth collaborative process with city staff to get to that point where we can do that.

Next is traffic and congestion.

I'll extend my aerial view again, but extend it to the east and to the South a little bit.

You can see Reserve St. along the Far East boundary of this image and Mullen Rd. along the far South boundary of this image.

Those are the two main regional arterial streets in the area.

England Blvd.

And George Elmer Drive, which again, like I said England Blvd. Is the curved St. that is under development in this image.

And then George Elmer Drive is the street that cuts through.

44 Ranch and Mcnett Flats to the southwest.

So key intersections.

Are the three that are highlighted here.

The first is George Elmer Drive and Mullen Rd.

That's the roundabout that you can see to the South of the development.

England Blvd.

And George Elmer Drive, which is undeveloped in this image, it's immediately to the east of the property and then England Blvd. And Mary Jane Blvd. Which is farther to the east, northeast of Hellgate Elementary in this image.

The main traffic flows from this project.

It's the city did a fair amount of planning in this area with the build grant project that preceded them all.

Or the sweet up Kane master plan and that build project.

It was intended to develop the infrastructure in this area, England Blvd. And George Elmer Drive are both largely products of that build grant and you can see the roundabout at George Elmer Drive in Mullen and the roundabout at Mary Jane in Mullen are the other big products of.

The build grant effort.

Beyond that, there was sewer backbones installed and water backbones installed throughout this area.

So those two key intersections there to the east and to the South, those have already been upgraded. Like I said to the roundabout. And then in the case of Mary Jane and England Blvd. that is now a four way stop. And then the final intersection there, which is.

England Blvd. And George Elmer Drive that will be installed and upgraded as part of this project, and it'll include turn lanes and stop control.

The character and density I think I've said the name a lot.

Those who top can form based code.

It's a very strong guide on the character of all development that happens in this area and it largely stipulates this variety of housing types, which I think is a pretty cool thing.

But just some examples of the level of detail that that code stipulates. Like I said, it goes a little bit beyond a traditional zoning code. It gets into some very specific items as far as building form setbacks, it's probably a little bit small here, but you can see.

Just some of the things.

That are talked about in that code are ceiling heights, building frontages, so shop front windows Stoops. What the front of buildings are gonna look like, against which streets build 2 zones and parking locations.

And then finally, we have environmental impacts and the preliminary plat approval process, which is what we're in right now, really gives us an opportunity to address some of these ahead of time and make sure that we can design the project in a way to minimize these impacts.

The biggest three, and this is typical for most projects of this scale are storm water drainage, storm water treatment and St. trees.

The first two kinda go hand in hand.

Storm water drainage and stormwater treatment.

There's a few there. I think they're talked about in the staff report and there's more details in the application, but.

Like the pictures here, you can see rain gardens, sediment traps, mechanical separation, which is that contraption in the top image there. Basically the goal is to remove sediment and trash from the stormwater before it hits any kind of natural water formation.

So that would be groundwater or surface water.

In this case, groundwater, because infiltration is the primary method of storm water management in this area.

And then lastly, the street trees, I think 490 is the number that is proposed through those boulevards and through the tree canopy coverage in the open space in this development and those St. trees will help to mitigate any urban heat island effect and they'll provide sh.

And increased water uptake to help with the stormwater.

So the road ahead for this project, like I said, we're currently in the annexation master site plan and subdivision preliminary plat process.

Public comment opportunities, if any of you would like to see the encore of this presentation, you're all invited.

We have tonight and then we have the land use and Planning committee hearing and the City Council hearing and then, as always, there's public comment opportunities on engagement zoula.

And then the next steps for this project.

Project assuming preliminary plat approval. That's kind of the beginning of the road. I like to say there will be conditions of approval to be addressed and that can be a pretty lengthy process.

Beyond that phase development review, which is additional City Council review of each phase, additional public comment opportunity.

And then into the construction of public infrastructure and final platting of each phase. And finally after that building construction.

That is the link to engage Missoula. That's probably the easiest.

Venue for public comment, but the hearings are listed there again and like I said, my name is Matt Hammerstein, Voice Engineering, Cody Sports with Voice engineering is also here.

We'll stick around.

I'm gonna sit down, but I won't leave.

So if questions come up later, I'll be available to provide answers.

Great. Thank you, Matt.

Appreciate you taking the time presentation.

Board members, do you guys have anything you need?

Clarify clarifying question.

For board members.

Danny.

Oh, quick question. With no variance request, is this qualify for the expedited review criteria? Is it being used?

No, it's not.

I guess I'd go have to.

I'd have to look back at it, but I don't believe it qualifies for some reason.

Could be the size. I'm not sure about that, Danny, but.

Go ahead, Danny.

T.

Thanks Sean.

Just a quick question for Dave.

What is the future of the game form based code post code reform?

I think post code reform, it will be absorbed into, there'll be new zoning that's applied.

So it will be a zoning that complies with the urban mixed-use low place type, I don't.

I can look it up for you.

I don't have those off the top of my head, but.

It's gonna be absorbed.

OK. And will the zoning for this change if code reform passes?

Well, it will.

So what's being proposed today is just gonna be in place for potentially just a few months.

Well, the lots as they're, you know, the lots, the sewer, the water, the streets, the, you know, kind of the those main elements will remain in effect.

But in terms of things like specific land uses, those could change.

OK.

And we will just quickly mention a little bit of housekeeping 2 items.

One we have online, the city engineer for development review can speak to things like sewer water and stormwater traffic flows, etc.

And also there were a few public comments that came in through the engagement site.

Just that were also included in the packet. If you haven't seen those.

Yeah. The last one was pretty good.

It was on a Recreation Center.

Go ahead, Shane.

Can I ask one follow up question to Danny T's question?

I mean, one of the reasons for adopting the form based code was so that it can kind of live halfway between the county and the city.

And transfer over.

Totally understand that on the City side, it's going to be absorbed.

What? What? What does that look like on the county side?

For areas that have not been annexed yet, does it still live on on the county side of the world?

Does that make sense?

Like the plot right next to it has not been annexed in as far as I can understand.

Will that just like if somebody were to develop a site, plan for it seemingly before prior to annexation?

The setup when plan still applies to it and then immediately upon annexation, city zoning would apply to it.

It would so the the IT was a great effort.

Both the the build project and also the plan and then the zoning.

A cooperative effort.

A very positive cooperative effort between both the city and the county.

But the way the the code is written really.

It's an urban code, and so any development really would need annexation.

It would need.

Sewer it need would need water.

It has.

It requires lot sizes that are quite small, so urban scale and so you know realistically any development, any significant development that happens within this with top gain master plan area is going to have to be an extension of the city.

OK. Anybody.

Anybody else?

Moment needs in the moment.

Is Kyla Trip part of staff or is that just a public comment?

OK.

All right, Kyla. Hang tough and we'll get to public comment here shortly, OK? We're good.

Questions, everybody.

'S good Rick.

Everybody all right? That brings us to public comment, I believe.

So with that, we will open up public comment for this hearing this evening. And for those of you that need to call.

All in separately.

On a landline, I assume it's 406-272-4824. Phone conference ID is 358-8848 four 8 LB.

Sign press *5 to raise your hand if you recognize for public comment and star five again to lower your hand.

*6 to mute and unmute yourself.

And with that, we will go ahead and go to Kyla Trip.

We don't have anybody in house, so we'll start with Kyla.
Kyla, go ahead and unmute yourself and take it away.

KT Kyla Tripp 1:29:23
All right.
Can you guys hear me OK?

AR Analeshia Rodriguez 1:29:24
We can thank you.

KT Kyla Tripp 1:29:25
Great. So I did take a lot of time reading through this. I'm a resident of 44 ranch probably right around this area where this Paisley Park or Paisley. Is being proposed.
I actually have a lot of concerns and I my first concern is always with Missoula and how it's gonna benefit us. And first and foremost, I just want us to get familiar with the name.
Scott, because Scott lives in Spokane Valley and whatever profit or rent or whatever kind of money he's making that goes directly over to Scott out in Spokane Valley, that is not Missoula.
And I'm gonna go into taxes later.
And why? That's not even a significant contributor or a justification to bring this development, but.
You know, he's gonna get about 40 to \$80 million.
Yep, and and that's great. Great for Scott.
Maybe not so great for Missoula.
Who gets about 1.6 to \$1.9 million a year in property taxes?
And again, these are conservative. I would go through these numbers, don't have a lot of time to do that.
And then the comment about Helgate Elementary, assuming that no comment means no negative impact, I actually would chalk that up to no comment was severe neglect.
What I have to look at is if you're, if you're looking at a conservative amount of about

.1.

8 to .3 kids per dwelling, you're looking at about a cost.

So we're gonna generate about 400,000 to 600,000 in taxes for Hellgate Elementary. We're gonna have.

With those students, we're gonna need about 1.5 to \$2.4 million annually to make up for, you know, I don't know where that \$200 million is gonna come from for that school to make up for that, I can tell you that this.

The 44 Ranch neighborhood and all surrounding areas.

The desire to live here.

Is really the Hellgate School district and the low student to teacher ratios and the amount of money they have to invest in their kids and looks like with this they will definitely not and I can already assure you with the amount of apartments that recently went behind.

Us they're already suffering.

We built a brand new building and we're growing out of that and we're gonna grow significantly more with no more payoff.

Because like I said, those taxes are gonna.

Make up for that.

I love the idea of the 20% twenty, 1% open space.

I think that's so fantastic, but I want to go over this here. Overall, it looks like the, you know, we're we're praising the amount of homes that are going to be built there, but let's just go over this 614 dwellings will be apartments there will.

Be four homes, so about 0.65%.

Homes, single family homes and.

91.5%, of Paisley, will all be apartments, so I just.

I kind of want to, you know, you might think, well that's great, but that's great for our people.

It'll lower the rent for everyone, and that's actually not the case. What I would really like to point out is since 2022 to 2025, the average rent per person is about 42 increase, and this year alone from 2024 to 2020.

5.

\$400.00 increase a year and that's conservative again.

So we're building.

Multiple cluster homes and apartments and we are seeing no payoff, no benefit to our citizens.

Rent is going higher, not lower. This money is going outside of Missoula, not into Missoula. Whatever taxes we're making will not cover the cost of what Helgi Elementary needs to support their students.

And finally, I just want to ask this question about parking.

So currently there is about. I think it's like 1 parking spot per per unit. However, in the near future it looks like they're proposed to bring about to adopt A zero no parking requirement for any residential unit.

So I'm kind of wondering if this is, you know, over several years how that will impact. The road those beautiful trees that will be covered.

It up by cars lining the streets and I can already attest to the fact living by those apartments and driving to school every day that a lot of the times we have to stop because there's cars parked on both sides of the road.

There's on the parking for all the people that live there and we have to let other cars go by. So larger trucks, you know, and I'm talking just regular like, you know, Dodge Ram, trucks have to stop. Let cars go by. Traffic is.

It it's kind of ridiculous considering you're right by a school.

How many kids are gonna run out in the middle of those cars and and get get hurt?

The roundabouts that I love, that they're fantastic except in the winter time when all these cards are cars are sliding around them and that traffic from roundabouts gets you know that first roundabout that we're talking about on Mullen Rd. that traffic is backed up all down reserve almost.

All the way down to where wheat Montana is because people cannot get around those roundabouts.

So with the amount of people we have now and you're, you know, you've added a couple exits in this area, we still don't have the ability to support what we have now. You want to add 671 units, which is about 1400 residents. You know again, where are their cars going to go?

We're not just parking, but in this in this infrastructure.

How is Helgate elementary going to support them?

What benefit do we see from Missoula?

Other than you know, a couple, you know, million tax dollars that actually don't really

do anything to benefit us.

And then as the previous person was mentioned before on the non agenda items.

About the homelessness that we're experiencing in Missoula, I don't understand how increasing prices of rent really helps that, not to mention the amount of tax that we pay. We pay about \$825.00 a month in property taxes after this recent raise, which I think.

Is fantastic, but it did nothing to help any of the situation going on in Missoula.

We still have increased homelessness.

Our schools are crowded.

They're this. This will do absolutely nothing to benefit Missoula, and you can talk about the 400 trees and how great that is, but it really, I mean, when you have the line, the the trees covered by all the cars parked on the road, it really doesn't matter.

Plus the 21% of open space, that's not gonna be entirely open.

Let's be honest. We're gonna have, like, a little tiny square here.

A square there.

We're gonna have all these people, these 1400 residents, with their dogs, letting them go, you know? So there's no room for kids to actually play. Where's this park?

Playground equipment going to fit in this 21% of open space is kind of spread gradually throughout this area because there is no actual park designated there.

