

An aerial photograph of a town and a large building complex. The town is in the upper half, with houses and trees. The building complex is in the lower half, featuring a large brown-roofed building and several smaller buildings. A parking lot with many cars is between them. The background shows rolling hills.

Friends of Grant Creek

Planning Board & City Council Presentation

May, 2022

Grant Creek Valley – Residences & Visitors

◆ Current Residences

- 635 (single- and multi-family) in Grant Creek
- 105 new apartment units Grant Creek Village

◆ 2920 Expo Pkwy Current Zoning Allows:

- South parcel: 344 apartment units; site constraints limit to about 200 units
- North parcel: 158 houses; site constraints limit to about 125 houses

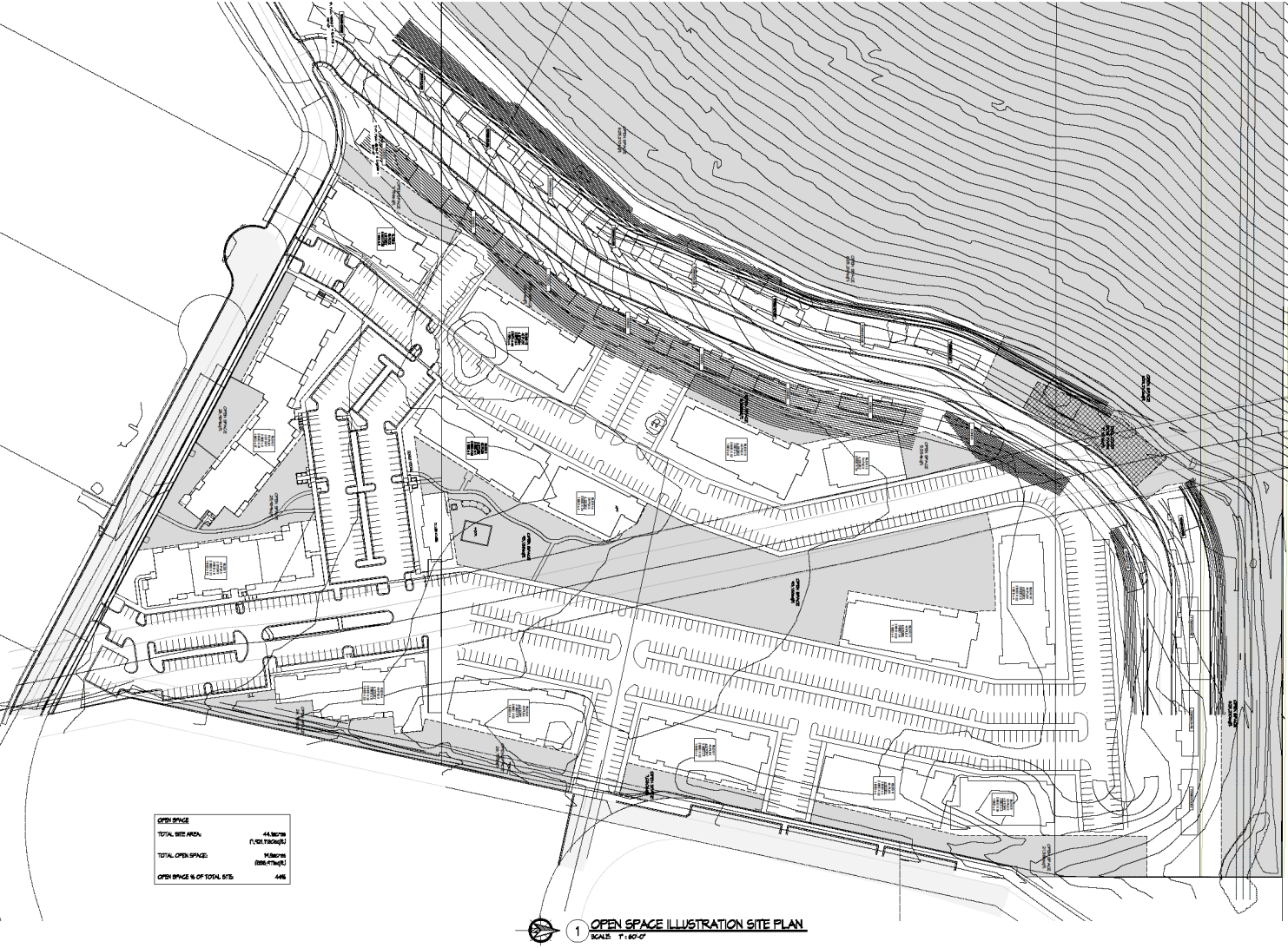
◆ Rezone: Residences Allowed

- 1,195 multi-family units; site constraints will reduce this number

Missoula Gateway Visitors

- Gas station/convenience store
- Coffee Shop/2 Restaurants
- Hotels
 - 4 hotels = 374 rooms/vehicles
 - 3 potential hotel sites on Expo Pkwy (200-300 rooms/vehicles)
- RMEF – 40,000 visitors/yr. plus schools
- Montana Snowbowl
 - 250 – 400 vehicles/day @ Snowbowl
 - Up to 50+ vehicles/day @ lower lot

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PRELIMINARY NOT FOR CONSTRUCTION

[illegible]

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Date:	06-28-2021
