

**Sample of Comparable Hillside and  
Cul-de-sac Street Configurations in Missoula Report**  
for  
**Hillview Crossing  
Townhome Development**

*Located at:*  
Off of Hillview Way  
Section 6, T12N, R19W, P.M.M.  
City of Missoula, Missoula County, Montana

August 1, 2019

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**1.0 GENERAL**

Hillview Crossing is a proposed Townhome Development of approximately 25.6 acres located below and north of Hillview Way in Missoula's South Hills area. The proposed street width for this Townhome Development is 28 feet, with parking restricted to one side of the street. This width with cars parked on one side of the street will allow for a 19.1' drive aisle. We feel that this design is more advantageous to the City of Missoula than the previously approved 32' width with parking on either side.

This report will compare cul-de-sac streets around Missoula in which the city maintains streets with similar or more narrow drive aisles. The report will focus on cul-de-sac streets in the South Hills Area, although will include some streets from other areas of the City. Our intent with this report is to show that not only is a 28' width with restricted parking feasible, it is better for the City than many roads which are currently maintained and accepted by the City. This is important to note as it appears the main sticking point is that the City will not accept the Hillview Streets although the Siren Place and Grove Street Townhomes had their Streets accepted by the City. The reason given for the difference here was the fact that the streets are dead ends. However, as shown below, the City has a recent track record of accepting dead narrow streets.

**2.0 Concerns Heard To Date**

**2.1. Width** – There have been questions by Land Use and Planning Committee (LUP) about whether or not a 28' wide street with "No-Parking" on one side, as allowed by the City Regulations, is appropriate or not. The regulations specifically allow this street configuration and during agency comment period, there were no objections to choosing this street cross section. As discussed in 3.0 below, there are many streets in Missoula that are this width. Some prohibit parking on one side and others do not. If there were problems with these streets, it is presumed that they would not have been allowed and that the ones that allow parking on both sides would have been easily modified to parking on one side or no parking at all.

LUP has recommended that the next street size of 35' with parking on both sides be used. Primarily for the fact that there would be no need for enforcement of the No Parking rules (see below) and for better emergency ingress/egress and maintenance. However, if you encourage parking on both

sides with a 35' wide street, the effective width is actually cut down from 19.1' to 18.5'. Further, in an emergency, the typical Type L curb is mountable and useable for egress and ingress.

See the attached Parking Cross-Section Options exhibit that demonstrates the above discussion.

**2.2. Enforcement** – The City of Missoula Public Works office has elected to not accept maintenance of the streets and therefore they would be private streets in a public access easement. Therefore, “No-Parking” restrictions could not be enforced by the City Police. However, the Townhouse Association can enforce the restriction. They have a vested interest in keeping the streets available for their citizens and maintenance. Additionally, the citizens that use our streets are generally law-abiding citizens and would not be aware of who can enforce the requirement and are therefore likely to abide by the no parking restriction. Public Works has requested that we both paint the curb and install signs indicating no parking. Most citizens would not violate this level of traffic control and limited enforcement is anticipated.

The Hillview Crossing project provides for a total of 4 off-site parking spaces per unit. Two in the garage and two in the driveway. Additionally, the Site Plan with a 28' wide street provides for a total of 47 on-street parking spaces resulting in a total of 319 spaces or approximately 4.7 parking spaces per unit. Widening the street would provide an additional 38 spaces since the driveway opening, and traffic calming/pedestrian crossing areas are natural deterrents from parking vehicles. If a motorist chooses to violate the “No Parking” restrictions, there are very few locations where there would be a narrowing of the street due to the spacing of the driveways. Please see the attached Parking Exhibit where the allowed parking is shown in green and the “No Parking” potential violators are shown in red. It is very unlikely that should a person choose to violate the “No Parking” restriction that there would be a conflict.

### 3.0 Hillview Area Comparable Streets

The Hillview Area contains many cul-de-sac roads, some of which are very similar to what Hillview Crossing is proposing and others with smaller drive aisles. On a field visit to observe these roads, no issues with parking were observed. Shown below in Figure 1 is a map of the streets which were observed in the field within the South Hills Area.



