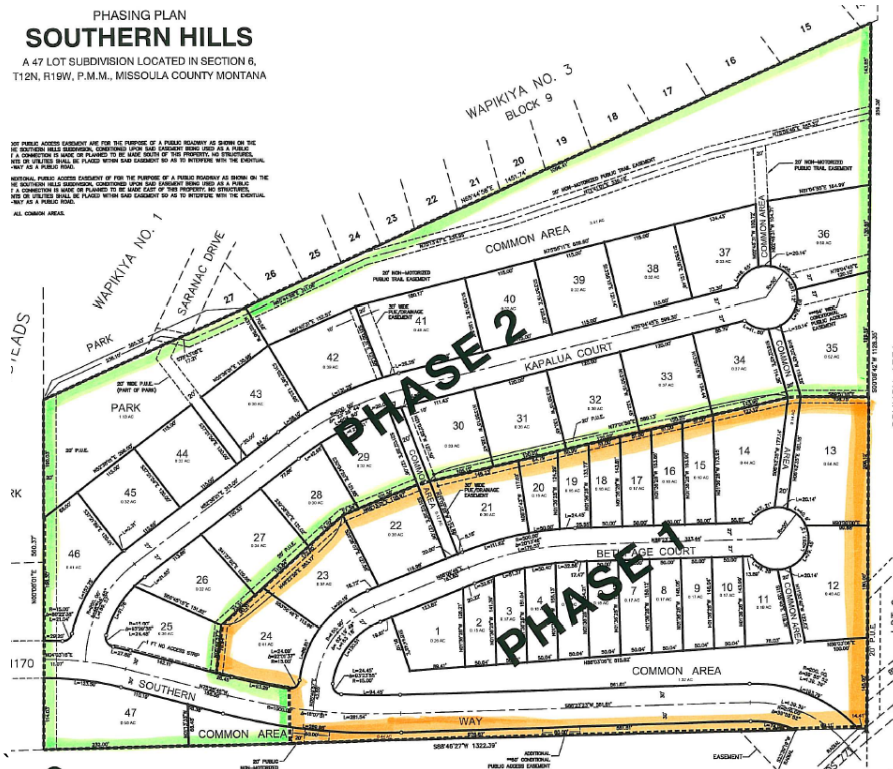


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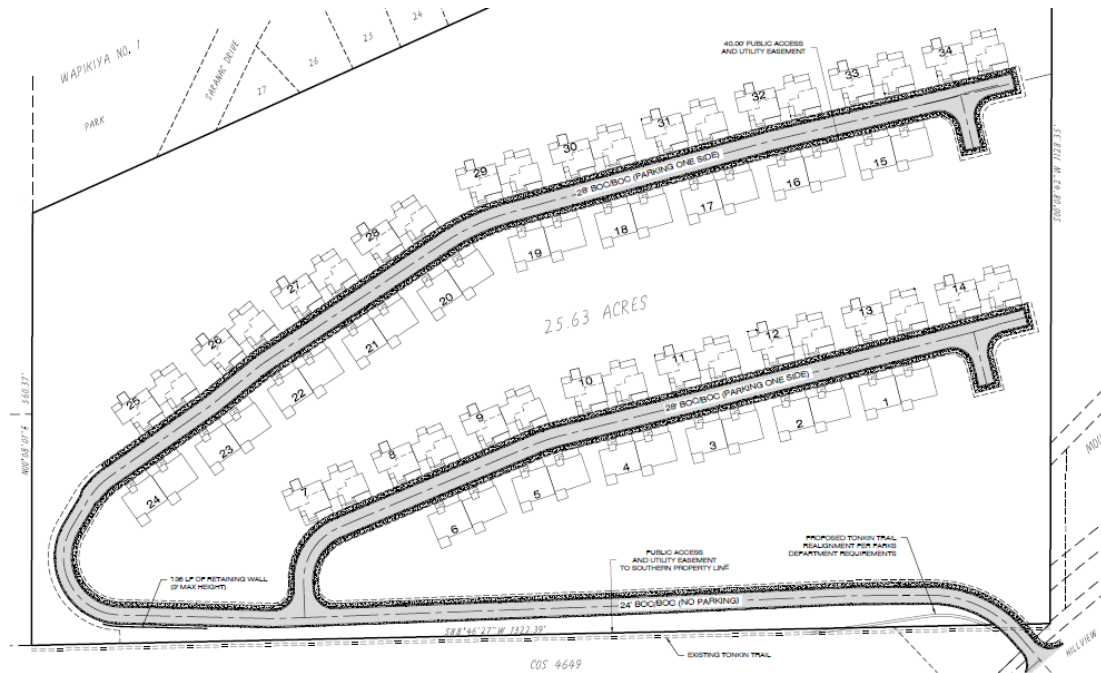
In light of the recent motion by the Land Use and Planning (LUP) Committee to include a condition to require 35' roads on the Hillview Crossing project rather than 28' roads as proposed, our client has requested we provide clarification and facts to support the original design for the full committee to consider prior to finalizing their vote.