Set I.D.:	SCHEMATIC SITE DESIGN Sheet #:

**SCHEMATIC
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GRANT CREEK VILLAGE
A MONTANA
SQUA

GRANT CREEK VILLAGE
MISSOULA, MONTANA

2920 Expo Pkwy Rezone Parcels

Total Area = 44 acres

- Southern Parcel = 8.7 acres
- Northern Parcel = 35.3 acres
- Developable Land = 28.5 acres

Potential Rezone Dwelling Units

344 + 1,195 units

43-53 units/acre

Developer proposes to limit to 700



**High Density = 24-43 units/acre (GP p.122)*

2920 Expo Pkwy – SUPPORT for Existing Zoning

- Meeting Missoula's Housing Needs Equitably
 - Shared responsibility to provide housing *according to site constraints*
- Provide New Residents with a Neighborhood
 - SUSTAINABLE, complementary, cohesive
 - Mixed housing types; mixed-use development
 - Rental units in a neighborhood setting
- Appropriate Density for Site & Infrastructure
 - 125 houses + 200 apartment units
 - 28.5 developable acres
 - 11.4 units/acre density
- Existing Zoning
 - Public Process
 - Strong community support
 - Grant Creek Area Plan



2920 Expo Pkwy - Opposition to Rezone Application

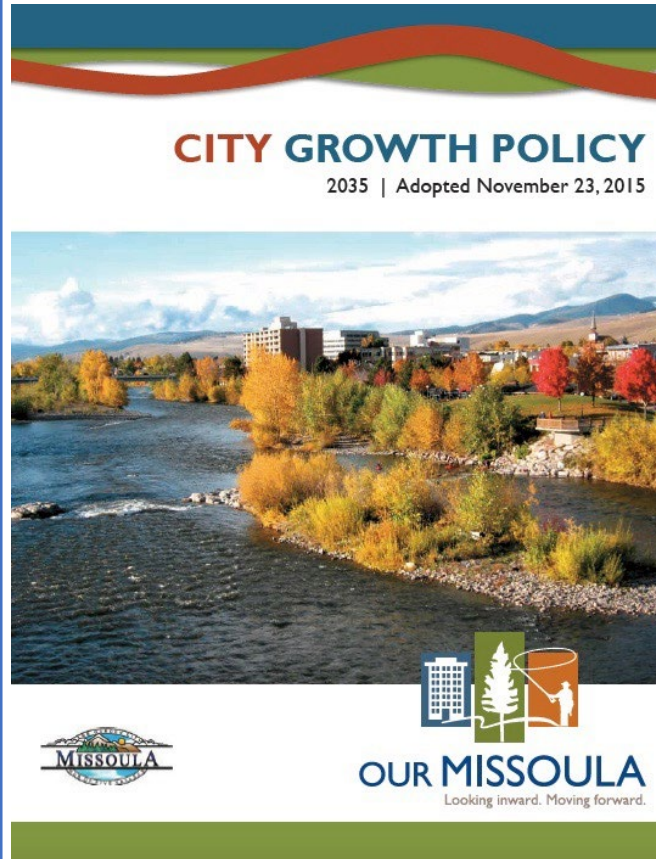
- Friends of Grant Creek
 - Neighborhood Meeting March 29, 2022
 - Supporting Development and Existing Zoning
 - Opposing High Density Rezone
- Protest Petitions
 - 40% property owners within 150' of rezone area
 - 2/3 city council vote for approval