Again, just ask yourself and I know I know you guys love her.

I I understand.

You know, this is already like zoned for urban. We planned on this.

Let's let's not do this anymore.

We are doing the same thing over and over.

This is the definition of insanity. We keep building. These rent keeps going up, property taxes go up and we see no benefit to the community whatsoever.

I mean, Spokane Valley, Scott.

Yeah, way to go for him, man.

He loves this idea, I'm sure, because he's making.

A **** load of profit at our expense.

And I don't know.

I honestly think that.

I I do not appreciate you guys.

AR **Analeshia Rodriguez** 1:37:45

Kyla. Can I get you to wrap up here?

KT **Kyla Tripp** 1:37:47

Yeah, I know you want me to wrap up?

I get it.

I understand, but I do have concern here and because I'm the only one here that will speak up and I can tell you there's about 40 other people behind me that either are not on this call and can't make this call.

But I would just appreciate if you guys would just for once turn something down because we have way too many of these everywhere.

Our city looks like ****.

OK. I don't mean to use this language, but I am getting very frustrated with the amount of, you know, throwing stuff around and no benefit to Missoula.

So if you can justify how this person making money in Spokane Valley helps, how overcrowding of Hellgate Elementary is gonna help how our rent continues to increase despite the thousands of units we're building.

How my property taxes have almost, you know, \$10,000.

Year are contributing to do anything to help mazoulians.

Please, if you can, you know justify that and find all the you know, figure out the roads, the sewers, the parking.

Go ahead and do it.

Feel great about yourself?

Put your head on your pillow at night and go to sleep.

But please consider what this does to all of us.

We are not helping us.

Let's find other solutions.

This is not it.

AR **Analeshia Rodriguez** 1:39:05

OK.

Thank you, Kyla.

I appreciate your passionate.
Speech and your points and taking the time to comment tonight.
OK. Do we have anybody else that I'm not seeing here?
Annaliesha you seen anything? I'm not.
We'll go ahead and we'll take a we'll take another minute, even though.
Had this book for quite a while and I didn't have anybody come in.
We'll just go ahead and.
Take a little bit more time and see if anybody wants to.
Come and comment.
Oh, and while we're waiting just for your information, Kylo board members were taking notes during your comments and the specific questions that were presented.
We will try to do our best to get addressed in some way or another.
I don't know if it'll meet your desires, but we will try and get some type of answer or at the very least get imposed and.
On the public record.
Through the board as well.
OK, it does not look like we have anybody else joining in, in house or online. So we will go ahead and close public comment for this port for this hearing and if we get some.
Folks that come in last minute, maybe we can open it back up.
I have that leeway, but for now, we're gonna close public comment.
Which brings us to.
A motion if we wanna try and entertain a motion. Are we ready for that, you guys?
I see some nodding heads.
We have questions.
Do we need to ask some more clarifying questions?
OK.
Well, let's let's address a couple of kyla's specific questions.
I'm gonna start with parking.
Let's see if we can get after parking a little bit here.
Dave, you wanna take a shot at that or I don't know if Matt's better.
I think maybe I'll defer to Matt for the time being and I can look up what the requirements are in the form based code area.

OK.

Yeah. So hopefully Dave can look up some specifics, but general overview.

Every lot that's developed so developer will create lots and then he can develop each of those lots. Or he could in theory sell those to somebody else to build a project on. And those lots will have to meet the Sutap Cain transect requirements, which include parking counts. So.

At that time that they're developed, they will have to prepare a site plan for each specific lot that shows the building.

Thing, the number of units.

What the building is, they could be apartments, they could be condominiums, type type units if the lot purchaser decided to do so.

And they'll have to provide that parking count that's required by the code.

Quick follow up.

Go ahead. That Daniel Overweiser some of the outward communications from the city's Uniform Development Code updates are indicating no residential parking requirements whatsoever.

So we're gonna have an approval requiring.

KT **Kyla Tripp** 1:43:14
Mm-hmm.

AR **Analeshia Rodriguez** 1:43:16
Parking, while a new form based code is wiping out that requirement.
Is that true?
The the updated development code.

KT **Kyla Tripp** 1:43:28
That's true.

AR **Analeshia Rodriguez** 1:43:31
Yeah, may or may not have park requirements.
I don't what it's gonna say just yet.
I've heard.

I've heard the same thing though.

That, at least with certain types of residential that there won't be specific park requirements.

I think the the thought behind that is for the developers, you know, they're the ones have the most, who have the most stake in this. I suppose you know, to develop an apartment complex for example.

With insufficient parking will be difficult for tenants, so.

Would be. This is the theory. You know that fewer people would want to live there, least who are auto dependent.

So it's really I think the the city's tendency at this point is to leave it to the private market, although I can't.

I mean, I haven't seen what the draft rules are at this point, so I don't know specifically, but I agree with Danny that that's that's been the tenor.

And just for like a clarification, I think one of the things that I got confused with with this, you know like requirement.

Early on is that we're not going to require parking because that gives us more flexibility, but that doesn't mean that we're going to be making developments that don't have parking.

Is that a pretty fair distinction?

So with these larger apartment complexes to the east, it seems fairly maybe not guaranteed, but certain that if there's 106 units, there's going to be some type of parking available to those folks.

Correct.

Yes, yes, I would add that oftentimes financiers require a certain amount.

Oh, OK, OK.

So some of the financiers may also have, oh, that's an interesting thing. I have not heard that before.

Anybody else wanna?

Jump in here.

Oh, I'm sorry, Danny.

I'm looking over here to my right. Thanks.

Yeah, I was just gonna add to Danny's question.

Think it was this past session.

House Bill 492.

Eliminated the ability for cities to impose parking requirements for units that are smaller than 1200 square feet.

And that applies to think about the 10 biggest cities in Montana, which include.

Missoula that has not yet gone into effect, but it will go into effect that requirement I think.

Wanna say next year in June or July?

Don't quote me on that though.

Great. That's another really good point and hopefully we'll be helpful for.

Public, you know, understanding is that there are several things that are basically out of our control.

Our hands are tied, whether it's at the state level.

Level, you know, particularly with some of the new legislation that's coming out.

And you know, that is a good example of one right there.

Anybody else with Rick, go ahead.

Just kind of for Dave.

The city and county both have impact fees.

What would this project generate? And it's allowed to be used by both schools fire and I know not roads.

Can you clarify that?

So schools do not have impact fees.

No, they're in fact expressly prohibited from requiring impact fees.

Is under Montana law, at least I think that's the case.

But there are impact fees for parks.

I believe for police, for fire and other categories, I don't know what the, what the amounts are or what would be generated per phase or something like that. I don't have those figures.

Go, Shane.

And then Danielle.

Just a couple of quick questions.

We we heard a lot about residential.

Is there any plan for commercial at all in this development? Or you know looking, you know, I I think one of the reasons for the T5 or whatever was to to have a mix.

I mean, ideally the entire, you know, satap Quinn master plan envisioned some mix of you know.

Some commercial space.

And stuff like that might not start off as that, but specifically in the T5I think that it was always contemplated that there would be some of that.

So if it is there a plan for any you know future or current use of commercial space in this development?

Yeah. So say you're correct on the T5.

And I touched on the form based code stipulating building form in a large portion of that is, there's actually a requirement in there for ceiling heights.

And the T5 goes into ceiling heights that can accommodate a ground floor that's convertible to commercial in a lot of buildings that get built.

So I would picture like Hellgate Village West, right behind Home Depot. Something like that.

The vision in the form based code is that buildings would be built and then if there was a demand for commercial at some point in the future, the ceiling height is there, the street frontage. So shop front windows like I mentioned are required.

Along certain frontages.

Those would allow the ground floor to be converted to commercial space, so like an office or whatever, somebody decided that they needed or wanted to build in that space.

Is and this might be a question for Dave.

Is that like a requirement of the so when you had the slide up there of the T5 like thing, I thought what I read on it was that if it was considered to be a commercial building, you needed a 14 foot like floor to ceiling height on.

The first floor.

But if it's not originally contemplated to be commercial, does that floor to ceiling height actually apply to? I don't believe it does.

OK.

So in theory, we could be building these with, you know in nine foot floor to floor if they were contemplate at the time of development to just be residential right, even though they exist within at five. I think that's accurate. You know just along those lines though one.

Thing that I've seen, I've worked as a planner now for 25 or more years, and there's a lot of change that happens. You know, we we do these approval processes with the best information that we have at the time, but 20 years is a long period of.

Time. A lot's gonna happen.

Over that period and we've had lots of phasing plan amendments and changes.

On all the you know on several of these projects, even over the last, you know dozen years or less.

So I think that, you know, we take our best shot at it when we go through these.

Application approval processes but you know and one of the things that we've talked about or we've heard from developers, we've tried doing at the city level. We've tried to encourage more mixed-use development, more commercial development because that is the vision.

It's it's a mixed-use community, walkable community. You don't have to get in your car and you know, head over to reserve to you know.

For every little thing.

So I do expect that there will be some commercial that's developed over time. I think it's just the developers that I've spoken with. You know there are a couple things.

One, it's mostly residential like the. That's what they know.

So they're residential developers, but two, you know, until the demand actually occurs, I think there's a real reluctance to, you know, dedicate a certain space or to come up with certain designs.

It's just pretty early.

A lot of these, you know, I showed that context map earlier where we.

We have a lot of projects that are in varying stages of approval, but really not not a lot of development there. I don't how many people live out there now that didn't, you know, 10 years ago, but maybe a few thousand or something. It's just not super develop.

Yeah. And let me just go back quickly to Rick's question about impact fee.

They do have a table up from from 2019 impact fees and impact fees for residential development ranged.

It depends on the size of the unit. So 750 square feet back in 2019, the impact fee was just under \$1400. Up to you know 4000 or more square feet.

The impact fee was just under \$3000.

So the typical 2022 fifty square feet.

The impact be at that time was 2335 dollars.

I can only imagine that they've gone up a little bit since then.

That's per unit.

But again, I don't know what they are today exactly.

And in addition, there's now not just city impact fees, but county impact fees as well, so.

Go ahead, Danny overweight.

Matt, question for you.

A little bit hypothetical, I promise. I'm not trying to paint into a corner, but.

You did a good job explaining that the code really drives the layout with its compliance.

You have a compliant project with a very challenging form based code.

So what we see today is really driven by that code.

If this wasn't the form based code and more of a traditional Euclidean zoning that were used to in the city of Missoula and maybe the greater northwest, would we see a different layout?

Maybe even significantly different.

Yeah, it's hard to say.

I think like Dave said, developers often times lean on what they know and I think in this case the developer really knows a single family type housing.

I think that's his preference to build, but he's also he actually has an urban planning background. And so he's very through this whole process.

He's very open to, you know, kind of working within the framework of what he's given.

So I think at the end of the day.

It would probably be a little bit of a simpler layout if there were a more like. I don't. I guess you could say like 19 seventies, 1980s style zoning code like an older zoning code.

But he.

Is I guess I would say receptive to that.

Things are changing and that's not how things are moving forward, especially in larger cities like Missoula.

So I don't know if that answers your question.

It's kind of, yeah, it it does, I think.

I'm gonna.

I'm gonna get in my mind wondering if, like, maybe we have a larger central green space. If this wasn't form based code, maybe more active area that maybe even the city takes ownership of and we have soccer fields, baseball fields, et cetera, because we could take those requ.

Four acres and put it in one usable space instead of not saying they're not usable.

Pedestrian connectivity and trails, but not much space.

Throw Frisbee, for example, yeah.

Go ahead, Sir. Just to introduce yourself.

This is Cody Swartz with voice engineering. Danny, I can answer your question.

I'll probably a little more than Matt.

When Scott originally came to us, before the Q-tip came, was even adopted.

The hope and goal was to do the 4044 Ranch style development. That's what he envisioned for the 40 acres we were driven into this through the Southeast up Kane master plan.

So he wanted to see what it would look like and go through the process.

Of taking this and making sure that we didn't have a subdivision with any variances.

So and in doing that, we had to meet both the form based code and the City of Missoula Subdivision regulations, which is proven very challenging. I think Dave can speak to that too.

I mean, we've probably spent four years coming up with a plan that met all of the check marks between both the Subdivision Regulations and the form based code.

And so that's that's kind of how we were driven into this project.

And like Matt mentioned, he's very open.

He understands that things are changing.

He understands that the city wanted density out in this area and that's kind of how Paisley Park came to be.

What it is today?

Great. Thank you. Appreciate that.

Let's see Kyla and Troy Monroe.

I see you guys.

Technically speaking, I have closed public comment but I am going to check in with the board here and see how everybody feels about opening it back up.

Oh, Troy is with the city.

