

# Comparing Neighborhood Streets and Emergency Access

Teresa Jacobs -1/07/19

Dear Council members

There are a lot of numbers and assertions being thrown out there to control your perceptions and to give you reasons to just say no to 35 feet residential streets for the proposed Hillview Crossing. And at the last LUP meeting, Mary McCrea provided information to counter the notion that some local residential streets serving single family homes were. Yet, I don't see any corrections from them. For ease of review, I have created a summary of what's been presented. And I have to report a mis-statement of road width. And I think Road A-South the entrance road is not getting its fair share of attention.

*Attachment A* My best attempt to gather data on roads, # homes and parking restrictions from reports by TLI and City Development Services. I show a correction of width for Macie Way (see below). I add a column for routes each resident can take to a main road (refer to Attachment C map for "11 options").

## Mis-statement(s) by developers

I recently visited the beautiful, hillside neighborhood that the developers featured in their August 1 "Sample of Comparables.." report. My friend and I only had time to measure a few road widths ourselves, including **Macie Way**. We took 4 samples (back of curb to back of curb) along the entire street which gave us an **average width of 29 feet 4 inches**. Please see attached pages. **Yet, on page 5 of their report, the developers say Macie Way is 24.3 feet wide** (back of curb to back of curb). That is a false. So is their statement that Macie Way is a cul-de-sac street. Why would the developer use deception to persuade Council, to get them to believe that an existing street on a hill (approved by the city and working very well) is narrower than their proposed 28 feet wide Hillview Crossing (actually a cul-de-sac). **And how can the developers justify making such a claim - while also ignoring their 21 foot wide access road (A-south)?**

*Attachment B* See 2 pages of photos and notes of trip to measure Marci Way from top to bottom. Our measurement were all back of curb to back of curb. Sample #1 at the intersection of Marci and Coliter) was 29 feet wide. Sample #4, just above the point where Marci Way intersects with Landon's Way, was 32 feet. And samples #2 and #3 in the middle were 28 feet 3 inches and 28 feet exactly. I hope you go measure it too!

*Attachment C* This map shows how erroneous it was for the developers to refer to a local hillside neighborhood as cul-de-sac streets for purposes of trying to equate and justify their push for narrow streets. In actuality, these streets are part of a network that provides more than the 2 road access points to Hillview (that Mary McCrea pointed out on a small map during her Powerpoint slide on 8/14). **This expanded map how residents who live in these single family homes on uncrowded streets actually have 11 total routes to access major roads in an emergency.**

The established neighborhoods in the South Hills that the developers pointed to are not comparable in scale, in emergency access (getting out or getting in), or in breathing space. A home there could throw a huge party and not worry about illegal parking. And if somebody did, they would be risking a ticket. That would not be the case at Hillview Crossing. The developers are clearly skilled at controlling the conversation and making pointed, piecemeal efforts to win this or that vote on a condition of approval. I would like to beg the Council to focus on the gaps, what basic information they require - such as about slope of roads and trails and the terrain around them in every direction (THIS IS MISSING AND IMPORTANT). The conditions of approval must match code, and not the developers' desire or demands for a successful and profitable development. What the Mayor wants - or what he might ask for in order to calm down the developers who think they were promised something or cheated out of something - is really not relevant to Council's authority, and responsibility to stay on track, to advance what ensures the health and safety of current residents - and future residents. If something is to be built on that hillside, it has got to work. And think there are other, better options the more I study this current design.

What is still missing, in my opinion, is overarching analysis of the sufficiencies of the access road as well as the other roads - and their interface with other roads (while used by various types of vehicles that will be moving through the development) The drivers of of 32 ton garbage truck stuck on the steep access road on an icy day deserve your attention, as the people in cars behind that truck who are also hoping to turn left onto Hillview Way and get to work or school to pick out their wedding cake. They don't want to be at the car repair shop the next week or worse, the hospital - or worse. So, the hazards have to be identified to see if there is any way to mitigate the risks (both great and small) BEFORE bulldozers arrive. THAT Access road should be of great concern to us all, but most of the presentations and the discussions about roads have focused on the residential roads. Have we even been told what the grade all the roads will be? I wish I could directly ask them how much fill they plan to place at the top and how exactly they plan to stabilize it to withstand 32 ton garbage trucks, an earthquake or even the most damaging perhaps - erosion by water.