Rezone Review Criteria: 1.a. Growth Policy

“Whether the zoning is made in accordance with a growth policy”

- ⊘ Safety and Wellness
- ⊘ Livability
- ⊘ Economic Health
- ⊘ Housing
- ⊘ Community Design
- ⊘ Environmental Quality

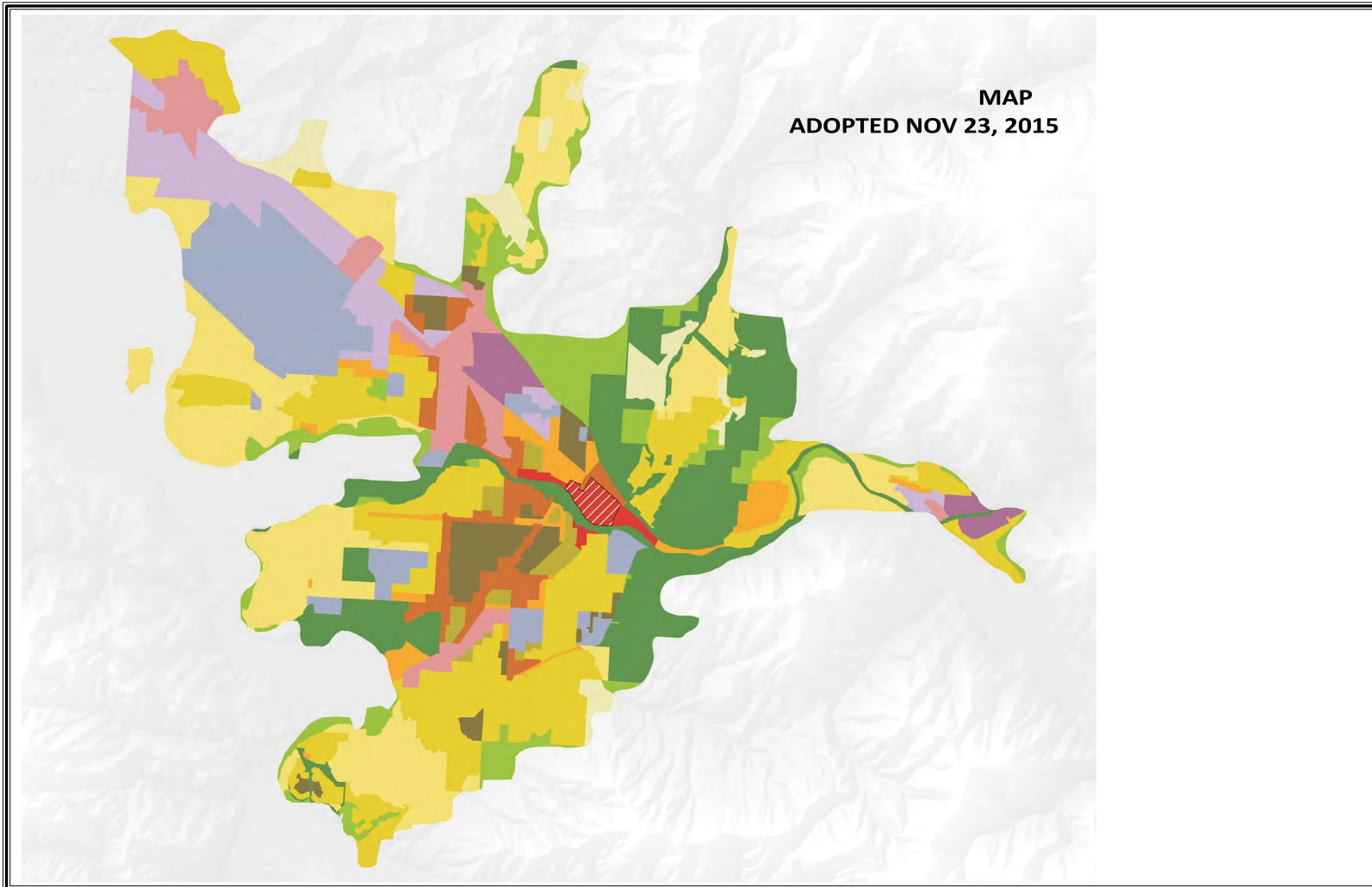


Grant Creek Area Plan (1980)

“Regardless of age of plan, some neighborhoods are still invested in, and rely on, their plans for guidance and continue to work on implementation.” (p. 140)

“In all cases, the land use recommendations from the Growth Policy and associated neighborhood plans should be viewed in conjunction with the goals, objectives and actions of the Growth Policy.” (p. 143-144)

Missoula Urban Area - Future Land Use Designation Map (p.128)



LAND USE DESIGNATIONS ON THIS MAP ARE APPROXIMATE AND MUST BE READ IN CONJUNCTION WITH THE LAND USE DESCRIPTIONS AND POLICY STATEMENTS FOUND IN THE GROWTH POLICY DOCUMENT. ANY POLICY DECISIONS BASED ON THE DESIGNATIONS SHOULD CONSIDER SITE-SPECIFIC CONDITIONS.

(map detail)

“Decisions and implementation based on these designations should include consideration of the entire Growth Policy (including policy statements) and site-specific conditions.” (p. 114)

Rezone Review Criteria - 1.a. Growth Policy

“Whether the zoning is made in accordance with a growth policy”

- ⊗ **Livability** – From U.S. Senate Bill 1619 “The Livable Communities Act”
 - ⊗ Safe, walkable, aesthetically pleasing, with clean air and water
 - ⊗ Lower combined cost of housing and transportation; provide homeownership opportunities
 - ⊗ Easy accessibility to amenities and local services
 - ⊗ Avoid traffic congestion and minimize hazards
 - ⊗ Safe, reliable transportation choices
 - ⊗ Preserve community and neighborhood character; involve community

Rezone Review Criteria - 1.a. Growth Policy

“Whether the zoning is made in accordance with a growth policy”

⊗ Economic Health

- ⊗ Create housing for the workforce **that doesn't require the use of automobiles**
- ⊗ Provide a good street network with viable transportation options
- ⊗ Walkable Neighborhood
- ⊗ Support Focus Inward Concepts