Never mind.

Sorry Troy, I assumed.

That you are part of public comment, Troy.

Do you want to jump in here then?

TM **Troy Monroe** 1:56:10

Thank you.

Yeah, a couple of clarifications.

1st, that House Bill 492 has an effective date of October 1st of 2026 and it is limited to the units of 1200 square feet or less, not including what's needed for ADA purposes.

Secondly, this area is part of the Satup Kane traffic impact.

Fee and that fee is a minimum of \$1000 for 750 square feet.

And at 1200 square feet, it's \$1500 per unit.

So a 600 unit development will be paying 600,000 to \$900,000 in transportation impact fees.

Those fees are to go to the second-half of the build grant and the build grant.

Goddess Mary Jane Blvd. Finished George Elmer up to England and England from George Elmer to Flynn Lane.

The next phase is to extend George Elmer up to Broadway at Dougherty Drive up to Broadway and add the trails and such.

So all of these new homes in the Molin area are paying into a traffic impact fee. Impact fund.

AR **Analeshia Rodriguez** 1:57:31

Great. Thank you, Troy, for those numbers and clarification.

Anybody want to follow? OK, Shane, go ahead.

Got just a couple more questions.

Chuck Wagon the 40 foot easement.

Is that just a miss or and how? We're obviously not going to build half a Rd.

There's everything that we need to get in there fit into the 40 feet.

Can we make it work?

Or.

Has the developer agreed to some no build zones or some additional easements in order to get utilities and things like that to?

Work with a full Rd. profile.

Troy, would you like to address that?

TM **Troy Monroe** 1:58:18

Yeah. Thank you, Troy Monroe again.

So yes, we we are actually building half of the road.

Basically we we have two travel lanes and then the rest of the road. The curb, Gutter Blvd. sidewalk. So having a limited amount of right of way. We don't have amenities like a parking lane, but we do have the bare minimum necessary to move traffic and pedestrians along.

There.

And have St. trees, luckily.

We could check with Matt. I do believe they gave a little bit of extra in order to get an actual trail on the this portion versus just a sidewalk and the the idea was these roads Chuck wagon England, George Elmer, the the right of ways for these were.

All obtained by the county 20 years ago in preparation for the expansion out here in the in the grants and that kind of.

Stuff, but they never secured any from the airports and to this day we still can't.

So Chuck wagon South of Remington Flats is a full-fledged St.

But we don't think we're going to be able to get that above it.

So we have the bare minimum necessary to make a a functional St.

AR **Analeshia Rodriguez** 1:59:37

And so just to clarify, so Chuck Wagon is required to have two driving lanes, curb and gutter on both sides and on the east side. So not the airport side.

The other side there would be Blvd. With trees and a sidewalk.

And that's offsite.

That's in Remington Flats in Paisley Park.

There's additional.

I believe it's 4 feet of right of way that would widen the the pathway. The pedestrian path. Is that true?

Yeah. So Troy's correct.

There's Al.

Can't remember the exact number if it's four or five feet.

Additional easement to turn the sidewalk into a trail, which would be the Flint Trail and then.

To make up for the parking lane not fitting, there's parallel parking along the alleys adjacent to the common space.

So that would be available for residents to use or be available for users of that common space to park, since they can't out on Chuck wagon.

Oh, and no access strip as well, so driveways won't be crossing that bike trail.

OK.

Can I ask one or two more questions?

And you can just nod if I get this right. It sounded like you.

I think you said that you were putting in an alley on the very South edge of the property that would be shared with.

Is it Remington Flats, just to the South?

Yeah, that's correct. OK, great.

Kind of wanted to pull on a little thread that Danny opened up.

You know, I I focused in on this a little bit earlier during our pre planning board meeting, but the the.

Road that's kind of on the South end of the property.

Kind of.

Just it struck me as you know, it looks like it's a through St.

And it didn't exactly seem like it fit here.

And were you backed into that corner through the regulations or is is there an alternative St. type that would make more sense there?

I understand the want to slow down traffic on that road. It's totally fine.

I don't have a problem with that, but you know, just the weaving nature of it.

In a, you know couple block stretch just kinda struck me I guess.

And was it a requirement or was it a choice? I guess in the design.

Yeah. So I would say it's a little bit of both.

The transect zones stipulate what street type they confront on.

So the the transects as they're designated, they have to front on a certain St. type, and some of those St. types in the code. It was actually later found out that the travel lanes weren't wide enough for fire.

So a few of the transects there was a very limited option like if on the East End of the project it's AT5 transect and then on the West End of the project it's AT3.

There was very limited options for a right of way type that actually.

Is allowed to front on both of those transects.

So that wounder section that's in there, it's, I wouldn't say it's a true wounder where you truly just have a flat stretch of pavers or asphalt or planters that is shared by cars and pedestrians.

It's kind of a modified wounder section that city staff has helped us come up with and we've actually used it on another project, riverfront trails out by Jeanette Franken Elementary.

But it more or less it keeps the cars separated into something that we're more used to in our area.

And it keeps the curb in there, which we need for drainage and for snow in Montana.

So hopefully that answers your question.

It's a little bit of both.

I've got one more for Dave.

So there's a there's a Parkland dedication here.

It's gonna be maintained by the HOA, paid for by the HOA.

You know, with multifamily residential housing, at least far as the current zoning code requires, there's a certain percentage of lot land that needs to be dedicated for play space and stuff like that. Assuming that that still exists.

This would that that would be in addition to this Parkland dedication.

As as the code is currently written, who knows what's gonna be in the updated code?

Does that make sense?

That's accurate. Shane, when a property goes through subdivision and there's Parkland dedication that's required through the subdivision process, that can meet the park or the activity area requirement for multi dwelling homes.

In that what you'd find in the current zone.

OK.

So there, so there wouldn't necessarily need to be additional outdoor activity areas associated because it's currently being contemplated as this dedicated Parkland space.

Upon yeah, the subdivision being approved.

That's right. OK.

Great. Thank you.

I was just.

I was honestly wondering if we're looking at 20% plus, you know, some yet to be seen future percentage based on multi or?

Multi family housing activity area or if we kind of are where we are great. Thank you.

OK. Anybody else? We're good.

OK, I am not gonna open up public comment because I was confused there.

I didn't realize Troy was with the city staff.

Again, and I think right now we have a request for a break.

So we're gonna take 5 minutes. Good enough.

Five minute recess or as needed.

So take a break, folks.

OK. We have everybody back. So we are going to reconvene. And before I forget.

Pyla there was some of your statements or comments that were less specific questions that we will also address once we get into the more discussion portion of the board's piece here. Just so you know that we're not trying to ignore those, but we take questions as quest.

Questions. And then when we get to comments, we turn to address those as best we can.

OK.

So are we ready for a motion?

That sounds good, Dave.

Can you get that motion up for us, please?

Well, jealous, Rick's got a mic he can hold in his hand.

He's like superstar.

OK.

There we go.

I move that we recommend approval of the Paisley Park Subdivision preliminary plat application and master site plan, subject to the recommended conditions of approval. Based on the findings of fact and conclusions of law in the staff report. So motion made by Rick, do we have a second second? Oh, seconded by Danny.

Any.

Too many Danny's in here.

All of a sudden.

Just kidding, OK?

We have a motion on the floor.

Does anybody want to kick us off or I can start off?

I'll be happy to.

Go ahead, Rick.

Sorry Rick, I just had a quick clarifying question.

So we're we're we're approving the motion for the subdivision preliminary, but then that's the first step towards annexation.

So the annexation will be a separate motion.

Or is this implied that this is gonna we have no per view over annexation?

That just falls to the City Council, so we are aware of it, but it is not a piece of our decision making.

Does that make sense?

But this in the context of the county then.

Yeah, I did.

You hear that part, Dave?

Yeah, I'd. I'd say just for the purpose of the planning board.

So Montana log gives you authority or role in zoning and also subdivision.

So the zoning here is the master site plan.

So it's the transect zones, is there?

Is there shown on the plot?

So no, you don't have.

A specific role in annexation, but I think for the sake of the board, assume that it's within city limits.

And I think that's what the City Council is looking for.

OK. Does that make sense to everybody? OK, run away, Rick.

So I just wanted to kind of address one of the things that Kyla brought up and.
Yeah, what we have before us is a the setup can plan which has already been gone
through public review and has been put into place.
We have an application before us that has no variances from the plan.
We have a duty to follow the law.
That's what planning boards have to do.
We do make only a recommendation to the, to the city or the county.
But.
Speaking for myself, I can't.
I can't turn down a application because I don't think there should be growth in the
county.
There is.
The trick is to try to manage growth, and that's a hard thing to do too.
We just have to rule on what is before us.
There were 5 units.
It'd be 5 units.
It's 600 to 600.
So you know this is an area targeted for growth.
I know that for growth can be painful.
I'm probably the only member on here that had their house bulldoze for growth and
had to sell mine to the county. That was pretty painful for me.
But you know, I moved moved elsewhere.
But it's just you know it.
It checks the boxes for me.
It it is. What's?
Considered for that area and lots of things can change between now and then.
Certainly the state has made us make some changes.
That weren't contemplated and more could be on the way.
So that's just how I wanted to kick it off so.
Say for me, great.
Thank you, Rick.
Anybody else?
All right, I'll take a.

I'll take a second here.

I might speak a couple times.

So I probably should ask this earlier, but I wanted to clarify how many single family dwellings were going in.

I know it's more than four, wasn't Matt?

Do you have that number?

Or at least a a guess.

20.

So.

Far as the transex that are allocated, it's 51 units that.

KT **Kyla Tripp** 2:16:46

Four houses.

AR **Analeshia Rodriguez** 2:16:52

Are either a single family house or they're an attached house where the walls are a lot lined, so that would be a duplex, a triplex, etcetera. OK.

So there's 51 and that includes the duplexes.

Who's adjoining a single family houses homeland?

And it's roughly ish twentyish something that our single family homes. I forgot how many lots there were.

I did the math earlier, but then.

The exact number on any are just single family, yeah.

OK.

We'll find it.

Yeah, that's fine. That's fine.

I just want to get that clarified.

Yeah. Detached single family, just single family.

And then I'm gonna just take a quick second to kind of address.

The schools and Hellgate in this area.

I think.

That I hope that Citi, the city and staff you know, know. I think we've talked about Hellgate with almost every subdivision out here.

And so I think it was aptly said.

That you know, no comment doesn't mean that there's no impact.

And I think I think staff is probably aware of that, but I think perhaps we should maybe get that higher on our radar.

As somebody who actually drives through the hell Gate Elementary area now every morning.

It's.

It's it's being impacted there.

There is no doubt that Hellgate Elementary and those schools out there are being impacted by these subdivisions and we've got to figure out a way to alleviate that.

And if we don't start developing a plan pretty soon, I think we're going to be behind the curve.

And I think I'll just leave it at that because I've I've talked about that before. And then Matt, go ahead.

What did you?

So it's 37.

OK, 37 detached, single family homes, OK.

Triplex lot line, wall, OK and then OK great so.

Anybody else want to jump in there and I'll come back around later?

Danny tannenbaum.

Thanks Sean.

I'd just like to say that I appreciate the work put in by the builders, by the city and planning for this development.

I I appreciate a lot of things about this particular project.

I appreciate the mix of homes.

I appreciate how there's single family detached all the way up to to more dense multifamily housing. I think that's really what we have to do in order to.

Accommodate.

Growth and plan for growth here in Missoula in the future is build a mix of homes because people want a mix of homes and.

I also appreciate that there's non motorized transportation links.

I think that's also important and I think that'll improve the quality of life for for the families that will move into this new development.

I really appreciate that you didn't just end up copying 44 ranch.

I think 44 Ranch has its place.

I think it's a nice place to live, but I looked at the site plan and I looked at it and I thought this is a really cool type of.

Development that doesn't exist too much in Missoula, and I think it would be a great place to raise a family.

Over the 20 or so years that it'll take to actually, you know.

Put this into reality.

I also appreciate the lack of variances.

We frequently have projects coming before us that have lots of variances, and I know looking at the swept Kane form base code looking at the Missoula Subdivision regulations, it is extremely difficult to pull something like that off.

The lack of variances.

I personally think it should.

Be treated with expedited review in those circumstances to acknowledge the lack of variances, but it's a different topic for a different day and I think it comes up pretty frequently.

Proposals before this board the concern about impact on schools and I see where people come from with that.

As someone with small kids, I take a little bit of offense to that because I think kids are great.

I think we are very lucky in Missoula if we have the the problem, quote, UN quote of having growth in population, especially of young people or future generations, there are a lot of parts of Montana that are struggling because there are no more kids.