# Summary Data - Mary McCrea of Missoula Dvlpt Services / TLI's August 1 Hillside Comparable Report

	Road	Length of road (lin ft)	Width of road	# of homes served	ea has approx street frontage in feet	Parking	# Routes to reach a main road
	Actual						
	Shadow Lane	826	24.3	10	125	One side	It's own short road
	Woodbine	1,100	24.3 / 32.5	16	100 +	1 side / 2 sides	11
	Landon's Way	700		11	110		11
	Macie Way	823	<del>24.3</del> <b>NO</b> <b>Average of 4 samples of widths on Macie Way is 29 feet 3 in.</b>	2 or 3	really open	One side	11
	Hunter Lane	364	28.3	4	?	One side	11
The Colter Court/Macie's Way/Hunter Lane/Landon's Way route is 60% of the length of Road A in Hillview Crossing and serves roughly half the homes		1621		20	?		See map - Jacobs' Attachment C to see 11 routes
	Pintler Mountain RD	984	28	?	?	Both sides	?
	Proposed						
from Hillview to the most northern hammer-head	entire Road A	2720					
lowest residential	Road A- North	1960	35 or 28 or ?	40	60	Both sides	1
highest residential	Road B	1020	35 or 28 of ?	28	60	Both sides	1
the driveway	Road A -South	1400	21	0	60	NONE	

About 1/2 the frontage and up to 4 x as many homes ? TJ

## Notes of Mary McCrea's statements from 8/14 minutes

Shadow Lane is one-third of the length of Road A – in Hillview Crossing and serves one-quarter of the

Landon's Way is 40% of the length of Road A in Hillview Crossing and serves roughly onequarter of the homes.

The Colter Court/Macie's Way/Hunter Lane/Landon's Way route is 60% of the length of Road A in Hillview Crossing and serves roughly half the homes

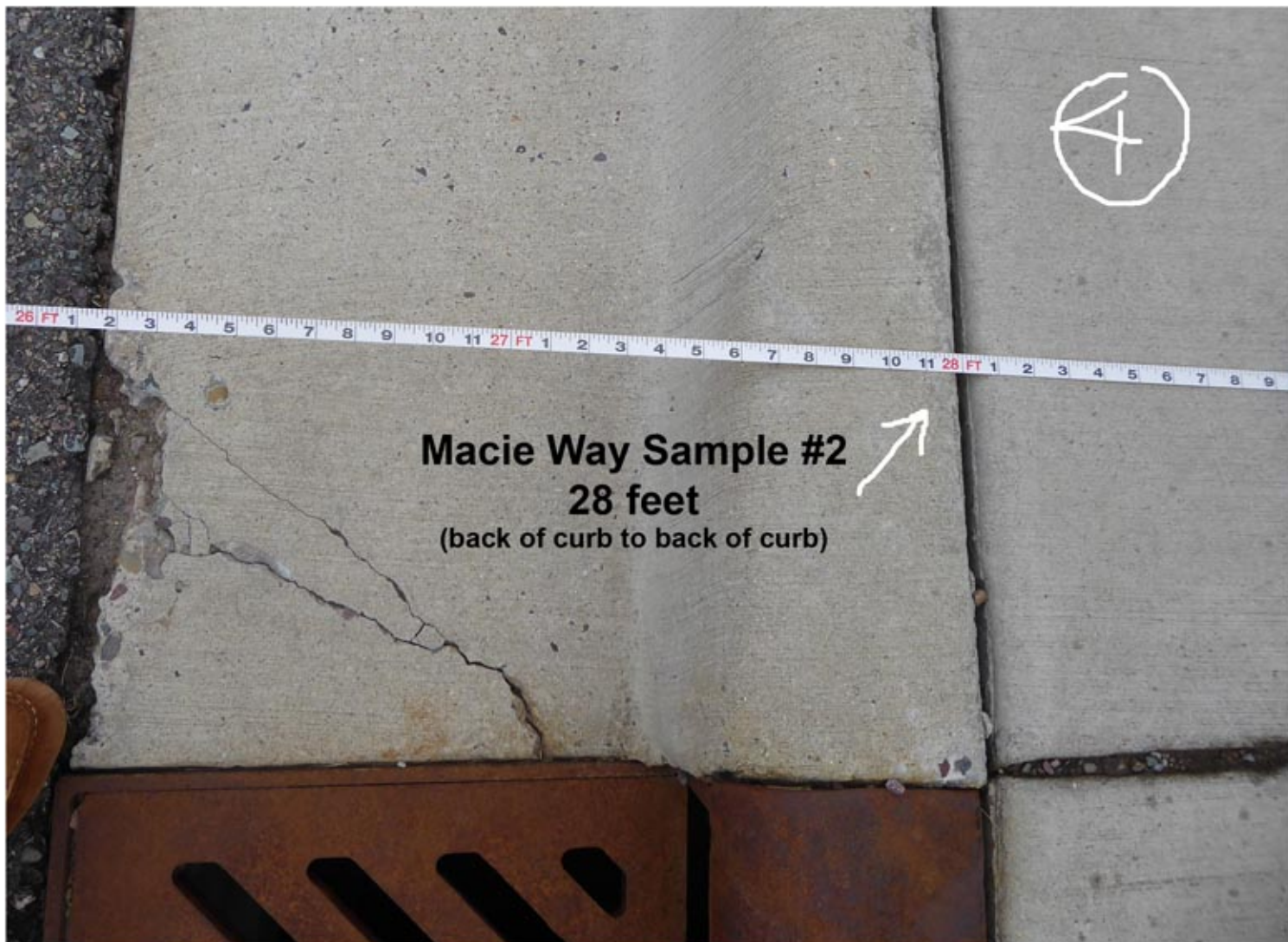
## Visiting some South Hills' Neighborhoods with a measuring tape