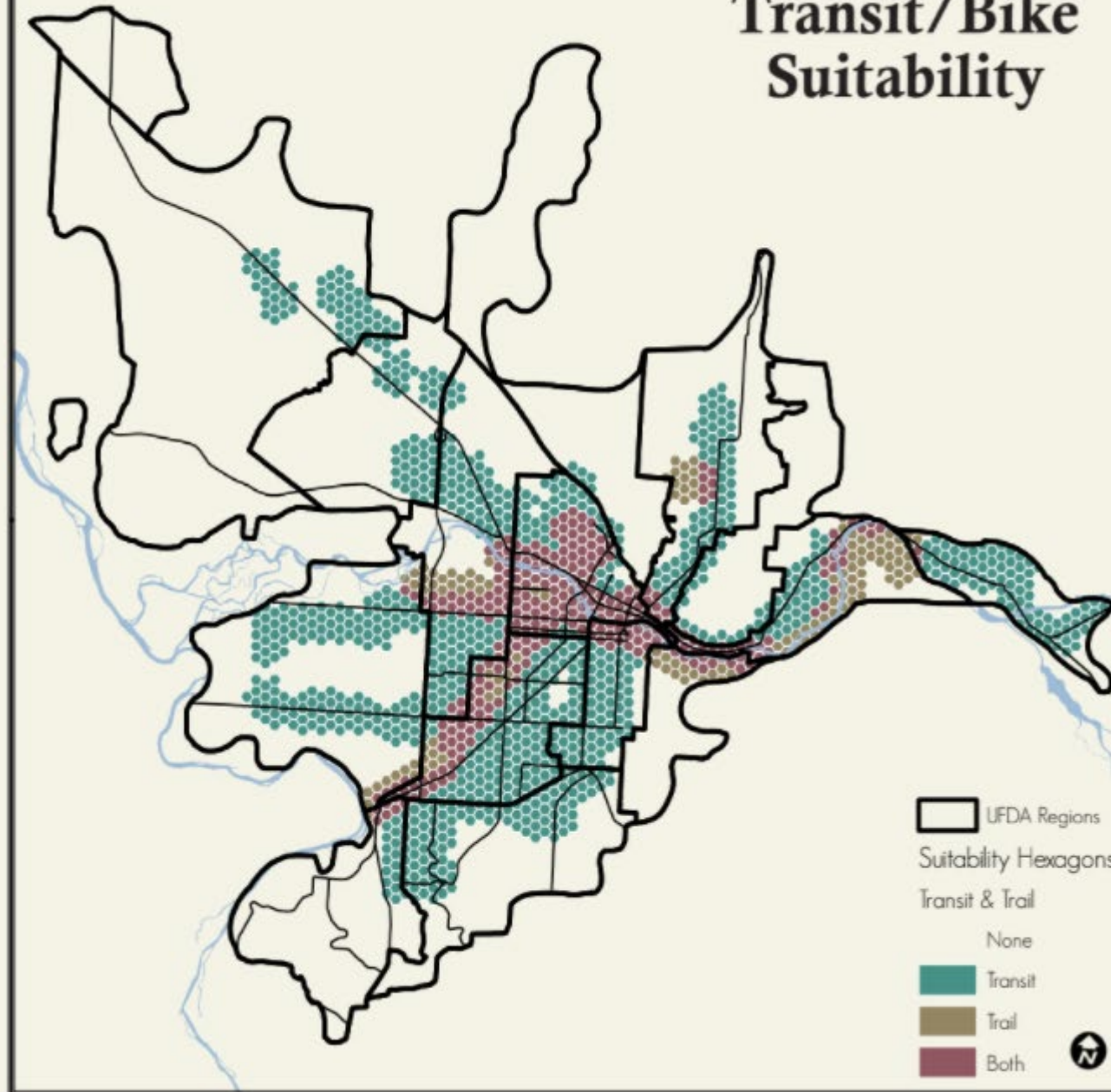
Our Missoula City Growth Policy 2035, pp. 30, 39, 44, 47-58, 61-63, 71-73, 76-78

Rezone Review Criteria - 1.a. Growth Policy

“Whether the zoning is made in accordance with a growth policy”

- ⊘ Housing - a variety of housing types; allow for movement within the market
 - ⊘ Supply homes for renters and home buyers
 - ⊘ Compatible with surrounding areas; constructive neighborhood involvement
 - ⊘ DECREASE cost of living
 - ⊘ **Lower commute times**
 - ⊘ **Public transit options**
 - ⊘ **Multi-modal system**
 - ⊘ **Reduce reliance on vehicles**
 - ⊘ **Locate near employment, retail and service**

Transit/Bike Suitability



Development *should* occur

“...near transit/biking/walking routes”

Growth Policy Action Item #10.19

“...that can utilize non-motorized and public transportation facilities.”

