



# MISSOULA CONSOLIDATED PLANNING BOARD

## Meeting Minutes



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

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

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Date: November 04, 2025, 6:00 p.m.

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

Members in Attendance: James Fountain (County Alternate), Derek Kanwischer (City Appt), Rick Hall (County Appt), Josh Schroeder (Conservation District), Tung Pham (Mayor), Shane Morrissey (City Appt), and Sean McCoy (County Appt)

Members Absent: Danny Oberweiser (County Appt), Lynn Davis (City Appt), Danny Tenenbaum (City Alternate)

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**I. CALL TO ORDER [Time stamp – 0:29]**

Sean McCoy called the meeting to order at 6:05 p.m.

**II. ROLL CALL [Time stamp – 0:45]**

Analeshia Rodriguez called the roll. Six regular members and one alternate were present. County alternate James Fountain was promoted to voting member for the evening. A quorum was met.

**III. APPROVAL OF MINUTES [Time stamp – 1:41]**

Shane Morrissey moved, and Tung Pham seconded approval of the October 21, 2025, minutes as written. The motion passed unanimously.

**IV. PUBLIC COMMENT ON NON-AGENDA ITEMS [Time stamp – 6:07]**

There were no public comments on non-agenda items.

**V. STAFF ANNOUNCEMENTS [Time stamp – 3:04]**

Staff gave a reminder that a special meeting is scheduled for November 12, 2025. Karen Hughes provided updates on the transition of the Planning Board and clarified the Consolidated Land Use Board will include a seat for a Conservation District appointee.

**VI. PUBLIC HEARINGS [Time stamp – 4:50]**

A. Jon Sand, Associate Planner, City of Missoula – 1010, 1020 & 1030 Reserve St. Rezone

**STAFF PRESENTATION**

Jon Sand, Associate Planner with the City of Missoula, presented a request from Zack Graham of Graham Engineering representing Ashley Carter of Squirrels Real Estate, LLC to rezone the subject properties located at 1010, 1020, and 1030 Reserve Street. The proposal seeks to rezone the subject properties from B3-2 (Business Mixed-Use) with a Design

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Excellence Corridor Typology Overlay 2 to C2-1 (Community Commercial) with a Design Excellence Overlay Typology 4.

The three subject properties total 50,800 square feet and contain two primary structures and a few accessory structures. Jon described the neighboring area of the property as surrounded by single-detached dwellings to the north and east, commercial uses to the south and west, and duplexes located on the abutting property to the east of 1030 Reserve Street. The applicable regional plan is the 2045 Our Missoula Land Use Plan, which recommends a place type designation of Limited Urban Mixed-Use. Jon noted this place type allows for residential uses while emphasizing careful transitions between commercial and residential uses. Over time, these areas are intended to transition into more mixed-use environments with maintaining a focus on community-serving needs.

Staff stated RMH, C2, and M1R are considered relatable zoning districts within the Limited Urban Mixed-Use designation. He explained that C2 is a commercial district that allows residential building types, while M1R is a limited industrial-residential district that also permits residential uses. The RMH district allows residential, mobile home, or manufactured housing parks. The C2 and M1R zoning districts both allow a variety of civic, commercial, and light industrial uses.

The proposed rezoning would allow for a greater mix of uses and higher density in an area already served by infrastructure, including access to trails, sidewalks, and bike lanes. The properties are currently served by city fire and police. City water and sewer mains exist adjacent to the subject property, and future redevelopment would require connection to these services. Developers may be required to extend water mains from across Reserve Street and install an additional fire hydrant at the time of redevelopment. It was noted that the Design Excellence Corridor Typology 4 Overlay currently applies to the property and would remain in place under the proposed zoning.

Staff concluded that the rezoning considers the value of buildings and appropriate use of land because it complies with the place type designation and the 2045 Our Missoula Land Use Plan and is compatible with the adjacent uses and zoning.

See PowerPoint presentation slides.

### **PUBLIC COMMENT**

Katie Hutcheon, an adjacent property owner of the subject property, expressed concern that the site will be developed as a car wash. She emphasized that the surrounding area includes residential streets that are dead end streets with limited sidewalks and a high volume of pedestrian activity. She stated that existing traffic conditions on Reserve Street already provide safety issues for the area, and she had concerns about the loss of affordable housing and neighborhood character if adjacent homes are converted to commercial use over time.

Ragan Callaway, a nearby resident of the subject property, explained to the Board that increased traffic from the proposed rezoning would create safety hazards for nearby property owners. He asked for clarification regarding who determines the review criteria for the rezoning process.

Tara Jensen stated that conditions have not changed since the same previous rezoning request was denied. She noted pedestrian activity has increased in the area due to new

development and a nearby senior living housing as well. She stated that the existing conditions already cause safety concerns for pedestrians and that the C2-1 zoning is not suitable for the area's existing neighborhood.

### **RECOMMENDED MOTION**

Derek Kanwischer made the following motion to approve the request, and Shane Morrissey seconded the motion:

Recommend City Council approve the adoption of an ordinance to rezone the subject property located at 1010, 1020, and 1030 Reserve Street and legally described as Lot 6 & Lot 7 of Geesey Addition and Lot 1 of Davis Addition, located in Section 29, Township 13 North, Range 19 West, P.M.M. from B3-2 Business Mixed-Use / DE-C Design Excellence Overlay Corridor Typology 4 to C2-1 Community Commercial / DE-C Design Excellence Overlay Corridor Typology 4, based on the findings of fact and conclusions of law in the staff report

### **BOARD DISCUSSION**

Board members asked staff if the subject properties would later be rezoned once the City's new zoning update takes effect. Staff noted there will be a transitional period following adoption of the new zoning code. They asked for clarification on the full range of uses permitted under the proposed C2-1 zoning district.

Jon explained the primary changes that have occurred since the property was previously considered for rezoning and stated that under the new land use plan, the C2 zoning district is now identified as a relatable district for the area. Zack Graham of Graham Engineering clarified the application is being brought forward now because the owners are under contract to sell the property. He acknowledged that traffic impacts are recognized and will be analyzed through a traffic impact study.

Mary McCrea, Permits and Land Use Manager with the City of Missoula clarified the review criteria are established through state law and in Title 20. Staff confirmed that the proposed C2-1 district closely aligns with the future zoning under the Unified Development Code (UDC). Zack added that the intended use identified in the request was motor vehicle repair, limited.

Board members expressed their concerns about traffic if a higher-intensity commercial use is developed for the property. They requested more information on mitigation measures addressing traffic, safety, and noise. Staff shared that landscape buffer requirements will apply to help address adverse effects such as noise and sound impacts. They also stated a traffic impact study would be required at the time of building permit. Members acknowledged the Board's purview is the rezoning. They voiced that the rezoning request appears consistent with the 2045 Land Use Plan and stated that the property would likely convert to a very similar zoning district under the UDC. They further acknowledged the neighborhood safety and traffic concerns within the land use plan. Zac clarified for the Board traffic measures on Reserve could be evaluated, subject to the City and the Montana Department of Transportation (MDT).

### **VOTE**

With no further discussion, the board voted by roll call, and the motion passed 6 to 1.

**AYES:** (5): James Fountain, Derek Kanwischer, Rick Hall, Tung Pham, Josh Schroeder, Shane Morrissey,

**NAYS:** (2): Sean McCoy

A. Andrew Hagemeyer, Community & Economic Development Director, Missoula County - Wye Infrastructure Plan [**Time stamp – 1:14:15**]

### **STAFF PRESENTATION**

Andrew Hagemeyer, Community & Economic Development Director, with Missoula County presented the Wye Infrastructure Plan (WIP). He provided background on the community vision for the Wye, stating it as an area for guiding growth and development. He stated that the 2019 Missoula Area Land Use Element calls for an infrastructure plan for the Wye as an implementation step and listed the steps the County has taken to help facilitate development in the area.

Jeff Smith, of WGM Group, provided an overview of the study area and highlighted that the WIP envisions seven to eight million square feet of new industrial buildings at the Wye and fifteen hundred acres of undeveloped/under-developed lands designated for planned neighborhood growth. There are four main infrastructure categories which include transportation, sewer/ stormwater, water, and public services. Jeff outlined the school and fire protection recommendations as well as the development phases within the plan. He explained to manage the projected growth, the WIP establishes a sequenced, stepwise infrastructure approach so improvements can be timed with development. He expanded upon the phasing framework of the plan.

Stephen McDaniel of WGM Group provided an overview of existing transportation conditions at the Wye, the travel demand that is anticipated under the plans land use projections, and a three part framework for transportation improvements. He noted aligning future housing with local services and offices can create a healthier transportation network and options for travel. Stephen expanded upon network connectivity, roadway capacity and intersection capacity as part of the transportation strategy for the WIP. He focused on transportation recommendations for the I-90 / US-93 Interchange and Waldo / Highway 93 Signal intersections, noting they would complete an intersection control evaluation in conjunction with MDT to compare signalization and roundabout control.

Jeff focused on stormwater management and stated that the WIP includes a comprehensive catalog of existing drainage improvements within the Wye. He shared they're recommending both regulatory and infrastructure improvements that will look at zoning updates to preserve ephemeral drainages as well as Public Works manual updates. He noted many of the regional scale drainage projects that are identified in the plan are co-located with transportation corridors. It was highlighted there are multiple entities with water rights that are for sale and suitable for mitigation in the Wye area for new water uses.

Garrett Pallo of HDR summarized the water and sewer systems within the Wye. He stated the need for a more comprehensive system to supply domestic, fire-flow, and industrial water. The system would be locally sourced and not dependent on the City of Missoula's water system. A comprehensive aquifer study would be completed to evaluate supply for each phase of build out. It was emphasized that the selected approach for water treatment for the WIP was using membrane bioreactor (MBR) technology. The Sub Area A Phasing

Framework within the plan was outlined as well. Jeff presented the WIP's implementation section that summarizes recommended improvements across water, wastewater, transportation, and stormwater that is organized into five phases (Phase 0 through Phase 4). He noted the WIP outlines a toolkit of options including tax increment financing (TIF), state/federal grants and loan programs.

Jordan Hulla, GIS and planning specialist, with Missoula County Planning, Development & Sustainability shared key findings from the WIP. She provided an overview of how it aligns with ten specific goals in the Missoula County Growth Policy and emphasized water conservation and stormwater management as key components of the plan. It was explained that expanded water and wastewater infrastructure will enable larger buildings and higher occupancies, supporting anticipated population growth and job creation. It will also proactively plan for the logical community growth while protecting rural character and sustaining county resources. Jordan shared the WIP will enable a variety of housing types and incentivize higher-density housing consistent with the growth policy. The plan would also reduce safety risks and costs from wildland fire, flooding, and other hazards.

Jordan highlighted how the plan supports the objectives of the 2019 Missoula Area Land Use Element. She reviewed a map illustrating current zoning within the Wye area, noting that the pattern supports balanced development objectives, including industrial and residential designations aligned with the Missoula County Growth Policy.

See PowerPoint presentation slides.

#### **PUBLIC COMMENT**

Damian Frisby, of Frenchtown Fire, expressed concern regarding fire suppression and emergency response coverage for the Wye District. He emphasized the importance of keeping appropriate fire protection for the area. He stated that the Wye planning area will need to be prepared for emergency service demands, including wildland and structural fires, hazardous materials, medical emergencies, and car accidents.

#### **RECOMMENDED MOTION**

Tung Pham made the following motion to approve the request, and Shane Morrissey seconded the motion:

**THAT** the Missoula Consolidated Planning Board approve a resolution recommending the Wye Infrastructure Area Plan, as shown in Attachment A, be adopted by the Missoula Board of County Commissioners as an amendment to the Missoula County Growth Policy, based on the findings of fact and conclusions of law.

#### **BOARD DISCUSSION**

Board members asked for additional clarification regarding water supply and conservation for the Wye area. Jeff stated that the plan identifies potential strategies such as implementing low-flow fixtures, promoting water reuse, and considering effluent irrigation for certain areas. Garrett described to the Board how the proposed MBR system will function with the water treatment process. Karen Hughes with Missoula County Planning, Development & Sustainability explained that the County has adopted policies related to carbon neutrality and 100% clean electricity. For new facilities, the County will seek to move towards their carbon-neutrality goals. Members asked whether a detailed groundwater or aquifer recharge analysis had been conducted as part of the WIP. Jeff noted that one of the recommended next steps identified in the plan is to complete an updated and more

comprehensive aquifer study covering the full planning area. Karen shared cryptocurrency mining operations and data centers are limited to areas zoned for industrial use and must provide renewable energy sources. To ensure the type and density of subdivision envisioned in the Wye, Andrew explained that zoning for the area was intentionally created to support higher-density, mixed-use, and walkable neighborhoods. He added TIF funding will encourage projects that advance workforce housing and homeownership opportunities. He clarified the plan recommends a follow-up study focused specifically on emergency service needs, including staffing and equipment requirements associated with anticipated growth in the Wye area.

Board members expressed appreciation for the scale and thoughtfulness of the WIP. They raised a concern regarding reliance on a 2010 Aquifer study that was used in the plan, noting that the Missoula aquifer is identified as the sole source of water supply. Andrew stated that they could consider strengthening the implementation strategy to prioritize the recommended aquifer study earlier in the process. Josh Schroeder confirmed his support for the WIP's recommendation of completing a comprehensive aquifer study, noting the importance of understanding the sustainability of the aquifer and what it is capable of producing prior to committing to higher levels of development envisioned in the plan.

The Board stated their support for the WIP, stating that the area is well suited as a targeted growth area. They also voiced support for the detailed framework within the plan. Andrew clarified that TIF funds can be used for emergency services. The discussion concluded with the Board recognizing that while concentrating growth at the Wye helps reduce sprawl elsewhere, incentivizing agricultural land within the area can enhance neighborhood livability and support local agriculture production.

## **VOTE**

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

**AYES:** (7): James Fountain, Derek Kanwischer, Rick Hall, Tung Pham, Josh Schroeder, Shane Morrissey, Sean McCoy

**NAYS:** (0):

## **VII. COMMUNICATIONS & SPECIAL PRESENTATIONS**

There were no communications or special presentations.

## **VIII. COMMITTEE REPORTS**

There were no committee reports.

## **IX. OLD BUSINESS**

No old business was reported.

## **X. NEW BUSINESS**

No new business was reported

## **XI. COMMENTS FROM BOARD MEMBERS**

Board members discussed the upcoming review of the Unified Development Code and encouraged members to reach out to staff with any questions or voice concerns if needed.

**XII. ADJOURNMENT [Time stamp – 3:08:17]**

The meeting was adjourned at 9:08 p.m.

Missoula Consolidated Planning Board November 4, 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/9782/media>

# Missoula Consolidated Planning Board

## November 04, 2025 -Meeting Recording

OK, let's call to order tonight's Missoula Consolidated Planning Board for Tuesday, November 4th, 2025 at I got 6605.

And with that, can we do roll call please annaliesha?

Roll call.

Lynn Davis.

Lynn is absent Derek kanwisher.

Shane Morrissey.

Tuonfahn.

Danny Tunenbaum Danny is absent. Josh Schrader.

**JS Joshua Schroeder** 28:31  
Here.

**AR Analeshia Rodriguez** 28:32  
Danny oberweiser.  
Danny is absent. Rick call.  
James Fountain.

**JF James Fountain** 28:42  
Here.

**AR Analeshia Rodriguez** 28:43  
Sean McCoy.  
Here, Mr. Chair, we have six regular members present and one alternate present.  
Would you like to appoint City attorney James Fountain as voting member for the evening?  
Yes, please.  
We have quorum outstanding.  
Thank you. OK. That brings us to approval of the Minutes from October 21st, 2025.

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So ideally everybody got to look that over.  
Anybody got any changes they saw or needed amendments?  
Not seeing anything in here.  
Anybody online find anything?  
OK, not seeing anybody piping up, we can go ahead and entertain a motion.  
I'll move to be approved the minutes from October 21st, 2025.  
So moved by Shane, do we have a second?  
OK. Second name by tune.  
OK.  
All right. Motion's on the floor.  
And we'll just do a up and down vote.  
So all those in favor, please say aye, aye.

**JS** **Joshua Schroeder** 30:07  
Hi.  
Oh.

**AR** **Analeshia Rodriguez** 30:09  
Any opposed, say nay.  
Any abstentions?  
Hearing no abstentions and no opposition motion passes unanimously.  
OK. That brings us to staff announcements and we got one thing.  
Or who's I can go ahead, analyze and ask.  
Karen wants to go first.  
I was just say just a quick note that we have our special meeting next Wednesday,  
November 12th.  
So just a heads up on that.  
Great. Thank you.  
And I'm sorry I jumped over public comment.  
Do you wanna?  
Go ahead.  
We'll do staff announcements and then public comment, OK, Karen Hughes,  
Missoula County Planning Development sustainability and I believe that Mary McRae

is online.

I just wanted to.

I'm here tonight.

We've received memos from both the city and the county about the transition of the planning board to a city board and a county board, and we just wanted to give you the opportunity to, if you had any questions or.

Anything you wanted to ask?

Staff this would be the this. This is your opportunity for the moment. Great.

Thank you.

Is anybody have any questions for staff in regards to that?

Did everybody get an opportunity to look over those emails?

We got this last week and before that.

OK, I'm not seeing anybody jumping on. Oh, Josh, go ahead.

**JS** **Joshua Schroeder** 31:50

Hi. Thanks, Shawn.

Yeah, I was just curious if the county board was going to have a spot for a conservation district appointee.

I thought there was some debate about whether or not that was appropriate or legal.

Let's kind of see where that where that came out.

**AR** **Analeshia Rodriguez** 32:09

Sure, it's technically not a requirement under the consolidated Land use board, but the Commissioners are considering a resolution that would create a 7 member board with two alternates and one of those board member. All Missoula County residents and one of those board members would be for the CONSERV.

District to appoint and commissioners confirm, and the other would be.

Tribal Council appointment with Commissioner confirmation.

So that is the plan at the moment.

They will act on their resolution, probably this Thursday.

So yes, we're hoping for a conservation district appointment.

**JS Joshua Schroeder** 32:52

Thank you.

**AR Analeshia Rodriguez** 32:54

Anybody else with questions for staff regarding the transition over to County City Board Planning board?

Or Commission.

OK, I'm not seeing anybody.

Josh, I don't.

We've never gotten to see that fireplace in your background.

I'm feeling a little jealous about that. That's looks great.

OK.

My apologies.

I looked over public comment.

So we're gonna back step just a little bit here and open things up for public comment.

So if there's anybody from the public that would like to comment on anything outside of tonight's agenda.

They are welcome to do so at this time.

Staff has got.

A little informational thing that I can read out here.

Just out of habit, I think at this point if you need to call in separately.

And.

To make your comments, you can do that at 406-272-4824. Phone conference ID is 358-8848 four 8 LB sign. You can press \*5 to raise and lower your hand and \*6 to M.

And unmute yourself.

So we'll just give it a minute here and see if we get anybody.

And honestly, in my years on the board here, we've only had one that I can think of, so.

Hey, I'm not seeing anybody.

Am I missing anybody in line OK.

Alright, we're not seeing anybody for public comment, so I will go ahead and close

public comment for this period, which brings us to public hearings for tonight and tonight we have the 101010201030 reserve St.

Rezone and we have John Sand.

Associate planner with I'm just gonna go with the acronym.

C.

BCPDI.

Get that right with the city of Missoula.

**JS** **Jon Sand** 35:49

Yes.

**AR** **Analeshia Rodriguez** 35:50

Go ahead, John.

You the floor is yours.

**JS** **Jon Sand** 35:53

Alright, thank you.

One moment while I pull up my slides.

All right.

There we go.

Good evening. My name is John Sand with development services. We've received a request from Zach Zach Graham of Graham Engineering representing Ashley Carter of Squirrel Real Estate's LLC to rezone the subject properties located at 10:10, 10/20 and 10:30 Reserve St. the property is prop.

To be rezoned from B3-2 business mixed-use.

With a design excellence corridor typology for overlay 2C2-1 community commercial with a design excellence overlay, typology 4.

The rezoning would result in a standard zoning district under Title 20, which cannot be conditioned. Standard zoning districts must must apply the same same requirements to all parcels within.

The same zoning district equally.

And at the end of this presentation, we'll have a recommended motion for planning board.

For a recommendation to.

City Council.

Right. The subject properties are located at 1010201030 reserve St. between S 8th St. West and S 9th St. W at the intersection of Reserve St. This is within the Frank Franklin of the Fort neighborhood and City Council Ward 6.

It's located northwest of the mall and northeast of Fort Missoula.

The Milwaukee Trail is located approximately half mile to the north of the property. Here's a closer view of the parcel outlined in red the three subject properties total 50,800 square feet in size and contain two primary structures and a few accessory structures.

One of the primary structures is a detached house. The appearance of the other primary structure is similar to a detached house, but it has most recently been used as an office.

The property is in a developed area of of Missoula, on Reserve St. and is surrounded by single detached dwelling units to the north-south and E commercial buildings to the South and West.

Duplexes are located on the abutting property to the east of 1030 reserve St.

The applicable regional plan is the 2045 our Missoula Land Use Plan, which recommends a place type designation of limited urban mixed-use.

This designation is for an area that is developed with strong influence from automobiles. Serena's hubs for large shopping centers, department stores, and a variety of businesses.

Primarily in primarily commercial in nature, these places offer neighborhood and community services with residential uses also allowed.

Care should be taken into managing transitions between commercial and residential uses.

Buildings are predominantly medium to large commercial structures with some medium to large multi dwelling buildings as well.

Comprehensive transportation options are limited, making driving the preferred choice for most residents and visitors accessing these Commercial Services.

While these areas evolve towards more mixed-use environments, they retain their focus on serving the community's commercial needs.

While gradually integrating residential elements.

The land use plan indicates the RMH RMHC 2 and M1.

Are zoning districts are current relatable zoning districts within the limited urban mixed-use designation?

And this slide here comes straight from the armzilla land use plan. C2 is a commercial district that that also permits residential building types and one R is a limited industrial residential that also permits all residential building types.

RMH permits residential, mobile, Home Park or manufactured housing parks.

The C2 and M1.

R zoning districts permit various civic.

Commercial and industrial uses, the applicant is requesting to rezone the subject properties from B3B3-2 business. mixed-use with design excellence type corridor typology for.

To C2-1 Community commercial with design excellence corridor typology for the proposed proposed zoning district is consistent with the land use plan recommendation for the limited urban mixed-use.

Place type. The current zoning would be 3.

Dash 2 is not consistent with the current land use place type designation.

The Landis plan calls for an focused N word approach to encourage enfiled development within the plan area, where infrastructure already exists and promotes mixed-use, compact development and enhanced connectivity while limiting urban sprawl into sensitive and constrained lands and promoting efficient use of infrastructure.

The proposed C2-1 zoning would increase density and permitted uses in an area with an existing infrastructure served by trails, sidewalks and bike lanes.

There's no existing sidewalk along S 8th St. WS 8th St. W that ends approximately 400 feet east of the subject property and does not provide connection to services or other streets.

There are sidewalks and bike lanes on reserve St.

There's a curbside sidewalk.

On South.

9th St. W abutting the subject property and directly across otherwise.

South.

9th St. W does not have sidewalks, bus stop serving mountain line routes two and

eight are located within 1/2 mile of the subject property.

The parcel is currently served by city fire and police.

The subject property can be served by city, water and sewer services.

See remains exist. See remains exist adjacent to the subject property.

If redeveloped, the developer may be required to connect to city sewer by extending a water main from the opposite of reserve St. as well as may be required to install a fire hydrant.

At the time of redevelopment, new structures would be required to connect to city sewer and water.

The subject property is currently zoned with the design excellence over overlay corridor typology for.

This same overlay will apply with the proposed zoning, the typology for corridor overlay facilitates larger format, commercial development that caters to the needs of drivers while providing an edge environment that softens the visual impact of parking.

And buffer buffers pedestrians.

The Design Excellence overlay requires additional site and building standards.

The overlay this overlay can be found on Missoula's major commercial corridors as well as downtown.

Shown here is the current zoning map. The subject property outlined in red is zoned B through B3-2. Business mix use parcels to the North and South are also zoned B3-2, with the Design excellence overlay. Parcels to the West across Reserve Street are. Zoned B2-2 with the Design excellence overlay and parcels to the East are zoned RT 5.4 residential.

None of the surrounding zoning district shown on the screen.

Are relatable to the land use designations for this area.

The proposed zoning, as shown here outlined in red proposed to be C2-1 with the design excellence typology for overlay.

This requested zoning district compliant with the land use plan, place type recommendation of limited urban mixed-use for the area and permits a broad range of uses within civic, commercial and limited industrial classifications along an RT arterial.

Street.

Here is a comparison table between the existing and proposed zoning districts, both. B3-2 and C2-1 zones allow for similar residential building types, land uses and property line setbacks.

Both existing B3-2 zoning districts and the CTU Dash one have a minimum parcel size of 3000 square feet for single purpose residential and mixed-use buildings. There's no minimum parcel size purely for commuter, commercial or industrial uses. One difference here is V3-2 requires a minimum 2000 square.

Feet area per dwelling unit and C2-1 requires a minimum of 1000 square feet per dwelling unit.

With the current B3-2 zoning, the zoning parcel would allow 25 billion units, and, under proposed C2-1 zoning, zoning, parcel would allow approximately 50 dwelling units.

The Subbacks are the same for both districts as well.

There are no setbacks for these districts unless they abut and are residential zoned parcel, which they do.

10:10 and 10:20, about an hour zone. Parcel to the east.

The street side set back for the subject property along South.

8th Street is equal to the actual set back of the building on the parcel adjacent to the east.

But no more than 20 feet, the interior side set back for 10:10 and 10:20.

Reserve St. Parcel is 7.5 feet.

The current B32 zone has a maximum height of 50 feet.

With the proposed rezoning to C2-1.

The maximum permitted height would decrease to 40 feet.

Both zoning districts allow for all residential zoning types.

The C2-1 district allows for additional civic, commercial and commercial and limited industrial permitted uses compared to the B3-2 zoning district.

Some of these use uses include building maintenance, construction, sales and services.

Eating and drinking establishments.

Such as a Tavern enterprise commercial, medium and large, entertainment and spectator sports.

Hotels and motels, sidere hospital, car wash unlimited and general motel motor

vehicle repair.

The C2 zoning district allows for more auto oriented uses than other commercial zoning districts and is appropriate for parcels abutting major commercial corridors. Staff's recommendation is based on the review criteria provided in Title, 20s or zoning ordinance.

The proposed rezoning complies with the land use plan and focus inward objectives as the C2-1 district is a current, relatable district of the limited urban mixed-use land use designation. The subject property can be served by sewer, water, motorized and non motorized facilities.

The subject property is within 1/2 mile of bus stops and existing.

Multimodal transportation infrastructure, making the property suitable for an increase in density.

The proposed C2-1 zoning district would allow for additional commercial and industrial uses to serve the larger community, as well as adjacent neighborhoods.

Future development must comply with all applicable local, state and federal regulations, which ensures the protection of public health, safety and welfare.

This would include a a zoning requirement to provide buffering along the entire property line that abuts the parcel zoned or used for residential purposes. To mitigate, to mitigate the possible adverse effects such as noise, lighting or other site related operational impacts that can occur when multi dwelling or.

Non residential development abuts residential areas.

Since there's no change in setbacks, provision of light and air will remain.

Protected the rezone to C2-1 provides a decrease in maximum building height compared to the existing B3-2 zoning district. Also, the maximum height of buildings on the 1010 and 1020 reserve St. Parcel is 35 feet at the point of the.

Interior side set back because these parcels above a residential zoned district.

The C2-1 zoning district is comparable with compatible with the commercial uses.

Of neighboring properties in the future land use plan for the area.

The rezoning considers the value of buildings and appropriate use of land because it complies with the place, type designation and the land use plan and is compatible with the adjacent uses and zoning.

The zoning amendment could provide for an incremental increase in housing and a broad range of uses within the Missoula Urban Transportation District.

The rezoning is in the best interest of the city.

Because the rezoning implements the recommendations of the 2045 R Missoula Land Use Plan for Areas Designated Limited urban mixed-use.

Right. And here I have our recommended recommended motion for this evening.

Planning Board recommends that City Council.

Adopt an ordinance to rezone the subject property located at 10:10, 10/20 and 10:30 Reserve Street from B3-2. Business mixed-use Design Excellence Court overlay corridor typology 4.

2C2-1 Community commercial Design Excellence overlay corridor typology 4 based on the findings of fact and conclusions of law in the staff report.

This concludes my presentation.

The applicant should be present tonight in case they'd like to to comment, or if the board would like to ask them any questions directly. Thank you.

**AR** **Analeshia Rodriguez** 51:46

Great. Thank you, John.

Appreciate your presentation and.

Effort there. Zach Graham is in house, I believe, right?

**ZG** **Zack Graham** 51:57

Yes. Yeah.

**AR** **Analeshia Rodriguez** 51:59

Yes. Oh.

**ZG** **Zack Graham** 51:59

Thank you, board member Zach Ramire not in house online.

**AR** **Analeshia Rodriguez** 52:01

Not in house.

Go ahead, Zach.

**ZG** **Zack Graham** 52:06

Yeah. Thank you.

Yeah. Zach Graham, 4350 Ravalli St. Suite B, Bozeman.

Really, John covered everything. I was gonna share.

I'm happy though to answer any questions on behalf of the owner and their desire for the zone change.

**AR** **Analeshia Rodriguez** 52:22

OK, great. Appreciate you being here tonight.

OK.

That brings us to board members.

Do we have any clarifying questions?

I'm gonna emphasize clarifying questions and remind you guys, we'll save our discussion for.

When we got a motion on the floor, so does anybody have anything?

I see Josh there. So we'll just go ahead and start with Josh.

Josh, go ahead.

**JS** **Joshua Schroeder** 52:54

Hi. Yeah, I think this is probably a question for staff.

I was just curious if this rezone.

Is approved.

Will it then be reclassified when the citywide zoning update takes effect?

**JS** **Jon Sand** 53:17

The transitional period with the.

The the new code that will be adopted so applicants you know for this project we anticipate getting a a building permit.

Submitted while we're in within that transition zone.

Or transition time period.

**JS** **Joshua Schroeder** 53:40

So if you get a development application, the future development will adhere to this zoning, not the new zoning that's expected to be updated when the new code is

approved later this year, early next year.

Is that accurate?

There's kind of a window in there strategically where they can get this zoning approved.

File development application so that it can conform to this. I guess we could call it interim zoning. Is that is that accurate?

**JS Jon Sand** 54:08

Yep. Exactly. Yep.

**JS Joshua Schroeder** 54:11

OK. Thanks.

**AR Analeshia Rodriguez** 54:15

Great. Good question, Josh. Anybody else?

No. OK.

Trying to remember from earlier.

