

**Public Comment Received as of 8/27/2021**  
**500 South Higgins Avenue Rezoning**

Comment	Date Received	Name
It is critical to make this area a priority for walking and biking. Trails should border this property on 3 sides (all but the south side where there is an existing street). Use as much permeable paving, such as clay brick, as possible. The height should be a maximum of 4 stories, mainly to be human scale. While density is important, so is not being overly dense with high rises that block sun and air. Little car parking is needed here, as there are thousands of parking spaces within a 1/4 mile. Protected bike lanes are important, as are benches, bike parking, safe and connected walkways, bike share if possible, short street crossings, modern single lane roundabouts and great bus/transit service. Thank you, Bob Giordano, Director, Missoula Institute for Sustainable Transportation, mist@strans.org	7/30/2021	Bob Giordano
Building height in the downtown corridor has been a topic of discussion for quite some time and is also addressed in the current version of the downtown master plan. The overall consensus is that we need to start building vertical due to space constraints and to avoid urban sprawl. When is this going to start happening? It seems like many new buildings downtown are following the same height requirements/restrictions that have always been in place. I know this parcel could be rezoned to 125 feet, but at what point are there incentives for a developer to actually build to that capacity?	8/11/2021	Eric Delphy
Future property should 100% be commercial on street level and residential above (multiple stories), as well as having parking in the basement level. All future large scale buildings should have to have some level of underground parking. This is a modern approach beginning to take hold in larger cities making them more pedestrian friendly, while still having vehicles nearby.	8/18/2021	Aaron Ricchio