Kids are leaving.

Schools are shutting down and it's causing.

Lots of controversy.

I understand it's gonna be an issue for theres expanding schools in this area.

I think it's gonna be necessary.

MCPS.

They have a board of trustees and they're dealing with these issues right now, and they're gonna have to plan for that. And that's what they're there for.

They get A&B funding for every student and.

You know, I think that's in their purview.

And if we have to build more schools because we have more kids in Missoula, I think that's a great problem to have and.

But otherwise, like I'm, I'm really excited for this development and I understand there's trade-offs with growth, but All in all I think this is a positive.

So just wanted to throw that in there.

Great. Thank you, Danny.

Yeah. Thank you.

Actually, Danny.

Did a really good job there.

Appreciate that. And I just wanna echo a lot of things that you said. You know, I think that when we looked at this setup in master plan years ago.

It was a way to help the city manage growth, not just in an area, but, you know, we looked at City of Missoula and decided where where the growth.

In a large scale, was going to occur and a lot of thought went into that plan.

And.

It took me, you know, a couple looks at the site plan and what you guys were doing to fully understand.

That I I think it's a really good plan using the form based code in this area.

Are there a few things that I wish were slightly different about it?

Yeah, you know the.

Accommodating commercial space, I do think is going to be an important thing, you know, transit.

Is, you know, I think we all hear it.

You know that Mullen is really busy and you know, and the more the more we can put amenities within this community, I think the less in going and outgoing traffic there will be or at least there could be a reverse commute at some point where people are coming.

Into this community to work, and not everybody's going out.

We're not.

I wanted to.

I think we all contemplated this not being a.

Bedtime community out here and so if there's a way to accommodate some

commercial spaces in the future.

You know all the better.

You know the the this master plan the the form based code is pretty daunting and I applaud you guys for taking it on and creating a plan that is really quite difficult.

I also appreciate, and I think you guys said that this was.

In the four base code, but you know using allies to make sure that we don't have thousands of cars crossing sidewalks, you know, and ruining those pedestrian corridors.

Something that I didn't pick up on right away, Dave, you know, explained it to me.

I think that, but that's great.

I see this as a walkable community.

I see that there's been really thoughtful connections to neighborhood.

Developments.

And you know, accommodating for those pathways to continue.

Out east and South and wherever they need to go.

So yeah, on on a whole, I think this is really.

It might not be what everybody in the community wants, but I do think that this is what we heard from the Community years ago when this plan was created, that this is what we wanted. So thank you.

Hey, buddy, wanna go, Daniel?

Right off the bat, I'll just, you know, state that I'll be supporting this motion and recommending approval.

You know, hats off to the design team.

You know I have first hand experience with form based code and how challenging it is in listening to you say it took four years to get to where it is today.

Is kudos to you.

That's impressive, but you know I'm torn because it shouldn't take us four years to get a project approved.

You know, we've used absorbed a couple times tonight with this plan getting absorbed.

I.

I don't think that's true.

I think it's getting dissolved because it didn't do what it's intended purpose was to

do and that was bring housing to our community. The overarching master plan called for 5000 units out here.

Five years later, we have 14 houses built so far.

You know, this is only the 4th project approved.

It didn't. It didn't work.

So we have to pivot.

We have the Uniform Development Code coming online.

9.

I kind of wish I could hypothetically see what the plan would be under the new code and not the current code, but that's what we have to deal with.

We can't just wait for development, right?

So kudos to you guys for pushing forward when you knew there was a new code coming forward.

I'm interested to see how it kind of plays out. You know, the new code's going to be adopted before this first phase is even filed. So we were showing transect zones that will never exist because we'll have new zoning code in place before.

Which is interesting.

I don't how it's going to work, but.

You know, again, I guess the design team did an amazing job. So hats off to you guys.

It's a great project.

I'm excited to see it built out.

I'm sorry we had to wait four years to see it.

All right.

Anybody else?

Try jump back in here for a minute, OK?

I'm just gonna try and address.

A few more things.

So let's see.

There was a comment on housing costs and I'll see if I can do this any justice. If anybody wants to make a better shot at it, you can try.

Housing costs in the city are not necessarily directly under our control.

All has the City Council or even the mayor.

The driver of housing costs or the people moving here that have a lot more money than the rest of us and are willing to pay huge sums of money for the limited amount of housing that we have.

That's our general driving gentrification of housing.

It's not necessarily what planning board or the City Council is doing specifically.

I would actually counter that by saying.

That this is an attempt to try and address that housing cost rise by building more.

That's one of our main options. Code reform. Figuring out a ways to build more housing to address the housing shortage.

I know that's not a popular perception of how this actually works, but it it really is kind of the dynamic that is at play.

Rather than you know.

Nefarious politicians trying to do dirty things.

You know, like we're really in a lot of ways, our hands are tied.

As far as the developer goes, we don't.

We can't control who develops, no matter where they live, whether they're in Missouri, we get folks from Arizona.

We have developers or builders from all over the nation.

And that's not, you know, like that's that's America.

There's not a lot we can do about that.

I do wanna talk a little bit more just and.

Reality of Mullen Rd.

And that we really do have some figuring to do there because I think Shane and Danny got at it really well if if we can add commercial in you know there's that little commercial strip along England Blvd. That is a really nice little area.

Further in towards Union Pacific and reserve.

But.

Mullen Rd. is backing up and we're having a heck of a.

Time moving the traffic, you know, like past reserve and as we build this out more and more, which we're gonna do 'cause, that's the plan. We're gonna have to address that. And I think it's important to get that on public record as as often as possible.

And lastly, I'm going to do my normal agricultural spiel here.

And I like this plan as well.

I like what you guys designed.

It's gonna have my support and there's room for agricultural opportunities here.

Whether there was a single family home across from one of these open spaces that was designated for agriculture.

Particularly when we see prime agricultural land, when there is that designation. And I know it's not built into the code. I'm hearing rumors that were incentivizing it.

But.

You know, we live in what used to be known as the Garden City and that used to have a truck farm and as a farmer who grows on 1/2 acre lot and a quarter acre of production.

We can create more agricultural opportunities for these communities if there's a willingness on the part of the developer, and I know it doesn't make a lot of money.

But it builds beautiful communities, and there's a farm South of here. And if there could be a small urban farm north that really lends to this idea of keeping the neighborhoods intact, less travel out, all those things become more possible.

And I know that you know, a farm is a big stretch.

Like, that's a big idea, right?

That's a radical idea in this type of thing.

However, community gardens may not be as big of a stretch.

And with the way that this is laid out, there's a lot of potential for some beautiful community gardens.

That would be could be spread out and accessible to everybody.

But it takes a willingness, right?

Like it takes a willingness on your guys's part and maybe some sacrifice in the financial realm to make those things possible.

But if we're looking at quality of living and upholding the character of the city we live in these things to me are really important.

And.

I think.

That is the extent of my.

Comments for this evening.

Does anybody want to follow suit?

Take anything else up. Are we ready for a vote?

Oh, wait, transportation district.
I just want to make sure that that.
It gets flushed up again. 'cause. We're gonna need to include this. You know, as time goes by, I see the bus routes out there.
They're there, but we'll have to extend.
I don't know if I need to end that, but I saw my note, so I think with that I'm not seeing anybody looking to jump in.
We are gonna go to a roll call vote please, annalisha.
Roll call vote.
Shane Morrissey.
Yes to inform.
Danny tennenbaum.
Danny oberweiser.
Recall. Yes, Sean McCoy. Yes. And it is unanimous.
The motion passes.
Great. Thank you, analicia.
And thank you to Dave Troy for being here, you guys as well.
Appreciate it, Matt.
I'm sorry I missed your.
What was your first name again, Cody?
Thank you, Cody, for being here.
Appreciate your guys time, Kyla.
Well, you just don't.
Oh no, I thought I saw you jumped off.
Thank you for your time as well and being here, I know you wanted to speak again.
But technically, that's not how I'm supposed to run the meeting.
And with that, we are done.
Done with this hearing portion of tonight's meeting.
Which brings us to.
We don't have any communications and special presentations, committee reports.
It's too early, right?
Yep, we'll get that next time.
No old business, but we do have some new business.

Yeah, that's best place to do that.

So did we didn't. I'm sorry.

I was unable to get on e-mail or anything after our pre meeting, so we kind of have a big agenda coming up here with the new zoning code coming out.

Out city staff is trying to layout a plan.

They're really hoping to get it approved before the new year. However, that makes a bit of a tight window.

So.

Main things to know for board members and we will have emails to follow out and there will be surveys to also coming out following up on this but we've got a meeting October 7th which is going to begin our presentation period of.

Information on what the new code looks like and that will also be right around the time that they're rolling it out for the public to comment on. And if I miss anything, jump in here, Shane.

Umm.

And that particular presentation I think is is the bigger one and that one, what is ow, what does that one cover?

The October 7th meeting is going to be the zoning map, and in general the zoning code, minus maybe a few.

You know, minor parts, but the space and bulk requirements and the zoning map are going to be a part of that October 7th presentation.

Yes, and that is a the bigger of the two presentations in my as my understanding.

And then what was?

November. What was that date?

4th.

So November 4th will be the second phase presentation of the code update for us and that will cover Shane.

I'm sorry I don't have my notes.

Sounded like it was the majority of what currently exists is the engineering code or Title 12 right now as well as maybe some of the appendices or some of the.

Existing nonconforming language of the zoning code, but by and large, it sounded like it was the engineering.

Side of the Uniform Development Code.

That's right.

And then I we didn't really talk about whether or not we'll have any general stuff in those two months, but I know the beginning of the month, we've got those presentations.

Might be some also hearings, subdivisions, something in there that wasn't mentioned and then probably the most crucial phase will be November. And right now the proposal is November 18th and November 20th we will have two meetings close together and those will be the meetings where we decide and.

Vote on the new code update.

Where we will have public comment and.

That will be the breadth of our decision making and approval or excuse me recommendation process for the City Council.

There is some discussion on whether or not, and this is where staff is looking for our input, whether or not we feel like we might need three meetings, whether or not three meetings is even possible given the time of year.

And So what we're gonna do is I think we'll start with the 18th and 20th as our survey for dates and.

We'll see what everybody's availability is and we'll also.

Probably look to get feedback on if there's a third date.

Possible within that realm before Thanksgiving, we might be able to fit something in if necessary.

And Alicia, do you have something to add?

I was just gonna just clarify, the days were confirmed.

So November 20th and the 18th.

And then for November 24th or November 25th as a potential meeting date, OK.

All right, great.

Thank you.

And I'll send a poll for all these meeting dates to see what the availability is for you guys, OK?

Great. Would this be regular meetings that?

Follow same format meaning every single one of these meetings could have other comment.

So the October 7th meeting for the presentations, we don't take public comment for

presentations and.

I'm just going to assume that staff may not try and add a hearing in there.

Because they're already gonna be really, really big.

So other than public comment beforehand on agenda items outside of.

Or comments outside of the agenda.

We won't have public comment for those presentation pieces.

Whereas the November 18th and 20th meeting, we most definitely will have public comment periods.

And.

I haven't talked about staff with this because I thought about this more after our pre meeting, but I think I might be. I'm gonna check in with staff and Shane, but I think it might be wiser for us to maybe.

Do the opening presentation on the 18th and then we, you know, the we hold the city or the meeting open and then maybe do public comment there come back to I don't know in my mind we try and split public comment maybe in some way so that we.

Not taking it both nights.

I don't know if that's possible.

Legally speaking, I don't know the length.

Of time, but I think.

We're definitely trying to keep in mind public comment.

And making sure that it's robust and we have enough time to fulfill the desire because it's pretty clear that there's going to be a lot of people wanting to comment on this on all levels.

It's just anticipating how much.

So yes, is probably the shortest answer, and maybe we can figure out a way where we build more public comment in in the first half and less in the second-half so that we can make it happen.

I don't know.

We're trying to figure that out and if you guys have thoughts on any of this?

You know, chime in.

You know, staff is looking for recommendations and and ideas on how to best accomplish this.

So any input you guys have, feel free to shoot an e-mail to annaliesha or you know Lavelle or Benjamin Brewer in the in the planning office.

Did I miss anything?

We cover anything else.

Go ahead.

I was just gonna. Oh, thumbs up. Alright, Shane, any thoughts?

OK.

I think that's it.

Does anybody have any more questions, comments, super topic? But do we have any update on the structure of this board in light of?

State whatever like I mean.

Is this board gonna get split in prior to us having to deal with the city?

I don't think so. I don't.

Yeah, I'm seeing Dave's.

No. Yeah, my anticipation is that the phase out of this board or the the transition probably is a better way of it to say it of this board is gonna be in the new year.