John does the design excellence overlay will apply to the rezone if approved?

But once we get our final code updated, will that design excellence continue forward?

It seems like you answered this question in our pre meeting, but I can't remember.

**JS Jon Sand** 54:52

So if it's kind of that transitional period, if we start reviewing this application under the current Title 20, we will move forward with, yeah, reviewing it with the design excellence component. And as we do currently and if this project got delayed for whatever reason in there to sub.

Under new.

Zoning code. The new zoning code.

Although we do not retain the full design excellence standards, we will have similar aspects like the Build 2 zone.

And and those components Mary, I don't know if you want to.

Clarify.

**MM** **Mary McCrea** 55:39  
Mary McRae with CPDI.

**JS** **Jon Sand** 55:39  
That answers the question.

**MM** **Mary McCrea** 55:43  
No, that's correct.  
The design excellence there.  
There won't be overlays in the new code, but there are aspects of design excellence that was incorporated into the mixed-use districts.

**AR** **Analeshia Rodriguez** 55:58  
OK.  
Great. Thank you.  
One other question I was curious.  
You, I believe, said that.  
Of the list of allowed uses under C2-1 that that maybe wasn't the entire list of applicable or options that could be chosen for what's missing. What, what? What else could be? Could come under C2-1 as far as, like.  
You know, businesses go.

**JS** **Jon Sand** 56:33  
Hold on up.

**AR** **Analeshia Rodriguez** 56:35  
I tried looking this up earlier, but I couldn't quite get to it in a short amount of time.

**JS** **Jon Sand** 56:40  
No worries.  
So here we have.  
Commercial uses.

So C2 is right here and on this table the P stands for permitted by right and then the C is conditional.

So currently.

C2 generally has the most.

Allowed uses out of the business and and commercial.

**MM** **Mary McCrea** 57:14

You can see in the comparison that John's showing what the B3 column is just to the left two over and I think your slide tried to highlight the differences between B3 and B2, so those were the additional uses. Is that correct?

**JS** **Jon Sand** 57:35

Yeah. Let me pull that up too.

So this is just for reference Table 20.

10-1 uses allowed.

In strict.

Yep, so this is the OS. The list of additional.

Permitted uses.

**AR** **Analeshia Rodriguez** 58:15

OK.

Great. Thank you. That's helpful.

**JS** **Jon Sand** 58:20

Yes, apologize for not making that clear earlier.

**AR** **Analeshia Rodriguez** 58:23

No, no, that's fine.

OK. Anybody else with questions from the planning board up? Josh, go ahead.

**JS** **Joshua Schroeder** 58:33

Sorry, one one other quick one that just occurred to me.

Do we know what C2-1 parcels would likely convert to under the updated zoning

code? It seems like that may be does that. Would that be relevant to take a look at, right?

I mean, presumably they'd map to something that's similar, right?

You know mixed-use district higher density but.

I guess it doesn't make sense for us to from my perspective, right?

Maybe look at rezoning this to something that isn't somewhat close to what the you know, the C2-1 is going to map to under the new zoning code.

**MM** **Mary McCrea** 59:18

It'll be a limited urban mixed-use zoning district, and it'll have.  
Very similar uses that the C2 would permit.

**JS** **Joshua Schroeder** 59:26

OK.  
OK.  
Thank you.

**AR** **Analeshia Rodriguez** 59:34

When I don't remember the day when does City Council, when, when this go before City Council?

**JS** **Jon Sand** 59:41

On November 17th.

**AR** **Analeshia Rodriguez** 59:43

OK.

**JS** **Jon Sand** 59:45

I believe yes.  
Just under 2 weeks.

**AR** **Analeshia Rodriguez** 59:55

And then there would potentially be.

For five weeks of a window.

If all goes according to plan before the new code is voted in.

**MM** **Mary McCrea** 1:00:09

Actually.

What the the effective date of an ordinance per state laws 30 days after, so even for the new UDC, if it if it goes to council and gets approved on December 22nd, it would be January 22nd that it's effective.

And the draft UDC that's out for public comment include. So you'd have that month from December 22nd to January 22nd plus an additional two months transitional period to submit under either code, either the new UDC or the current code.

And that's just what's in the draft that we're getting. Some comments that folks want a longer kind of off ramp.

On ramp for the two codes. So we'll we'll see.

I can't imagine it being less than that, but it might extend a little bit.

**AR** **Analeshia Rodriguez** 1:01:08

OK.

Great, that's.

That's very informative.

OK. Anything. Anything else from board members before we move to public comment?

No, not seeing anything in house.

Anybody online?

Am I missing anybody?

OK.

All right.

Well, we'll go ahead and move to public comment.

So we will open up public comment for this hearing and if there's anybody here in house, you're welcome to come up to the podium. Please try and remember to introduce yourself.

Just state your full name and that's most of what you need.

You can also state where you live if you like.

I'm Katie hutchin.

I own a property directly across the street from the proposed zoning change.

I guess I was hoping to get a little bit more information about the project that's going to be put into place.

It's been so I don't know.

I think some of you are on the board. The last time this property was up for rezone.

It's the same ownership.

I've been told that it's supposed to be an auto repair shop.

I know the use doesn't really matter, right?

We're just talking about zone changes, but it does give me pause for this is also allows for car washes, which is what it was up for the last time. This company, as far as I know, only owns car wash franchise.

There's one on North Reserve or yeah.

Neither here nor there.

It's just interesting to note that we didn't hear anything about the project plan.

What the plan is for the lot, where it is right now, it's very much in a weird zone of reserve St. in terms of traffic issues.

They noted that it's on two dead end streets.

9th is also a dead end.

It connects to other streets, but 8th and 9th are dead ends.

Some, mostly without sidewalks.

It's a neighborhood.

Elderly people.

I walk my dogs there every day. We get enough people zooming off reserve onto our side streets.

As it is, if this is going to be an auto repair shop or a Les Schwab, as I've heard.

I don't.

I would love to know what the plan is for getting people on and off reserve where they're supposed to come in and out of that location.

That's a high use.

We talked a lot about the C2 designation being auto focused, which I know we have these neighborhoods that are right off reserve St. correct. But like there are neighborhoods right off reserve St.

We have people living in homes, living their lives, gardening and walking their dogs.  
It seems like the city plan is not.

I mean, it seems like there's no hope for the people that do live in these neighborhoods.

I sell my house.

It's going to be rezoned to AC, whatever it's going to be in the next title change, but so sure I can sell my house and it'll go to a commercial use.

It's one less affordable house in this town.

It makes me wonder.

Why we're continually degrading our neighborhoods just because it's Franklin to the Fort.

Feels like we're always kind of getting crapped on for being one of the lower to middle income neighborhoods in this town.

But as an aside, if you're going to talk about the designation change being auto focused, I would like to know what the like the plan is to deal with all of the transportation issues that this is going to cause as it is turning left onto reserve from NIN.

Or 8th is dangerous?

Turning right's a problem, if you're going to have way more people coming in for these heavy use businesses that these C2 the current C2 allows for, it's no different from the last time that this went for your Council and you guys denied it. And then. I went to City Council and it lost a nine to one vote.

I just would like to remind everybody of that and I would have liked to have heard way more information about the project because to me it seems like it could just become a car wash once this gets rezoned.

They already have the whole plan in place.

Buffalo tries to cost town whether or not that's the case, if it's an auto repair shop, a busy one such as Les Schwab, that's another.

Constant stream of cars. It's concerning.

Great. Thank you, Katie.

Thank you, Katie.

I appreciate you being here and your time and and your concerns, Sir. Go ahead.  
Come on up.

So my name is Reagan Callaway.

I live on two at 2431 S 8th St.

West. So my home borders this property on most of its easterly side and.

As was just said, you guys considered this maybe a year or two ago and the planning Board soundly rejected the rezoning, although it was the rezoning request was when I thought was maybe a little more aggressive.

But it was rejected based upon safety overwhelmingly and and I encourage members of of this planning board and of City Council, you know, if they had a little bit of extra time especially, you know, somewhere between 3:00 and 6:00, go try to turn into 8th St.

Going either way, North or South and experience it for for yourself.

The rejection was mainly because it the traffic is so dangerous there going in and out.

That what you guys should be considering, I think.

I don't know about the plans of excellence and so on is whether or not residents can actually live.

And drive in and out of their property safely.

It's dangerous now, and if and and which is skin, why you guys rejected the previous request?

Are you recommended City Council rejected?

So consider this I mean and and again, if you didn't do it last time, go do it yourself.

Go. Go take a look at 8th and 9th St. and and think about rezoning to something that would increase traffic in and out of those areas by I don't know, you know two or three times five times.

And then consider that when when in in terms of this rezoning request, it's a very, very dangerous place to get in and out of reserve.

So oh, and I do have one question.

The the.

Review criteria that was sent in and out to those of us who I guess were within 150 feet.

Whose criteria are those are those.

The state.

Sidi, we will answer your questions or your question when we can move to discussion

like OK, right now we'll take it, but we will address that.

I just would like to know who's eventually who's who? Who says this?

You know, if it's the state of Montana County or the city or, you know, whoever.

Thank you, Sir.

We appreciate you being here and taking the time to.

Be involved and make public comment.

Hi everyone.

My name is Tara Jensen.

Jen.

SENI live.

I can see the property on like 1/2 block down.

I think I just kind of also want to make it clear.

I know that you know, we're doing big zoning things, and and development's going to happen, and I think the neighbors are all well aware that that property's going to get developed.

It's crumbling in front of us right now and I think it's actually hazard as it is now. So I don't want to get the impression that we're against any sort of development.

We come in here just to.

Get upset, I think.

Kind of my disappointment was.

The C2 designation from before was Resoundedly rejected because of traffic.

And nothing has changed.

8th is still.

A dead end is still a dead end, Margaret.

Still a dead end.

9th Clark is still pretty much a dead end.

But the one thing that has changed since you rejected it last time is actually our pedestrian traffic has increased because there is so much housing development happening and at the end of one of at the end of 9th is low income senior housing.

Those neighbors are walking around at the end of 8th is I believe it's a group home, so there's just like a lot of kind of just people walking around with dogs and we have no lights.

We have no sidewalks.

I mean, I think the the safety of having more traffic through there is going to be a it already is a problem and I can't imagine what more of a safety issue that would be for the people who live there and the people who live four blocks away.

That are just kind of doing their loop.

So I think I'm not opposed to any development.

I think C2, with its heavy emphasis on kind of traffic, is really where the problem is in this particular area.

And I get that there's much more zoning happening, but this little kind of area where we're at doesn't, it's not as applicable to all spots on reserve just because it's off of reserve doesn't make it safe for the people that live there.

So thank you. OK.

Thank you, Tara.

Appreciate your time and effort in being here and making public.

Comment. It's very important for this process.

Is there anybody else in House analysis? Anybody online?

OK.

We'll go ahead and keep things open here for a minute.

Well, I make some notes.

**ZG Zack Graham** 1:11:13

Chairman, this is Zach Grimm.

Am I able to make some clarifying comments on behalf of the ownership?

**AR Analessia Rodriguez** 1:11:19

In just a minute, Zach, when we close public comment and get a motion on the table, then we will open it up to discussion for the planning board and you'll be welcome to address things at that point in time.

**ZG Zack Graham** 1:11:22

OK.

Thank you.

**AR Analessia Rodriguez** 1:11:37

You're welcome.

OK. Anybody seen anybody? OK.

Nobody else is in house.

OK.

I think we'll go ahead and close public comment.

For this hearing.

And that brings us to a motion.

If John, would you be willing to get that up there?

So we can.

Entertain a motion here.

Thank you.

All right. He wants to be the lucky winner.

OK, Planning Board recommends City Council adopts an ordinance to rezone the subject.

Property located at 10:10, 10/20 and 10:30 Reserve St. and legally described as lot 6 and lot 7 of KISI edition and Lot 1 of Davis Edition, located in section 29 Township 13 N range 19 W.

PMM, from B3-2 business mix use.

DE-C Design Excellence overlay, corridor typology, 42C2-1 community commercial.

Dec Design Excellence Overlay Corridor typology 4 based on the findings of fact and conclusions of law in the staff report.

Great. Thank you.

Motion made by Derek.

Do we have a second?

I'll second seconded by Shane.

OK, we have a motion on the floor.

Does anybody wanna lead us out or would you guys like me to?

Have Mr. Graham address.

Some questions.

You want to go ahead.

Go ahead, Shane.

One second, Mr. Graham.

I guess.

I think my question is for John.  
You know, so we we did hear this.  
You know, we heard.

A.  
You know, a a rezone on this couple of years ago.  
And.  
Just just for the public out there.  
Can you describe what's changed?  
In the last year or so.  
Specifically related to the land use plan.

**JS** **Jon Sand** 1:14:44

Yeah. So last December, the.  
City staff presented a.  
Updated master Plan, Community plan growth policy.  
What all those all mean?  
The same thing in the state of Montana.  
We call it our Mizzou at 2045.  
Land use plan and so that was a effort that.  
Took a few years.  
A public engagement outreach presentations to planning Board City Council.  
Like I said, a few year long process to create that growth policy master plan.  
I am.  
So that's the the major. The biggest difference that that has been adopted since this  
particular property was.  
Considered considered before so different growth policy.  
The relatable districts is a really important thing. We we look at and.  
One of the reasons for staff recommending approval is because.  
That new land use plan does have C2 as a relatable district.  
Another thing that's changed, not related directly to art department, but something  
the city has been working on with the Montana Department of Transportation, is the  
reserve St. Safety Action Plan.  
I don't have a ton of information on that, but when I sent this rezone proposal out

for agency, comment publicly.

Works in mobility. Did mention that.

Umm, turn movements right in, right out.

Uh center medians, those types of things are being considered for the South Reserve St. Corridor.

**AR** **Analeshia Rodriguez** 1:16:49

Thank you.

OK.

I think we'll go ahead and let Mr. Graham here address some of the questions earlier. So go ahead, Mr. Graham.

**ZG** **Zack Graham** 1:17:03

Thank you, chairman.

I think just a couple clarifying things. It is the same landowner part of them coming now and not waiting for the zoning as they are under contract to sell this.

They they recognized they didn't get the zone change.

There's this, so the proposed use is not another car wash, so that purchase and sale agreement is contingent on a zone change.

So that's part of being here rather than waiting for the citywide zone change.

So just.

For everybody's clarification there.

And then also just in discussions with staff and so forth, completely recognize the traffic.

We understand.

We'll have to do a traffic impact study in in recognizing that reserves and MDT.

Route as well.

We understand that there's potential improvements coming there to alleviate all, you know the concerns, but with this, you know, this really is in line with the the land use plan and the growth policy and but yeah.

Just would request that consideration.

That a lot of those issues are dealt with during the actual application for the

development.

And then I can ask if it yeah. If anybody has any other questions let me know.

**AR** **Analeshia Rodriguez** 1:18:13

Great. Thank you.

Absolutely appreciate you being here.

OK.

Anything else from go ahead, Shane.

Just to get to Mr. Callaway's question, and again, this is for John, I believe.

Can you in your criteria for review, can you remind us where that criteria comes from?

**JS** **Jon Sand** 1:18:45

That is state law, right, Mary?

Sorry, just want to double check.

**MM** **Mary McCrea** 1:18:51

Yes, state law.

It's also in our title 20 the same. So it's in both, it's the.

Our regulations and state law.

**JS** **Jon Sand** 1:19:00

They align.

**AR** **Analeshia Rodriguez** 1:19:05

Thank you.

Anything else from board members?

Any questions, thoughts.

All right, not seeing anybody quite ready yet.

Oh, Josh, go ahead please.

**JS** **Joshua Schroeder** 1:19:28

I I think Mr. Graham's comments help alleviate some of my concerns about this, but

are there any potential uses under the proposed new zoning that would not be allowed under the unified Zoning Code update?

And I think I appreciate his comment about the property being under contract. One of my concerns was that they were trying to take advantage of this window.

Because the C2-1 zoning may have a permitted use that would not be permitted under the UDC.

Is there anybody that can help?

I mean, I would have liked to, I guess maybe looking back in retrospect, it would have been good to see what the current zoning, what the proposed zoning is, but also.

What the UDC zoning would look like so we could compare those two, right? I think that would have been would have been helpful.

**JS Jon Sand** 1:20:25

Yeah, this is definitely a unique time to be presenting a rezone.

So up on my screen, this column to the far right of mixed-use zoning districts is what this property would be resulting zoning of the citywide rezone with the UDC so you can see anything with the Blue Square.

Which includes car wash cleaning services, all the vehicle sales and services options.

So.

Very similar to.

RC-2.

Which has.

Sorry for the scrolling.

Vehicle sales and services.

I'll permit it as well.

Does that answer your question?

**JS Joshua Schroeder** 1:21:32

Yeah. So very, very similar, right?

There's not a glaring use that would be permitted under C2-1 that wouldn't in in the future update. OK, thank you. Yep.

**JS Jon Sand** 1:21:44

No problem.

**ZG Zack Graham** 1:21:46

May I add also I mean the application specifically requested. What's the intended use? We did say motor vehicle repair limited so that and that is in line.

**AR Analessia Rodriguez** 1:22:01

OK.

Great. Great question, Josh.

I'll take a second here, man.

I've been belaboring over this.

Since I got this package the other day.

Mostly because this property is just a pickle.

8th and 9th. Is that right?

8th and 9th.

I've been like I even here during the meeting I've been getting on Google Maps and looking at this and there's just I'm not sure if there's anything like it on reserve as far as having.

Like rural, you know, city streets that are, you know, on both sides of the property. And.

I completely understand like why the zoning is the zoning that it is because of the area that it's in. But it's also like this unique little place that.

That brings up concerns for me that are very similar to last time is that we are looking at the potential of whatever it is like with the business that may go. There doesn't necessarily change the fact that.

We really are looking at having a something that.

Potentially funnels traffic into the neighborhoods.

And you know, like I wish that like, if if there were a fence or if this were like Spurgeon, you know, or or just some other configuration, you know, my personal reservations would would not be here.

But when I start to imagine how folks are going to travel and how people enjoy

taking the easiest route and the amount of traffic on reserve.

I struggle with this piece of property and you know, even with the updated code that's coming and what this will be designated as.

I'm just, you know, like I don't.

I don't know if we can carve out a little niche for this thing, but I really struggle.

With putting a high use business there, you know like it, it just doesn't have the same.

Parking is, you know, everybody else. All the the business part.

Well, I don't know how you call, but all the other business parks.

A long reserve have a much different layout and have different St. configurations.

And I still have some of the real the same safety concerns personally as when I reviewed this a year and a half ago.

And.

I think one of the questions that I have for staff is, is there a point?

And in this process that, you know, like traffic can be addressed in some way or?

You know that we can mitigate.

The potential for.

Large amounts of traffic.

Channeling down 8th and 9th and into these neighborhoods.

And you know, I'll be honest here I am a bit more sensitive this to this because my neighborhood has become a cut through and we have seen traffic go up drastically through our my neighborhood because of changes within, you know the city and so on and so forth.

So.

You know, I'm struggling with this again for many of the same reasons around the safety of the neighborhood behind it.

And you know, there's other concerns and I think they're easier to address as far as like noise or, you know, like, whatnot. And, you know, Les Schwab, like, I fully support Les Schwab, but I think they're a great business.

But that doesn't alleviate my concerns necessarily around this property.

And so I personally am am struggling with how to make this work out, and I think I'm just gonna leave it there.

Does anybody anybody else wanna jump in?

Give their thoughts, feelings, impressions.

Go ahead, Jane.

**JF James Fountain 1:26:47**

Yeah, my concerns are very sorry about the noise behind me.

I'm. I'm not here. Sorry, but Yep, the my concerns are are are the same, you know?

And I I would just like to hear more about what is planned to mitigate some of the impacts that that have been.

Specifically that Shawn was addressing earlier, are you specifically around the noise around the safety, you know, for the people who are living there, especially the elderly and the and the young folks?

I'd like to hear more about that if possible.

**AR Analessia Rodriguez 1:27:18**

Yeah. So maybe John or Mary could, could you guys add any color to like you know further down the road is is there a possibility to address some of these issues or maybe not?

**JS Jon Sand 1:27:33**

So a couple of things. As I mentioned in the presentation, as these parcels abut our district, there are landscaping buffer requirements.

As you guys mentioned, to address adverse effects of noise and and sound regarding traffic impact studies, those are conducted at the time of building permit.

So the the decision before us tonight is compatibility with the land use plan.

I do not.

Know many of the details from the reserve St.

Safety.

50 action plan other than what was provided.

To me, during agency agency comment and that was pretty high level.

They're not super far into that project, but.

NBT or Reserve Street, is a, you know, high priority for the city as well as MDT to improve safety.

Thus, the reserve St. safety action plan.

**AR** **Analeshia Rodriguez** 1:28:47

OK.

Great. That at least clarifies some of that.

Shane, you wanna go ahead?

Yeah.

Thanks for coming out. You know, I appreciate the the public comment and.

I'm somewhat conflicted about this.

You know the.

You know, to the point about, you know, what has changed here the the reality is is that you know the only thing that's changed is, you know, a piece of paper.

Really. You know the land use plan came out and now the zoning district is.

In compliance with the land use plan.

And.

And.

You know, frankly, some of the other adverse things might have.

You know, some of the things you've noted might have even gotten worse on the ground right now.

You know there's more.

There's more housing.

There's, you know, more, more community in this area.

And.

You know.

Oh, it's. I think Sean likes to say all the time. A lot of the Times infrastructure follows these types of projects rather than the other way around. And.

And I guess at the same time, our purview here is to review. This is a zoning change, and it appears to be in compliance with the growth policy that we have in front of us. And yet.

Do hear your concerns about.

Parking noise, speed, traffic and all those things.

So that was just some pointless rambling, but so I'm not exactly sure how I'm gonna vote on this, but appreciate everybody's input.

Go ahead, Josh.

**JS Joshua Schroeder** 1:30:56

Yeah, I I agree a lot with a lot of what Shane just said. I think initially I was really conflicted on this proposal.

But the reality is that if we don't recommend approval for C2-1.

That when the unified zoning code is updated, it's going to be rezoned to a very, very similar, if not identical, zoning district anyway. A few months down the road.

Given the fact that this property is currently under contract, what that practically means? I think making a few assumptions is that if this is not if we don't recommend approval.

It's not approved.

It just means that that contract time is gonna have to be extended until that new zoning.

Is approved. If that's a a condition of the sale.

So all that to say is that if this proposed zoning district C2-1, isn't approved, a very similar zoning district is more than likely going to come into effect.

In early 2026, that's that's my understanding.

So all that has to say, I'm leaning towards approve or.

Being voting in favor of the proposed zoning.

**AR Analessia Rodriguez** 1:32:36

Great. Thank you, Josh, anybody else?

Wanna add some color?

Rick, you've been awful quiet tonight.

You won't anything.

**RH Richard Hall** 1:32:47

Sure.

Yeah, I'm just looking at this a little more narrowly, I think.

What it is, which is a zoning change?

There is a huge difference.

We don't have a proposed use in front of us.

And I think that's kind of.

In some ways, just putting the cart before the horse, you know.  
So I think I'm leaning towards proving it based on the fact that for what it is, and that is the zoning change, and I think it's makes sense.  
You know, there's a lot of uses that can occur there and I guess that's yet to be seen.  
But I'm leaning towards towards voting yes as well so.

**AR** **Analeshia Rodriguez** 1:33:47

Great. Thank you, Rick.

Eric I.

I see you leaning that Mike towards yourself.

Yeah. Thanks.

Yeah. I certainly want to acknowledge everyone who came out tonight.

Plus, there were several comments on engagement.

And within our board packet.

Yeah, this is definitely something that we considered last time. And I think for a lot of the same reasons, a lot of us are having difficulty understanding why, you know, we're dealing with the same or relatively similar proposal and that there is no infrastructure change. There's no plans.

In place to alleviate, you know, these concerns that all of you share.

In terms of safety issues and transportation and traffic and how that will affect the neighborhood.

So yeah, I I definitely have a lot of reservations about this proposal, and I don't think the land use plan necessarily changes the safety issues in any way.

So I'm I'm I'm conflicted with regards to my role as a planning board member and how to weigh the safety and kind of neighborhood integrity issues with.

The the land use plan and.

What this?

Zone change represents.

John, you got anything?

This is I should've started this years ago.

I just point people out and start asking if they have something to say.

Forcing engagement, Sean, I appreciate that.

Yeah, no, this is obvious a tricky 1.

I'm I'm looking at it from the lens of of serving on the committee for the Land use policy changes as well as the unified code.

And lot of discussions were on reserve St. and the challenge is because it is such a unique.

Area and I think the the, the, the time to A to address this would have been with the land use policy to see if there was an opportunity to carve out certain areas.

And but that didn't happen.

And so I think we're presented with with what we're kind of stuck with, which is it's gonna get rezoned one way or the other and so.

Similar to Josh, that's I. I'm leaning towards supporting it only because not supporting it is just delaying the inevitable.

Great. Thank you tune.

It wasn't quite long enough, though for me to.

Get my question in my head.

I think I want to try and ask Mr. Graham a question here, just as far as like I mean with with your knowledge of you know what's going on here.

As far as like the contract and who's looking at buying it and whatnot, which you know ostensibly for this decision, really doesn't shouldn't weigh in at all.

But do you see any potential for mitigating?

Or a way to mitigate and staff. Please weigh in on this as well.

Is there a way to address these concerns around safety?

Cause in in my mind, if 7th and 8th am I getting that right again or is it 8th and 9th?

Excuse me if 8th and 9th weren't there, then we would be just looking at going in and out on reserve.

So is there a feasible way?

Way that we can.

Make it so that that's the direction that the traffic goes.

Or is that just pie in the sky thinking on my part?

**ZG Zack Graham** 1:37:59

Yeah, I understand your concern.

I.

I think 8th I would say it's a dead end if they take a right turn for customers, that

would probably pretty quickly become why? Why would I go that direction and that brings up the question of.

You know, will people.

Exit S to 9th so they can make a cut through.

That's certainly a reasonable concern.

I think that what I would say is I know that we have to do a traffic impact study for this.

I know that there can be.

You know whether it's access to reserve and that's limited and there's no left out, so that there's it's more expedient to turn right and to move on.

I.

I don't know what the outcome of that traffic impact study will or would be at this time.

You know I don't.

And I don't know, you know are there, are there traffic measures that can be taken?

Taken on 9th that would.

You know, maybe some call traffic calming measures in that direction. But I'd also say you have to be careful with that because you don't want to limit access for the residents either. So.

You know, again I I guess I would say.

You know this, I guess.

This again, this is really about land use and those issues are taken care of in the development review with the TIS and I know both the city and MDT would be involved with that.

**AR** **Analeshia Rodriguez** 1:39:37

OK.

Great. Thank you.

I I appreciate the effort at least trying to take a stab and I apologize.

I thought you could sneak through on 8th as well, but as I'm looking at my map here that actually isn't possible.

I thought there was a side street that you could cut down to 7th, but that doesn't look like it's possible.

That's just a cul-de-sac so.

We're just looking at 9th, ostensibly.

OK.

Anybody else planning board members comments? Why are we ready to move to a vote?

OK.

I think we're ready to move to a vote.

So annalisha, would you please do a roll call? Vote, please.

Roll call vote here at kamrisha.

Shane Morrissey.

Yes.

To inform.

Yes.

Josh Schrader.

**JS Joshua Schroeder** 1:40:39  
Yes.

**AR Analeshia Rodriguez** 1:40:42  
Recall.

**RH Richard Hall** 1:40:44  
Yes.

**AR Analeshia Rodriguez** 1:40:46  
James fought in.

**JF James Fountain** 1:40:48  
Yes.

**AR Analeshia Rodriguez** 1:40:50  
Sean McCoy.  
Nay, and the motion passes 6:00 to 1:00.

OK.

All right. OK.

Well, that concludes this public hearing for this evening or this particular public hearing.

We have a second one coming up.

And.

I'll address that at the end.

Never mind. OK, that brings us. Thank you, staff.

Thank you, Mr. Graham, for being here.

Appreciate everybody's efforts this evening.

That brings us to the why infrastructure area plan.

And I believe we have Andrew Hegemeyer.

With the county.

There's too much here, I can't.

Uh.

Community Economic development director Andrew Hegemayer is here to help present and ideally was was everybody here for the last informational presentation that we got on this.

Was anybody missing for that?

Just a just in case. OK, all right.

Looks like we were all here.

All right, Andrew, please take it away.

All right. Thanks.

Yeah, I'm Andrew higamar.

I'm the community and economic development director for Missoula County, and we're presenting for a public hearing.

On the Y infrastructure plan.

This will be.

We're proposing this to be an amendment to the Missoula County Growth policy, and we'll get into that in a little bit.

Right, so here's our game plan.

It's going to be very similar presentation to last week.

Mainly for the public to be able to understand and digest what the plan is, and as

you've heard most of this before. And then of course, I hope that you've had some time to digest it a little bit over the last few weeks before we get towards a.

Vote.

What we have?

You know what we're trying to do with the Y infrastructure.

Plan is we're trying to implement a land use vision that we have for the Y in 2019, Missoula County adopted the Missoula area land use element after years of public comment and public engagement.

That, I think, involves around 3000 public comments.

What the land use element is, it's the county's essential land use plan.

The vision for how we're going to grow and grow in the Missoula Valley around the city of Missoula.

When we went through the exercise with all this public engagement online in person schratz meetings.

Open houses. There was one area of the county that it didn't really matter who you were engaging with.

People agreed that this would be a good spot for growth, whether we were talking with the agriculture groups or the Realtors or people in Bonner and E Missoula, the Y was a spot that people felt made sense.

And so we adopted the land use element in that 2019 and that really sets the foundation for what and how we believe growth will look in the in the why in the future.

So a few things that we're dealing with in Missoula County.

And that relate to the Y plan is that we're still in a housing crisis.

The Missoula area land use element anticipates the need for about 6000 housing units in the county outside the city limits in the planning area over the next 20 years. That's pretty well in line with what the city anticipates to occur in the county outside the city limits.

With the 2040 four 2044, our Missoula document that they just adopted.

So we've got to find places for people to live.

We also have some serious infrastructure constraints in the county. As I mentioned a couple weeks ago, there are really only a handful of places in the county where we have the level of infrastructure that's necessary to do housing at scale.

Lolo is one where we have sewer and water. However, those systems right now need upgrades. They need expansion.

East Missoula is also a spot, however, E Missoula is actually there's still room for growth there, but it's not much space.

It's not a big area and outside of those two, the only spot where we really have the public infrastructure necessary support housing at scale is the.

Y that that constraint, that lack of infrastructure actually spills over into our commercially industrial uses too.

So you generally need a water system, a public water system to be able to build a building that's larger than 12,000 square feet because you you run up against capacity issues.

To run sprinkler systems.