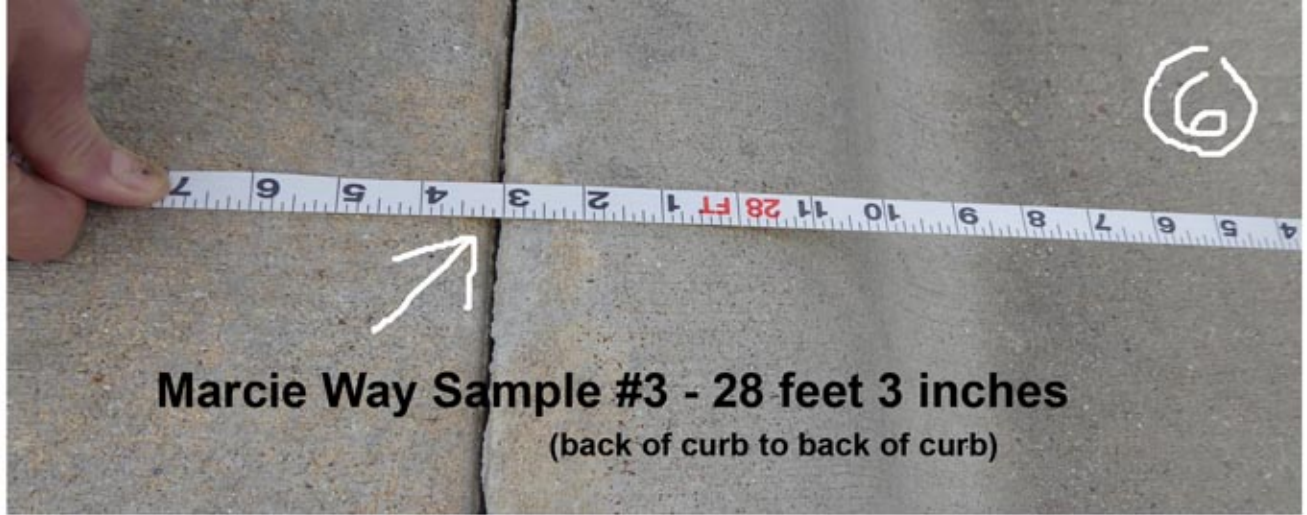


Measuring Macie Way on October 5th starting at the top, at its intersection with Colter. Our first sample was 29 feet wide exactly (back of curb to back of curb).