That's kind of like what I'm feeling at this point. I think they're too overwhelmed with code.

I think following adoption of the code, that's when the transition will occur, yeah.

And that makes sense, right?

Because they can't.

I don't think they can make the new body, you know, like, I don't know.

Anybody else?

Anything else? Dave? Did you have anything else? Just to answer Danny's question, he asked if this project because it didn't have any variances. The Paisley one would qualify for expedited review.

And no, it didn't because it's not already within city limits.

That's a prerequisite. OK. OK.

Well, that's what a regulations say, yeah.

OK. Interesting.

Because there's a big staff report to put together already within the time frame and you know.

OK.

Anything else from anybody, any needs. OK, let's call it a night. Meeting adjourned.

Thank you everybody for your precious volunteer time.

Thank you for being here and we'll see you at the next one.

Oh, wait, no, I won't.

Not the next one.

I'll see you in October.

Yep.

□ stopped transcription

Annexation,
Rezoning,
Subdivision, &
Master Site Plan

—

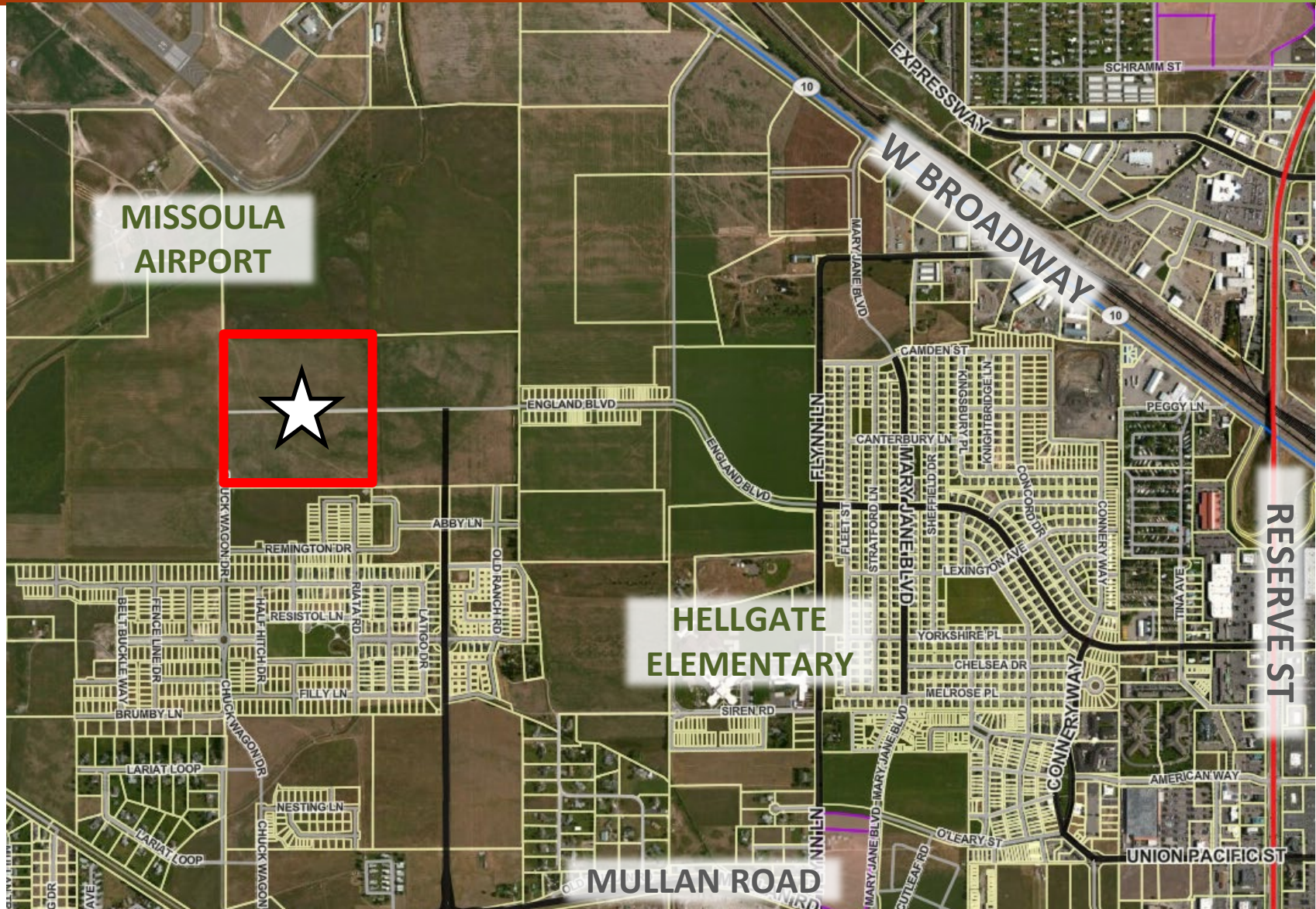
Planning Board
Public Hearing

Paisley Park Subdivision & Master Site Plan

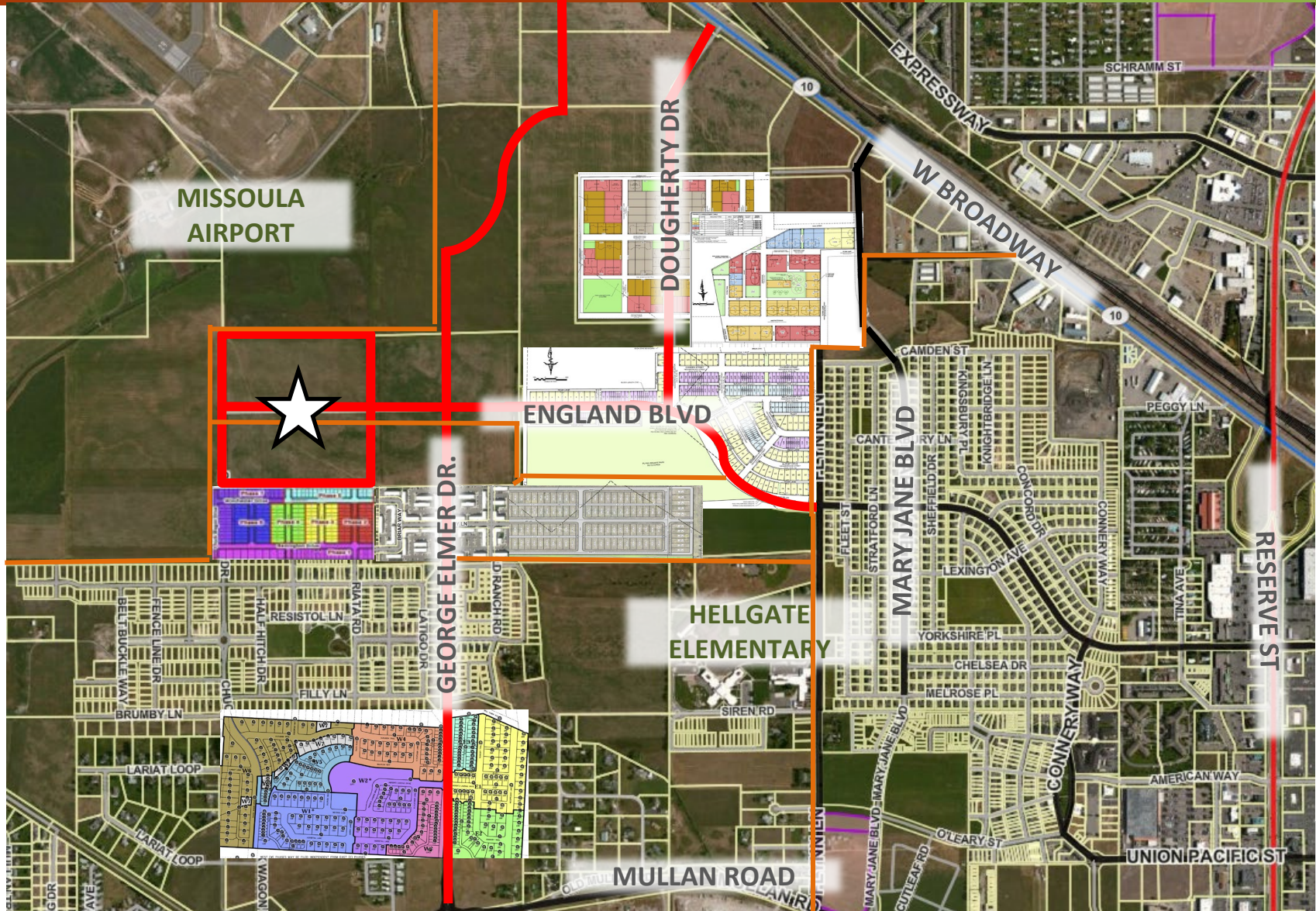


Dave DeGrandpre, AICP
CPDI
September 2, 2025

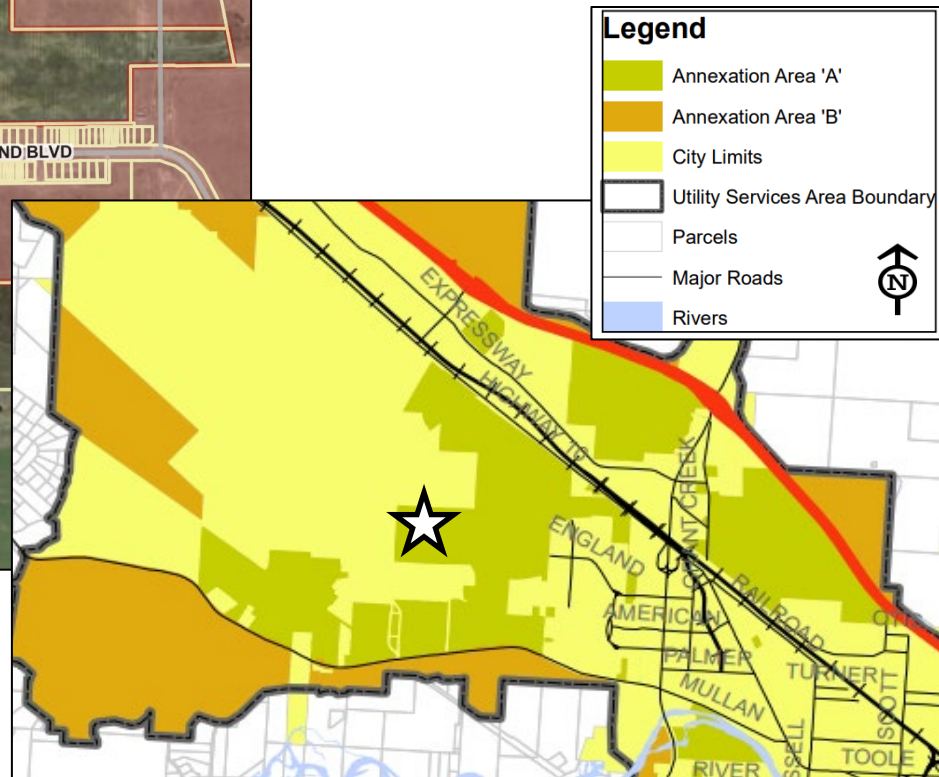
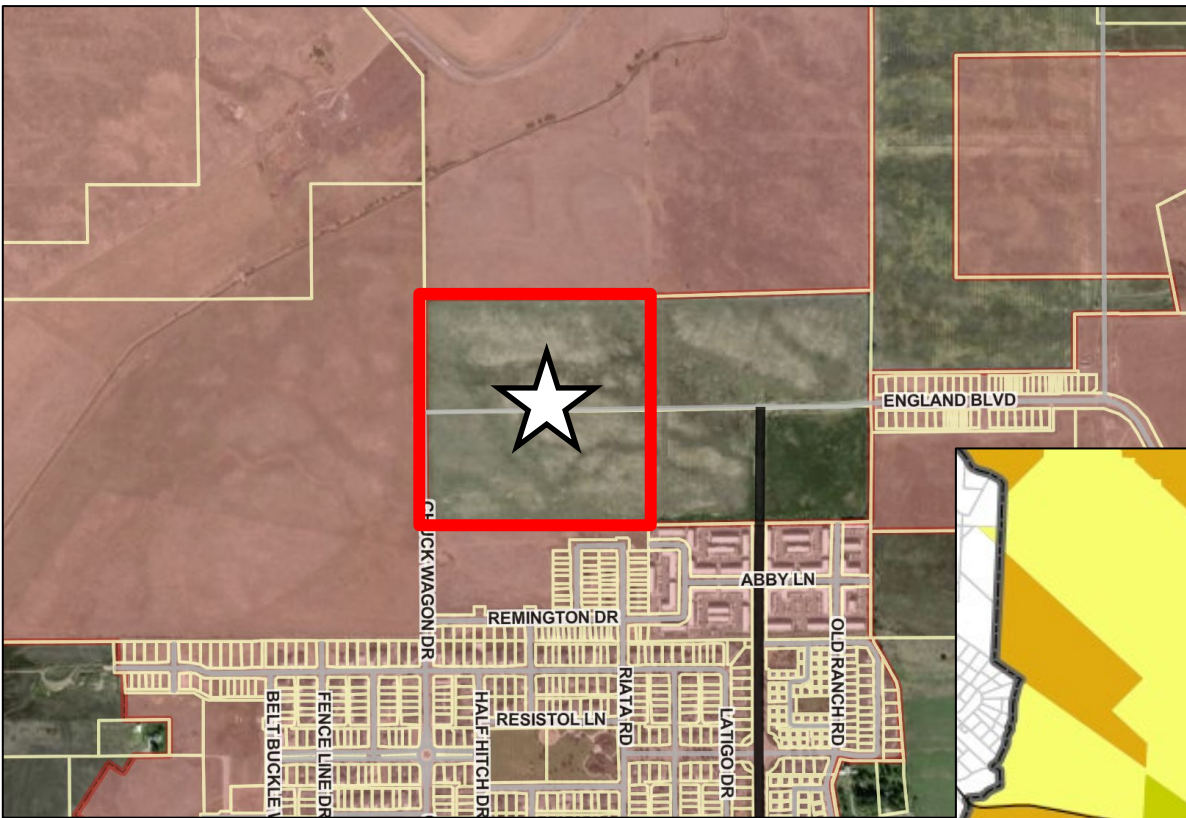
Property Location