So that's kind of a hard constraint that we're running into at the Y with commercial industrial uses as well.

Next slide.

So this vision that we have in the 2000 land use element for the Y calls for compact development patterns.

Let's take advantage of the area, right?

Let's take advantage of the areas where we plan to put infrastructure.

In order, though, to facilitate that sort of compact development plan, we we have kind of a mess of infrastructure at the Y areas that have water areas that have sewer areas that have good Rd. access, areas that have terrible roads.

So that land use element that 2019 document actually says. You can find it in the text that it calls for this document. It calls for the infrastructure plan as an implementation step.

That's we need to think about the growth that we have at the Y that we anticipate to be there in the future and let's really think about what the level of infrastructure is that we need to serve that growth.

So.

As I just mentioned, this plan is implementation step of the 2019 land use element, but it's not the only one that we've taken to help facilitate development at the Y.

We created 2 tax increment financing districts and the counties they're called targeted economic development districts, one at the industrial core there in the

yellow.

And that's the Y1 and the Y2 district is in green there.

To help fund these infrastructure improvements that we know are necessary, we adopted zoning for the Y parts of the Y were zoning, were zoned, but a lot of the Y wasn't zoned.

So in 2022, we implemented our land use map by adopting zoning for the Y.

Then Step 3. Here we are.

We're proposing this. Why infrastructure plan that will really layout the development or the the infrastructure necessary to serve that development in the future, right?

And then I'm gonna hand it over to Jeff and you want me to run them, Peter, when you guys?

Nope. Good to go.

Well, you're just gonna go.

Yep, Jeff can go from right there. Awesome. Thank you.

Thank you, Andrew.

Thanks, Members of the Planning board, Jeff Smith with WGM Group.

With me tonight I've got Stephen McDaniel with WGM group to talk about transportation.

And then Garrett, Paolo with HDR to talk about sewer and water.

So start up where we did the last times.

This is an overview of the 3400 acre Y study area and where we started with our planning effort was was a needs assessment. So we determined the infrastructure that would be needed in order for the Y to support the vision that was laid out in the. In the land use development.

And initial step that we took was to run through at a parcel by parcel level. The development status for for each of the 700 plus parcels at the.

And what you see on the screen here, we've got areas of green, yellow and blue.

The green areas are parcels that are undeveloped there.

There isn't.

There's more than a single family home on 160 acre plan neighborhood area.

Or there there isn't.

There's anything close to what you we might consider developed yellow areas are developed there.

They're generally as intense as might be envisioned in the Landy settlement. And blue areas are areas that we identified as underdeveloped parcels. So those are parcels that are not developed to anywhere near the intensity envisioned in the Lady Solomon.

But we expect they would redevelop in time as infrastructure becomes available. So this slide is a summary of that development status assessment and as last time, if you focus on the the bottom column, so the industrial parcels in the plan neighborhood residential parcels is those are the areas where we anticipate having the highest potential for growth. So of the.

500 plus undeveloped industrial acres at the Y. If we use a current market trend for. Lot coverage ratios.

We think about the size of a building on a specific.

Parcel we could envision somewhere between 7:00 and 8:00 million square feet of new industrial buildings at the Y. If you look at the planned neighborhood area that bottom right corner, we've got around 1500 acres of undeveloped and underdeveloped land.

Neighborhood Lot area at the Y that planned a neighborhood is the area identified in the land use element and zoning code as.

8 units per acre greater.

There's a minimum density there, so we think about that minimum density being applied to that.

1500 acres we we could accommodate as many as 10,000 homes and for a lot of the forecasts that we put together for the infrastructure plan we use the we use the density of 12 units per acre. That allowed us to forecast a a conservative water and. Generation estimate and there's some symmetry there in in some other planning considerations in that 12 units per acre is generally the density that starts to justify transit transit service at the Y.

I keep coming back to this image.

I think it's really interesting to think about the Y area in the context of the greater Missoula Valley, in contrast, that 3400 acre study area with some areas of the city of Missoula, if you look at, if you look at overlaying that black outline over the. City there's as much land that the Y as there is in downtown north side, West Side, University District and Midtown combined.

So big Vision, certainly a lot of potential housing and industrial development based on that will reviewed in the needs assessment successfully fulfilling that that vision for the Y that's laid out in the land use element requires careful planning and planning for and implementation of infrastructure in Missoula County.

Commission this study for just that purpose, with a focus on these infrastructure categories.

So we get transportation and Steven will cover that in a little bit.

Sewer including wastewater and stormwater water, including domestic and fire and public services, schools, parks and Fire Protection specifically.

This image is snipped from the executive summary section of the plan that depicts the overall plan recommendations, laying out that general transportation grid and then identifying vicinities for sewer and water system locations and school siding as well.

So run through an overview of school siding and Fire Protection considerations before we dive into some of the other infrastructure components.

So the Y areas is served by Frenchtown Hellgate des Smith and MCPS. School districts and superintendents from Frenchtown, Hellgate and Desmet provided insight for the school siding section of the plan, including review of multiple scenarios.

And we didn't leave that consultation with unanimous consensus on school placement, but a general agreement that a new school would be needed both North and South of the Interstate over time.

And if you look at that overall plan that was in the executive summary section, general vicinity locations both North and South of the Interstate are shown on that plan.

Those locations were reviewed when we met with the with the superintendents, even though the long term nature of this plan unknowns as the housing type and population trends, there will be future collaboration needed amongst the school district in order to determine the right locations and also determine the.

Right school types for the Y.

Need to fire.

Why served by both the Missoula and Frenchtown Rural Fire districts, each serving different portions of the Y, as shown here, both districts have stations located within

the study area. However, neither station is sufficiently staffed to meet current or future needs, and neither has the capacity to house the.

Additional equipment that'll be needed for growth.

So the recommendations included the plan for both rural fire districts that include expansion and or relocation of current fire stations.

And an increase in capacity of both living quarters and the number of Bay is available for equipment, storage and maintenance. There are additional staffing and equipment recommendations that were collaborated with both fire districts that are included in the plan as well.

Development phases that Andrew mentioned the the forecast from the the 2545 plan.

Forecasts predict the population growth of roughly 48,000 people in Missoula County by 2045, with 37 thousand of those folks locating within the within the city limits.

That leaves 11,000 people or as many as 6000 households to be accommodated in the unincorporated areas of the county.

This projection underscores the need for proactive planning at the Y.

And it's a planning infrastructure for this type of group growth is daunting, and funding for the scale of infrastructure is even more so.

So it's critical in the planning effort that an understanding of growth sequence and phasing was developed.

So that a stepwise approach to infrastructure implementation could be planned.

Phasing map is referenced throughout the plan and it's been developed based on current development patterns, plan development and also feasible locations for sequential infrastructure expansion.

Why is broken into geographic sub areas areas a through E is shown here, each with unique development characteristics and each with unique infrastructure needs as well.

The plan itself has broken down into four phases laid out across those geographic sub areas.

Each phase generally corresponds with the infrastructure needed to unlock development in the numbered areas on the phasing maps.

Phase Zero is catalyst and president infrastructure. That's the infrastructure needed

early on to facilitate development and then the plan steps from the Phase Zero to phase four beginning with catalyst and precedent and then gradually expanding and upgrading those initial core infrastructure systems.

Phases come online.

Steve will ask you to come up to cover the transportation section.

Thanks Jeff.

I'm gonna step back a little bit from phasing and and talk about what's out at the Y today from existing network.

Really, the the roads out there today, primarily that we wanted to look at with this study or we wanted to plan to collect a roadway network and and figure out how it works with arterial roadway network. And so the existing arterioles out there really are highway 93.

I-90, old highway.

10 and and dayshop. And really those serve as a good.

Backbone for regional access in in today's why? As we see it, it really does a good job connecting it to the Missoula Community Frenchtown and then NS along Highway 93. But as we look for future growth, you can look at those arterioles and they'll really start.

To act as barriers for internal circulation.

You you struggle crossing I-90, you'll struggle from a non motorized perspective to navigate.

Hwy. 93, so how do we plan for those?

Those changes?

And So what we looked at next slide please was, was the traffic modeling and I'm not going to go into a lot of this after hearing Andrew and and Jeff speak about kind of the land use projections out there, but we we talked about 10 to 15TH.

Homes out there over the next 50 years, and that equates to in the range of 90 to 135,000 trips per day.

Quite frankly, the existing Rd. network out there isn't designed to handle that.

Can't handle it. Wouldn't handle it if we don't plan accordingly.

So on the next slide, one thing we wanted to look at was the idea of trip reduction, because if we don't, if we don't plan correctly even with our land use perspective, we're gonna over stress the network's connecting Missoula and the Y.

So if we can complement our land uses at the Y.

Which is good because the Y is already at a good job Center for the county.

But as we look to add uses out there, we add homes if we can add services, offices, imagine living at the Y and not having to drive into Missoula for groceries, right?

So we can kind of think about creating a community out there. We can cut down on those external trips. We can cut down on.

The reliance on single vehicle fencing trips that will create a.

Healthier transportation network and it'll create a healthier options for travel when we can think about.

Maybe a walkable community or just kind of walking and biking as an alternative to driving.

Next slide please.

OK.

So when we look at planning for the Y from a transportation perspective, we looked at it kind of in a three pronged perspective in addition to the land use.

We need to plan for network connectivity.

We need to plan for roadway capacity and we need to plan for intersection capacity.

And so the idea of the network capacity, I touched on it a little bit earlier is you've got a decent arterial network out there. But as if we can plan a wellgrided and connect.

Or or collector network and increase our our network density.

Or intersection density.

Sorry, we can disperse our impacts.

Across multiple streets and intersections. And then we're not overloading one single point, which later in this conversation you'll see we're already starting to do out there.

Next slide please.

So the idea of roadway capacity being the second prong, are we planning for the correct amount of lanes on our roads?

Do we need two lanes on our roads?

Do we need 5 lanes on our roads?

We we looked at that trip generation.

We assigned it through the network.

We iterated through and we kind of came up with multiple different typical sections that you saw in the report. The other half of that is the idea of complete streets and being able to accommodate beyond the vehicle.

How are we going to create these communities that are well connected from the pedestrian, bicycle and transit perspective? And and that's really that idea of a complete street that can.

Comfortably.

Allow non motorized users.

To to to travel along these.

Future roads. And so we're envisioning wide boulevards that can accommodate trees.

Those trees can accommodate.

Shade for the non motorized user. It can accommodate bioretention swales for storm water, and then they can also look to provide side friction and traffic calming for the vehicular Rd. which just makes the the road safer for everybody.

Next slide.

And that third, that third prong that we talked about was.

Intersection control or intersection capacity. As the Y grows, we're going to see a lot of uncontrolled intersections transition into into higher classification of control.

Whether that's two way stop control, whether that's always stop control eventually, as we see the densities increase, we'll see more signals and and round.

Out there.

The one thing we really want to look at closely is this idea of.

What is the correct form of intersection control?

And that's really comes down to what we call an intersection control evaluation.

It's it's a newer term.

But we take a very holistic approach when we are looking at major impacts on our intersection control around about the size of the graphic that you see on your screen could cost 2 to \$3,000,000 depending on right away acquisition and just capital cost.

So we want to be meaningful with how we select the appropriate intersection control. And so these studies take into account capital costs they take into account traffic, operations, traffic operations, being queuing, delay progression through a network. If we're looking at alterations to Hwy. 93, How are those?

Intersections working In Sync those type of things in addition to environmental, you

know, what are the historical land uses around?

Are we negatively impacting those with through right away acquisition?

So that's kind of the idea of intersection control evaluation and we've made some high level recommendations based on the anticipated volumes. But really when you're getting into making decisions with that much capital and and future maintenance cost, you want to look at it in a little bit more.

Depth. Next slide please.

We considering those kind of.

Topics that we just discussed.

This is a high level overview of the transportation recommendations in the plan.

Keying in on a couple intersections, we'll talk about it in a minute.

That need addressed in the near term, and I say near term because this is a A50 year build out, right.

So if you just looked at this level of infrastructure, as Jeff said, it's daunting to imagine.

How to implement it?

It's even more daunting on how to fund it.

So next slide.

So what we did here is we looked at the critical intersections. We iterated through different grid network options and we came up with the phased implementation plan that you guys saw in the report kind of want to focus on some of those catalysts and precedent infrastructure improvements today.

That being I-90, highway 93 interchange and Waldo and Hwy. 93 signal. And really what we're seeing out there is.

Trying to accommodate the growth that's already happening today without those supplementary land uses that we just discussed.

So next slide please focusing kind of on that Highway 93 interchange with I-90.

That intersection is beginning to degrade under existing conditions today, and as we're seeing pressures and growth currently, it's going to further degrade.

So what we're seeing is.

Specifically, the westbound off ramp as it wants to turn left S onto Highway 93 to access the YS of I-90.

It has to stop and wait right 'cause it's a.

It's a stop controlled intersection.

It's backing up down the ramp and then delays are becoming are are failing when we talk about level of service level services broken abcdef, it's already projected into a a failing under the under any of the note build scenarios.

So that's one where we would really recommend.

Taking a hard look at this intersection of Alley.

Intersection control evaluation study. Do we want to look at Signalizing that intersection?

Look at how it operates between the two signals on the north of it and the South of it.

Do we want to look at a roundabout, roundabout tab, or advantageous from a emission standpoint, they handle off peak.

Delay better than a signal would what?

What's the available right away?

What are the impacts kind of looking at that study?

From what I described earlier.

And then taking the results of that study, we sitting down with the county and MDT getting concurrence on what a recommended alternative would be and then exploring the funding operations, whether that's highway safety funds, whether it's congestion mitigation and air quality funds, whether there's some state funds that. Could be used to leverage federal funds, things like that.

But that's kind of really the next steps is is looking at that intersection control evaluation in the immediate term to to facilitate orderly growth.

With the Y from our transportation perspective, I'll kick it back to Jeff.

Steven

onto stormwater.

So we talked about last time though the Y is generally situated on the high ground between O'Keefe Creek and Laval Creeks.

And it's in an area of very tight, fine grain soils that will natally infiltrate runoff.

And compounding that existing development patterns create challenges in those few internal drainages that do exist between those two creeks and that many of those ephemeral, intermittent ranges have been blocked by development over the years. So.

It's often find difficult to find clear pathways to route storm water through through the Y area.

The plan includes an comprehensive catalog of the existing drainage improvements that that are on the ground in the Y, and that includes a face by face recommendation for for drainage infrastructure.

We're recommending both regulatory and infrastructure improvements on the regulatory side, looking at zoning updates to preserve ephemeral, ephemeral drainages. And looking at some public works.

Manual updates to to consider changes to how Stormwater's managed at A at a project in a right away level.

I worth noting many of the regional scale drainage projects that we identified in the planner are Co located with transportation corridors like to think about recommending that storm drainage projects are tackled in conjunction with roadway projects wherever possible funding standpoint.

It's underwater, so water it's were were asked about in the informational session a couple weeks ago.

I just wanted to add some add some detail here.

So Y is located within the Middle Clark Fork River basin, which is legally open to new water rights permits.

However, hydropower facilities downstream have water rights to the entire flow in the Clark Fork over most of the year, so new water rights permits require mitigation to offset the new use.

There are multiple entities with the water rights for sale that are suitable for mitigation.

For new water uses in the Y between those between those entities, there's about 50,000 gallons per minute, or 30 MGD is 30 million gallons per day of mitigation water available. So projected future water demands can be accommodated with the available mitigation water within the middle Clark for.

Basin today. Right in the as as Jeff presented earlier on the sub area, a recommendations, you see this these divided into A0A, 1A2, A3, A4 and so on a 0 is what we consider to be the foundation projects, the foundational area that's developing current.

And that is where the initial development of wastewater infrastructure should be

taking place and then expanded from there out into the A1 areas and so on.

Areas a three and a four will come later.

Additional planning may happen at a later time or will happen at a later time that would either expand the foundational systems or add additional systems to the South to service a three and perhaps a four. As that land develops, or as as land down there is redeveloped and.

And the density increased.

So that the greatest area for for wastewater is in this in this a greater sub basin and then in the order that is developed in this in this phased approach utilizing public private partnerships whenever possible as well as.

The the incremental expansion that that's shown here.

Hey, everything else you want me to do? Thanks, Garrett.

Thank you.

So I want to implementation so.

Full development of the vision that's laid out in the land E elements. Of course, going to take some time and significant infrastructure as well as we discussed earlier as phased understanding of development progression in a stepwise approach to infrastructure implementations recommended in the plan. This is a SN.

Of some of the exhibits we looked at earlier, but that foundational overall plan that's laid out in the master plan that laid out in the executive summary section.

And then broken down into into sub areas when we get into the implementation section.

Implement implementation section of the plan. Spells out a summary of the infrastructure improvements that are described throughout each section of the plan.

Plan steps from those five phases, phase zero through phase four.

The improvements for water, wastewater, transportation and stormwater infrastructure recommended.

Think about.

That daunting it is to fund this and.

That onset we we need to start. So thinking about implementing the increment in order for that why Ted one and why Ted two District contribute successfully towards infrastructure funding over their lifespans, increment needs to be generated early on. So the future phase is beyond Phase zero, can be bonded before the districts expire,

which both expire in the early twenty 50s.

Feels like a long ways out, but be here before we know it.

Development of phase zero infrastructure within whitetead one's already underway with the water system that Garrett discussed earlier.

The public private partnership approach that was used for that water system could serve as a model for implementing the sewer improvements needed in that plan neighborhood area West of Dashraw.

This development commences that increment that's generated by that's facilitated by the Phase Zero infrastructure can contribute towards the development of phase one infrastructure and beyond.

The plan lays out a toolkit of local funding options strategies, along with state and federal grants, loan programs that can be pursued.

Anticipated growth, that development for the next 10 to 20 years is forecasted in the plan based on projects that are currently under development or in planning stages.

Forecasts can inform estimates of tax increment generation over the coming decades.

I tell plan funding strategies and also to identify gaps where central subsidy is going to be needed.

Final pages, the implementation section layout, some strategic recommendations for Phase Zero funding ranging from local tax increment financing.

To state funding to state and federal grant strategies with public private partnerships leveraged wherever possible.

I'll hand it over to Jordan to cover.

Next section.

Hello, my name is Jordan Halla.

I'm the GIS and planning specialist with Missoula County planning, development and sustainability.

Our department's role is to evaluate the plan for consistency with the county's growth policy.

Missoula County is proposing the WIP as an amendment to the 2016 Missoula Growth policy.

That policy calls for the county to take a more active role in planning for infrastructure in appropriate areas.

This concept is reinforced in the 2019 amendment to the growth policy, also known as the Missoula area land use element. The land use element identifies the Y as an appropriate area to create the physical framework framework needed to facilitate development at this location.

So the WIP aligns with 10 specific goals in the growth policy.

I'll provide an overview of each of these goals.

Next slide please.

The first goal is to conserve vital natural resources, including surface and groundwater, air quality, agricultural resources, iconic landscapes, Fish and Wildlife species and their habitats, and native plant communities.

The WIP plans for infrastructure development at the Y, where it can serve as a catalyst for development in a place where previous plans and zoning have identified it to occur.

By drawing new development to the Y area, the county hopes to preclude development in areas where it consumes the valuable open space, wildlife habitat and agricultural lands, water conservation and storm management are key components of the plan.

The next goal is to reduce Missoula County's contribution to climate change while promoting resiliency and adapting to its impact on the natural environment and communities.

This plan focuses on development around Missoula's existing urbanized area updates, and develops infrastructure needs, and encourages mixed-use walkable neighborhoods to conserve resources and accommodate for transportation needs. These efforts attempt to preserve natural and roles surrounding areas.

The next goal identified is to promote economic development that creates opportunities throughout Missoula County, including people living and working in rural communities and across wage levels.

The expanded infrastructure proposed by the WIP is intended to foster economic development. The water and wastewater elements will allow larger buildings with greater occupancy to be built in the area, as Missoula County's population is expected to grow in the next 20 years.

The WIP provides more residential housing opportunities and will encourage business development in the WIP area.

This allowed residents in the area to live and work in the same area, supporting the continued economic and population growth.

Next slide please.

Goal 6 is to embrace emerging economic trends and new technologies that will Missoula County for the economy that will exist in 20 years.

In reference to broadband, this plan identifies areas with low broadband speed throughout the Y planning area, as transportation networks are upgraded and built, broadband can be expanded along the route.

Next goal is to practically plan and provide for the logical growth of communities while protecting rural character and sustaining county resources by guiding development areas.

Most suited for it.

The Y area was identified as a necessary location for development and infrastructure in the 2019 land use element. The current zoning in the area facilitates dense development to prevent urban sprawl into surrounding rural communities.

Goal nine states as a part of planning support, the provision of infrastructure and services to and within rural communities.

The Y is a mix of suburban and rural areas that are currently served by a patchwork of existing infrastructure. the Y plan seeks to establish a comprehensive set of infrastructure and services for the area. Next slide, please.

The sixth goal, goal 10, is to provide opportunities for a wide range of housing choices, especially for those who are homeless or experiencing high cost for housing relative to income.

Through the infrastructure implementation, this will allow for a wide range of housing options to be developed by partnering with private stakeholders.

The WIP will incentivize high density housing in accordance with the growth policy and land use element.

The next goal is to reduce safety risks and costs associated with wildland fire, flooding and other hazards.

The Y area is a low hazard area.

There is flood risk along O'Keefe Creek, but there are no FEMA floodplain or flood hazard areas in the WIP area.

Similarly, Wildfire Hazard risk is lower in the whip area compared to other narrow

canyons and mountain sides throughout the Missoula Valley.

Goal 13 outlines a vision to provoke. Promote equal access to employment, safe housing, transportation, community services and amenities for all segments of the population.

Being at the intersection of Interstate 90 and Hwy. 93, the Y area will promote housing, employment and transportation.

New development in this area will see economic growth and greater housing opportunities for a wider area of the county.

And finally, the last goal is to promote cooperation between Missoula County and the City, state, federal and tribal governments.

The WIP will require collaboration between the county and a wide variety of state and local governments. For example, as housing grows, cooperation with the school district.

Will be crucial for identifying the need for a location for a new school in the area. Additionally, the city will be particularly important regarding water, sewer and transportation.

Next slide please.

In addition to being in compliance with the growth policy, the Wye infrastructure Plan supports the objectives of the 2019 land use element. The land use element condenses values and themes developed during the planning process into implementation strategies that it calls imperatives. The WIP addresses imperatives, including incorporating community values.

Facilitating compact development patterns, providing adequate area for housing supply, promoting a wide range of housing types.

Using infrastructure we already have in place.

Planning for new infrastructure and emphasizing the character and quality of life.

Next slide please.

This map shows our current zoning within the Y infrastructure plan and it displays that it supports.

These objectives, including both industrial and residential designation that align with the growth policies, visions for balanced development.

Next slide please.

This map illustrates neighborhoods identified in the 2019 land use element as a

priority area as priority areas for future growth and development, demonstrating the county's continued commitment to implementing the land use elements goals. As you can see by area is outlined there.

Next slide.

In summary, the WIP advances multiple growth policy goals by preserving natural resources, updating and creating needed infrastructure that supports industrial, commercial, and residential uses.

Encouraging development along existing infrastructure and deterring development and surrounding rural neighborhoods and prone hazard and hazard prone areas.

It also addresses the specific provisions in the Missoula, Missoula area land use element and implements this planning initiative as a component of Missoula County's growth policy. Excellent.

Therefore, at this time, I'd like to present the following recommendation for the Board's consideration.

There is a draft planning board resolution that can be found in your packet as well, in case you didn't see that.

Thank you.

All right, great.

Thank you everybody for your very informative presentation.

Do hey, do we have clarifying questions and I think I'll throw out the reminder.

Let's keep it to clarification tonight and then we can hash things out when we get a motion on the floor.

Go ahead, tung.

I was wanted to better understand on the water side of things. You'd mentioned that that there seems to be enough supply. That being said, given the growth and just general trends is is water conservation a priority?

Is that something that we need to think about?

Definitely something we should always think about.

And water conservation is a priority for the state of Montana and as part of any new water rights discussion, there's there's certain standards that are set for beneficial use of all water.

And if you if you exceed or if you do not reach the beneficial use percentage, then you're you're required to do that through conservation planning.

So it's it's part of the the state process for any water rights at this point.

Yeah, I guess I what I'm getting at is that since it's all brand new, like is there an opportunity to do something a little bit more aggressive around conservation?

So you think of something like xer escaping?

Irrigation type planning, things like that. I think there's definitely. I'm not an expert. I just was, you know.

One of the one of the like really attractive elements of the membrane bioreactor MBR technology is that the effluent is generally treated to drinking water quality standards as it relates to to most nutrients.

So in the plan, there's a discussion, there's a couple sections around different strategies we might employ for for water reuse.

And I think that I think it'll be important for us to get the biggest bang for our buck as we think about sewer capacity that we're creating by focusing on low flow types of fixtures and really water use strategies that get the most out of the the SE.

Treatment capacity that we're able to build, I think there's.

There are lots of opportunities to irrigate areas with effluent.

There are also quite a few crop fields in the area that perhaps could be irrigated as well.

Yeah, I think there's a comparable. Is the city of Butte recently completed a project?

To change their golf course in a couple of city parks and A and a public cemetery over from using fresh water for irrigation to using effluent from their NBR plant. They haven't.

They use NBR technology as well produce high quality effluent.

So they're allowed to use that water for those purposes to offset.

The drinking water that they were using that purpose, so you gotta kinda get 2 bites at the apple for using effluent.

Number one goes through the homes as as domestic water.

But then it gets reused as as irrigation water for these large irrigation demands.

As we think about infiltrating affluent on site, you're also recharging the aquifer with with highly treated water in some of those areas as well.

You're good too.

Great. Let's see.

I have James and then Josh.

JF

**James Fountain** 2:30:11

I guess it's a two-part question.

So so the up to and I live in that area, but I'm also not not in a expert in this in in the FOT.

The first question is you know what?

What is the market's removed from the water and then makes it?

Drinking water flawed.

Where does that go?

Is number one and two where where is the energy source from for the to to to clear to clean the the afterwin.

Where where's that coming from?

Is that renewable sources or from coming from the grids from our?

AR

**Analeshia Rodriguez** 2:30:39

OK.

I'll take those one at a time. So to describe how an MBR works it it it utilizes regular, I'll call regular biological activity like you'd see in any wastewater treatment plant.

So we'll call it.

You create an environment where bugs.

Consume the the waste material that's in our in our sewage. And so you create that environment through the through the use of aerobic technology using air to create a highly.

Oxygen rich environment or those bugs do their work and then you create an oxygen poor environment where other bugs do certain work and then you use them.

The MBR stands for membrane bioreactor.

So the membrane is is.

The high tech material that separates The Dirty water side so that the solids and the waste side from the clean water. There's pores in that membrane that are just large enough to let clean water through, but keep all The Dirty stuff on the other side. And so those.

Those contaminants that are removed are concentrated into a bio solid and then those bio solids are eventually dewatered and then they're taken off for for

elimination.

That can be either placed for, used for.

Land application in places where it's non crop based products like hay or alfalfa, things like that or quite often is just taken to a landfill to be disposed of the water itself as as Jeff just mentioned can be used for irrigation or be used to recharge the A.

The power that's used to drive that one of the advantages of an MBR process.

Is that relatively small footprint and and very efficient?

So the amount of power that's required is fairly small. Small motor, small pumps, small power footprint, if you will.

Many places do utilize the the footprint, the building roofs and things like that.

They they colocate those with solar power to offset some of their power consumption.

And another utilize methods to convert those biosolids into gas until bio gas product that they can use for power generation as well.

There's a lot of ways to do renewable energy projects, along with the waste treatment as well.

**JF James Fountain** 2:33:02

And then the renewal of your product is, is that part of the plan?

**AR Analeshia Rodriguez** 2:33:02

I answer.

**JF James Fountain** 2:33:04

Is that just a possibility?

**AR Analeshia Rodriguez** 2:33:09

Take a stab at this and Karen can bail me out here.

So the county has adopted a policy regarding all county facilities.

To to shift to a carbon all renewables.

I'm just going to have Karen answer because she knows this.

So this is Karen.

He is with Missoula County planning development.

Sustainability County has policy related to carbon neutrality and 100% clean electricity and.

For new facilities, we seek to move them towards carbon neutral carbon neutrality.

It it depends.

It's case by case and in cases where we may be partnering with private sector, it may not be a perfect arrangement, but we'll be seeking to to do as much as we can to create a carbon neutral.

Environment and to have new facilities meet the meet our meet our carbon neutral neutrality goals.

Very good, James.

**JF James Fountain** 2:34:15

Yes, thank you.

**AR Analeshia Rodriguez** 2:34:17

OK.

Josh, you're up.

**JS Joshua Schroeder** 2:34:21

Thank you.

Yeah. I appreciate the scale and and thoughtfulness of this plan.

It's gigantic. My question is.

Also, about groundwater, I was just curious if there has been a detailed groundwater or recharge analysis as as part of the plan.

It sounds like maybe there's some potential new sources of recharge with the treatment of wastewater, you know, but maybe there's a loss of recharge too.

Do with irrigation ditches. You know, with urbanization.

Some of those irrigation ditches going out of out of service and just general irrigation that could be a source of recharge.

So you know how I guess before we commit to this level of development, how certain are we that you know, given the demand that build out of what is it almost

nine 8.6 million gallons a day that we're gonna we're gonna have enough water.  
Yeah.

**AR** **Analeshia Rodriguez** 2:35:25

Yep, it could cracking.

It's Jeff Smith.

So in the previous decade, I think it was 2010, there was a fairly detailed hydrogeologic study conducted by AMEC as part of a A prior planning effort, and a lot of the recommendations as far as well locations.

And likely capacity that are included in the plan come from that previous study. One of the recommendations recommended actions as next step for the plan is to create. New, more comprehensive aquifer study for the full planning area, so that is work that that that remains to be done as we look at quantifying the water supply for full build out as we think about recharging otherwise.

So that's a recommended step.

It was a bit beyond the scope of what we looked out here, but we had a we had a previous study that that informed our recommendations.

**JS** **Joshua Schroeder** 2:36:23

Thank you.

**AR** **Analeshia Rodriguez** 2:36:27

OK. Any any other questions?

Clarifying questions for staff.

Go ahead.

**AR** **Analeshia Rodriguez** 0:03

Is being an area for industrial commercial development as well as housing and otherwise. As you guys have covered.

Very comprehensively. I'm wondering if there is considerations or limitations.

Discussions built into concerns over like pressures to develop data centers.

Just thinking about like how we in the face of our carbon neutrality goals that we have for the county.

And with, I mean oftentimes, when development proposal you know comes from Missoula, it comes with a lot of.

Economic.

Potential and benefits. And yeah, do we have any safeguards to prevent this being overrun by the machines that power AI and stuff like that?

Karen Hughes, Mozilla County Planning development sustainability.