1. On May 22, 2006 the City Council approved a Subdivision on the subject property called Southern Hills Subdivision (see layout below). This project included 47 lots with 31 single family units and 16 townhome units.



- The road layout for the Southern Hills Subdivision was very similar in design to the currently proposed Hillview Crossing. The roads that fronted the residential lots were approved at a width of 32'.

3. On October 16, 2015 the City Staff issued a Zoning Compliance Permit for an exempt Townhouse project on the subject property called Hillview Crossing (see layout below). This project included 68 units of residential housing in duplex style, very similar to that as proposed in the current Hillview Crossing Project.



4. The road widths approved on this original Hillview Crossing Townhouse project were 28' wide and permitted parking on one side of the road.
5. On November 4, 2015 City Staff presented a power point presentation to City Council as the precursor to an amendment to Title 20 as well as Title 12 in an attempt to curb the perceived ill effects of the exempt Townhouse projects. This presentation is on the record for the current proposal and includes the layout for the original Hillview Crossing Townhouse project that included 28' dead end roads.
6. The Human Resource Council (HRC) lodged a legal complaint against the City and the Developers that was eventually dismissed. However, the prior approvals had since lapsed.
7. On April 18, 2016 the City of Missoula adopted changes to Title 12 and Title 20 for Townhouse Exempt Developments (TED) that included allowances for streets where parking could be limited to one side if the road was 28' wide.
8. In the Spring of 2018, the Developers met with City Staff as well as City Leaders to discuss moving the project forward. The land was offered to the City as open space. However, the Developers were encouraged to proceed with an updated layout so that additional housing supply could be created for Missoula. City Staff reviewed the old layout and determined that the only place where the new Title 20 TED standards were not in compliance were the setbacks from street infrastructure.
9. The original Hillview Crossing layout had the homes 10' from the street which did not facilitate off street parking in the driveways. Initial discussions included leaving the road widths as is and applying for a variance to allow the homes to remain within 10' of the street. The development team explored other options and found that we could use the original grading plan and slide the homes to meet the 20' setback. This started to push the footings into the areas where they

might not meet native soils. Options were explored to mitigate the foundation design issues and we moved forward without a variance for the setbacks.

10. Moving the garages to meet the 20' setback added 136 off-street parking spaces not previously included when approved with 28' wide roads and on-street parking limitations.
11. The development team continued to meet with City Staff including but not limited to City Planners, City Engineering, and the City Fire Department. All of the technical agencies did not recommend widening the roads.
12. In discussions with City Staff and in an attempt to gain support for public maintenance, the Developers asked TLI to evaluate 35' wide roads. The conclusion was that this would render the project infeasible if the 20' setback is maintained.
13. City Planning Staff issued a Staff Report on December 6, 2018 that included a recommendation for approval with the road width at 28' since it meets the Title 12 standards.
14. Driveway openings are 20' wide for each Duplex. Road A has 20 driveway openings on the North side and 20 driveway openings on the South side. Road B has 16 driveway openings on the North side and 12 driveway openings on the South side.
15. Due to pedestrian crossings and driveway openings only 44-50% of the street is available for parking. If parking was proposed along both sides of the street, this would create an additional 33-35 street parking spaces. However, a variance may be requested to decrease the front yard setback, resulting in a loss of 64-72 parking spaces if only one side of the street received the variance.
16. No parking requirements are routinely enforced by private entities throughout Missoula including Condominium Projects that are not currently reviewed by the same process found in the TED process. No parking signs and curb painting will be installed as required by the City of Missoula.
17. The Hillview Crossing Townhouse project includes parking that exceeds the requirements of Title 20 with parking on one side of the street.
18. Adding 7' to the width of the road will increase the impervious area by approximately 16,163 square feet and will therefore increase runoff more than previously planned.
19. The entry road grading is such that the southern most homes are where they need to be in order to have a functional backyard. Widening the road will require that the homes along Road B (Southern road) be moved 7' down the slope. This will create a ripple effect where the downhill homes along Road A (Northern road) will be moved 14' further down the hill. However, the road grades will need to stay as is to maintain appropriate road access to the homes. Therefore, the foundations will need to be 3'-5' taller than currently proposed in order to interact with native soils.
20. Allowing parking on both sides of the street will impede snow removal due to offsets for the plow from vehicle edge if there were cars parked on both sides during a snow event. Plows will typically ride against a curb whereas they typically need at least 2' of clearance from a vehicle side.
21. Requiring the road widths to be increased above that required in the published regulations will add an estimated \$6,000 to \$7,000 per unit in foundation expense and service line lengths. In addition, this will add approximately \$53,000 in street construction. The cost of additional mass grading needed is not possible to calculate at this time without re-running the grading model.

22. After consultation with engineers, Architects, and their Builder, it is the Developer's professional opinion that widening the road will render the project infeasible and is effectively a denial, unless a variance is granted for front yard setbacks.

ATTACHMENTS

- N/A

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