Neighborhood Context



Annexation Policy



Existing Conditions



Preliminary Plat



PRELIMINARY PLAT OF PAISLEY PARK

OWNER OF RECORD
OO LAND HOLDING, LLC
SURVEY COMMISSIONED BY
OO LAND HOLDING, LLC

A MAJOR SUBDIVISION LOCATED IN THE WEST ONE-HALF OF SECTION 12, TOWNSHIP 13 NORTH, RANGE 20 WEST, P.M.M., MISSOULA COUNTY, MONTANA

LEGEND

- SECTION LINE
- EXTERIOR SUBDIVISION BOUNDARY
- LOT BOUNDARY PER THIS PLAT
- ADJOINING LOT BOUNDARY
- EXISTING PUBLIC RIGHT-OF-WAY
- EASEMENT: AS DESCRIBED, PER THIS PLAT
- CENTERLINE PER THIS PLAT
- FOUND MONUMENT
- EXISTING CHAINLINK FENCE
- EXISTING BURIED POWER
- EXISTING POWER POLE
- EXISTING ELECTRIC PEDESTAL
- EXISTING ELECTRIC METER
- EXISTING GUY ANCHOR
- EXISTING IRRIGATION PIVOT
- EXISTING IRRIGATION LINE
- EXISTING IRRIGATION VALVE
- EXISTING WATER VALVE
- EXISTING DECIDUOUS TREE
- PROPOSED ASPHALT
- PROPOSED CURB
- PROPOSED SIDEWALK/CONCRETE

PERIMETER LEGAL DESCRIPTION

TRACT 9 & TRACT 7 OF CERTIFICATE OF SURVEY 3178, RECORDS OF MISSOULA COUNTY, LOCATED IN THE WEST ONE-HALF OF SECTION 12, TOWNSHIP 13 NORTH, RANGE 20 WEST, PRINCIPAL MERIDIAN MONTANA, MISSOULA COUNTY, MONTANA.

NOTES

- PROPOSED BEARINGS & DISTANCES AND PROPOSED EASEMENTS ARE PRELIMINARY AND MAY BE SUBJECT TO CHANGE PRIOR TO SUBMITTAL OF FINAL PLAT.
- COMMON AREAS BEGIN WITH THE LETTER C IN THEIR NUMBERING. A PUBLIC ACCESS EASEMENT IS DEDICATED ACROSS THE FOLLOWING COMMON AREAS: C5, C6, C8, C9, C10, C11, C12, C13, C15, C16, C19, C20, C21, C22, C26, C27, AND C28.
- LOTS WITHIN THE PLAT ARE CLASSIFIED AS IRRIGATED LAND AND MAY BE ASSESSED FOR IRRIGATION WATER DELIVERY EVEN THOUGH WATER MIGHT NOT BE DELIVERABLE TO THAT PARTICULAR LOT.

CERTIFICATE OF SURVEYOR

I HEREBY CERTIFY THAT THIS PRELIMINARY PLAT REPRESENTS A SURVEY PERFORMED UNDER MY SUPERVISION AND COMPLETED ON THE DATE SHOWN HEREON.

PRELIMINARY

KODY T. QUARTZ, ES
MONTANA REGISTRATION NO. 101391E6

DATE

KEY NOTES

- 80' RIGHT-OF-WAY PER BOOK 726, PAGE 569 AND CERTIFICATE OF SURVEY 5699
- 42' RIGHT-OF-WAY PER BOOK 726, PAGE 569 AND CERTIFICATE OF SURVEY 5699
- 28' RIGHT-OF-WAY PER BOOK 216, PAGE 480
- PUBLIC STORMWATER EASEMENT PER THIS PLAT
- 35' PUBLIC UTILITY EASEMENT PER THIS PLAT
- 2' NONMOTORIZED PUBLIC ACCESS & UTILITY EASEMENT PER THIS PLAT
- 20' NONMOTORIZED PUBLIC ACCESS & PRIVATE UTILITY EASEMENT PER THIS PLAT
- PUBLIC UTILITY EASEMENT PER THIS PLAT
- 14' NONMOTORIZED PUBLIC ACCESS EASEMENT PER THIS PLAT
- NONMOTORIZED PUBLIC ACCESS & UTILITY EASEMENT PER THIS PLAT
- TEMPORARY PRIVATE ACCESS EASEMENT FOR EMERGENCY TURNAROUND
- 1' NO MOTORIZED ACCESS STRIP
- 1' NO MOTORIZED ACCESS STRIP & CLEAR ZONE EASEMENT



0 100 200
FEET
BASE OF BEARING
MONTANA STATE PLANE - 2500
GRID NORTH - GROUND DISTANCES
VERTICAL DATUM
NAVD83

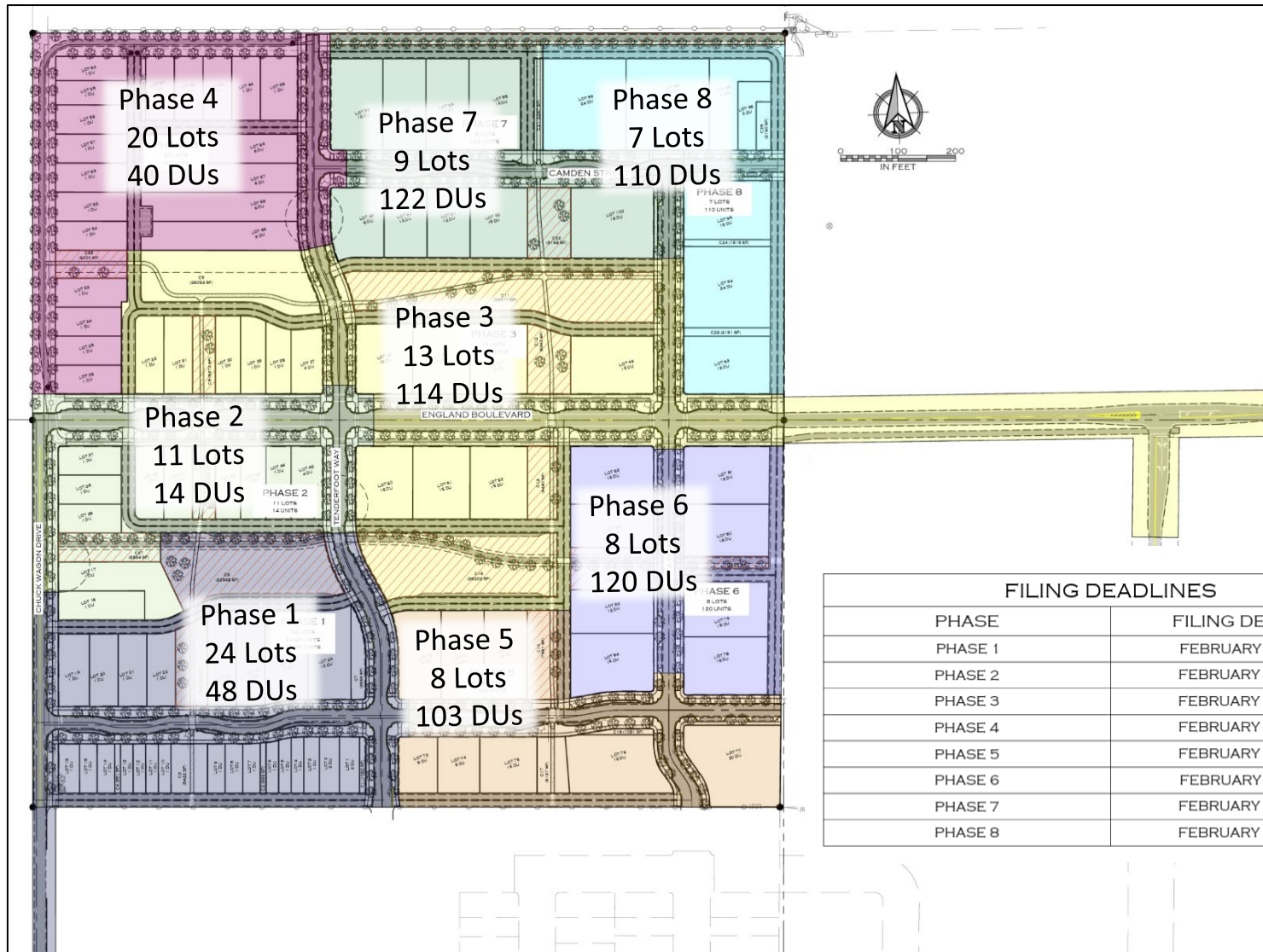
SUBDIVISION AREAS
40.07 ACRES (GROSS)
20.10 ACRES (LOTS)
14.06 ACRES (RIGHT-OF-WAY)
5.89 ACRES (COMMON AREAS)

COLOR VERIFICATION
ELEMENTS ON THIS SHEET ARE
INTENDED TO BE COLOR. IF
PROPERLY REPRODUCED, RED LINES
INDICATE THE 20' STRIP.