So Missoula County is possibly the only county in the United States that has zoning related to cryptocurrency mining operations and data centers.

So to do those developments, they have to be in areas zoned for industrial uses and they have to provide.

New renewable energy to support those.

That industry that can be done on site, it can also be done through Recs and other other ways of doing that. But so yes.

As a follow up, I mean didn't like the cannabis industry.

Was previously kind of governed by similar.

Conditions or restrictions?

But then the legislature didn't. They overrule that? The what?

The legislature, the legislature required that data centers meet the have the same standards applied to them as cryptocurrency mining operations.

So we have standards for cryptocurrency mining operations. Therefore they data centers have to meet those as well.

OK.

Thank you.

I'm glad that's part of the conversation.

OK.

I got a couple of easy ones I think.

Intersection control evaluation study, who who conducts the studies.

Is that in house or is that?

Contracted out.

So that's something that an engineer can do. I don't.

It's a fairly new study and we at WGM rely on FHWA guidelines because Montana and the Missoula community do not have their own set of guidelines.

But it is something that would be generally contracted out.

That being said, if your staff has the expertise, there's nothing to say that your staff couldn't do it.

OK.

Great. Thank you.

And then I had a question about the.

The MBR. Is that right?

MBR the membranes. I'm just curious about. You know, when we're looking at sewage waste.

Mostly this is just curiosity as far as like pharmaceuticals and all the other like chemicals that we find in our, you know, our wastewater system.

Are they captured?

I mean how is how are they dealt with? Great question.

So the the idea of pharmaceuticals perhaps?

Pfos. You've heard about the.

Forever chemicals, they fall under a A category called emerging Contaminants.

These are largely categories that are either not regulated or are regulated to a degree that.

It's a little bit of a a false sense of security that we have, I think about water as the more you learn about water treatment, you're not really purifying water, you're treating it to an acceptable level of contamination and.

Membrane technology.

And really, very little. Very few technologies at all, and remove all of those things.

You know, you get down to the really kind of exotic technologies like reverse osmosis and things like that, that will take out molecular type sized things.

That's not practical for a wastewater level.

MBRS are, as I mentioned earlier, the the best available technology for wastewater treatment right now, and and treat wastewater to the highest levels really practicable. In the.

In the wastewater technology world, so if, if you were looking kind of at the spectrum of of alternatives for wastewater treatment, MBR is is at or very near the very top of what you can accomplish with the with the current technologies without adding multiple layers of other techn.

On top of it, that become impractical and unaffordable.

Things like.

You know.

Prescription drugs and things like that, they they tend to remain in that stream at at levels that are almost non detectable.

But they're present, and that that's true. Really. You know, it's it's ubiquitous throughout throughout the world. Almost at this point, whether you're talking about measurements in in mountain streams. I grew up in the Flathead Valley.

We had the greatest water ever and they found out recently that they had PFOS in their waters up there and it was really surprising to find that out. But it's just kind of everywhere.

Where at this point?

Yes, absolutely.

Great. Thank you very much.

My last question I just.

I'm curious about do we have any plans for a new school out in this area?

I know that every time we look at a like a subdivision in the septicane area or wherever, like schools come up big time, particularly around Hill Gate.

So I'm just curious, do we is is there anything brewing around a new school?

Nothing solid, but it is something that.

We have.

We anticipate to study further.

And what we plan to do with that is work with the two school districts that are most affected by growth in the Y, which we'd be dismant.

Ling of perhaps having.

Retaining the two school districts, but they would build US1 school, where they would send students to and how that arrangement would work and everything would be.

Up to that study.

But yeah, there's so there's no no game plan today, but it it's stuff that we gotta start moving on.

French Town's pretty much at capacity already, so they're they might need to move a little bit further than this or faster than this Mac.

Correct. OK.

Four members have anything go ahead, Shane.

How is our how well equipped is our zoning right now to ensure that we're gonna get the type of subdivision that we're envisioning and the?

You know, 8 to 12 dwelling units per acre is is dense, as the university district is now or something like that.

So we're talking about, you know, a lot of homes here.

How do we end up at a spot?

That is.

Maybe better than Satakwon and the build out there.

There's a couple things that we've built into our zoning code out there that are that are really advantageous for us. First of all, we have A8 dwelling per unit minimum. So to get zoning compliance on a on a project now, this isn't across all of the why.

But big that, especially that area West.

List of Daysaw is where I'm talking about 8 dwelling units per acre or or more.

So you couldn't even get zoning compliance if you tried to do a subdivision with half acre lots you would.

You would not.

We would not give you zoning compliance.

There's no maximum density in our zoning in this area, so.

You can get some really dense clusters of development so.

I think where we were kind of thinking with the 12 units per acre is well, eight's going to be the bare minimum and eight, eight is still.

It's you're still in the single family range at 8:00, but then you start to add in so that by that's pretty dense, small lots. Then you start to add in some apartments, some duplexes, some adus, and that we start to get to 12. Pretty quick is what we.

Were thinking in this planning process, but the the zoning.

Makes it as easy as possible to.

To get to achieve higher densities, no minimum lot size requirements.

So you could.

Do you could do a 500 square foot lot if you were that ridiculous.

I don't know how you could make that work, but.

Know all the building types that all the housing types building types are allowed within the zoning.

So it's it's a very progressive district in terms of allowing housing.  
Now what we've seen.  
With.  
The one subdivision.  
And that was approved in this district so far, which is Grass Valley Gardens.  
Their initial what if you remember this design? They came in with a little bit of a  
Town Center concept and their initial phases and then it it gets less dense as you get  
further away from Hwy. 10.  
And that's in the Phase Zero in that green.  
And I when this is just anecdotal, like telling you how how it's working.  
When the developer showed me his concepts when we were working on a potential  
tax increment finance application.  
For for his phase one.  
I actually swore at him.  
It was like when I was I was like, you're gonna need a zone change.  
I mean, you're talking about like 3-4 story.  
Like Town Center type development.  
And this is neighborhood residential, and you're talking about having commercial  
uses in here too?  
And I know that commercial uses are allowed in this district at by right and he said  
he said no, we're our planner is telling us we can do all of this by right. And that's  
when I swore it.  
I'm, like, holy heep.  
Then we got the zoning right that he could have that.  
That level of.  
Scalable, walkable neighborhood.  
All permitted by right within our neighborhood residential zoning.  
So I'm pretty confident.  
No, our what our zoning does is it allows.  
It allows the good things to happen really easily.  
That doesn't mean you can't get terrible development too.  
And so there is the risk of that as well.  
And you're seeing.

Some development at the Y right now that makes it go. I'm not gonna point out exactly where, but.

You know it, it does happen.

But we the zoning really does allow the good things to happen.

So do you have any follow up on that and just wanna get into it a little bit more like a little bit more in the weeds. I no that that was pretty good.

I mean, I'm tempted to get more in the weeds on it, I mean.

Yeah, I mean.

You know, obviously like the the worst thing that can happen is we've, you know, we continue to spend a tremendous amount of money and we're gonna spend a lot more money.

And then we don't achieve the density or the vision that we're that we're planning on.

And it's just a bunch of wealthy land owners that have a lot more water than in sewer capacity than they really need. So.

You know.

I'm I'm glad to hear that they won't get zoning compliance.

I'm just wondering like what the loopholes and that are? Or are people able to, you know, seemingly there's, you know, there's lots of land owners out here. But are these large tracks of land where the land owners have, you know, committed to right of ways and things like?

That or will commit to right of ways as a part of the subdivision process to allow the entire.

Area to develop in a reasonable way that you know.

Follows your phasing plan.

Yeah, we've got this.

This between our subdivision regulations, the zoning in this plan, I think we've got some pretty good regulatory and and policy tools to when someone comes in with a subdivision to be like, you know what this really should be a collector Rd. through here.

We need to up the right away and and use conditions of approval to get there in the subdivision layout.

You know, it's not going to play out exactly as we want.

It's not going to play out exactly as we we we anticipate.

But you know, hopefully it.

You know basic concepts like we need to collect a road in this area occur and things like that and.

You you never know what might happen is in five years we're coming back to it with our subdivision regulations and we're saying, well, we found it at the Y.

Is that these regulations aren't strong enough to require it when we need it, and so, you know, we we monitor, we adjust.

These plans aren't in perpetuity or regulations aren't done.

And then you never walk away.

As you know, we try to do maintenance updates on regular basis on these things and try to stay ahead of the curve.

My biggest concern when you're talking about like the land, like the big OPI landowner type thing is, is that we don't get a good mix of homeownership.

You know what? What?

What could potentially play out as you get people buying 4080 acres and just doing? All apartments and rentals all in big blocks like that.

You were seeing that in swept Kane.

We're seeing that in the in in other areas as well. So hopefully you know, we can't control that.

The county can't tell people.

Manage people on that sort of a level. But you know we've got some good foundation, we've got some good projects that that the Grass Valley Gardens subdivision that was approved is geared mostly towards home ownership.

So what for subdivisions?

Good thing about subdivision is it's creating property to sell.

Hopefully for home ownership, right?

And whether that home ownership is single family duplex triplex is hometown homes. Those are all good, affordable options.

So hopefully we get a good mix out there.

And we we have some financial tools.

We do have tax increment financing. I should mention that to help encourage workforce housing in the area, projects that come in requesting money to help build

infrastructure, requesting tax increment financing, we'll be asked to demonstrate how their meeting workforce housing needs that policy is being drafted right now.

We don't have.

The details for you that yet, though.

OK. We good on our clarifying questions.

I am tempted to take a little little break here.

5 minute break.

I see Rick nodding.

Yes, Rick.

I'm thinking of you buddy.

We're gonna take 5-6 minutes here, break, and then we'll come back and get a motion on the floor and and. Oh, public comment. Yes, we got to have public comment. My, my apologies.

Waiting for Josh and Rick to kick on a camera, and then we'll there's Josh and Rick, all right.

Let us reconvene.

Recess is over and I think we're ready.

Oh, I'm sorry. I'm sorry.

We will now open it up to public comment.

And for anybody still with us out in the world, you're welcome to come and make public comment.

I don't see anybody in house.

I guess Annalisha will throw up those instructions.

I still just. I'm not sure if I really do, the county commissioners read those instructions.

Yeah. OK. All right.

So if you're joining us via MCAT or something and you need to call in separately, you can call 406-272-4824. Phone conference ID is 358-8848, four 8 LB sign and you can press \*5.

To raise your hand to be recognized for public comment and star five again to lower your hand.

\*6 to mute and unmute yourself.

And with that, we will leave public comment open here for a minute.

And see if we get anybody.  
I would like to jump in on this.  
Conversation or this hearing. Excuse me.

**DF** **Damian Frisby** 26:59

Hi, good evening.  
My name is Damien Frisby with Frenchtown fire.  
Had some questions for you when you got a moment.

**AR** **Analeshia Rodriguez** 27:16

Sure, Damien.  
Go ahead.

**DF** **Damian Frisby** 27:18

Yeah. Good evening.  
Thank you for your time on this issue and I just want to ask a little bit more about the considerations.  
For fire suppression and coverage in the Y district for both Frenchtown and Missoula Rural.  
Tonight we've spent or I've heard that we've spent a lot of time discussing a lot of the concerns about transportation, groundwater.  
Building everything but not really much has been mentioned about the fire agencies that are going to be responsible for protecting and maintaining all of those priorities that were listed long before the fire was fire suppression was brought up.  
And the question for you is, is what are we doing to?  
Ensure that we have the appropriate level of Fire Protection for this Y area.

**AR** **Analeshia Rodriguez** 28:23

Great. Thank you, Damien.  
And if I could just get a little bit of clarification, are you thinking more structure or are you thinking WUI?  
Were you leaning into on that?

**DF** **Damian Frisby** 28:38

I'm thinking everything in general. One of the comments was made earlier that this area has less fire danger than the canyons and hillsides.

However, there's been a lot of urban areas that probably thought that very same thing that burned quite significantly. And so with this area that we're looking at around the Y, we need to be ready for.

Both.

Wildland structure.

Hazardous materials, Medical AIDS, car accidents, everything is going to to be in play here.

**AR** **Analeshia Rodriguez** 29:20

Great.

OK.

Thank you, Damien.

I appreciate your questions and comments. And so the way that this is structured is that we will, we can take your your comments and your questions and the board and I are writing that down. And then when once we wrap up public comment and get to a motion.

Board members will ensure that your questions get addressed.

List.

**DF** **Damian Frisby** 29:49

That sounds great. Thank you.

I anxiously await that.

**AR** **Analeshia Rodriguez** 29:52

Great. Thank you. Appreciate you being here.

OK.

Now annaliesha, I didn't see a hand or anything.

Where did Damien come in from?

Always online there, OK.

Oh, I see.

OK, great.

Sorry, I sometimes I don't get the.

The UK, OK.

Alright, well give it another second here.

See if we get anybody else.

I'm not seeing anybody.

Am I missing anything?

OK, alright, not seeing anybody else for public comment and house are on the line.

We will go ahead and close public comment for this portion of the hearing.

And that can bring us to a motion.

Well, we.

The recommended motion is on our agenda, so if anybody wants to.

Make the sacrifice and jump in there and make a motion. That'd be great.

I move that the Missoula Consolidated Planning Board approve a resolution recommending the Y Infrastructure area plan as shown in attachment a be adopted by the Missoula Board of County Commissioners as an amendment to the Missoula County Growth Policy. Based on the findings of fact and conclusions of law.

Great. So move by tune.

Do we have a second?

I'll second seconded by Shane. All right.

Well, should we just start by addressing Damien's question here?

I think that's a a great question. As a former firefighter myself.

Yeah, this is Andrew Hage, the county. And I think Jeff's gonna help me out with this as well.

So I think there's a, maybe a little.

Case of of a change in leadership that we're dealing with at the Frenchtown fire because we did work with fenchtown fire on this plan.

It was just under the previous chief, so that maybe didn't get communicated as that power like Trent as that transition occurred, but they were involved with this planning process. I don't want to.

Make that.

I wanna make sure that's clear.

So one of the things that we've identified when we were working with the fire chiefs that both from Missoula Rural and Frenchtown Fire is that this plan isn't getting in the granular level that on emergency services that they really need to be able to plan looking forward.

For for their needs in the area.

It it's just a it's a different beast that that type of a process.

And So what the plan recommends and what we're anticipating, what we have in our budget to propose this year is in terms of tax increment financing to help cover the cost of this is it is doing an additional in-depth study focusing just on emergency service needs and how.

These two fire districts are going to be affected by the growth.

That's anticipated and what sort of equipment needs.

And staffing needs.

They're going to need to to plan.

Four over as this you know, corresponding their growth and how that needs to happen with the growth at the Y.

So it's just not a.

It's just not this plan just doesn't get at that granular level of what they need. And so there is some discussion on that in the plan.

Jeff mentioned it earlier in the presentation, but it.

It's not quite at what the fire districts need, and so that's a that's a recommendation within the plan to follow up on that.

Jeff Smith, WGM group.

I might add that the initial phase zero infrastructure that's moving forward was being built almost primarily to provide industrial Fire Protection. Within that Whitehead one area. So that twofold to provide Fire Protection, but also to facilitate a development of structures that do the area more justice as far.

As job creation and otherwise. And as Andrew mentioned, there are recommendations in the plan that came from both fire districts for staffing.

And equipment type NABS that were granular study will will add to that.

But there are some high level recommendations included in the plan.

Let's see page 110 of the plan has a summary and then a needs assessment.

There's some initial information as well from the fire districts.

OK. And I would imagine that that would be those recommendations were a mix of of needs you know, because we're gonna see structure and wildlife interface.

Fire in this region.

Correct seems how I'm not gonna. I can't pull up page 110 right now, right?

I don't have a computer to do specific text.

That was provided by the by the fire districts was included. OK, so.

Yeah, as far as their considerations for different types of fire.

I could only assume that that was the basis of the recommendations that we received and included in the plan. OK and.

I mean, I guess if we can, I'm assuming that you know, I mean call volume already is high throughout the city and I'm assuming the county is included in that.

Is there an anticipation of like police need?

You know, like our law enforcement needs.

As well? Or is it?

Or is that still not kind of just not incorporated in this type of plan?

Yeah. With the focus on infrastructure, we, yeah, we looked at very high level emergency services comments and incorporated what we got in the plan.

But as far as the additional police needs, that needs beyond schools and park placement and other items that that falls a bit outside of the scope for the infrastructure plan.

OK, OK.

Alright, great.

Any other?

Anything else from other board members? Comments, thoughts, feelings.

Anybody. No. Should I start calling on people?

Oh, Josh, go ahead.

**JS** **Joshua Schroeder** 37:17

I mean, I yeah, I think I said this before that this is a gigantic task and I certainly appreciate the scale and thoughtfulness of of the plan.

I think the phased approach is, I mean I think it's just critical.

For undertaking like this, and especially for the funding that is going to be required, I think the location makes sense.

It's consistent with the growth policy County's growth policy.  
It's based on consensus that this is where the community.  
Wants growth where it should be concentrated and you know, I hope that by steering development here it can help reduce pressure on other open spaces and other adjacent valleys.  
Riparian corridors and, you know, egg lands elsewhere.  
So I like that I'm a little concerned.  
I guess the plan acknowledges that the Missoula Valley aquifers, the sole source of supply.  
But we're relying on a study from 2010.  
You know, does it make sense to condition this, you know, with a comprehensive aquifer study?  
And water rights impact analysis that would be completed in early implementation of the plan.  
You know, just to verify withdrawal rates account for, you know, maybe less recharge than currently exists.  
As urbanization occurs and some of those irrigation ditches and.  
Other.  
Irrigation practices ceased to potentially exist, and then maybe.  
Add add in other manage recharge opportunities like we heard with you know the wastewater discharge.  
So I'm just kind of throwing that out there. You know, it sounds like they're gonna. They're considering or thinking about doing an aquifer study.  
Does it make sense to condition approval to having that done in, you know, early early implementation?  
That's not the plan.

**AR** **Analeshia Rodriguez** 39:30

Great question. Before we jump to Rick, is anybody on staff want to try and address that?  
Yeah, typically we wouldn't condition approval of a plan, however.  
We might have a conversation about the implementation strategy and where the recommendation for the.

The additional aquifer study is, and maybe I believe we placed it pretty early in the process, but maybe we could have a additional conversation about that.  
That study was at the that was at the request of might add.  
The water quality district and environmental health as we engage.  
Engage them on this.  
There we they they thought it would be a good idea to to do that study.  
So I I I mean I think we're all on the same page here, but we should maybe talk a little bit about details.

**JS Joshua Schroeder** 40:28

So it's gonna happen. I guess that's my point.  
I just wanna make sure that it happens.

**AR Analeshia Rodriguez** 40:33

Yeah, it's AI mean it's a recommendation and it's something that, you know, we have the ability.

You know we have different funding mechanisms including the tax increment finance districts to fund and what phase does it are we calling for it at?

It's in the recommendations before we get into the specific implementation phases.

So OK, so it's just like a foundational element or foundational recommendation.

Foundational recommendation.

I know that environmental health or in water quality district thought it should happen sooner than later.

No.

But yeah, it's a it's a recommendation in the plan.

You good, Josh?

**JS Joshua Schroeder** 41:18

Yeah. Just wanna go on the record that I I agree with that recommendation.

**AR Analeshia Rodriguez** 41:22

Yeah. And I might add, Josh, that like I think what what's gonna occur and and maybe our water rights folks can get into this.

Is, you know, we're we're gonna be able to probably drill a few wells. Big straws in the ground to be able to start sucking water out.

But then once we get further down the line and we have more people and we need to put more big straws in the ground, I would assume the DNRC is gonna demand these types of things being done.

But I'll hand it over to the experts.

OK.

I'm in house here.

We're seeing nods of agreement.

That Andrew's statement was, is that accurate and the best they're gonna give us.

Anything else, Josh, before I move to Rick?

**JS Joshua Schroeder** 42:13

Just for a little more context, you know in the Lolo area we saw Lolo Creek dry up this year, right?

That's no surprise that there's, you know, increasing development in this area.

Actually decreased surface water.

Usage.

And you know, the more straws that go into the ground, it impacts, you know, both surface water users and existing groundwater users.

So understanding what the aquifers capable of.

Producing you know how it recharges and the sustainability of that I think is very, very important.

Before we commit to certain levels of development, that's all.

**AR Analeshia Rodriguez** 42:55

Yeah, absolutely.

2nd that wholeheartedly.

Rick, your hand was up, but it came down.

**RH Richard Hall** 43:03

Well, I don't really have any questions, just comment and I don't think we're a comment yet, right.

**AR** **Analeshia Rodriguez** 43:07

No. We got a motion on the table.  
You're welcome to make a comment.

**RH** **Richard Hall** 43:10

Oh, we do. OK, then. Come on away.  
You know, I've it is.  
AI like that.

It's a targeted growth area like setup can is I think it's even better as a targeted growth area because of how well it's served by transportation.

The phase plan is I was really I was actually. I wanna guess too much.

But I was really impressed.

You know the fact that identifies the AB CS you know of what order and then identifies the infrastructures as phase zero.

And working with the tiffs and the tad.

I just think it's a really well thought out plan.

You know I'm. I'm you know it's a big overview, but I think it's very well thought out.

You know, we've got a tiff here.

I'm in Bonner Milltown, by the way.

I'm I'm sure all the people in Bonner, Milltown would second.

We're really happy they're developing it out there.

And that's where the targeted growth area is.

And I have to reassure people that we don't have infrastructure here that can grow.

The way they think's going to happen.

And and I don't think it will.

So infrastructure is the key and I really like the the treatment plans.

I you know the the gold standard is, can we make a place where people can live, work and play and not need to leave?

And you know, I think having the small scale.

Treatment plants dispersed is great.

You're certainly not gonna pump it to Missoula.

And I think that you, you know that little bit of self containment ought to be.

The rule here with that plan because.

One of the problems that happens with growth is that all the residential part gets done.

There we have.

We have places for people to work in the industrial areas.

Hopefully you can encourage the commercial development.

That is something other than.

Than just truck stops.

Nothing against truck stops, but.

I really like it a lot so.

It's my comment.

**AR** **Analeshia Rodriguez** 45:47

Great. Thank you, Rick.

Anybody. Oh, your hand just went back up.

**RH** **Richard Hall** 45:54

Oh.

**AR** **Analeshia Rodriguez** 45:56

Anybody else?

Or go ahead, Jane.

Yeah, I think I intend to support this. You know, I think it's well thought out and.

Not that I've done too many projects out here, but.

The one truck stop type thing that I worked on out here. I mean recall needing to put in 12,000 gallon cistern or something like that and you know so having a district water supply and you know alleviating some of that expense on development and using TIF fund.

And things like that from this future development, it seems like a pretty, pretty solid plan.

And so I'm in favor of this.

And yeah, forward to seeing it built out.

Great. Thank you, Shane.

Anybody else wanna go ahead, Derrick?

Yeah, I definitely gonna support this.

We've been hearing about high level ideas and excitement coming from our Commissioners about development moving towards the Y, and we've heard development proposals for this area, the Grass Valley being one.

This proposal, shared by all of you tonight, you know, just really kind of puts it all into context and shows the level of detail and thought that has gone into this plan.

And I feel, you know, fortunate and appreciative that to be amongst yourselves.

And the leadership that we have with our staff in Missoula to put these plans in in place. So thank you.

Good. Thank you, Derek.

Anybody else want to jump in?

OK, I have just a couple of little questions.

I'm curious.

I'm pretty sure the answer is no, but can TIF funding go towards any type of emergency services like building or infrastructure?

Yes it can.

In fact, we just recently.

Approved some TIF funds to help in Bonner build build an ambulance Bay.

For the Missoula Rural Fire Department, and we do anticipate using TIF funds to help with the fire study that we're talking about.

And there are potential, but once we've identified what that fire study is and we kind of know what infrastructure they're going to need over time and and if it meets the definition of public infrastructure, especially if it's like buildings and things like that, we we can use stick.

Funds so.

Outstanding. I didn't realize that.

And what was my other?

Oh, this is.

What hydropower facilities do we have downstream on the Clark Fork? Are there any?

The dam in the state line at the state line. Yeah. OK. OK.

That's the one. I OK.

All right.

OK.

Yeah, I I intend to support this as well.

I I think it's great that we're trying to take this.

Forward of a view at trying to look at this area and figure out what we need to do to develop it.

And.

You know, I just appreciate all the effort that staff and the Commissioners are making to, you know, try and be thoughtful about it.

However, I wouldn't be myself if I didn't throw in my two cents about agriculture and just trying to.

And I understand that the last time I brought this, you know, up, you know, the idea is is to concentrate growth there to help alleviate sprawl other places.

However, I would like to point out that.

We are building on AG land and.

Every small parcel that can be.

Prioritize. That's not the right word.

If we can encourage.

Some type of agricultural use in this area still.

For the very things that we're looking at getting at as far as like keeping people in and close to home, those types of services, do that and you know, as I've stated many, many times, everybody's heard.

But for the record, just a simple half acre of land can produce a large amount of food.

I do it every year and I actually do it on 1/4 acre because my lot is 1/2 acre.

So just trying to keep in mind that, you know, one acre of land designated for, you know, like incentivized to help maintain agricultural production will make these neighborhoods in this area that much more beneficial, that much more attractive, in my opinion at least.

To growth.

And I think with that, we can probably go to a a vote.

Yes, all right.

Annalicia can we have a roll call vote?

Please roll call vote. Derek kamrisher. Yes. Shane Morrissey. Yes.  
Toon pham.  
Yes, Josh Schrader.

**JS Joshua Schroeder** 51:46  
Yes.

**AR Analeshia Rodriguez** 51:48  
Recall.

**RH Richard Hall** 51:50  
Yes.

**AR Analeshia Rodriguez** 51:51  
James Fountain.

**JF James Fountain** 51:54  
Yes.

**AR Analeshia Rodriguez** 51:55  
Sean McCoy.  
Yes, and it is unanimous.  
The motion passes great. Thank you.  
OK.  
Thanks everybody for staying up late with us here.  
For this evening, can I? Can I just say one thing?  
Absolutely. I really appreciate you guys. This whole board, how how much thought  
you put into these things.  
This is a huge plan.  
I've worked all over the state of Montana with planning boards.  
Most planning boards would have just blown this off.  
It would have taken 5 minutes because they wouldn't have gotten an adaptive  
questions and thought that you put into it.

So thank you so much.

Yes, and thank you guys. And I would second that.

I tend to walk out of here just absolutely impressed with the depth of conversations that we have and it's not recently. It's been for the last few years.

And it is just, you know, well worth patting everybody on the back and just like appreciating the time and energy that you all put in to the work and, you know, trying to do this.

Volunteer job, right?

OK.

All right.

Well, that rounds out our public hearings for this evening.

And brings us to no communications and special presentations Committee reports to weigh.

No committee reports old business.

New business alright. Comments from board members.

Not seeing anybody. OK, so I have one little update.

For folks that I just want to let you guys know about.

I had.

My son plays basketball.

I just got tournament schedules and I am looking at not being here for the November 20th meeting.

And.

Based on the schedule.

And conversations with Shane.

Ideally, that meeting won't be much more than continuing public comment or continued discussion for board members.

And.

If there is the potential that we are actually gonna vote, I will look at.

Trying to get out of that my responsibilities as far as that goes.

Unfortunately, most of that rests on my shoulders so.

Just so that you all know that there's a potential that I won't be here for that November 20th meeting.

And then I have one more little thing, just primarily thinking about James, but.

Just to remind folks like tonight, you know like.

My vote as a no vote.

Was, you know, based on growth policy based on safety legitimately under the law and also.

Is done in the hopes that it gives City Council at least a small amount of pause to think about what they're doing when they make their vote.

That's a little bit of the leeway that we have as far as voting.

So don't be afraid to make him a no vote if that's you know where you're landing is all I'm getting at for everybody.

Other than that, I think we are.

Oh wait.

Go ahead, just a quick comment as well in light of obviously the next few meetings, I know that the staff have offered to be a resource. The the timeline is really tight for the Unified Development Code approval and it's very, it's a lot of information. So I would.

Encourage the planning Board members to.

Voice. Any concerns or topics they want more information on or whatever to.

Speak up so we can be informed about it. 'cause again. It's a very tight timeline.

Yes. And so we have.

Our next informational presentation is November 12th.

And you know, this is a big document.

I mean what 600 pages?

Give or take.

And I mean most of us other than Shane and Danny Oberweiser, I think you two are the main people that work within this industry.

Right. Am I missing anybody?

Well, I think other than those two, the rest of us are kind of lame.

And when it comes to this, you know this.

So do not hesitate to reach out to staff would be, you know, my recommendation.

And if you need suggestions on who to reach out to, you can reach out to me or annalysia, or you know anybody that you know, if you're not quite sure who to reach out to.

So OK with that?

Do we have anything else? Yes.

**RH** **Richard Hall** 57:06

Are you concerned about having a quorum on the 20th or having a chair on the 20th?

**AR** **Analeshia Rodriguez** 57:12

We are not concerned about having a quorum at all.

Mostly I'm just concerned that.

Staff is really trying to move this forward and.

At our pre meeting today, we talked about our timeline and both Shane and I kind of were suggesting that really the best thing to do was to have our vote on December 2nd.

Because.

There really just isn't enough time in between that for people to digest or for staff to make changes.

So my hope is that we will continue at that timeline in my absence won't be that critical.

Mostly I'm just concerned.

You know that if I'm not here, AI won't get a vote on something that's extremely important.

And and be that I won't be here to help navigate through that process.

So if it looks like we're going to be voting that day, I will be trying to make some changes to.

My, you know, my son's basketball tournament.

**RH** **Richard Hall** 58:27

Thanks.

**AR** **Analeshia Rodriguez** 58:28

Yeah, no problem. OK. Anybody else?

Alright, alright.

Well, that is adjournment. Friends and neighbors. Everybody have a good evening and we'll see you guys on the 12th.  
Thank you.

