

**From:** [Sandra Vasecka](#)  
**To:** [Alex Eidam](#)  
**Subject:** Fwd: this is the letter I mentioned in my first e-mail regarding River Road Dvlp to the Planning Committee  
**Date:** Tuesday, March 1, 2022 1:38:52 PM

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Hi Alex,

Can you please submit this to the public record? Thank you!

Sandra Vasecka

Sent from my Verizon, Samsung Galaxy smartphone  
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**From:** DANIEL JO BECK <BECKMSLA@msn.com>  
**Sent:** Monday, February 28, 2022, 6:01 PM  
**To:** Sandra Vasecka  
**Subject:** this is the letter I mentioned in my first e-mail regarding River Road Dvlp to the Planning Committee

My name is Jo Beck and I live with my husband, Dan, at 605 Carter Court. We moved into this neighborhood on Carter Court four years ago because it had a strong Homeowner's Association and well-enforced covenants in an enjoyable neighborhood tucked off River Road. We were told that this neighborhood was the last high density building development (13 houses) that the city would plan in this area, and it was only approved then for high-density because it was a 55-and-older neighborhood. We all pay monetary yearly dues to keep the common area trees and lawn in good condition. We all have flowers and trees and vegetable gardens and work to make this neighborhood a beautiful place to live in an area of town that has had disjointed planning and some seriously blighted areas. The proposal to rezone this property from approximately 10 homes to 19 adjacent to Carter Court is simply put, an affront to all of us. The meeting held by the developer last summer did not mention rezoning, variances or 19 townhomes or even what type of development they were planning. They said they wanted neighborhood input which we gave in the context of the meeting, but it was very vague with little answers from the developer's representative as to what was coming so there was little to comment on. We all recognize that this property is attractive to developers,

and we all recognize that Missoula has a housing and rental shortage. We would hope this committee would see how ridiculous rezoning from 8-10 homes to 19 townhouses is while also requesting four variances. This acreage is roughly the size of Carter Court, and we are tight with 13 and if you study the map, you can see how small the backyards are for the Carter neighbors abutting this property. We have a cul-de-sac that allows for emergency vehicles and service trucks to turn around as well as an area for road snow to be pushed in the winter as the street gets very narrow when people shovel their sidewalk snow to the curb. This will not be possible with this new proposed development. Our covenances do not allow for street parking except from guests as this street is narrow enough and when we have parking from visitors, it is too narrow for 2 cars to pass one another. This rezoning plans for two-story townhouses that can site the home within 20 feet of the Carter homeowner's back yard on the east side of the development – with parking on only one side of the street. The sun will be blocked – which means late thawing in the spring and not enough sun for flowers or a garden in these very small backyards that add to the well-being of our neighbors and to our quality of life. We call Missoula the Garden City – we want our gardens to be preserved. Our covenances do not allow for homeowners' street parking because we do not have the street width to allow on-side parking and we also do not allow owners to have vehicles that cannot be stored in a garage in order to keep the neighborhood clean of used cars, trailers, motorcycles, etc. – in other words, we work hard to make this an attractive neighborhood that Missoula can be proud of. We would welcome a new neighborhood that Missoula could be proud of. If you allow for 19 homes on the same number of acres, you will probably have two cars to each household – possibly more. Add onto that, trailers, motorcycles, a possible third car and your neighborhood goes to a jammed up mess with little space for safety vehicles, garbage trucks, delivery trucks, etc. Will Carter Court be the overflow parking lot because a developer decides that 19 homes could be built without adequate parking, garage space, normal sized streets and sidewalks? This is a quality-of-life issue and this new neighborhood could be done well within the parameters of the current zoning. I really want to know - when does a developer's need/greed outweigh the current residents that will be affected greatly by this poor planning? We are not against this development – we are against poor development. The

developer has stated that unless these rezoning and variances are approved, the owner will not be able to make enough money and will probably forego the development. The land was inherited by the current owner – clearly building 8-10 houses in this housing market will sell quickly and make a nice profit.

There is one more thing I would like to add to this that cannot be underestimated- and that is the complete lack of adequate infrastructure to support a larger development. The trailer court that is north of Carter Court across River Road lost some parking last summer due to overflow parking in this area causing safety hazards. You can guess where many of the occupants choose to park their vehicles and trailer when parking was reduced due to the hazard – good ol' Carter Court. We had oil draining on the road from leaking trucks and trailers and a traffic jam directly off River Road when homeowners were trying to get around a parked truck while someone else is coming into Carter off River Rd. Imagine if this was an emergency vehicle trying to get through. There are four street (proposal makes five) that all route onto River Road in a very small area. The trailer park has 30 trailers and inadequate parking which overflows to the front of River Road and in front of the proposed development (that will be eliminated with this proposal.) There is also Saulter Drive, Carter Court and Missy Way and this new street. This area where these five streets flow is the **narrowest** of the entire River Road section from Russell to Reserve. I urge you to drive here and look at how close these feeder streets are to each other onto River Road are and how narrow and how dangerous this will be if we add 19 more households with multiple drivers from each home. I am a walker and hiker. I was thrilled with the new Russell Street bridge and the underpass as well as River Front trail access from River Road. However, walking or riding a bike on River Road to get to the bridge to meet the trail is taking your life in your hands. The road is narrow, poorly maintained, and no shoulder to safely walk or ride on. Cars and trucks speed on this road as it's a straight-away from Reserve to Russell with no stop signs. Children walking from the bus or riding bikes on this road is dangerous – and an embarrassment to our city. When my grandchildren visit, we must load up the car and drive the ONE block to LaFray Park because there is no place to walk to get there that is safe as you have to walk right **ON TOP** of the road! One of the main feeder streets to River Road is Curtis Street. I urge you all to drive down Curtis onto River Road and get a feel for these other feeder roads. Curtis doesn't even

have lane lines painted on it - the so-called sidewalk is an extra layer of asphalt shoved up haphazardly onto the side – the asphalt walk is not maintained by the city so if you are walking on it – especially in the winter – beware! This street is also notorious for potholes but you don't dare go out of your lane to avoid one as there is barely enough room on this road for two cars. I urge you to also drive down Wyoming Street near the Food Bank– another feeder into River Road. This street has parking on both sides as it is a large area of rental units with again, inadequate parking. If you are driving near the Food Bank and a car is coming in the opposite direction, you are lucky to safely drive by or you slow down or stop to let the car pass.

While the Mountain Line bus service is .70 miles away, the only way to get there is walking on River Road with speedy drivers and a very small stretch of sidewalk less than a block long on one side of the road until you reach the new bridge. This is a safety hazard that has yet to be addressed and I am guessing will only be addressed when there is an injury or death from a pedestrian. This side of town deserves to have good solid planning that listens to the neighbors who are impacted, that heeds safety issues and provides Missoula with another neighborhood that can be an example of a housing development that works and improves Missoula. This request for rezoning is not that with the inadequate infrastructure and safety issues so apparent. **This is a low and middle-income neighborhood, and we would like to be treated as if we are not the “stepchild” for rampant rezoning and unlimited variances and the associated problems of safety and poor planning.** Good planning for tomorrow starts today and shouldn't be driven solely by how much housing we can cram into one area regardless of safety or neighborhood infrastructure concerns. We deserve better and so does the city of Missoula.

I appreciate your time and thank you for considering our concerns.

Jo Beck

Carter Court HOA President

605 Carter Court

Missoula, MT 59801

Sent from [Mail](#) for Windows