

**From:** [Troy Monroe](#)  
**To:** [Aaron Wilson](#); [Dave DeGrandpre](#); [Steve Reichert](#)  
**Cc:** [Mary McCrea](#)  
**Subject:** RE: Greenough Heights Subdivision conditions of approval question for DRT Thursday  
**Date:** Thursday, March 3, 2022 10:00:56 AM  
**Attachments:** [image001.png](#)

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We are not proposing them to connect off-site. We are requiring them to install boulevard on-site, except at the gully, which will be curbside due to already needing a retaining wall. On-site they are giving an additional ROW to fit the boulevard and sidewalk.

**Troy Monroe PE**

City Engineer for Development Review  
Department of Public Works & Mobility  
Infrastructure & Mobility Division

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**From:** Aaron Wilson  
**Sent:** Thursday, March 3, 2022 9:58 AM  
**To:** Dave DeGrandpre <[DeGrandpreD@ci.missoula.mt.us](mailto:DeGrandpreD@ci.missoula.mt.us)>; Troy Monroe <[MonroeT@ci.missoula.mt.us](mailto:MonroeT@ci.missoula.mt.us)>; Steve Reichert <[ReichertS@ci.missoula.mt.us](mailto:ReichertS@ci.missoula.mt.us)>  
**Cc:** Mary McCrea <[McCreaM@ci.missoula.mt.us](mailto:McCreaM@ci.missoula.mt.us)>  
**Subject:** RE: Greenough Heights Subdivision conditions of approval question for DRT Thursday

I may be late to the discussion here, but one of the challenges we have on Greenough Dr is we don't have a future typical design for the corridor yet, so anything we put in is going to limit us in the future.

While I'm supportive of connecting to existing sidewalks, especially for the residents of this new development, it is a bit of distance to construct. However, the safety and transportation benefits are certainly substantial through that section where we currently lack any safe, accessible non-motorized connection beyond the existing sidewalk.

If we do recommend making the connection, we will need to get ROW identified along the east side of Greenough Dr, and will need to try develop a corridor design unless we are all comfortable perpetuating the curbside sidewalk existing and along the subdivision frontage.

Let me know if additional conversation is warranted on this.  
-Aaron

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**From:** Dave DeGrandpre <[DeGrandpreD@ci.missoula.mt.us](mailto:DeGrandpreD@ci.missoula.mt.us)>  
**Sent:** Tuesday, March 1, 2022 6:49 PM  
**To:** Troy Monroe <[MonroeT@ci.missoula.mt.us](mailto:MonroeT@ci.missoula.mt.us)>; Steve Reichert <[ReichertS@ci.missoula.mt.us](mailto:ReichertS@ci.missoula.mt.us)>  
**Cc:** Aaron Wilson <[wilsona@ci.missoula.mt.us](mailto:wilsona@ci.missoula.mt.us)>; Mary McCrea <[McCreaM@ci.missoula.mt.us](mailto:McCreaM@ci.missoula.mt.us)>  
**Subject:** Greenough Heights Subdivision conditions of approval question for DRT Thursday

Troy and Steve,

The subdivision regulations require a subdivider to provide active transportation facilities that provide safe routes to schools, playgrounds, bus stops, and public parks. The Greenough Heights subdivider plans to build sidewalk along the W. Greenough Drive subdivision frontage, but the nearest sidewalk to the southwest is roughly 760 feet from the property. This sidewalk leads downhill to Greenough Park and can lead to the Mountain Line bus stop at the intersection of Van Buren and Broadway. I saw in the Urban Transportation Plan complete street improvements are planned (project no. 99), but the timing is unclear. A proposed condition of approval is to require the subdivider to waive the right to protect SID improvements, including non-motorized facilities. Is this sufficient in your opinion, or should we press to require the subdivider to extend the sidewalk 760 feet to the SW? I just want to give you a heads-up I will be bringing this up on Thursday.

Thanks,

**Dave DeGrandpre, AICP | Land Use Supervisor**

Community Planning, Development & Innovation

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