● stopped transcription

Rezone Request  
—  
Planning Board

**1010, 1020, & 1030  
Reserve Street**

From B3-2 Business Mixed-use /  
DE-C Design Excellence Overlay  
Corridor Typology 4  
to **C2-1 Community Commercial /**  
DE-C Design Excellence Overlay  
Corridor Typology 4

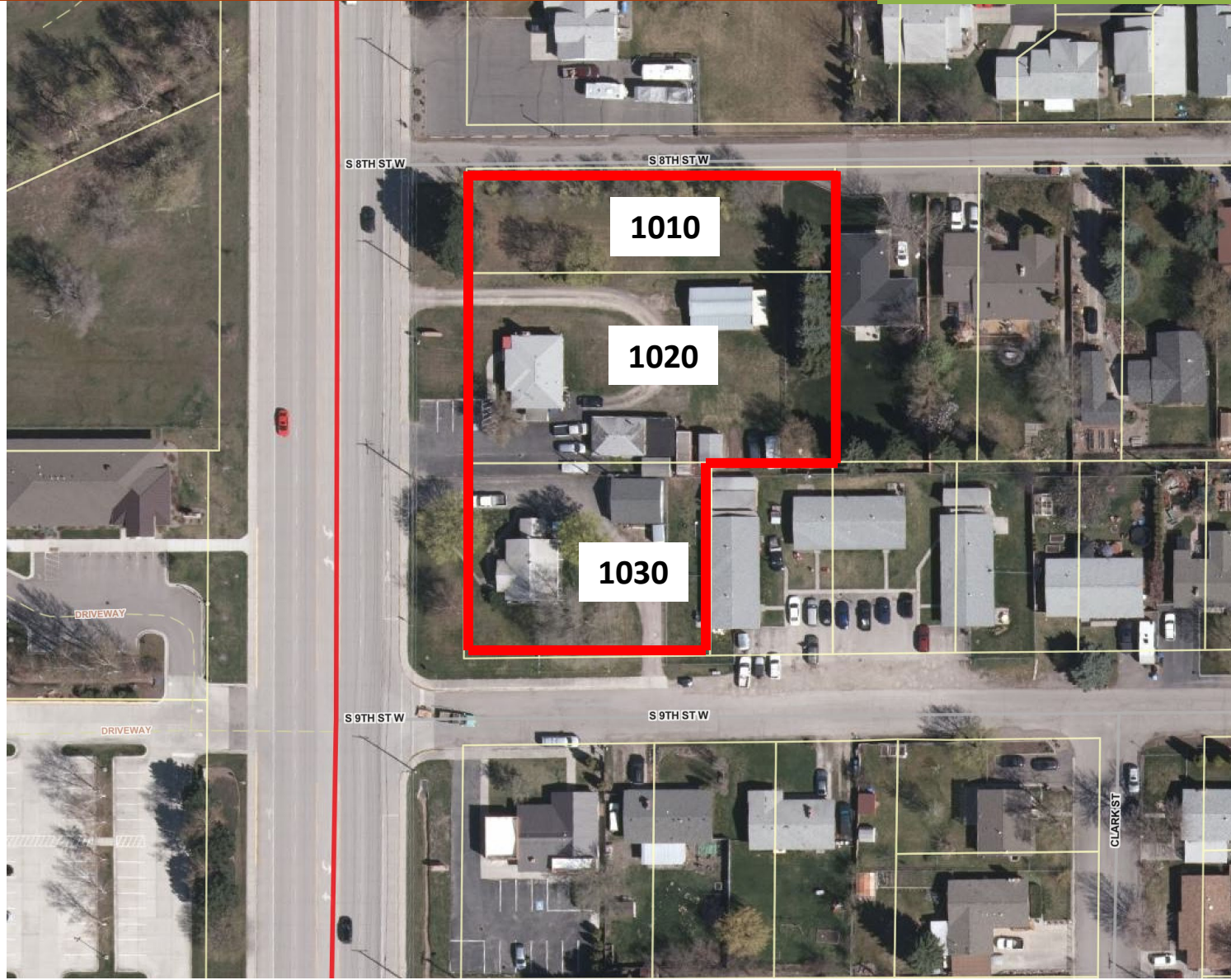


Jon Sand, Associate Planner  
Community Planning, Development and Innovation  
November 4, 2025

# Property Location



# Existing Site: Aerial



# Land Use Map



Limited Urban  
Mixed-Use

Urban Residential  
High

*\*relatable zones:*  
RMH, C2, M1R

# Land Use Plan



## Limited Urban Mixed-Use

### COMMUNITY FORM

#### BLOCK PATTERN

- Medium-High Connectivity
- Mixed-Use Corridor



#### ALLEYS

- Uncommon in existing developments.
- Drive aisles and on-site connections.

#### PARCEL SIZE



#### PARCEL COVERAGE



### PUBLIC PARKS & OPEN SPACE

- Parks within walking distance of residents as defined by the PROST plan.
- Designed for high level of use with amenities for a variety of activities and demographics.

#### Other Green Spaces include:

- Playgrounds
- Shared-Use Paths & Commuter Trails
- Public School Grounds
- Street Tree Boulevards
- Community Gardens
- HOA Common Areas

### LAND USE

#### PRIMARY USES

- Commercial Services
- Mixed-Use
- Residential Housing
- Artisanal manufacturing

#### CITY COMPARABLE ZONING

- RMH
- C2
- MIR

#### COUNTY COMPARABLE LAND USE

- Commercial Center
- Community Mixed-Use

#### RESIDENTIAL INTENSITY



#### COMMERCIAL INTENSITY



Big Box Retail with Large Apartment Complexes on side street

### CONSTRAINTS

#### ENVIRONMENTAL CONSTRAINTS

- Potential to be within 100-year floodplain.
- New development on constrained land should be designed to reduce impacts. Strategies include limiting lot coverage and clustering development outside of sensitive environmental areas and hazard areas.

#### ENVIRONMENTAL IMPACTS

- Stormwater infrastructure needed for large amounts of impervious surfaces.
- Street Trees are needed to mitigate heat island effect.
- Riparian buffers necessary for protection of waterways.

#### SEWER AND WATER

- Primarily with existing connections or within 500ft of municipal services

#### OWNERSHIP

- Little to no ownership or covenant constraints present.
- Special Zoning Districts present around North Reserve and Mullan areas.

### BUILT FORM

- Adaptive reuse of existing structures is preferred.

#### HOUSING DIVERSITY



Limited Urban Mixed-Use buildings have medium to large footprints on large parcels.



Reliance on automobiles for residents and visitors create reliance on developments to have large surface lots even with tall buildings.

#### BUILDING TYPES

- Big Box Retail
- Shopping Mall
- Strip Mall
- Drive-Thru
- Mixed-Use
- Office Building
- Large Apartment Complex
- Multi-Dwelling Apartment
- Small Shopfront

#### BUILDING SCALE



#### BUILDING HEIGHT

- Up to 6 stories.
- Incorporate appropriate street wall height.

#### SETBACKS



### MOBILITY

#### PEDESTRIAN CONNECTIVITY



- Very large block lengths.
- Few crossing enhancements.



Very Large Block Lengths along Regional Connector Street Types

#### MODAL BALANCE

- Comprehensive transportation options are not as available/accessible.
- Driving is likely the preferred choice for most residents and visitors to commercial services provided within this Place Type.



Street calming measures along side streets provide pedestrian connectivity along corridors

#### TRANSIT SERVICES

- Commercial Service densities may be supportive of transit.

#### STREET TYPES

- Regional Connector
- Neighborhood Mixed-Use
- Community Mixed-Use

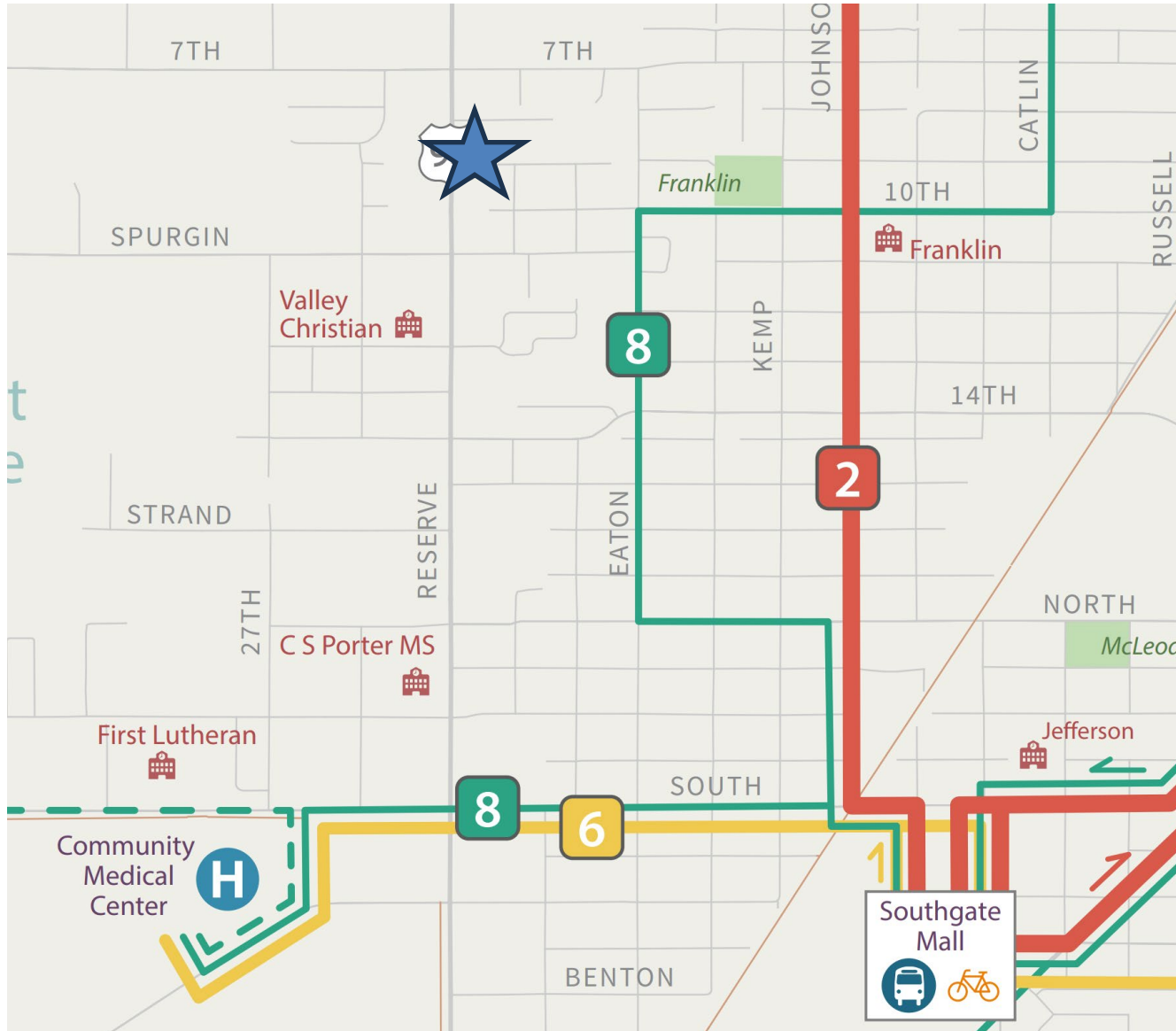
#### PARKING/ACCESS

- Parking locations vary on development.
- Large Surface Lots to Structured Lot in Mixed-Use Developments.

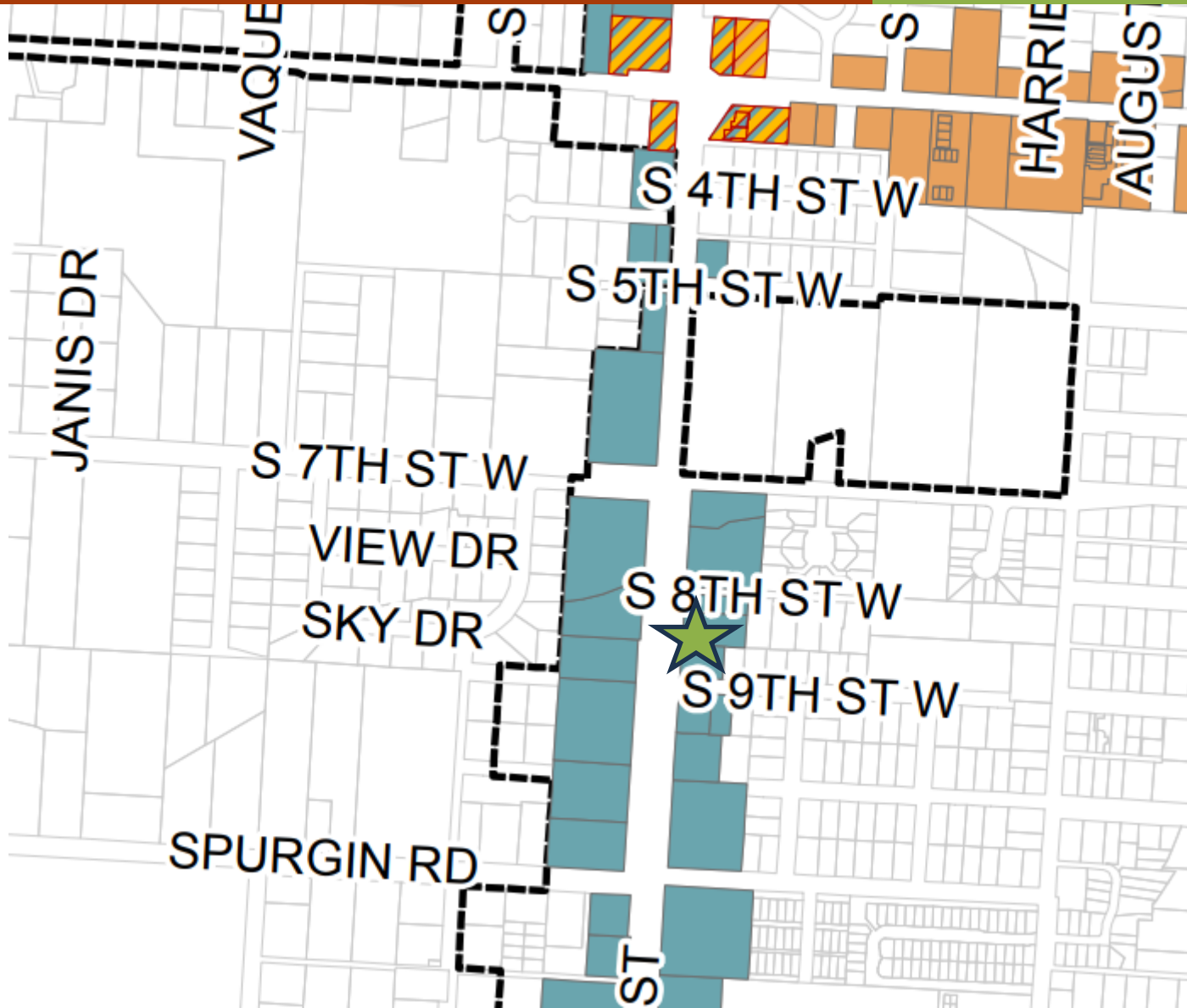
# Land Use Plan: Focus Inward



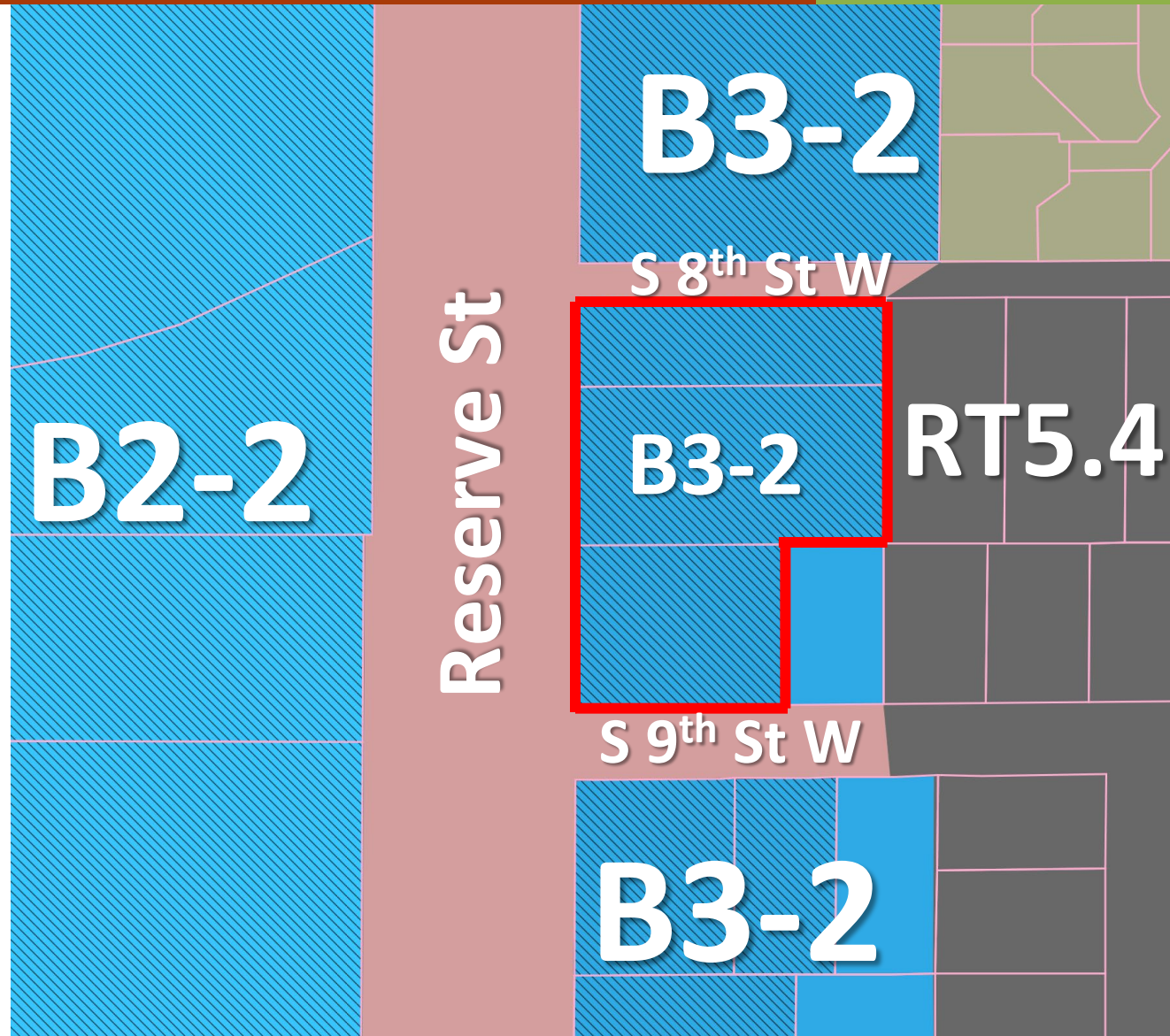
Subject  
Property



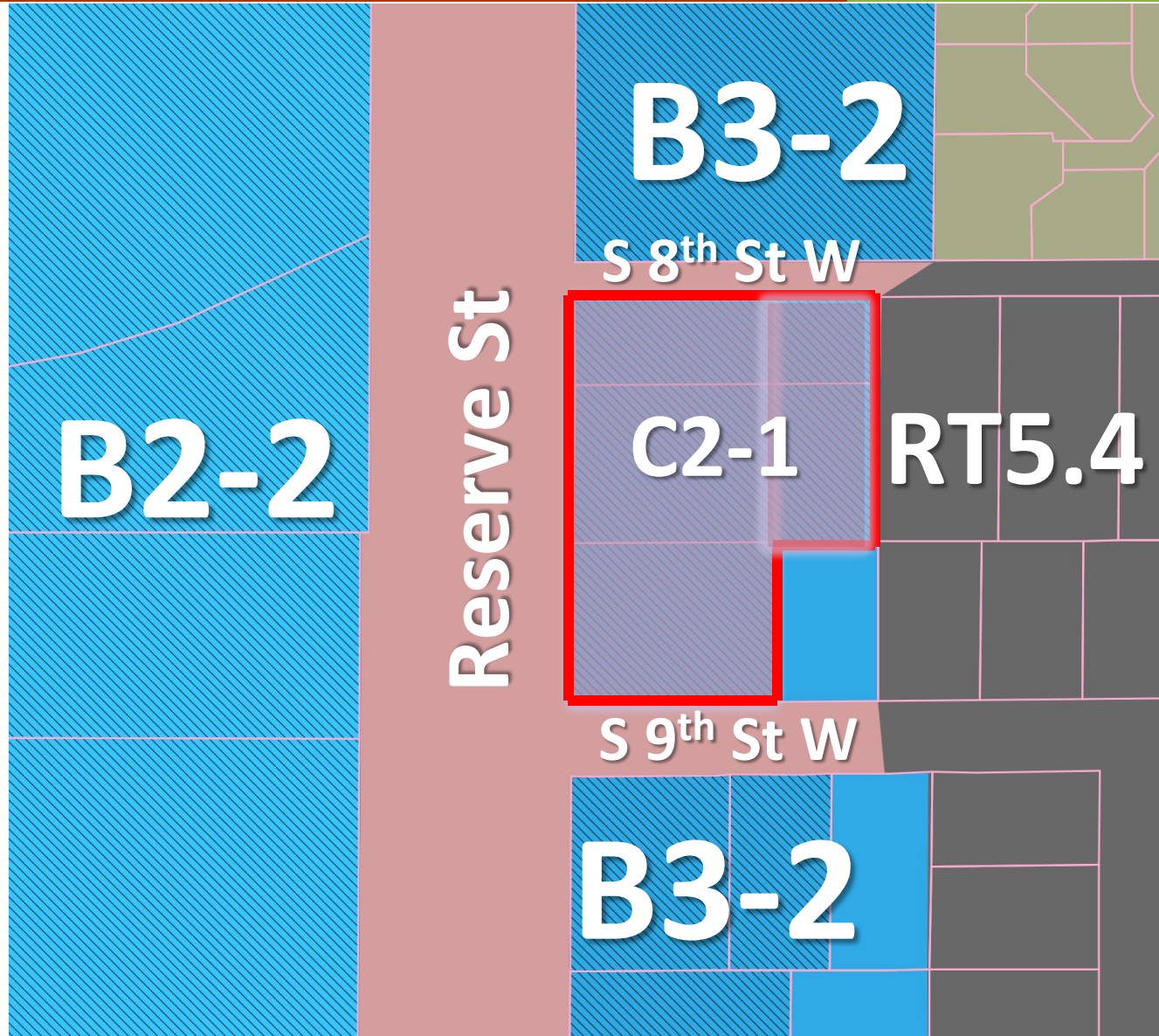
# Design Excellence



# Current Zoning Map



# Proposed Zoning Map



# Standards Comparison



|                                | Existing                                                                    | Proposed           |
|--------------------------------|-----------------------------------------------------------------------------|--------------------|
| Zoning                         | B3-2 / DE-C Typ. 4                                                          | C2-1 / DE-C Typ. 4 |
| Min. Parcel Size - Residential | 3,000 sqft                                                                  | 3,000 sqft         |
| Min. Parcel Size - Commercial  | None                                                                        | None               |
| Parcel Area / Unit             | 2,000 sqft                                                                  | 1,000 sqft         |
| Setbacks                       | Side Interior (1010/1020): 7.5'<br>8 <sup>th</sup> St: Equal to actual Res. |                    |
| Max. Height                    | 50'                                                                         | 40'                |

# Additional Permitted Uses



## Title 20, Table 20.10-1 Uses Allowed in C2-1 Community Commercial

- Building Maintenance Service
- Construction Sales and Service
- Eating and Drinking Establishments – Tavern
- Enterprise Commercial Use
- Entertainment and Spectator Sports – Medium & Large
- Hotel/Motel
- Cidery
- Hospital
- Car Wash/Cleaning Service
- Motor Vehicle Repair – Limited & General

# Review Criteria



1. Compliance with the Land Use Plan
2. Promotes Public Health and Safety
3. Public Services/Transportation
4. Provision of Light and Air
5. Compatible Urban Growth
6. District Character & Suitability of Uses
7. Value of Buildings and Appropriate Use of Land
8. Meets Changing Condition
9. Best Interest of the City as a Whole

# Recommended Motion



Planning Board recommends City Council adopts an ordinance to rezone the subject property located at 1010, 1020, and 1030 Reserve Street and legally described as Lot 6 & Lot 7 of Geesey Addition and Lot 1 of Davis Addition, located in Section 29, Township 13 North, Range 19 West, P.M.M. from B3-2 Business Mixed-Use / DE-C Design Excellence Overlay Corridor Typology 4 to C2-1 Community Commercial / DE-C Design Excellence Overlay Corridor Typology 4, based on the findings of fact and conclusions of law in the staff report.

# WYE INFRASTRUCTURE PLAN

## INFRASTRUCTURE PLAN



# AGENDA

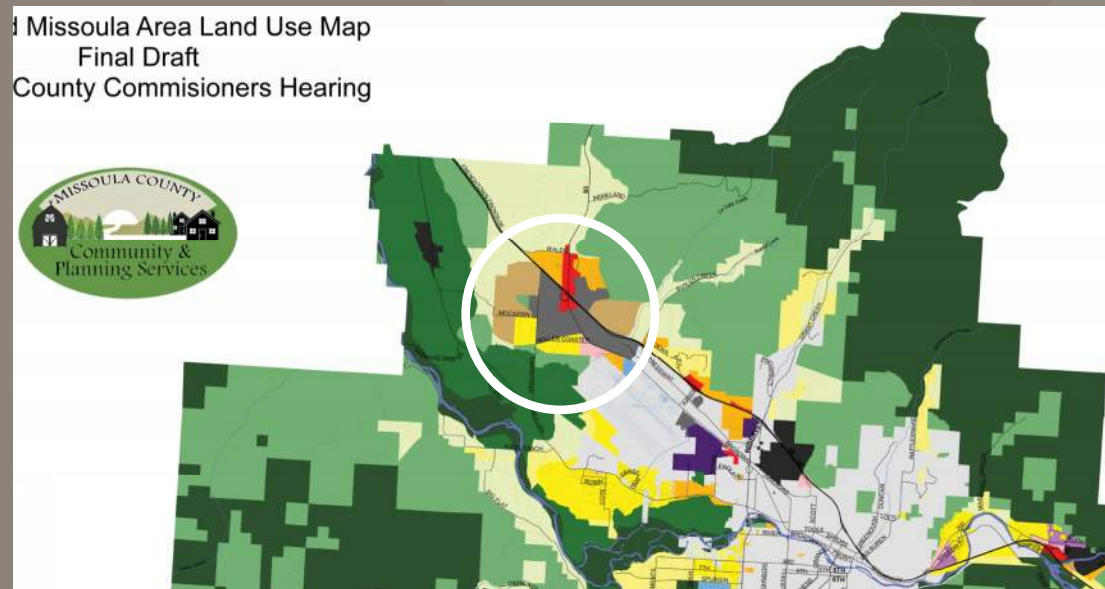
Background – Why the Wye

Infrastructure Plan Overview and Recommendations

Stepwise Implementation

# A VISION FOR THE WYE

- 2019 Missoula Area Land Use Element
- Community vision for guiding growth and development
- Wye was an area of consensus



# REALITIES OF THE VISION

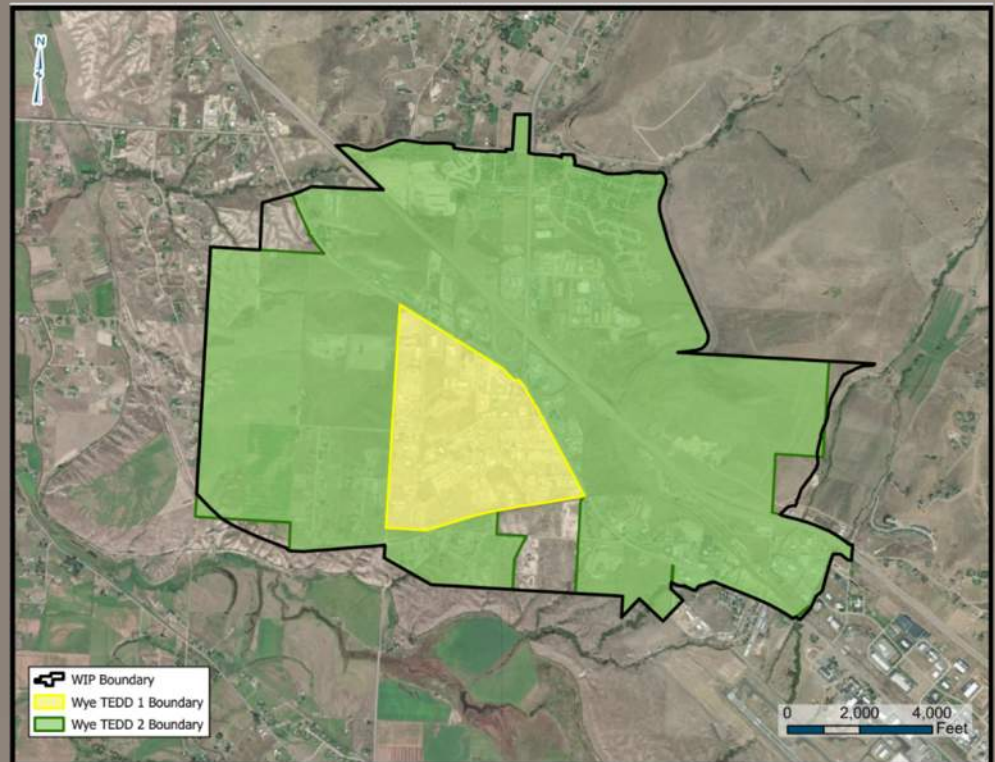
- Housing crisis – need supply
  - 6,000 units over next 20 years
- Infrastructure constrains
  - Very few area for housing at scale
  - Constraints causes commercial and industrial sprawl