Figure 1: Map of Streets (Highlighted with Yellow) Which Were Observed in the Field.



In this area, it was common for parking to be restricted to one side of the street if a road was 28' wide or less. In cases where the streets were wider, parking was allowed on either side. The following roads observed in the field are listed with additional detail, in no order:

### **Woodbine Place & Landon Way**

Woodbine Place is located off Hillview Way. As shown in Figure 2 below (no parking sign on right side of road), parking is restricted to one side of the street. The road eventually turns into Landon Way shown in Figure 3 where it ends in a cul-de-sac. The road width initially off Hillview Way is 24.3 feet back of curb to back of curb. After approximately 503' the road widens to 32.5 feet back of curb to back of curb and parking is allowed on either side of the street. The total length of both these streets is 1618 feet, which exceeds the length of either of the two proposed townhome development roads. The effective drive aisle width for Woodbine Place is 15.4' while the drive aisle for Landon Way is 14.7'. This is a good example of how even though a road is wider, drive aisle is the more important parameter.

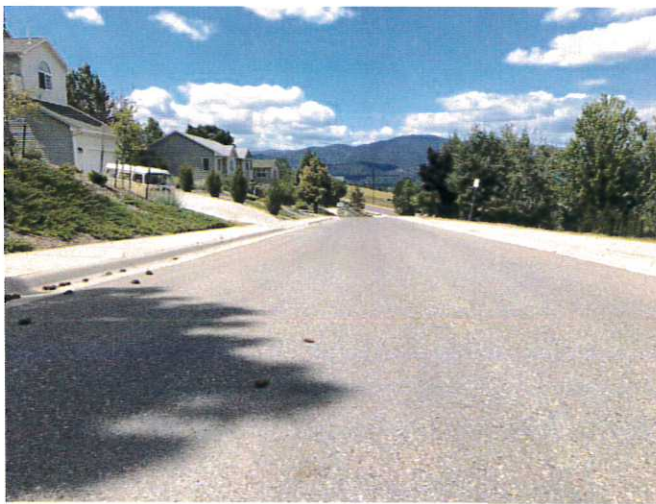


Figure 2: Woodbine Place (24.3' Wide Street)

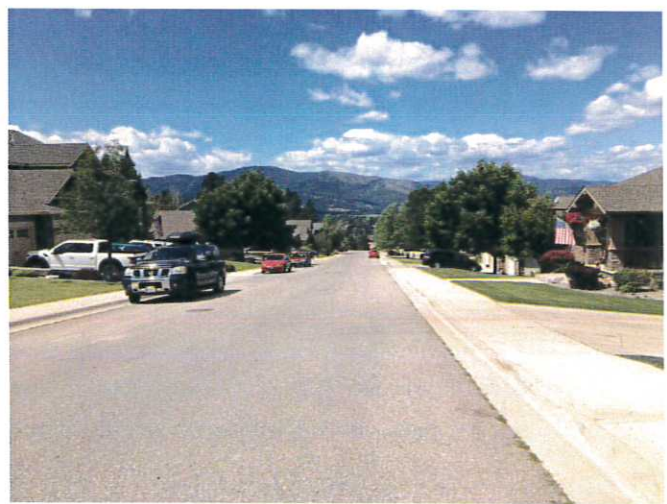


Figure 3: Landon Way (32.5' Wide Street)



Figure 4: Street Map of Woodbine Place & Landon's Way

### **Shadow Lane**

Shadow Lane is an 823' cul-de-sac street located off Hillview Way. As shown in Figure 5 below, parking is restricted to one side of the street by a yellow painted curb. The street width is 24.3' back of curb to back of curb. The drive aisle for this street is 14.7' which is narrower than that of the proposed townhome development.



*Figure 5: Shadow Lane (24.3' Wide Street)*



*Figure 6: Street Map of Shadow Lane*



### **Macie Way**

Macie Way is an 823' cul-de-sac street located off Landon Way. As shown in Figure 7 below, parking is restricted to one side of the street by street signs. The street width is 24.3' back of curb to back of curb. The drive aisle for this street is 14.7' which is narrower than that of the proposed townhome development.