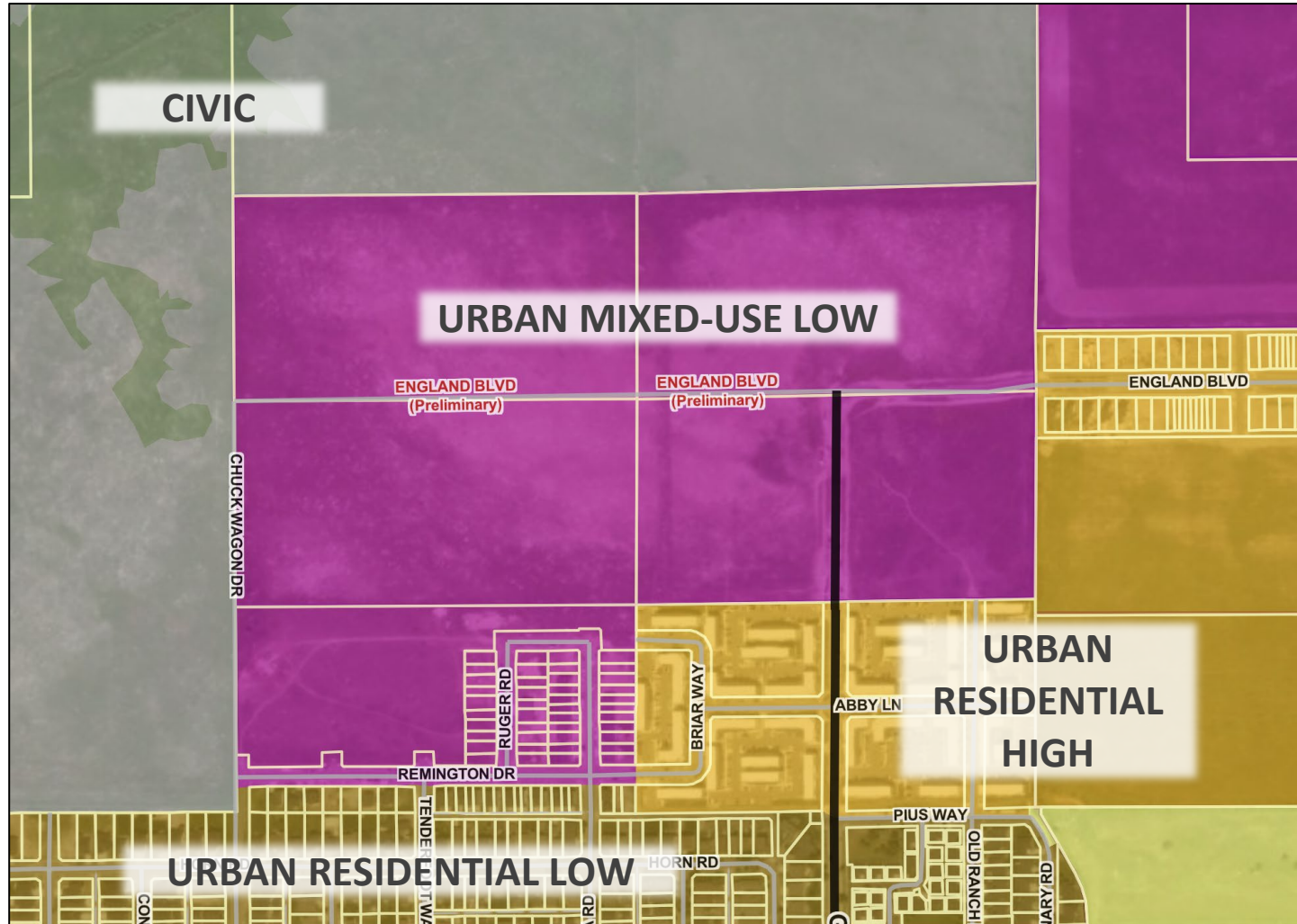
WOITH ENGINEERING, INC.
ENGINEERS & SURVEYORS
4000 STREET NW, SUITE 200 - GREAT FALLS, MT 59404-4919
MONTANA REG. SET 11 - MISSOULA, MT 59701-0505
WWW.WOITHENGINEERING.COM

1/4	SECTION	TOWNSHIP	RANGE	PRINCIPAL MERIDIAN MONTANA
12	12	13 N	20 W	MISSOULA COUNTY, MONTANA
12	12	13 N	20 W	PLAT NO. 25077
12	12	13 N	20 W	DATE: APRIL 23, 2025
12	12	13 N	20 W	PUBLIC PLAT PRELIMINARY SHEET 1 OF 2

Phasing Plan



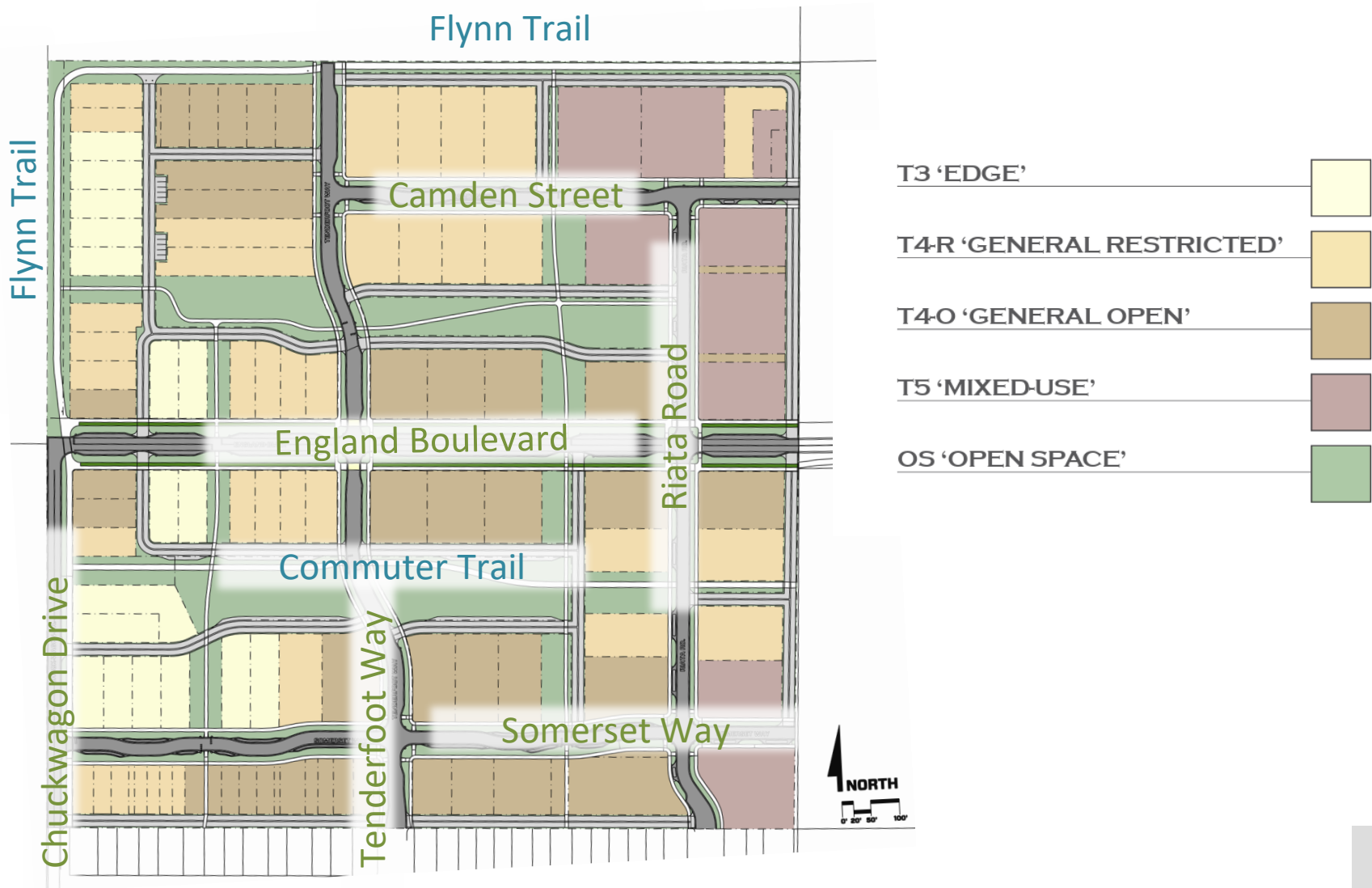
2045 Land Use Plan



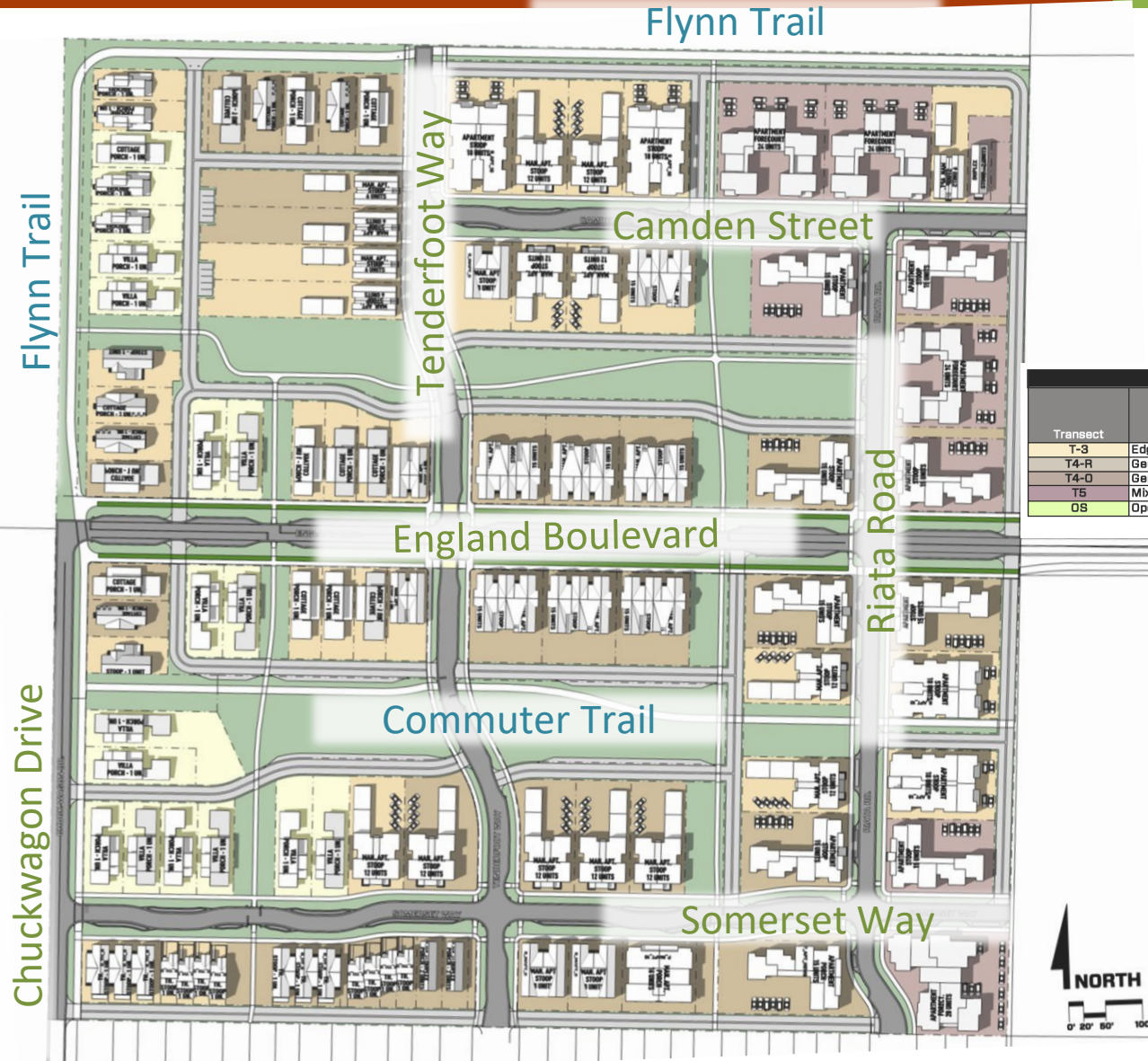
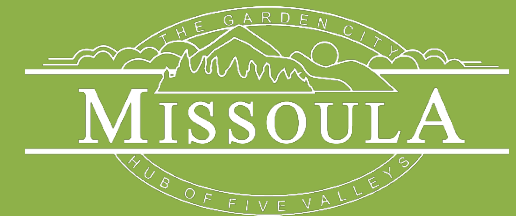
Sx^wtpqyen Neighborhoods



Proposed Zoning



Master Site Plan



Land Allocation				Transect Allocation per Plan	Permitted Transect Allocation
Transect		SF/Transect	Transect Acreage		
T-3	Edge	119125.25	2.735	10%	10-40%
T4-R	General Restricted	288367.44	6.620	25%	20-40%
T4-O	General Open	336923.42	7.735	30%	10-30%
T5	Mixed-Use	157503.03	3.616	14%	0-15%
OS	Open Space	233160.49	5.353		
			Total	26.058	

Subdivision Review Criteria



- I. Growth Policy & Zoning
- II. Agriculture
- III. Agricultural Water User Facilities
- IV. Local Services
- V. Natural Environment, Wildlife & Wildlife Habitat
- VI. Public Health and Safety

Growth Policy & Zoning



- Complies with the 2045 Our Missoula Land Use Plan Urban Mixed-Use Low Place Type
- Complies with the Sxwtpqyen Area Master Plan Community Center Neighborhood Unit
- Requires a mix of transects and development densities, lot sizes, block perimeters, street types and building types
- The subdivision complies with the requirements of the Land Use Plan and Form Based Code

Agriculture & Ag. Water Facilities



Prior Land Use: Irrigated hay ground

Soil Type: Prime farmland if irrigated

Applicable Plan: Sx^wtpqyen Neighborhoods Master Plan
(planned for urban development)

Irrigation: Existing facilities line to be removed

Water Rights: Already severed from the property

Local Services, Health and Safety



Water & Sewer: All lots will be served by city sewer and water.

Solid Waste: Solid waste disposal by Republic Services.

Parks & Recreation: Parkland dedication provided via developed common areas to be maintained by a HOA.

Transportation: Streets, sidewalks and trails to be built by subdivider and dedicated to the City. Petition into Missoula Urban Transportation District.

Impacts to Schools: No comments received from school district.

Fire & Law Enforcement Services: Provided by City Police and Fire. Installation of fire hydrants required prior to final plat approval of each phase or combustible construction.