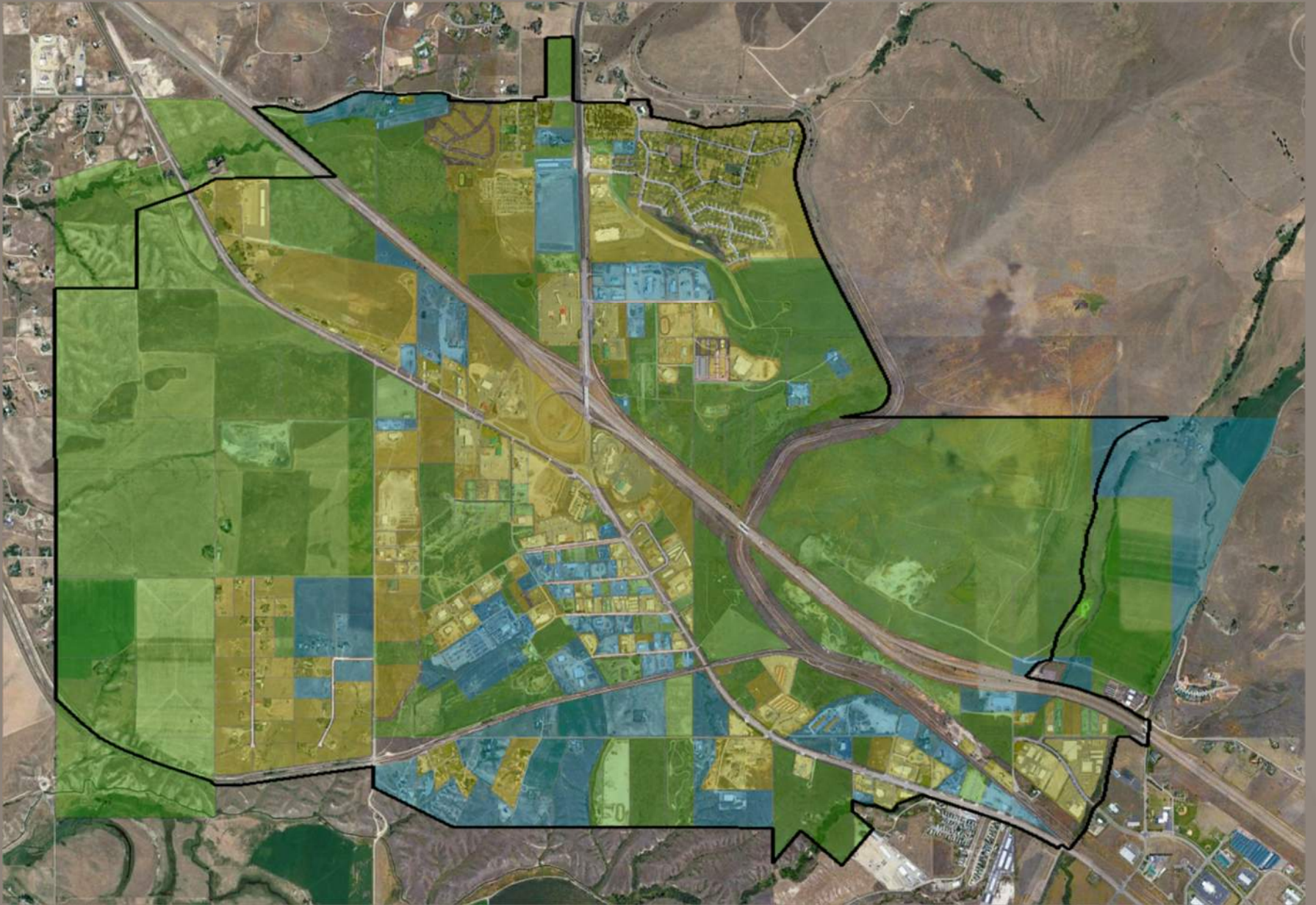
# VISION CALLS FOR

- Compact development patterns
- Proactively plan and build infrastructure
- Specifically, need an infrastructure plan at the Wye

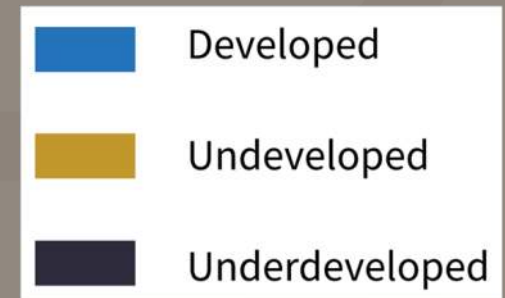
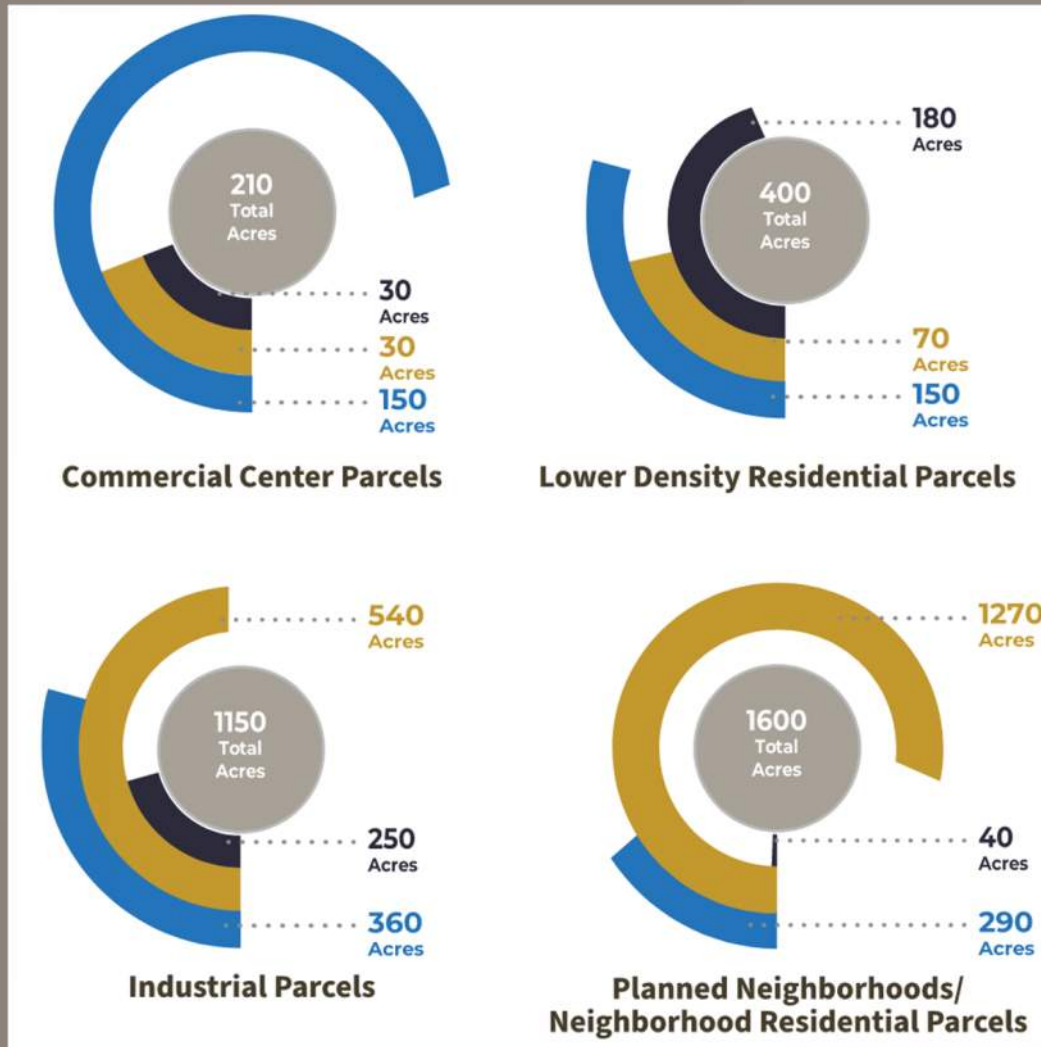
# IMPLEMENTING THE VISION

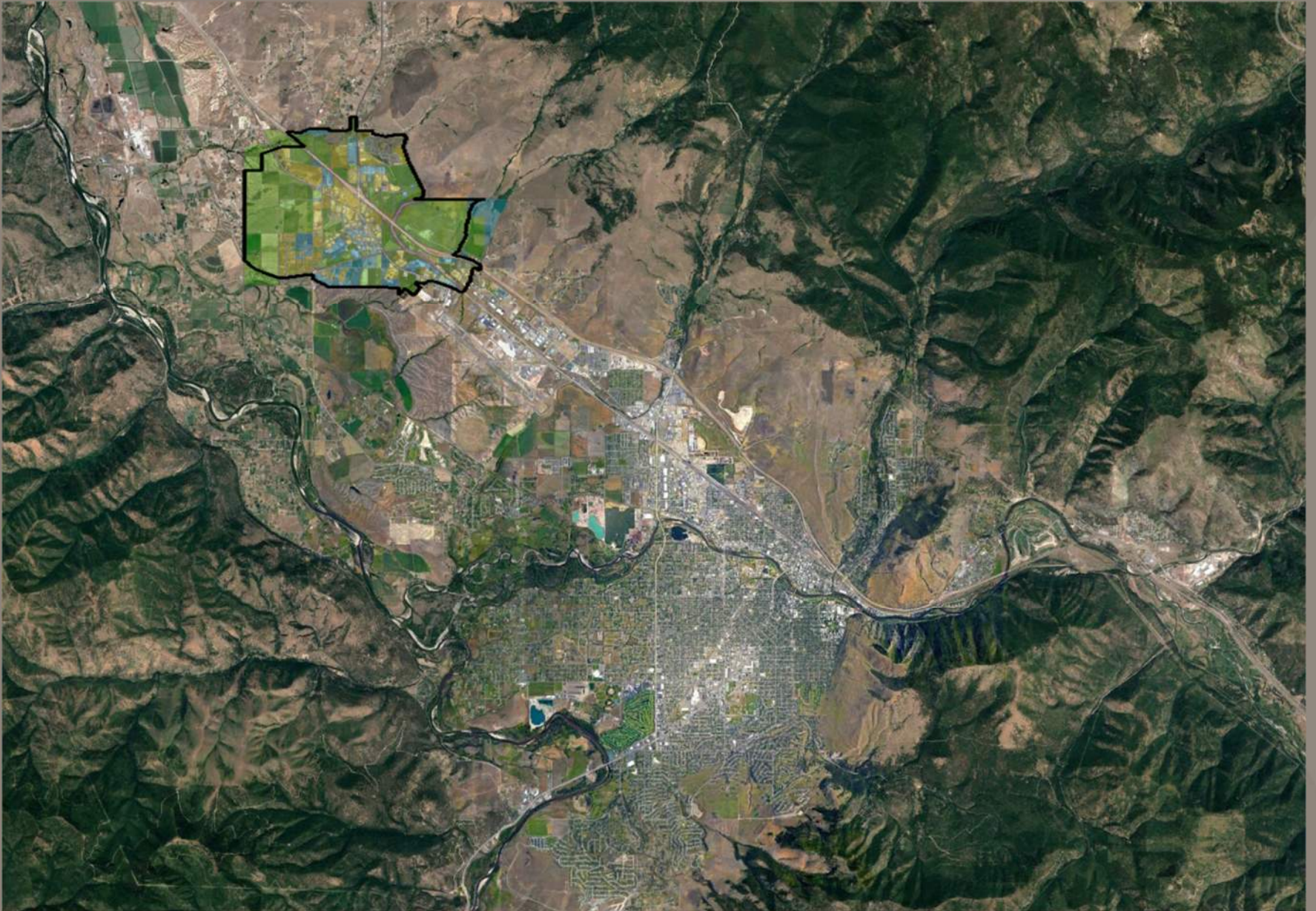
- Creation of Wye I and Wye II TEDDs to fund infrastructure
- Adoption of 2022 Zoning Code and Zoning Map
- Wye Infrastructure Plan:
  - identify infrastructure needs and funding mechanism to implement the vision





# DEVELOPMENT STATUS



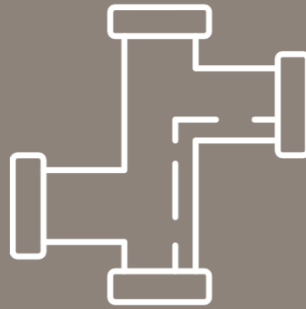


# INFRASTRUCTURE



## TRANSPORTATION

Network  
Intersections  
Multi-modal



## SEWER

Domestic Sewage  
Storm Drainage  
Re-Use / Sustainability



## WATER

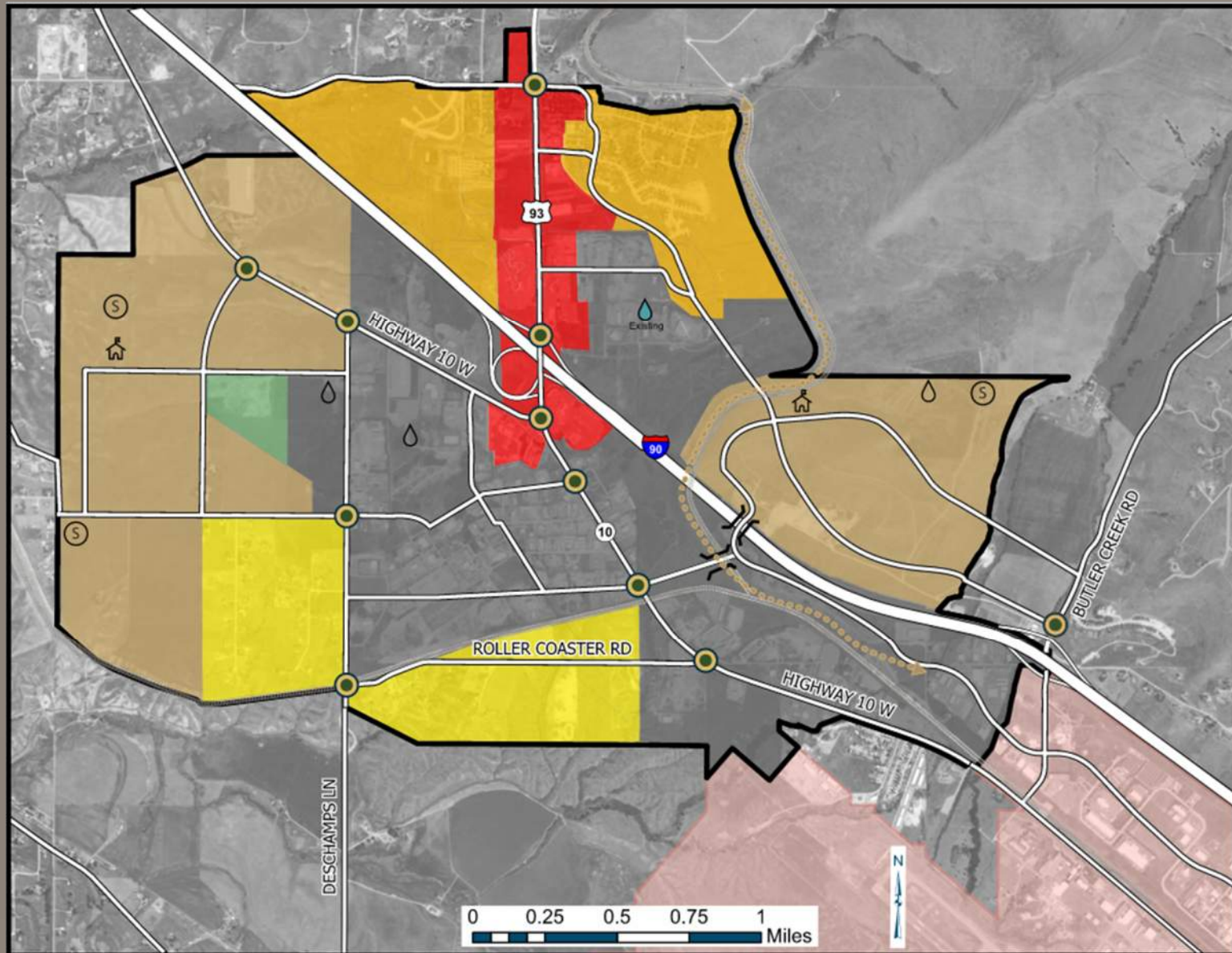
Drinking Water  
Fire Protection  
Irrigation