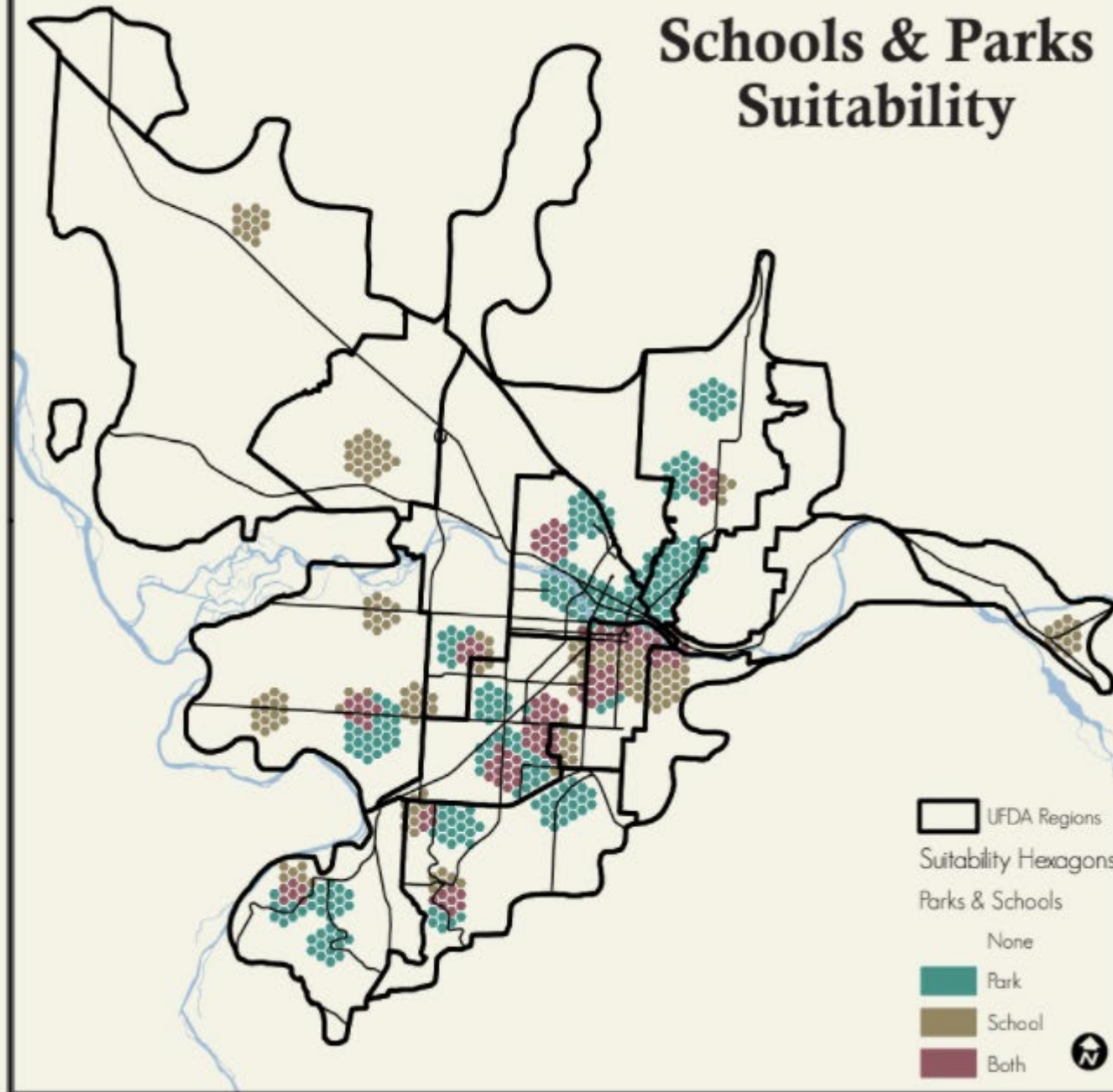
Growth Policy Action Item #5.3

The map at left shows current transit stops and the Commuter Trail Network. The Growth Policy encourages development close to transportation options to help create less auto-dependent, affordable, and walkable neighborhoods that are less reliant on expensive street and road infrastructure and that support healthy lifestyles.

This map recognizes a strong commuter “spine” that joins East Missoula through downtown to the Brooks Corridor, while the gaps in this map could help identify potential for additional transit stops or improved trail connectivity.

The Growth Policy Action Items 10.19 and 5.3 state that the community should “Locate higher-density housing near transit/biking/walking routes” and “Incentivize development that is close to existing infrastructure and that can utilize non-motorized and public transportation facilities.” In addition, the Housing chapter’s Goal H3 advocates that development patterns “increase the proportion of residents who have access to a multi-modal transportation network that provides accessibility for pedestrians, bicycles, transit as well as vehicles.”