Nat. Env., Wildlife, & Health & Safety



- Biological assessment of area completed with Mullan BUILD project
- Potential for high ground water – no basements
- Weed management and revegetation plan provided
- Airport influence area – aviation easement and notification on the plat
- Fire hydrants throughout

No presence of:

- Floodplain
- Steep slopes
- Natural hazards
- Manmade hazards
- Natural surface water
- Riparian vegetation
- Critical/unique wildlife habitat

Conditions of Approval



Summary:

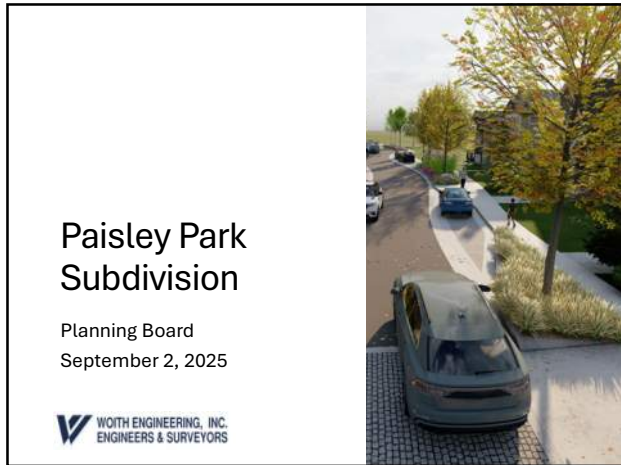
1. 31 recommended conditions
2. England Boulevard developed in phases, including off-site
3. Chuck Wagon Drive (on and off-site) with Phase 1
4. Second street connection for Phase 2
5. Installation of sewer, water, stormwater, all street, trail, and alley improvements and easements
6. Parkland dedication and improvements required per phase
7. Fire hydrant installation
8. No basements due to high ground water
9. Avigation easement and airport influence area statement on the plat

Recommended Motion



SUBDIVISION

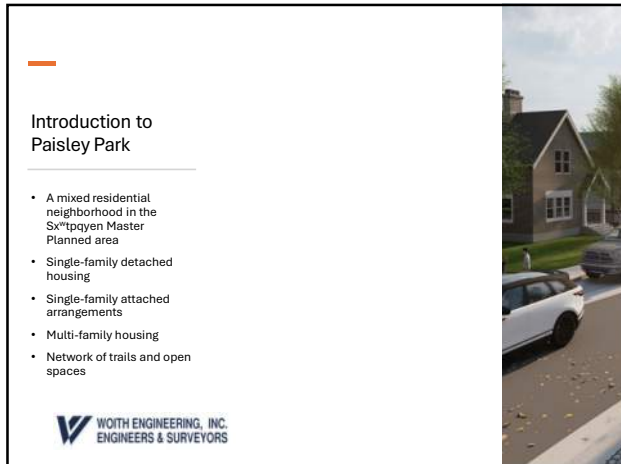
Recommend **approval** the Paisley Park Subdivision preliminary plat application and master site plan, subject to the recommended conditions of approval, based on the findings of fact and conclusions of law in the staff report.



1



2



3



4



5



6



7



8



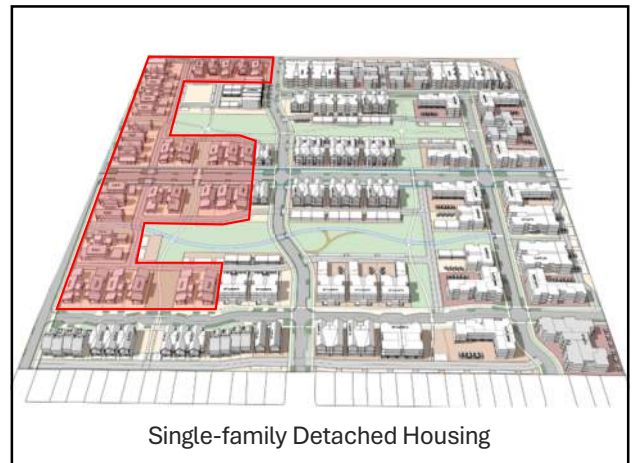
9



10



11



12

Single-family Detached Housing

Single-family Detached Housing

WOITH ENGINEERING, INC.
ENGINEERS & SURVEYORS



13



Single-family Attached Housing

14

Single-family Attached Housing

WOITH ENGINEERING, INC.
ENGINEERS & SURVEYORS



15



Mansion Apartments

16

Mansion Apartments

17



Traditional Apartments

18

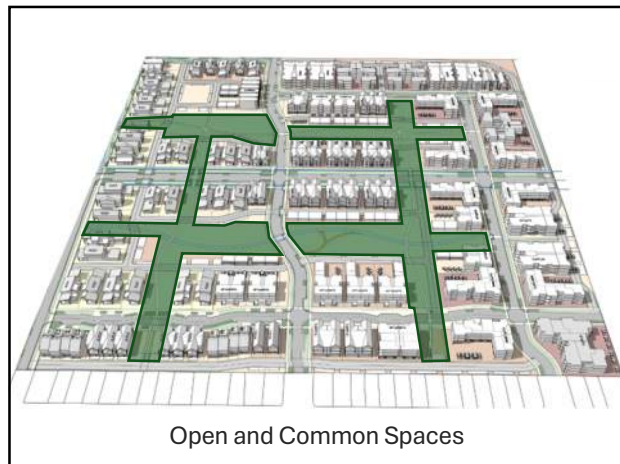
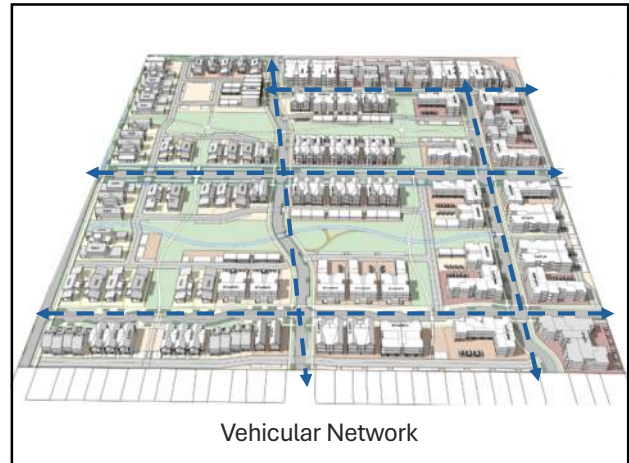
Traditional Apartments

WOITH ENGINEERING, INC.
ENGINEERS & SURVEYORS

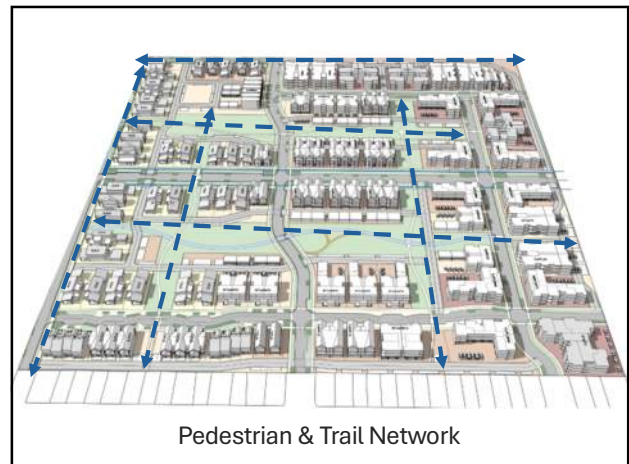


19

20



21



22

Concerns

WOITH ENGINEERING, INC.
ENGINEERS & SURVEYORS



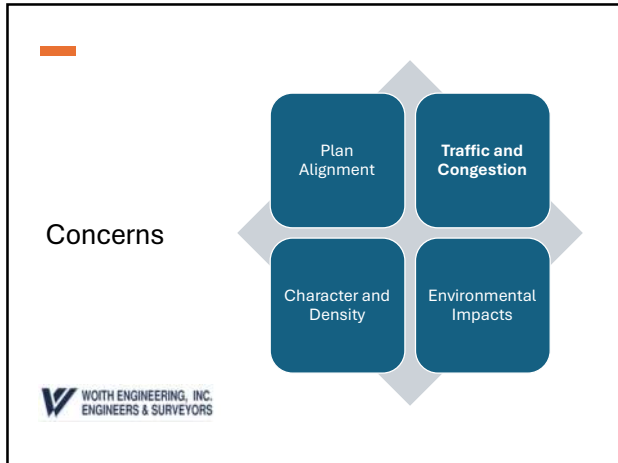
23

Plan Alignment

- City of Missoula Subdivision Regulations (2023)
- Sx*tpqyen Form-Based Code



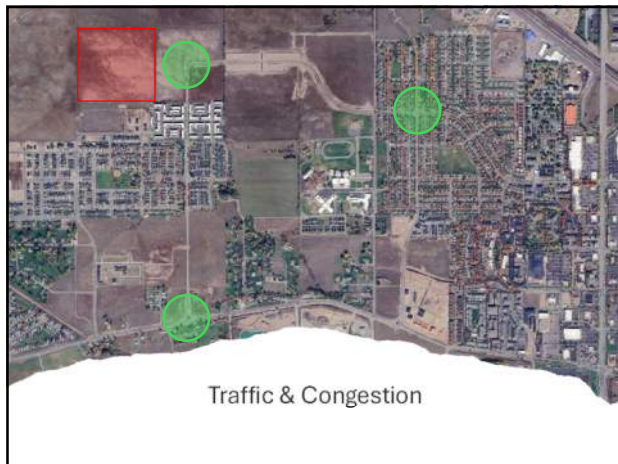
24



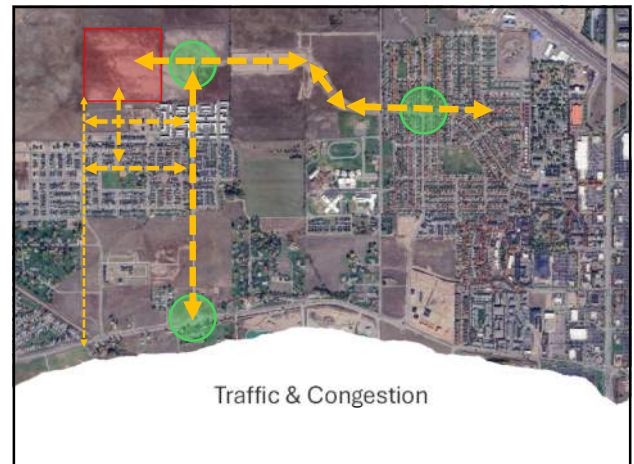
25



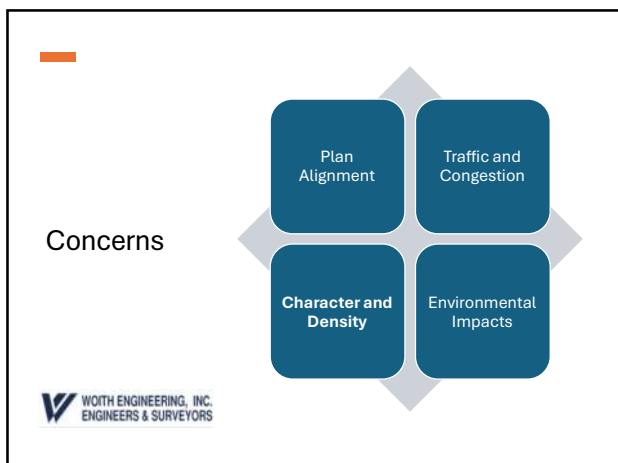
26



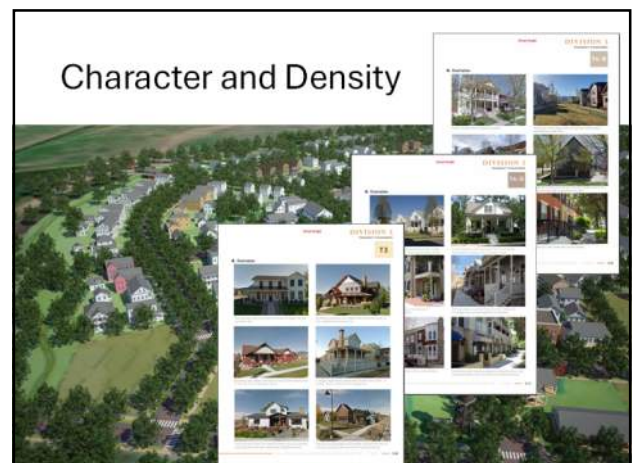
27



28



29



30

Questions



MHAMMERSTEIN@WOITHENG.COM



KSWARTZ@WOITHENG.COM