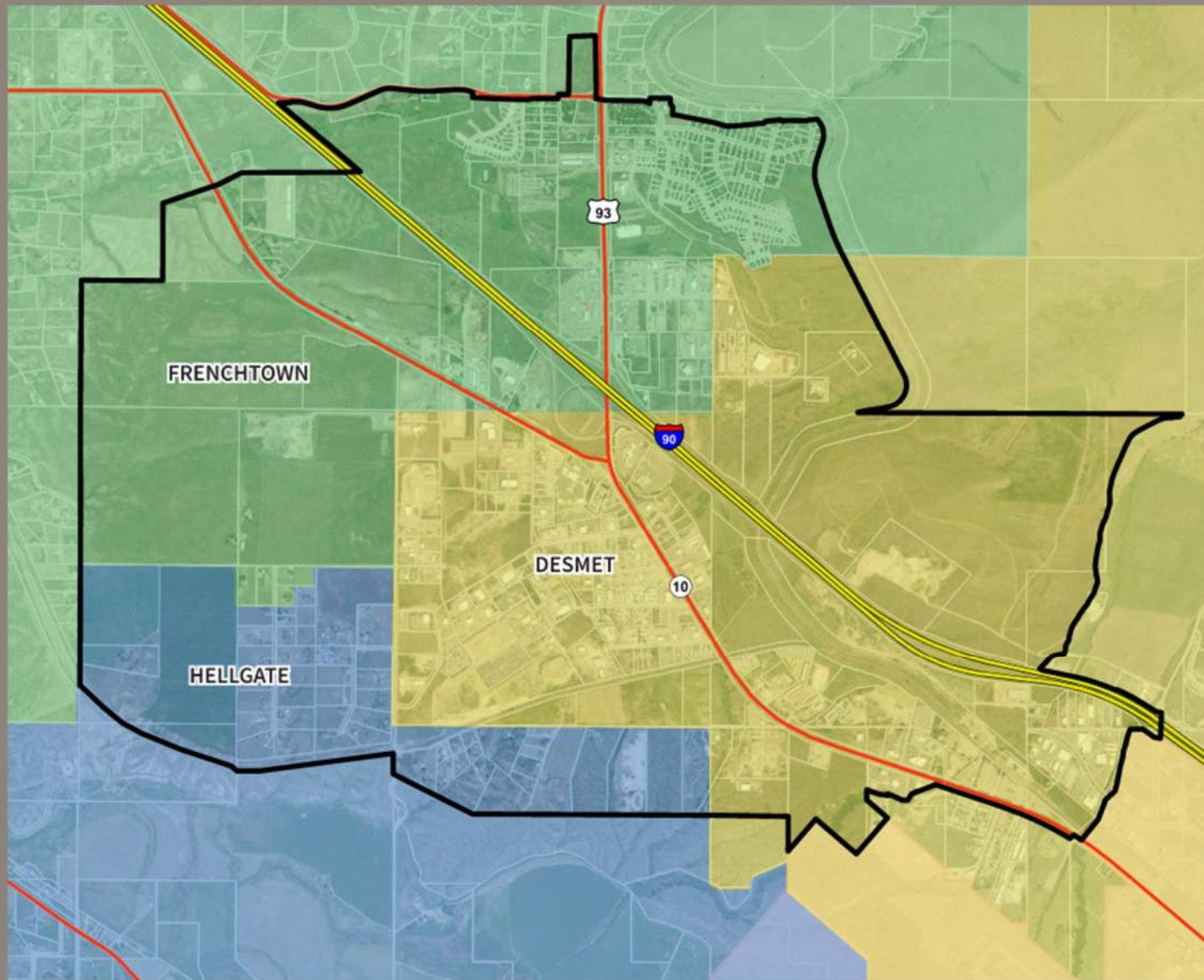
## PUBLIC SERVICES

Schools  
Parks / Amenities  
Public Services / Fire

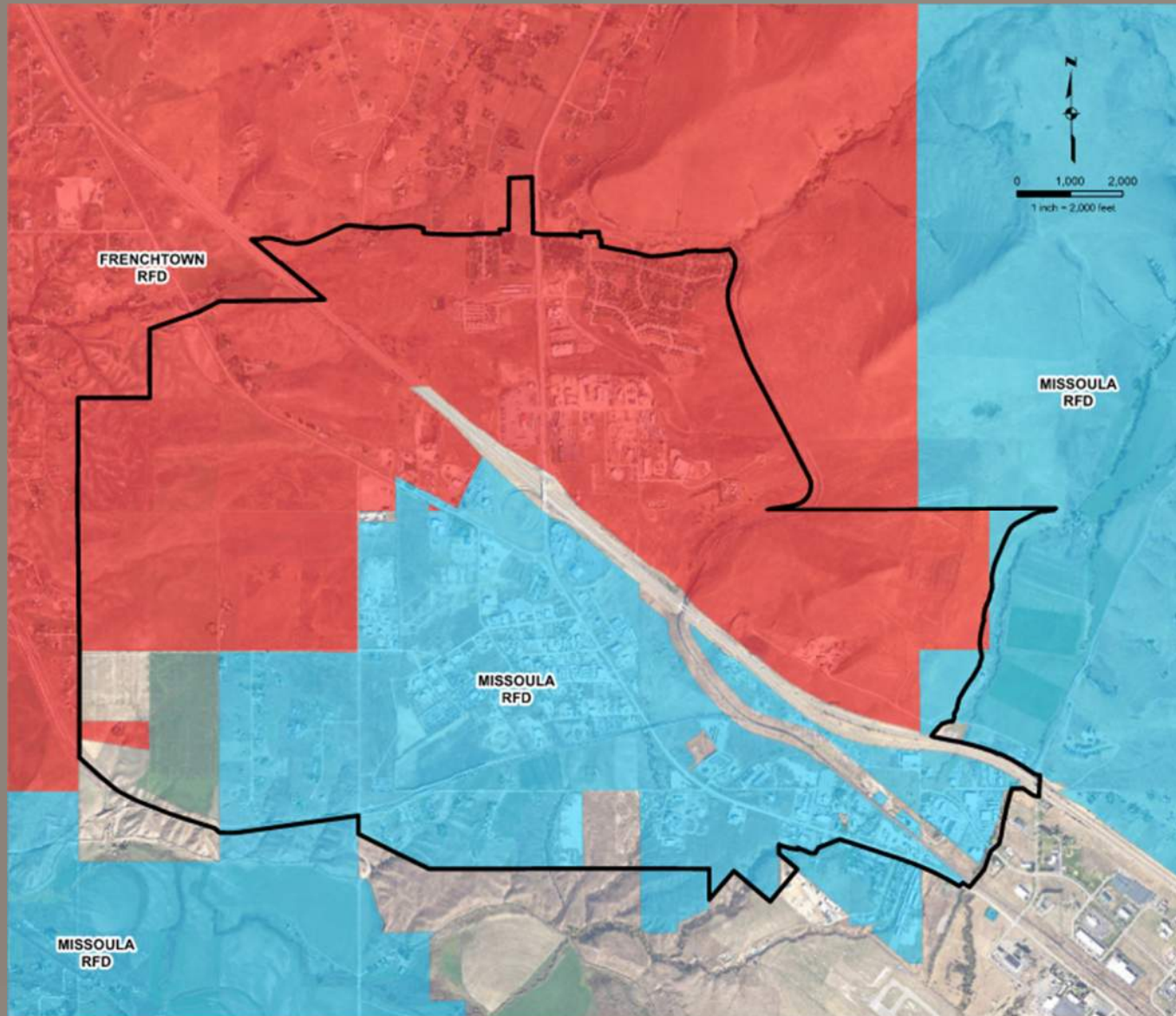
# INFRASTRUCTURE PLAN OVERVIEW



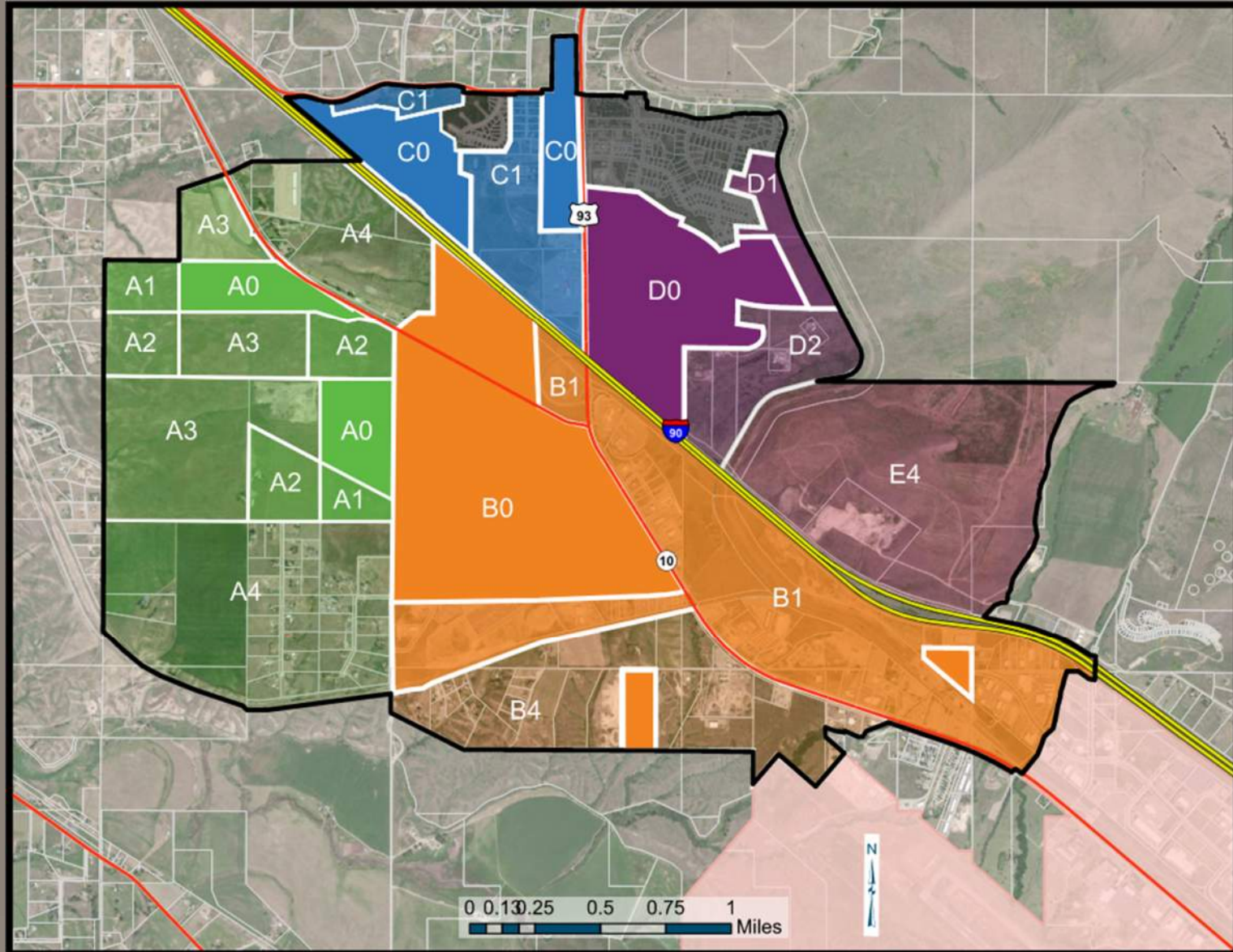
# SCHOOLS



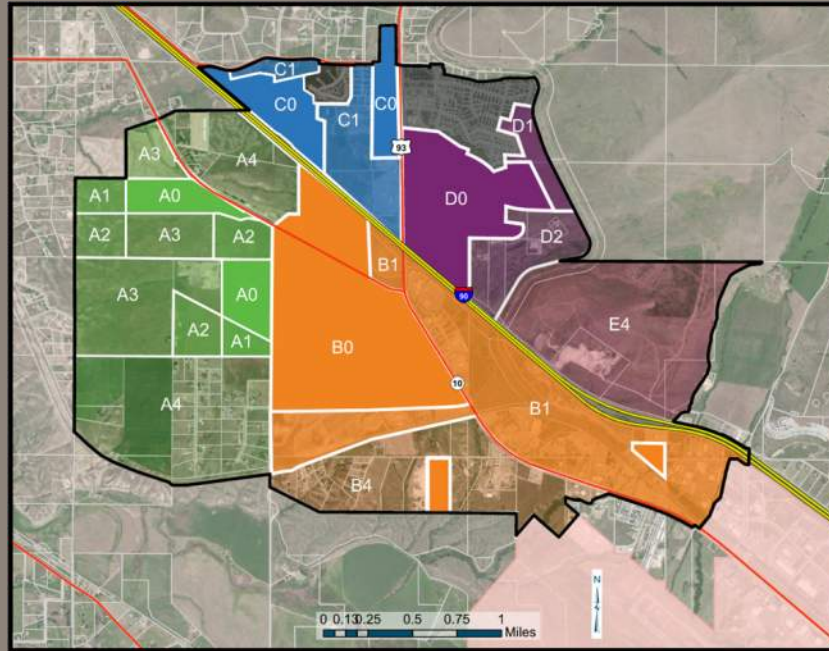
# FIRE DISTRICTS



# ANTICIPATED DEVELOPMENT PHASES



# INFRASTRUCTURE PLAN SEQUENCE



## Step Wise Implementation

Phase 0 – Catalyst and Precedent Infrastructure

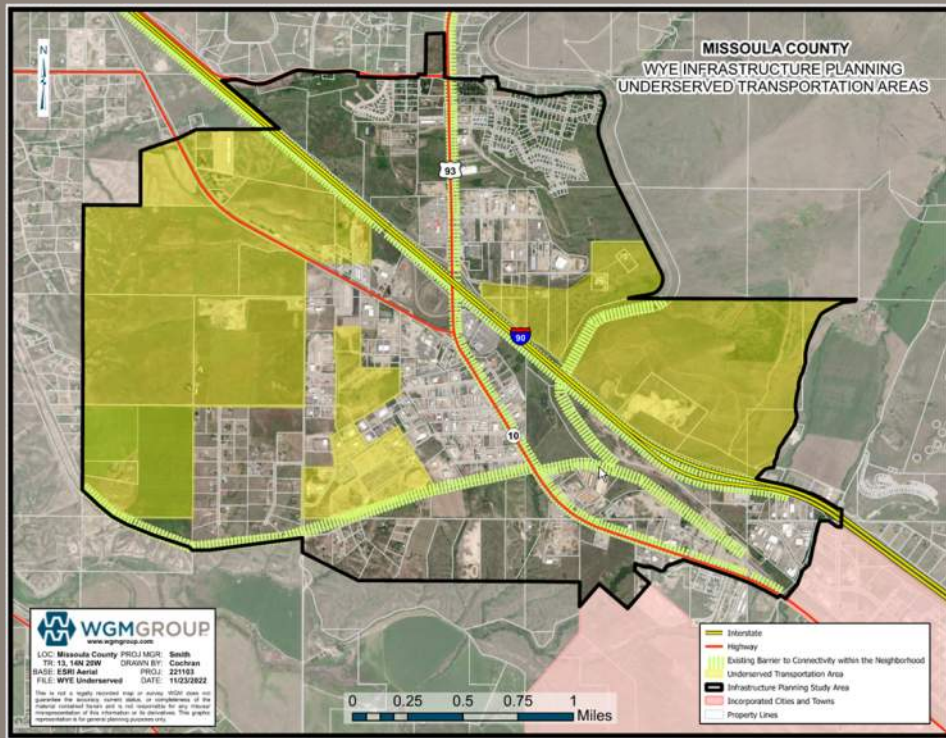
Phase 1 – Extend Core Infrastructure

Phase 2 – Infrastructure Expansion for Urban Development

Phase 3 – Expand Urban Scale Infrastructure

Phase 4 – Butler Creek and Edges

# TRANSPORTATION - EXISTING NETWORK



Regional Connectivity

Internal Circulation

I-90 and BNSF

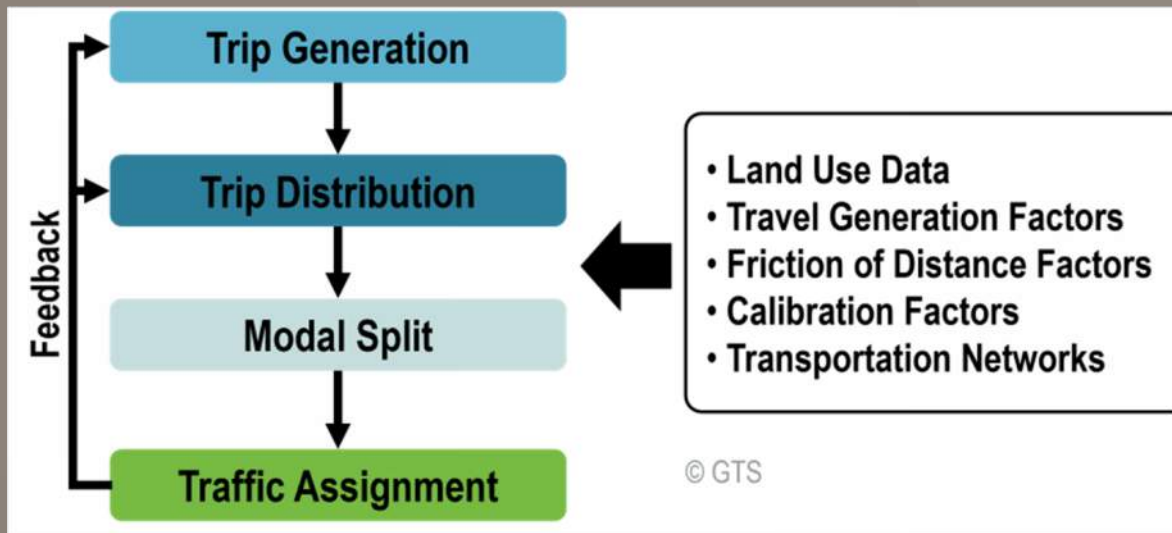
Non-Motorized Facilities

Local Roads Remain Gravel

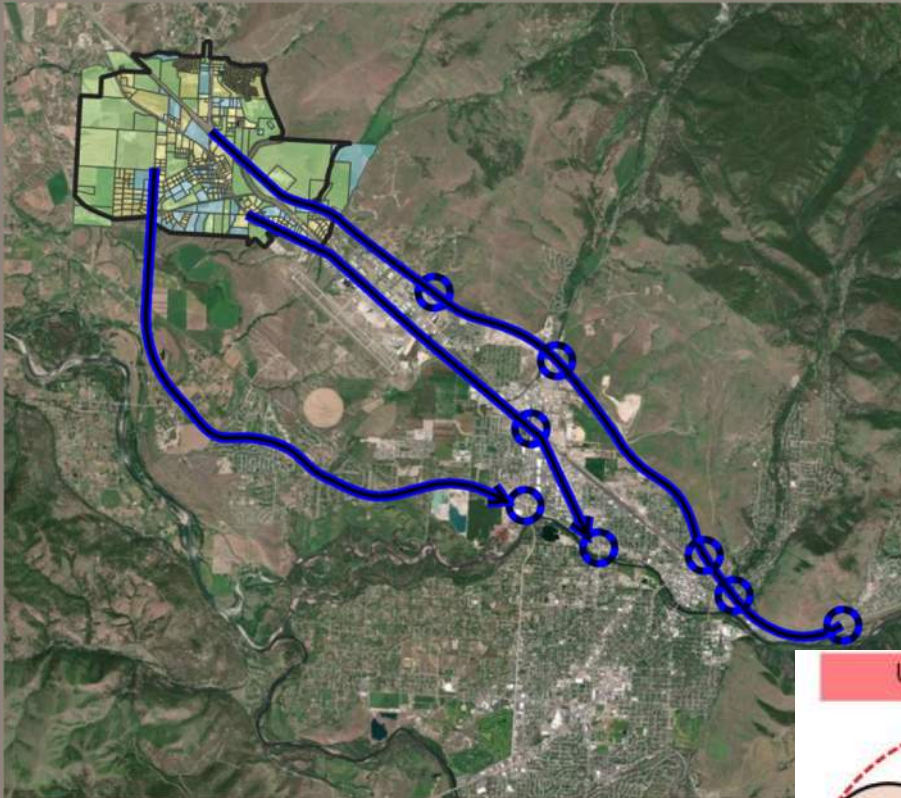
# TRAFFIC MODELING

10,000 to 15,000 new homes

90,000 to 135,000 daily trips



# TRIP REDUCTION

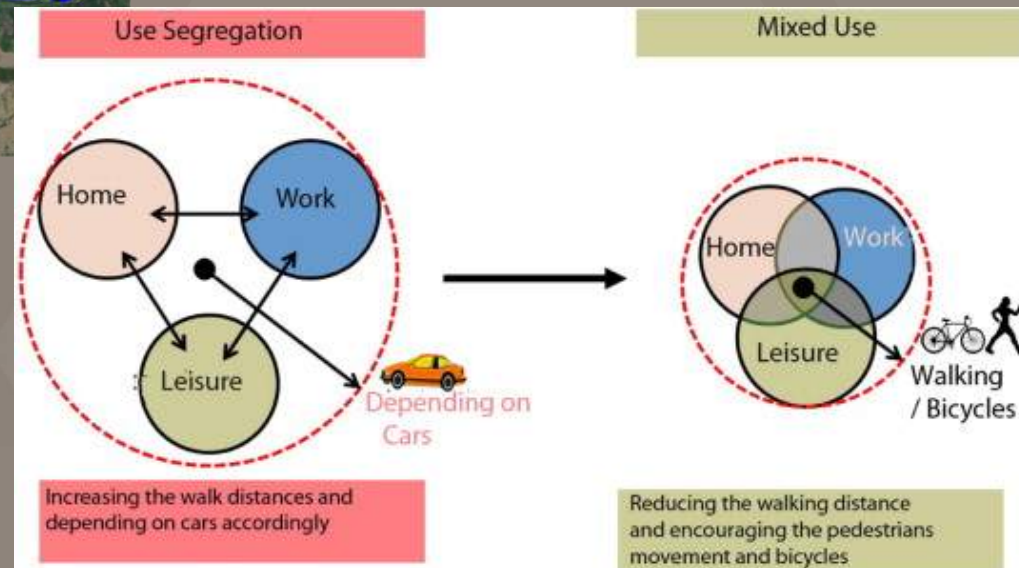


Supporting Land Uses

Reduce Strain on Existing Routes to Missoula

Reduce Single Vehicle Occupancy Trips

Healthier Lifestyle, Reduced Congestion



# ACCOMMODATE GROWTH

## NETWORK CONNECTIVITY



Increase Connectivity in the Study Area

Expand Grid Network

Increase Intersection Density

Dispersed Impacts

# ACCOMMODATE GROWTH

## ROADWAY CAPACITY



Evaluate Lane Needs

Integrate multimodal facilities

Complete Streets

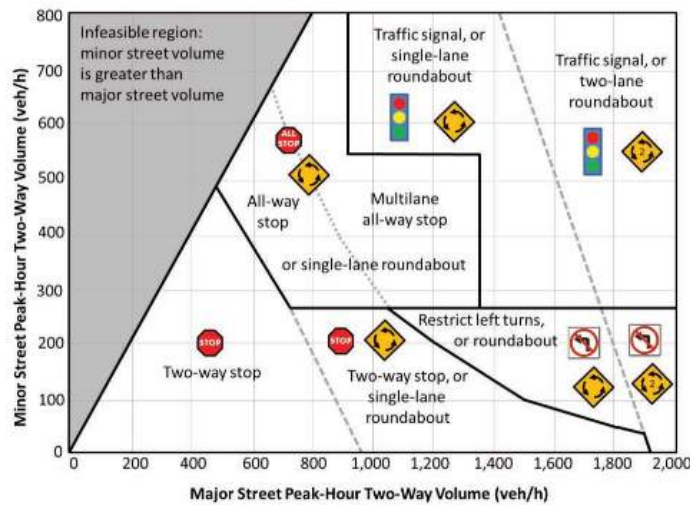
**Exhibit 128. Illustrative per-lane capacity look-up table.**

| Functional Class | Area or Facility Type | Free-Flow Speed (mph) | Assumed g/C | HCM Capacity (pc/h/ln) | 90% HCM Capacity (veh/h/ln) | 80% HCM Capacity (veh/h/ln) |
|------------------|-----------------------|-----------------------|-------------|------------------------|-----------------------------|-----------------------------|
| Freeway          | Downtown              | 55                    | N/A         | 2,250                  | 2,000                       | 1,800                       |
|                  | Urban                 | 60                    | N/A         | 2,300                  | 2,100                       | 1,800                       |
|                  | Suburban              | 65                    | N/A         | 2,350                  | 2,100                       | 1,900                       |
|                  | Rural                 | 70                    | N/A         | 2,400                  | 2,200                       | 1,900                       |
| Arterial         | Downtown              | 25                    | 0.45        | 860                    | 800                         | 700                         |
|                  | Urban                 | 35                    | 0.45        | 860                    | 800                         | 700                         |
|                  | Suburban              | 45                    | 0.41        | 780                    | 700                         | 600                         |
|                  | Rural Multilane       | 55                    | N/A         | 2,100                  | 1,900                       | 1,700                       |
|                  | Rural Two-lane        | 55                    | N/A         | 1,600                  | 1,400                       | 1,300                       |
| Collector        | Downtown              | 25                    | 0.41        | 780                    | 700                         | 600                         |
|                  | Urban                 | 30                    | 0.41        | 780                    | 700                         | 600                         |
|                  | Suburban              | 35                    | 0.37        | 700                    | 600                         | 600                         |
|                  | Rural Multilane       | 45                    | N/A         | 1,900                  | 1,700                       | 1,500                       |
|                  | Rural Two-lane        | 45                    | N/A         | 1,600                  | 1,400                       | 1,300                       |

# ACCOMMODATE GROWTH

## INTERSECTION CONTROL

Exhibit 17. Intersection control type by peak hour volume.

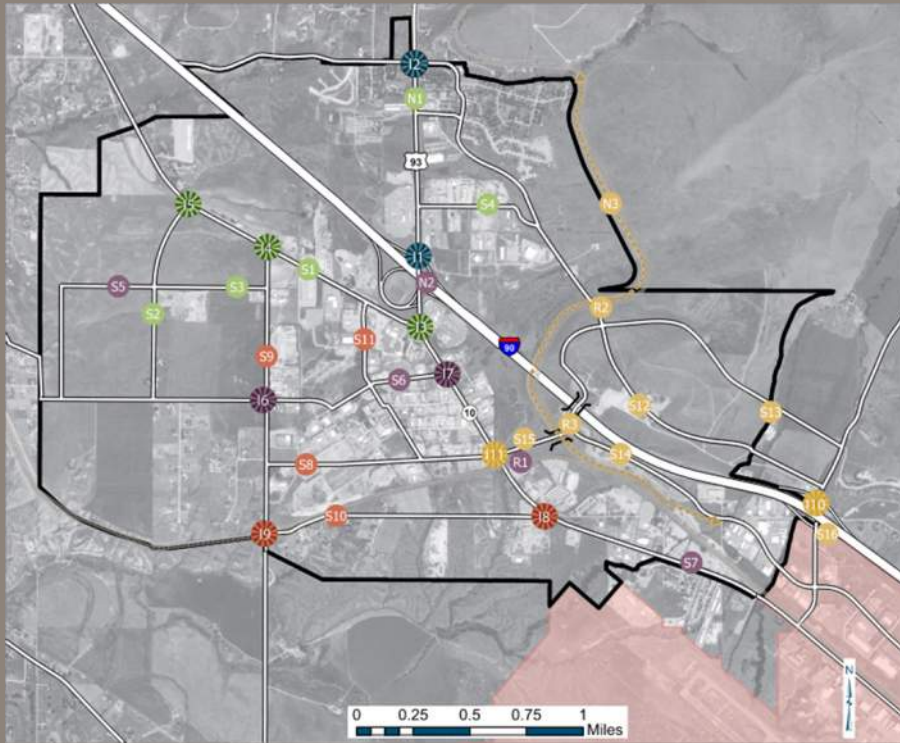


(a) 50/50 Volume Distribution on Each Street





# TRANSPORTATION RECOMMENDATIONS



Critical Intersections

Street Improvements

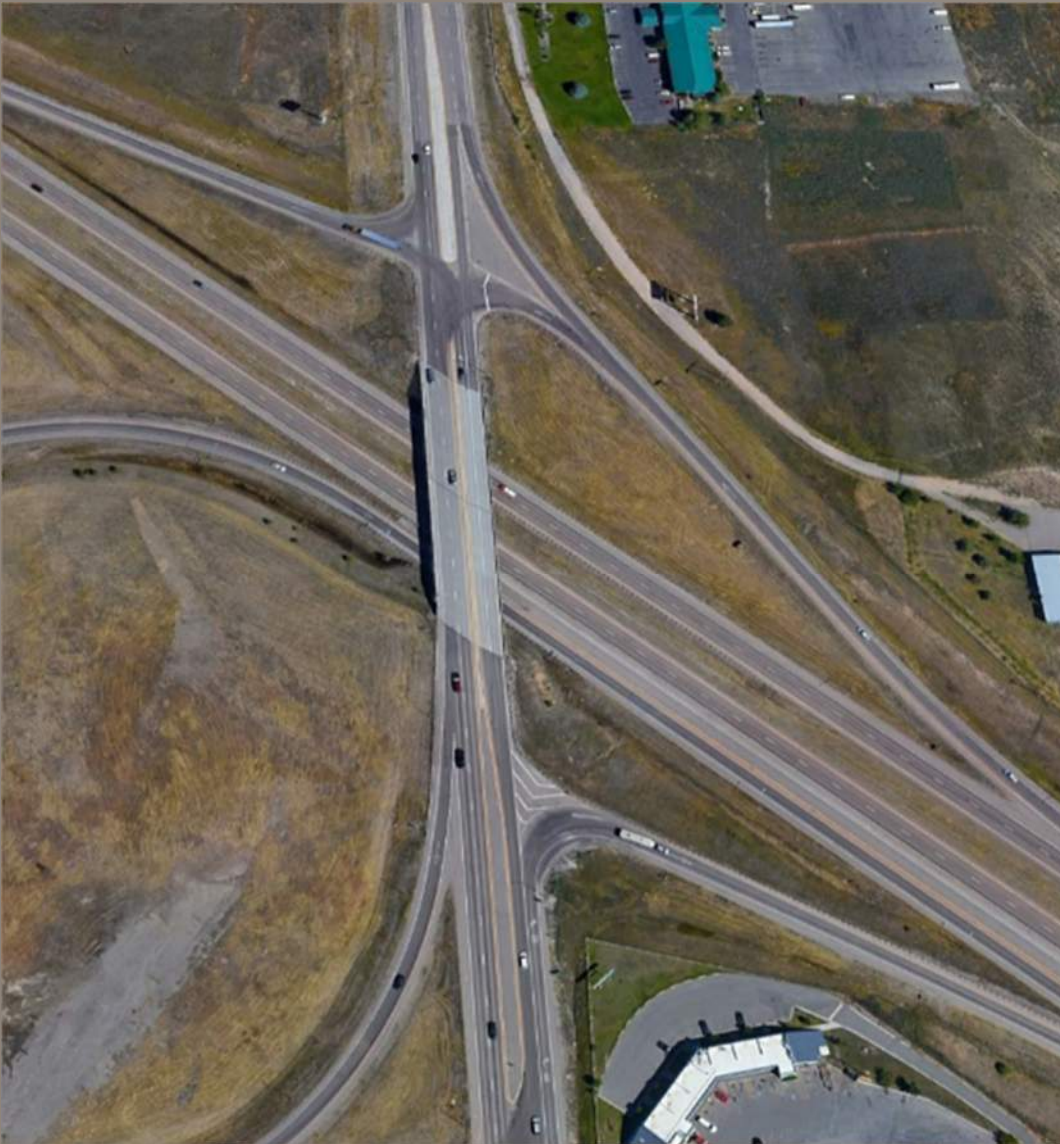
Network Grid Connections

Non-Motorized Improvements

Phase 0 – Catalyst and  
Precedent Infrastructure:

- I 90 / HWY 93 Interchange
- Waldo / Highway 93 Signal

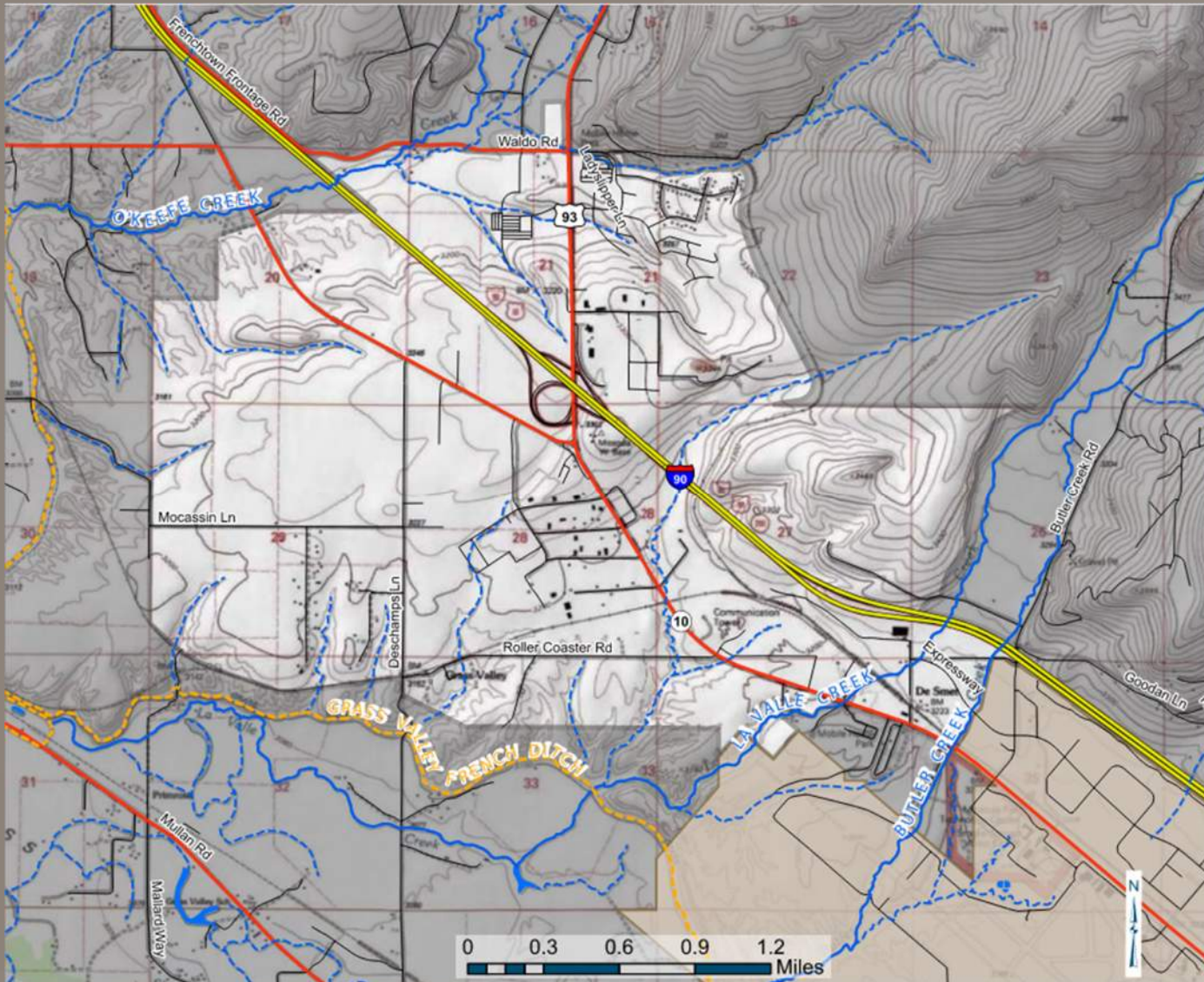
# I-90 / HIGHWAY 93 INTERCHANGE



## Westbound Off Ramp

- Key to access from Missoula to Southern Portion of Study Area
- Recommended Actions:
  - Intersection Control Evaluation in conjunction with MDT
  - Evaluate Funding Alternatives: CMAQ, HSIP, others

# STORMWATER INFRASTRUCTURE



# STORMWATER RECOMMENDATIONS



## Administrative Recommendations:

- Zoning update to preserve ephemeral drainages
- Public Work Manual Update

## Infrastructure:

Step wise implementation recommendations provide for each phase

- Include stormwater improvements with transportation projects where possible

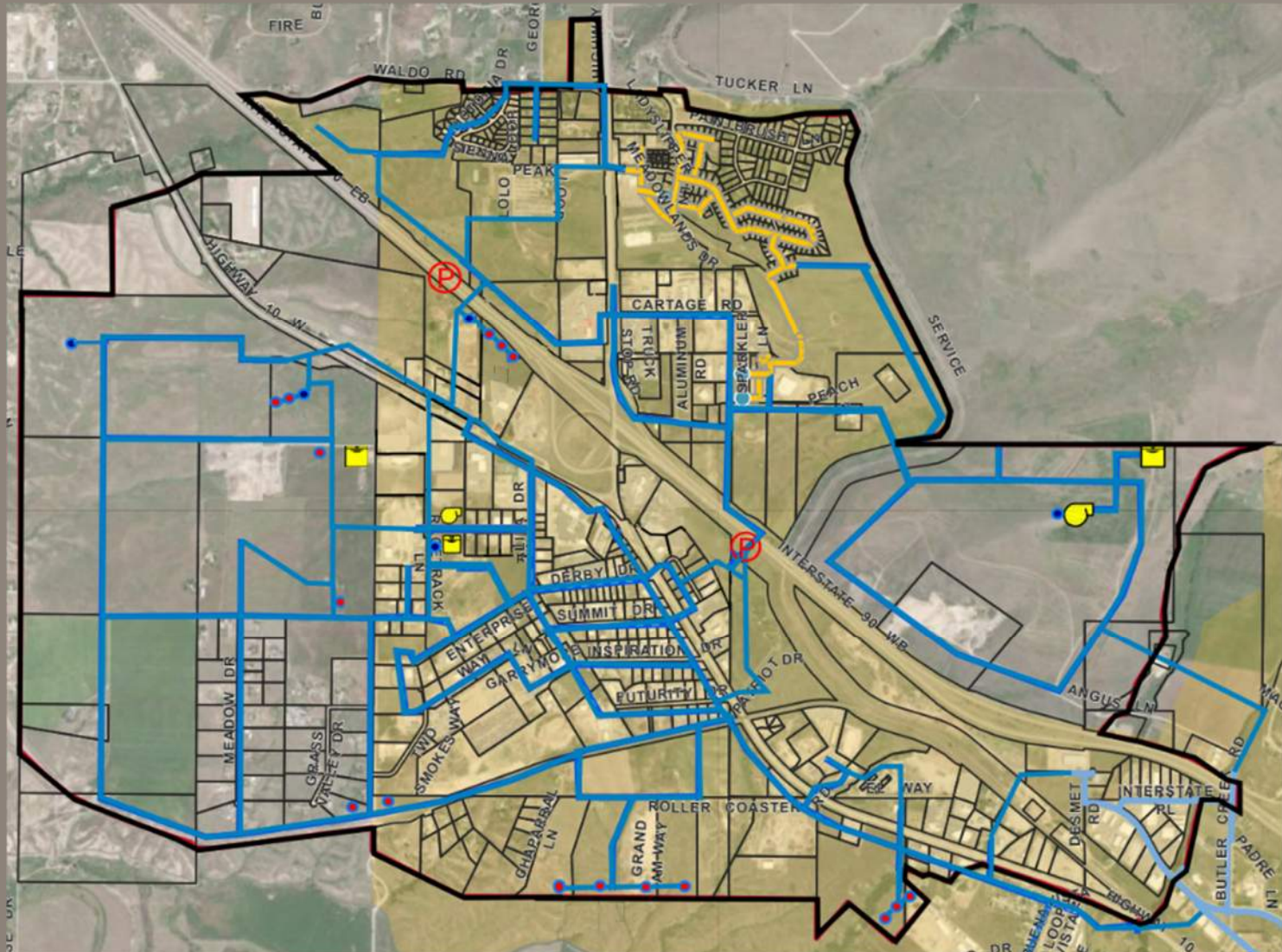
# WATER INFRASTRUCTURE

## Water rights for new development



- Middle Clark Fork River Basin which is legally open to new water right permits however:
  - hydropower facilities have water rights to entire flow of the Clark Fork most of the year.
  - new water right permits require mitigation to offset the new use.
- Multiple entities with water rights for sale that are suitable for mitigation for new water uses in the Wye area.
  - 50,000 GPM+ and over 30 MGD of mitigation water available
- Projected future water demands can be accommodated with available mitigation water.

# WATER RECOMMENDATIONS



# WATER RECOMMENDATIONS

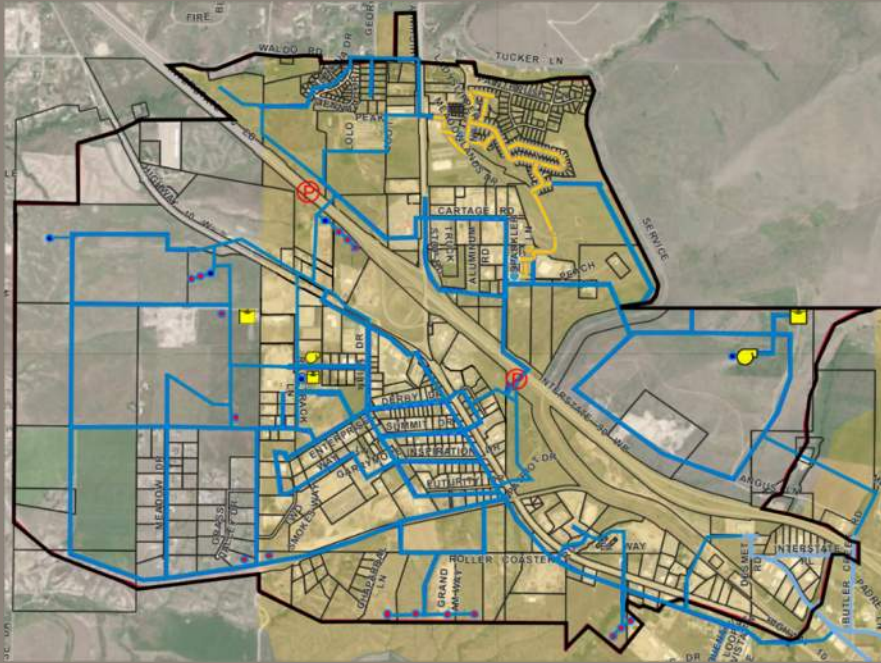
## Comprehensive Wye Area Water District

### North of Interstate:

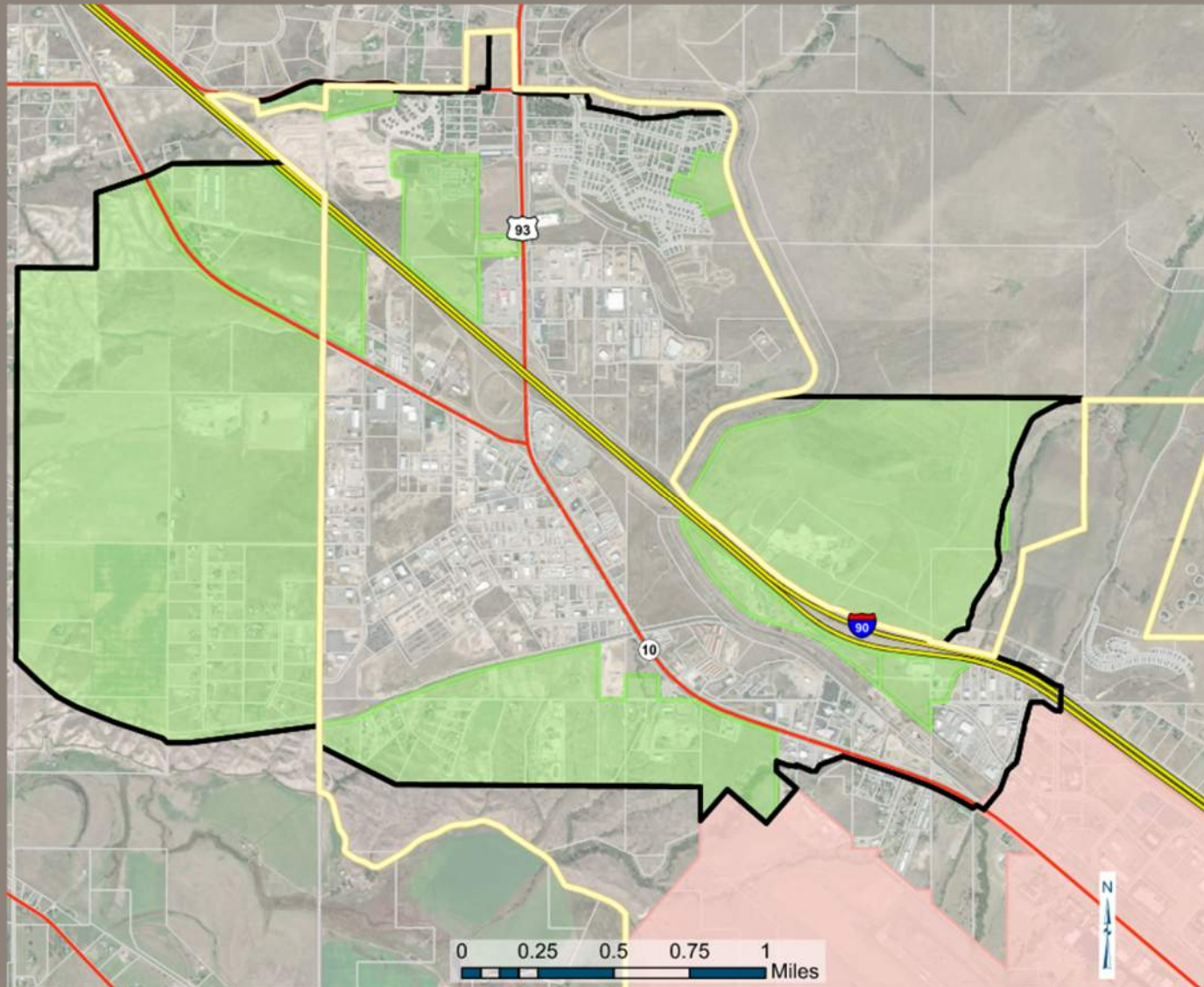
- Study existing Wye Water System for County Purchase and expansion.