*Figure 7: Macie Way (24.3' Wide Street)*



*Figure 8: Street Map of Macie Way*



### **Hunter Way**

Hunter Lane is a 364' cul-de-sac street located off Macie Way. As shown in Figure 9 below, parking is restricted to one side of the street by street signs. The street width is 28.3' back of curb to back of curb. The drive aisle for this street is 19.4 which is comparable to that of the proposed townhome development.



Figure 9: Hunter Lane (28.3' Wide Street)



Figure 10: Street Map of Hunter Lane

### **4.0 Similar Cul-de-sac Streets Around Missoula**

These following streets are a small sample of many around Missoula which have narrower drive aisles than the proposed townhome development.

#### **Pintler Mountain Road**

Pintler Mountain Road is a 984' cul-de-sac street located off Mansion Heights Drive within the Mansion Heights Subdivision. As shown in Figure 11 below, parking is allowed on either side of the street. The street width is 28' back of curb to back of curb. The drive aisle for this street is approximately 10 feet which is substantially less than that of the proposed townhome development. Allowing parking on either side of the street has created a very narrow drive aisle which would be hard to drive when the street is at capacity.



Figure 11: Pintler Mountain Road (28' Wide Street)



Figure 12: Street Map of Pintler Mountain Road



### **Lafray Lane**

Lafray Lane is a 662' street which ends in a dead end located off River Road. The street width is 28' back of curb to back of curb. As shown in Figure 13 below, parking is allowed on either side of the street. The drive aisle for this street is 9.8 which is substantially less than that of the proposed townhome development. Lafray Lane is street which has substantial density on one side of the street as well as a public park on the other. This street most likely sees the most cars parked considered in this report.



Figure 13: Lafray Lane (28' Wide Street)

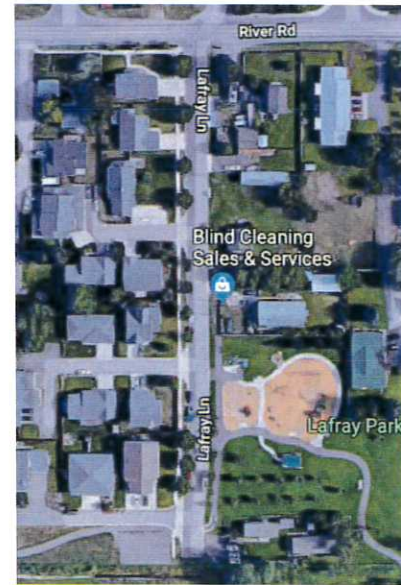


Figure 14: Street Map of Lafray Lane

### **Canyon Creek**

Canyon Creek Boulevard located off Expressway is a high-density development which has been built in phases starting in the late 90s and finishing in the late 2000s. Several street widths were measured within the development, all streets measured were between 29 & 30 feet wide. Parking is allowed on either side of the street, which causes the drive aisle to be very narrow. Due to the density of the development and the lack of a driveway in front of the units, many cars were parked on the street. This is not very comparable to the proposed Hillview Crossing in that this is denser and additionally, there are no natural or regulatory barriers or breaks to the parking.



Figure 15: Canyon Creek area street (29')