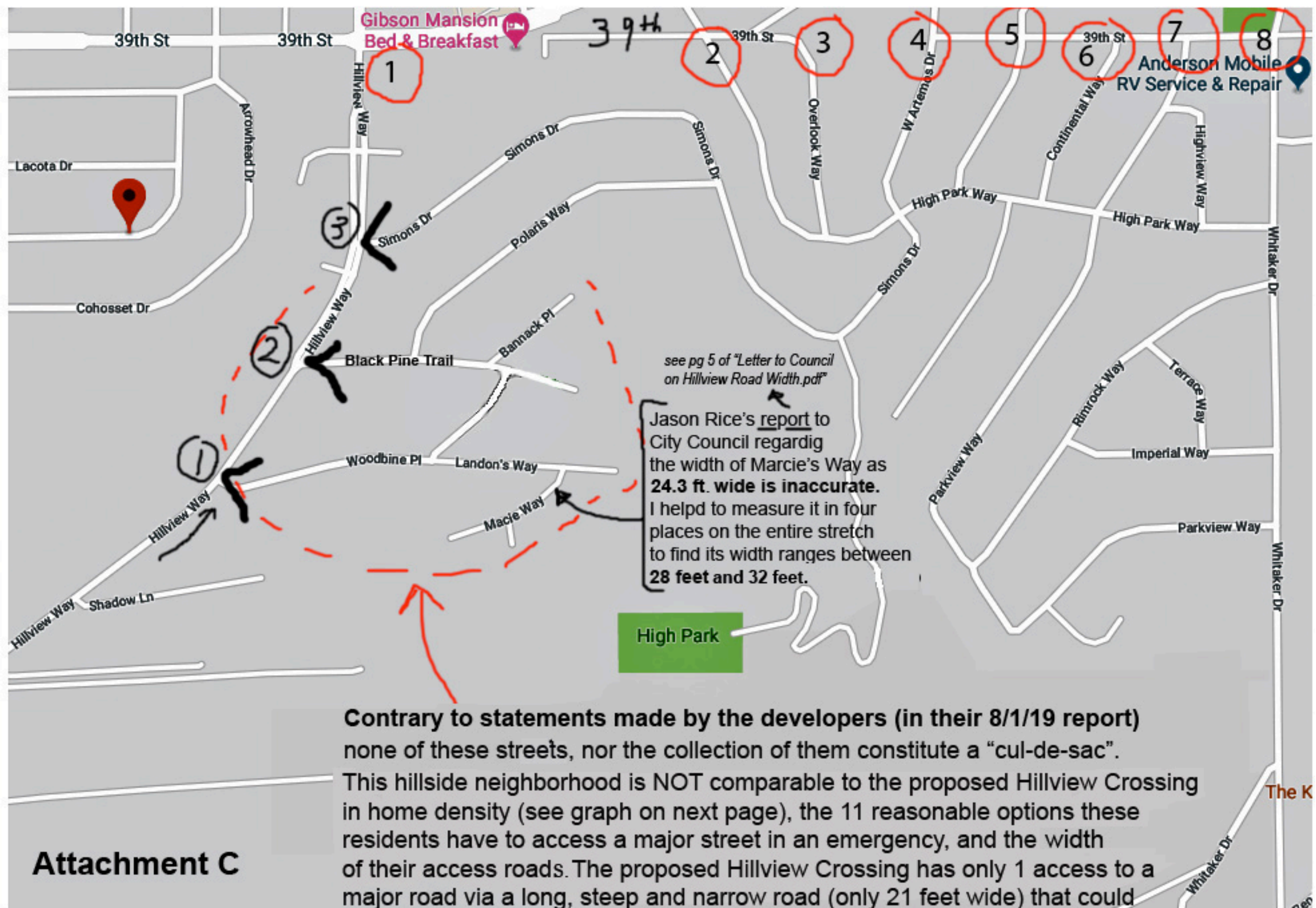
NOTE: Territorial-Landworks Inc stated that this street was 24.3 feet wide on page 5 of its 8/1/19 report. They also erroneously called Macie Way a cul-de-sac street, a drew false conclusions that Macie was narrower than proposed Hillview streets.







This map shows that residents in these single family homes located in the south hills actually have 2-3 routes for cars to get to and from Hillview and 8 routes to get to and from 39th Street in a pinch.



**Attachment C**