### South of Interstate:

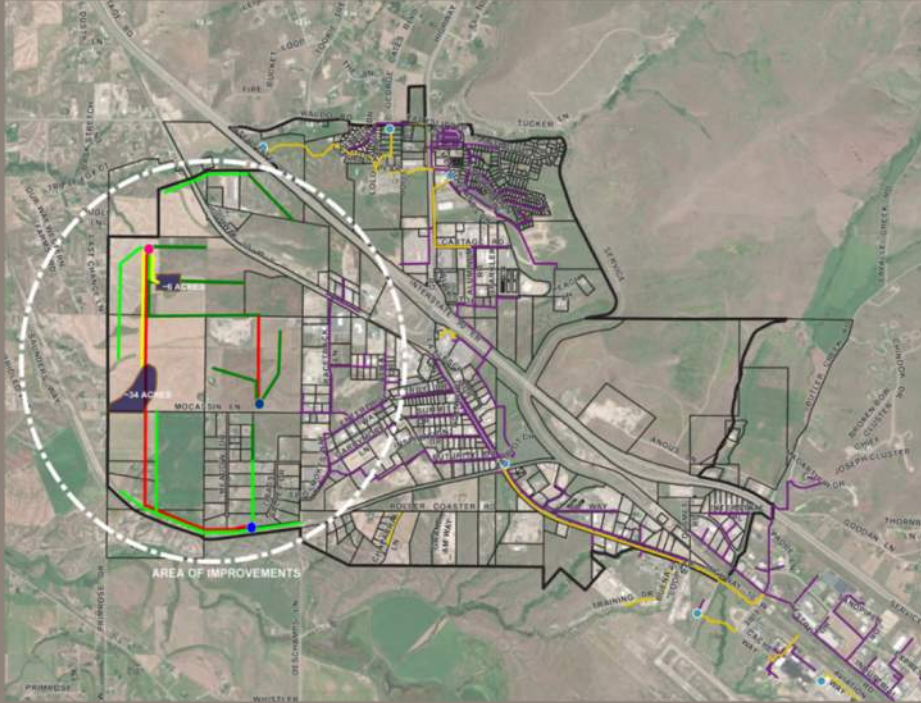
- Phase 0 Infrastructure: Industrial Water System
- Complete Construction of Initial System
- Expand System into Industrial Area and areas west of Deschamps and connect additional available supply - PPP Approach
- Complete Comprehensive Aquifer Study to evaluate supply for each phase of build out



# WASTEWATER INFRASTRUCTURE



# WASTEWATER RECOMMENDATIONS



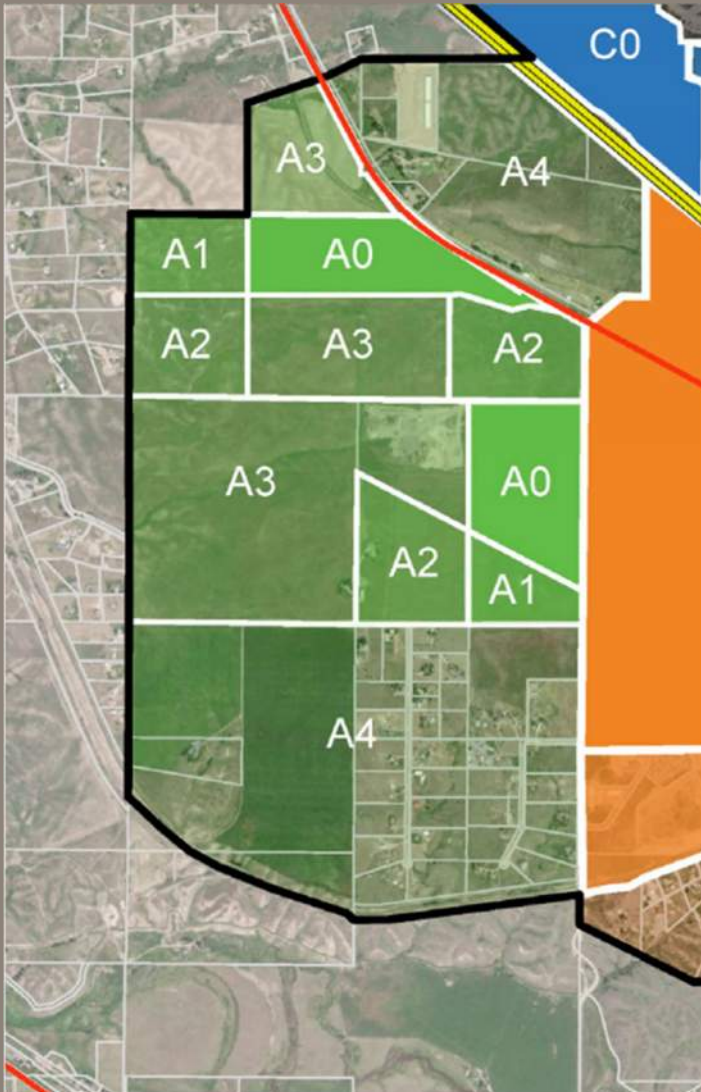
## Recommendations

Continued City Service within MWWTPSA

On-Site Solutions for Sub Areas A & E

- Membrane Bioreactor (MBR)
  - Wastewater Effluent Quality
- Disposal
  - Infiltration within identified areas of suitable soils

# SUB AREA A RECOMMENDATIONS

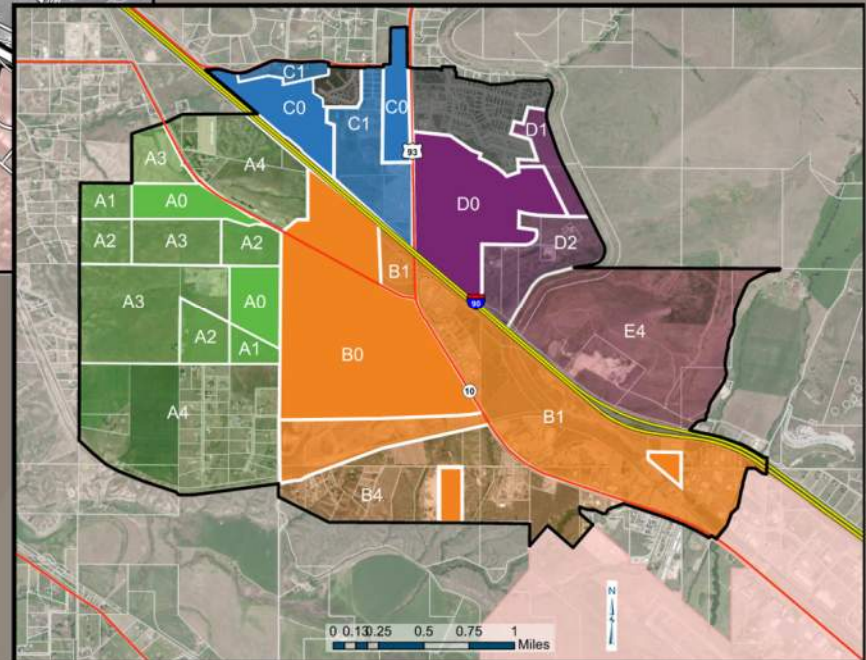
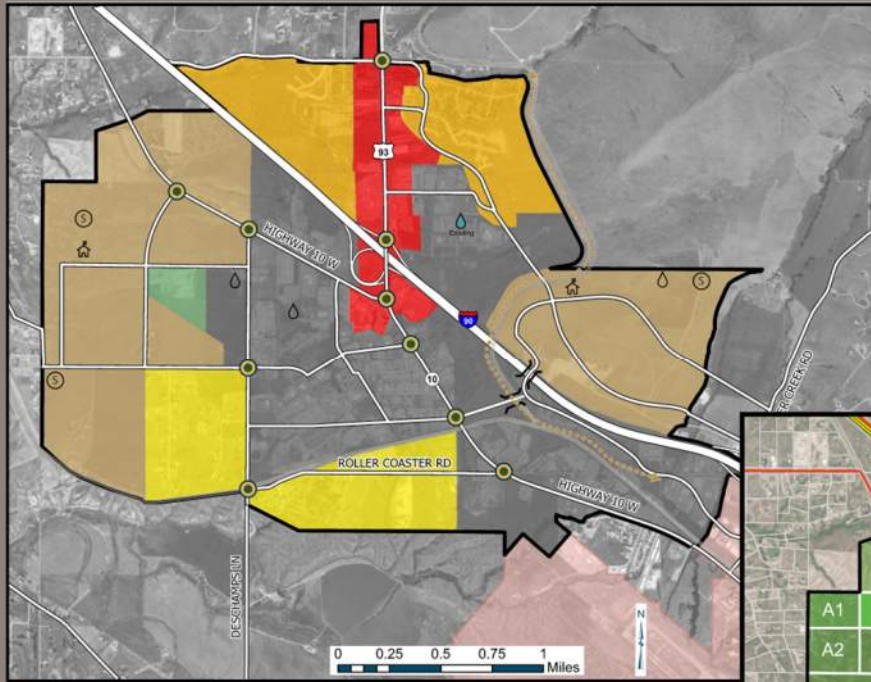


## Step Wise Implementation

Sequential Development of On-Site System from Sub-Areas A0 to A1 and beyond

- Initial Membrane Bioreactor System
- Incremental Expansion as wastewater generation materializes with development
- PPP Funding Approach

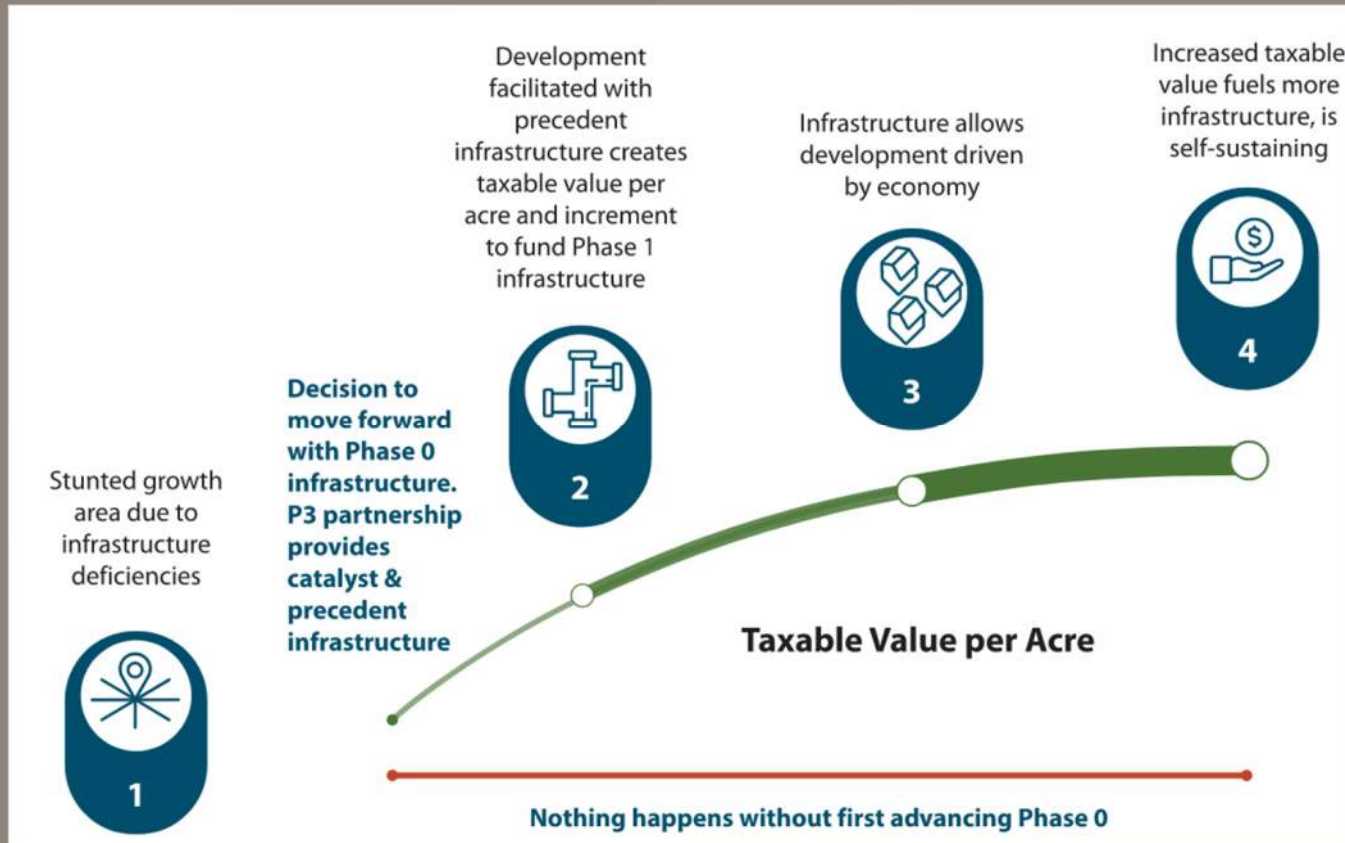
# INFRASTRUCTURE IMPLEMENTATION



# IMPLEMENTATION – STEP WISE APPROACH

| Phase   | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Sewer                                                                                                                                                                                                                                         | Public Costs | Water                                                                                                                                                                                                                                                                                    | Public Costs | Transportation                                                                                | Public Costs | Stormwater                                                                         | Public Costs | Public Infrastructure Total |
|---------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-----------------------------------------------------------------------------------------------|--------------|------------------------------------------------------------------------------------|--------------|-----------------------------|
| Phase 0 | <b>Catalyst &amp; Precedent Infrastructure:</b><br>Focus on essential infrastructure needs with goal of facilitating meaningful development; guided by: current development patterns, recent development trends, and opportunities. Address major limitations and encourage development at intensity/density in line with vision cast with Land Use Element. Initial infrastructure investment should build foundational elements, with one potential exception, infrastructure elements funded at this stage should be pieces of the larger regional puzzle; i.e. regional vs local importance. | Initial Sewer System including Primary Treatment, Mechanical Treatment, and Disposal for Planned Neighborhood Area West of Deschamps (Sub Area A)<br><br>City of Missoula Lift Station Improvements (Sub Area C)                              | \$17M        | Industrial Area Water System - Supply, Storage, Pumping, and Initial Transmission (Sub Area B)<br><br>Residential Area Water System West of Deschamps - Supply, Storage, Pumping, and Initial Transmission (Sub Area A)<br><br>Wye Water System Transmission Main Extension (Sub Area C) | \$15M        | Westbound I-90 Ramp Intersection Improvements<br><br>Highway 93 and Waldo Road Traffic Signal | \$5M         | Outfalls, Collection, & Detention for Major Drainage Limitations<br><br>Regulatory | \$4.75M      | \$42M                       |
| Phase 1 | <b>Extend Core Infrastructure and Address Constraints:</b><br>Expand upon foundational elements in an incremental way, with some heavy lifts on the big three: Water, Sewer, and Transportation. Continue to address major limitations: build upon Water core(s); expand water supply, storage, pumping, and transmission core; expand sub-regional sewer treatment and disposal capacity; expand local branches and trunks progressively from cores; address Transportation grid major intersection improvements.                                                                               | Expansion of Residential Area Collection System and Lift Stations for Planned Neighborhood Area west of Deschamps (Sub Area A)                                                                                                                | \$15M        | Expand Transmission and Distribution Systems<br><br>Expand Supply and Treatment Infrastructure (Sub Areas A, B, C, and D)                                                                                                                                                                | \$20M        | See Phase 1 Transportation Map in Transportation Section                                      | \$25.25M     | Continue Addressing Major Outfall, Collection, & Detention Limitations             | \$3.65M      | \$63.9M                     |
| Phase 2 | <b>Infrastructure Expansion for Urban Development:</b><br>Continue building upon foundation while considering localized improvements that facilitate and enhance urban environment. Progressive expansion of Water and Sewer; Enhance Transportation grid while continuing to focus on critical intersection improvements.                                                                                                                                                                                                                                                                       | Expansion of Residential Area Collection System and Lift Stations west of Deschamps (Sub Area A)<br><br>Progressive Expansion and Upgrade of Collection System and Lift Stations for Areas Served by City of Missoula (Sub Areas B, C, and D) | \$25M        | Progressive Expansion of Storage, Distribution, and Supply (Sub Areas A, B, C, and D)                                                                                                                                                                                                    | \$25M        | See Phase 2 Transportation Map in Transportation Section                                      | \$66.3M      | Collection Improvements in Urban Legacy Areas (south)                              | \$3.8M       | \$120.1M                    |
| Phase 3 | <b>Expand Urban Scale Infrastructure:</b><br>Solve the regional water and sewer systems here, decommission precedent sub-regional infrastructure as appropriate. Expand transportation grid and key intersection improvements.                                                                                                                                                                                                                                                                                                                                                                   | Construction of Regional Treatment Plant<br><br>Construction and Regional Disposal along with completion of collection system and lift stations for Planned Neighborhood Area west of Deschamps (Sub Area A)                                  | \$150M       | Progressive Expansion and Enhancement (Sub Areas A, B, C, and D)                                                                                                                                                                                                                         | \$65M        | See Phase 3 Transportation Map in Transportation Section                                      | \$34.4M      | Collection Improvements in Urban Legacy Areas (north)                              | \$2.8M       | \$252.2M                    |
| Phase 4 | <b>Extend Urban Infrastructure to Butler Creek and Edges:</b><br>Address transportation and utility challenges for Butler Creek area and remaining undeveloped areas on edges. Continue to improve, upgrade, and expand utility and transportation infrastructure throughout study area.                                                                                                                                                                                                                                                                                                         | Construction of Regional Treatment Plant, Regional Disposal, and Collection with Lift Station for Butler Creek Area (Sub Area E)                                                                                                              | \$120M       | Butler Creek Area Water System - Supply, Storage, Pumping, and Transmission (Sub Area E)<br><br>Expansion and Extension as needed in remaining study area (Sub Areas A, B, C, and D)                                                                                                     | \$50M        | See Phase 4 Transportation Map in Transportation Section                                      | \$116.1M     | Address Water Quality Treatment and Detention Deficiencies in Targeted Areas       | \$1.5M       | \$287.6M                    |

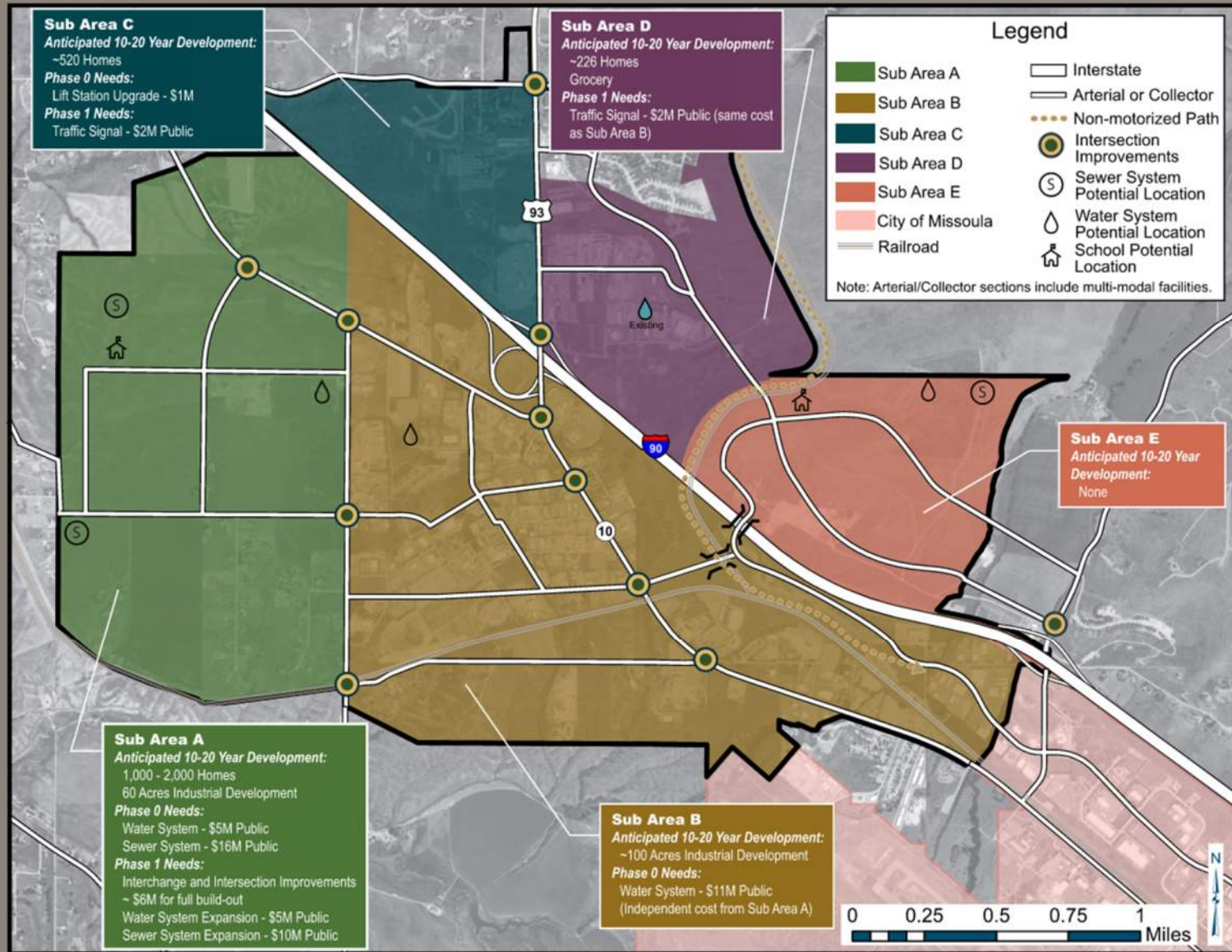
# IMPLEMENT THE INCREMENT



## Phase 0 Catalyst and Precedent Infrastructure

- Wye TEDD 1 and 2
- Public Private Partnerships

# NEAR TERM DEVELOPMENT AND PRIORITIES



# THANK YOU!

Jeff Smith & Andrew Hagemeyer



406.728.4611



[jsmith@wgmggroup.com](mailto:jsmith@wgmggroup.com)





# WIP Key Findings

Jordan Hulla, GIS and Planning Specialist  
Planning, Development, and Sustainability

# Growth Policy Goals

- Goal #1: Conserve vital natural resources including surface and ground water, air quality, agricultural resources, iconic landscapes, fish and wildlife species and their habitats, and native plant communities.
- Goal #4: Reduce Missoula County's contribution to climate change while promoting resiliency and adapting to its impact on the natural environment and communities.
- Goal #5: Promote economic development that creates opportunities throughout Missoula County including people living and working in rural communities and across wage levels.

# Growth Policy Goals

- Goal #6: Embrace emerging economic trends and new technologies that will prepare Missoula County for the economy that will exist in 20 years.
- Goal #8: Proactively plan and provide for the logical growth of communities while protecting rural character and sustaining county resources by guiding development to areas most suited for it.
- Goal #9: As part of planning, support the provision of infrastructure and services to and within rural communities.

# Growth Policy Goals

- Goal #10: Provide opportunities for a wide range of housing choices, especially for those who are homeless or experiencing high costs for housing relative to income.
- Goal #11: Reduce the safety risks and costs associated with wildland fire, flooding, and other hazards.
- Goal #13: Promote equal access to employment, safe housing, transportation, community services and amenities for all segments of the population.
- Goal #16: Promote cooperation between Missoula County and the city, state, federal and tribal governments.

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# 2019 Land Use Element

- Provides a plan for the physical framework needed to facilitate unique neighborhoods.
- Preserves working lands, agricultural areas and naturally functioning systems by accommodating planned growth in the Wye neighborhoods.
- Condenses values and themes developed during the planning process into implementation strategies that it call Imperatives.



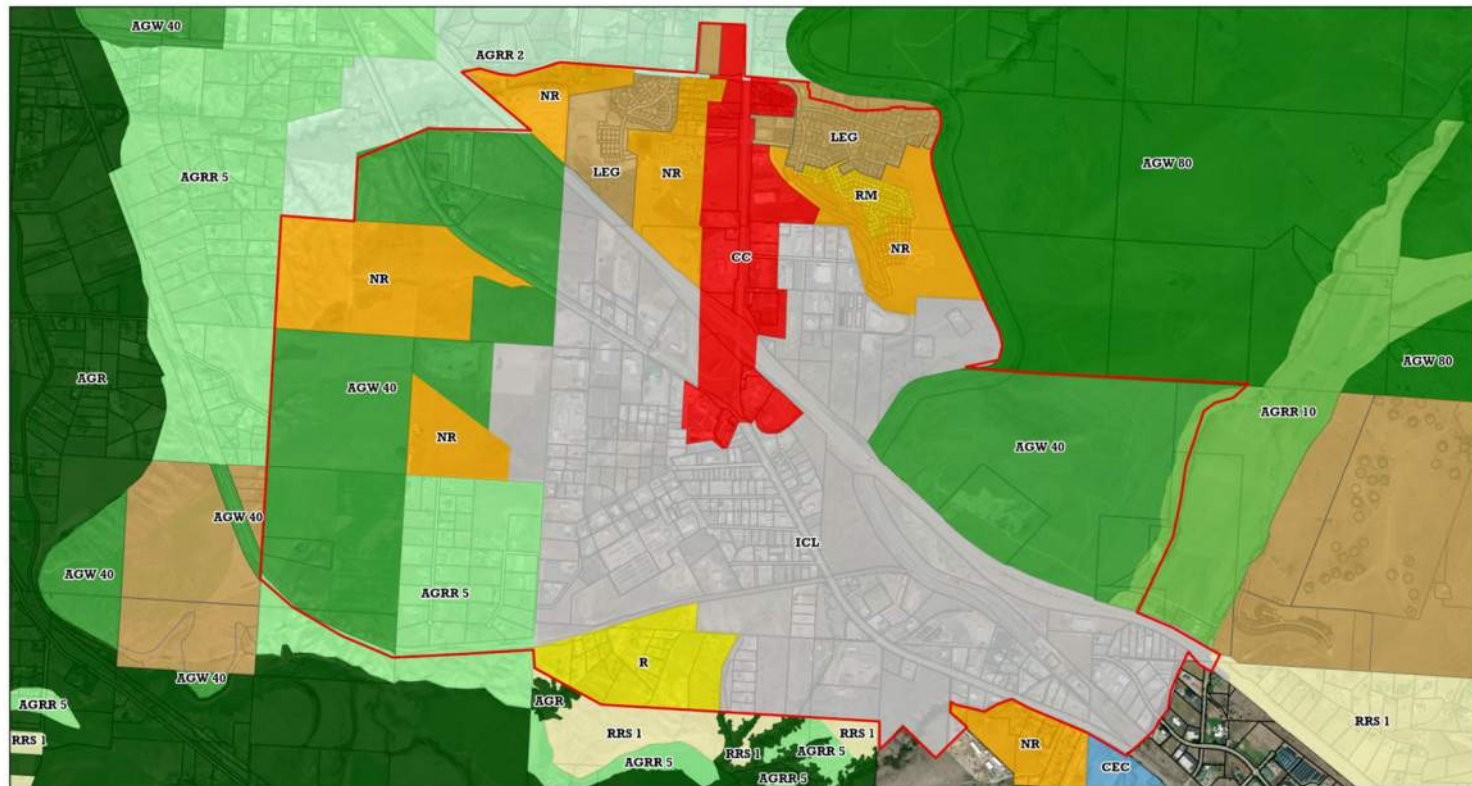
## Missoula Area Land Use Element

An Amendment to the 2016 Missoula County Growth Policy  
Missoula County Community and Planning Services



Adopted  
June 6, 2019





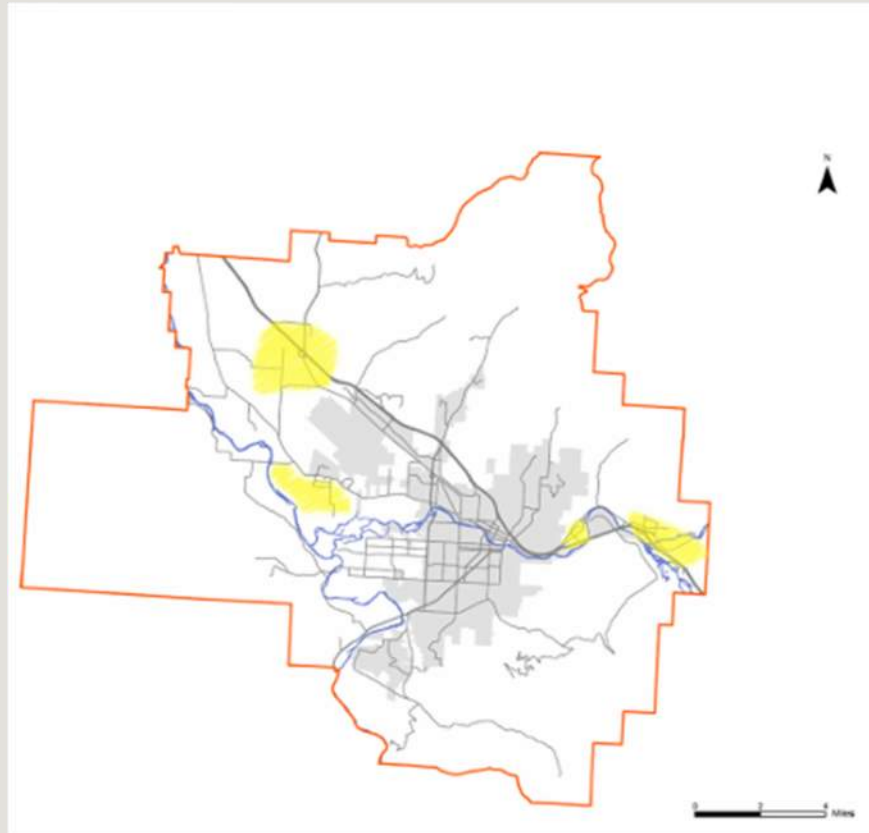
- Wye Infrastructure Plan Area
- Missoula County Zoning
- Agriculture, Reserve (AGR)
- Agriculture, Working 80 (AGW 80)
- Agriculture, Working 40 (AGW 40)
- Agriculture, Rural Residential 10 (AGRR 10)

- Agriculture, Rural Residential 5 (AGRR 5)
- Agriculture, Rural Residential 2 (AGRR 2)
- Rural Residential, Small Agriculture 1 (RRS 1)
- Residential (R)
- Residential, Medium (RM)
- Neighborhood Residential (NR)

- Commercial Center (CC)
- Civic Employment Center (CEC)
- Industrial Center, Light (ICL)
- Other Zoning Districts
- Legacy Part 2 County Base Zones (LEG)

**WIP Zoning**





Land Use Element Figure 2: Conceptual representation of neighborhoods



# Missoula

## COUNTY

**Conclusion**

## Recommended Motion

“I move that the resolution recommending the Wye Infrastructure Area Plan be adopted by the Missoula Board of County Commissioners as an amendment to the Missoula County Growth Policy be approved.”