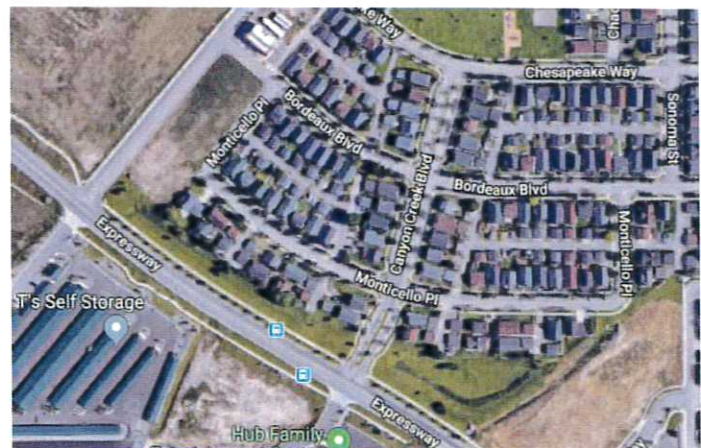


Figure 16: Canyon Creek Development Street map

## 5.0 Report Conclusion

We believe that a 28' street with parking restricted to one side of the street is not only suitable for the proposed development but more optimal than recommended width of 35' with parking on both sides. As experienced in the field, road widths under 37' wide with parking on either side are difficult to drive when the road is at parking capacity. Since each unit has both a garage and driveway, parking in the road will be the third option for residents and visitors. Therefore, parking on the restricted side of the road should be a non-issue. Limiting parking to a single side of the street has additional benefits such as ease of snowplowing in the winter, as well as creating a safer traveled way for bikes. Additionally, considering the number of accepted public streets with long cul de sacs in Missoula, it may be appropriate to reconsider the adoption of the streets as public. Two recent Townhome projects had streets accepted into the City network.

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Reviewed by:  
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Mike Mayen, E.I.



Jason Rice, P.E.

Attachments: Cross Section Comparison  
Plan View Showing Parking Configuration

*T:\1\_ACTIVE FILES\2014 Projects\3592 - Hillview Crossing-Missoula S Hills Development\3\_ENG DESIGN\Streets\Rpt.Sample of Comparable Hillside and Culdesac Street Configurations in Missoula.doc*







PARKING TOTALS

ON-SITE PARKING	=	272 SPACES
ON-STREET PARKING	=	47 SPACES
<b>TOTAL</b>	=	<b>319</b>

LEGEND

- PEDESTRIAN CIRCULATION
- SIDEWALK
- PARK AREA
- COMMON AREA
- NORTH-SOUTH TRAIL EASEMENT
- EAST-WEST TRAIL EASEMENT
- EASTERLY NORTH-SOUTH TRAIL EASEMENT
- TRAIL

PEDESTRIAN MOBILITY ROUTE TOTALS:

LINEAR FEET OF ON-SITE SIDEWALK	=	6203'
LINEAR FEET OF ON-SITE TRAILS	=	1123'
<b>TOTAL</b>	=	<b>7326'</b>

AREA TOTALS

TOTAL SITE AREA =	PROVIDED	REQUIRED
NET SITE AREA (TOTAL SITE - 25%+ SLOPES) =	1,116,317 SF	991,429 SF
11% PARKLAND OF 991,429 SQ FT =	116,749 SF	109,057 SF
PARK AREAS (<5% SLOPES) =	38,575 SF	
NORTH-SOUTH TRAIL EASEMENT =	38,616 SF	
EAST-WEST TRAIL EASEMENT =	39,558 SF	
TOTAL LOTTED AREA =	476,941 SF	
TOTAL ROAD AREA =	130,501 SF	
TOTAL COMMON AREA =	508,875 SF	

~0.4 MILES TO RUSSELL ELEMENTARY SCHOOL  
BUS STOP AND MOUNTAIN LINE BUS STOP  
~0.6 MILES TO MEADOW HILL MIDDLE SCHOOL



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DATE	
REVISIONS	

DESIGNED:	
DRAFTED:	DU
CHECKED:	
DATE:	6-11-18

LOCATION:	CITY OF MISSOULA SEC. 6, T12N, R19W, P.M.M. MISSOULA COUNTY MONTANA
PREPARED FOR:	HILLVIEW CROSSING, LLC.

PROJECT NAME	HILLVIEW CROSSING - MISSOULA
PROJECT NO.	14-3592
SHEET	1 OF 1
SHEET TITLE	PARKING AND PEDESTRIAN CIRCULATION EXHIBIT

DAVID L. GARDNER, P.E., PROJECT ENGINEER, MISSOULA, MONTANA  
MISSOULA, MONTANA  
MISSOULA, MONTANA