Schools & Parks Suitability



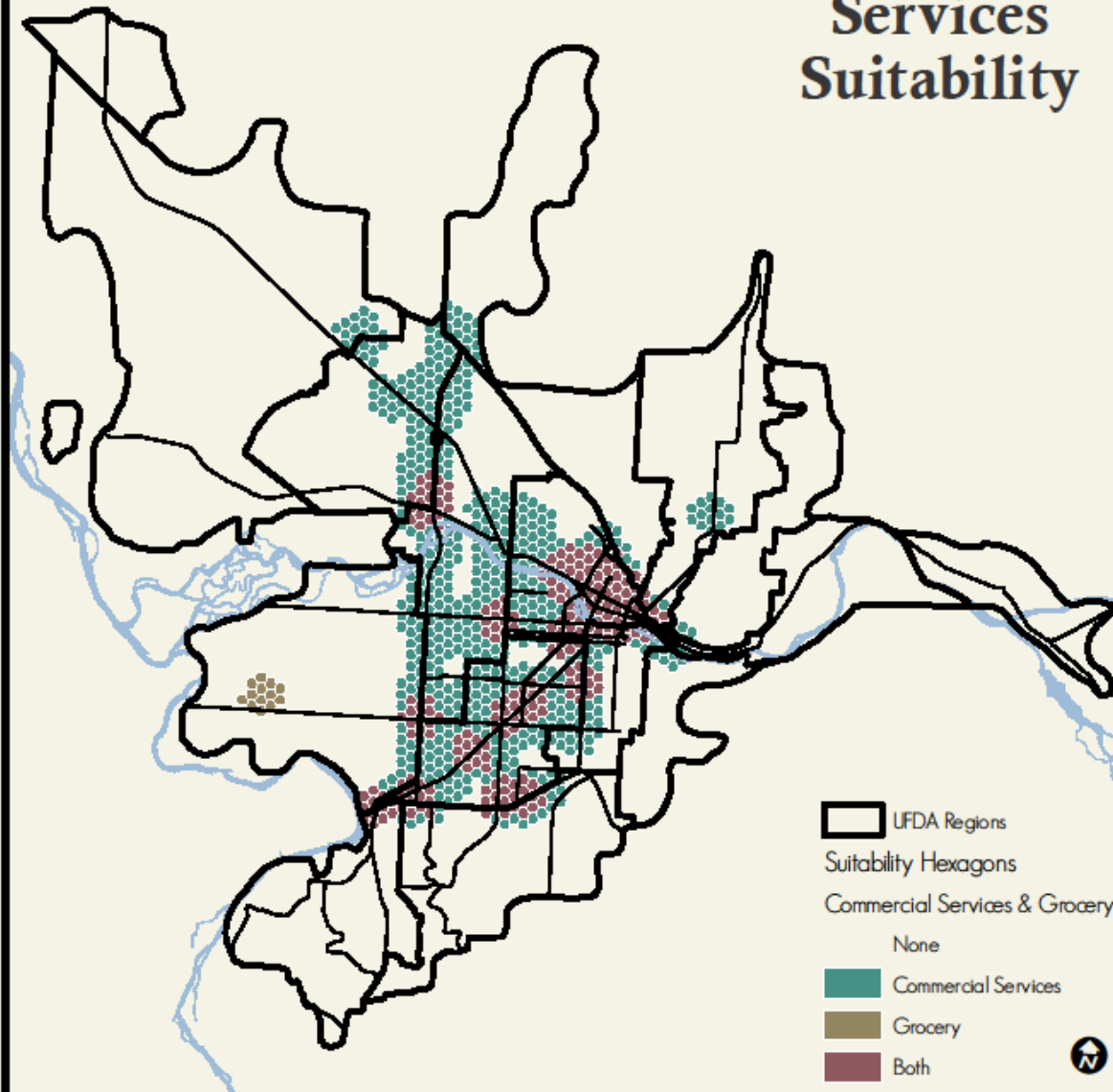
Development *should* occur

...near schools and parks.

The Growth Policy provides goals and objectives that ensure access to open spaces and educational opportunity. Parks and schools add to the community's character, are beneficial for property values, and provide public gathering places for education, recreation, and unstructured play. Developing within a context of schools and parks reinforces the community's value for nature, walkability, and other social and physical factors that make Missoula a desirable place to live. The protection of these factors is reflected by Goal CD2 in the Community Design chapter: "Protect and enhance Missoula's strong sense of place by connecting, supporting and protecting the community's existing distinctive qualities including natural resources, the vibrant diverse community, distinct neighborhoods, and downtown." Other related goals and objectives can be found in the Livability and Safety & Wellness chapters.

The parks shown in the map at left only include large parks, or those that have activity areas such as fields or playgrounds. Schools used in the map are accredited, public, and appear to be fairly evenly distributed. Locating new residential developments near these features would provide residents with access to education and support healthy lifestyle choices.

Services Suitability



Development *should* occur

“...within walking distance to grocery stores and other basic necessities.”

Growth Policy Action Item #5.2

The map at left shows hexagons that are within a quarter-mile of commercial services and/or grocery stores. Grocery stores that carry a variety of goods and that are open to a range of customers were used. These stores all participate in the SNAP program and are not mini-marts or specialty item stores. The City of Missoula's commercial B and C zones, and the downtown area contain a wide mix of uses assumed to contain various commercial services and serve diverse needs. The Rattlesnake Gardens Neighborhood Overlay zoning district is presumed to provide similar services in an otherwise primarily residential region. With the exception of the small grocery in the Target Range - Orchard Homes region, the pattern of these features primarily hugs the core.

Developing near services is called for in Growth Policy Action Item 5.2: “Incentivize mixed use development so that residences are within walking distance to grocery stores and other basic necessities.” The Growth Policy's Livability chapter also encourages this through Goal L5: “Neighborhoods should have easy accessibility to amenities and local services to meet the needs of an expanding diverse population.”

Composite Suitability

Suitability

Where development *should* occur.

When the previously listed desirable features are layered together, this composite map is the result. Any suitability above zero is within 500 feet of both sewer and water.

Tier 1: "Minimally Suitable" hexagons are within 500 feet of public sewer and water. Infrastructure costs can be a burden on development, so developing where infrastructure already exists helps lower construction overhead and should translate to improved affordability. This tier is primarily found along the fringe.

Tier 2: "Fairly Suitable" hexagons are within a quarter mile distance of any two of the following suitable features: commercial service areas, grocery stores, transit stops, commuter trail, parks, or schools. This generally runs along the edge of the core.

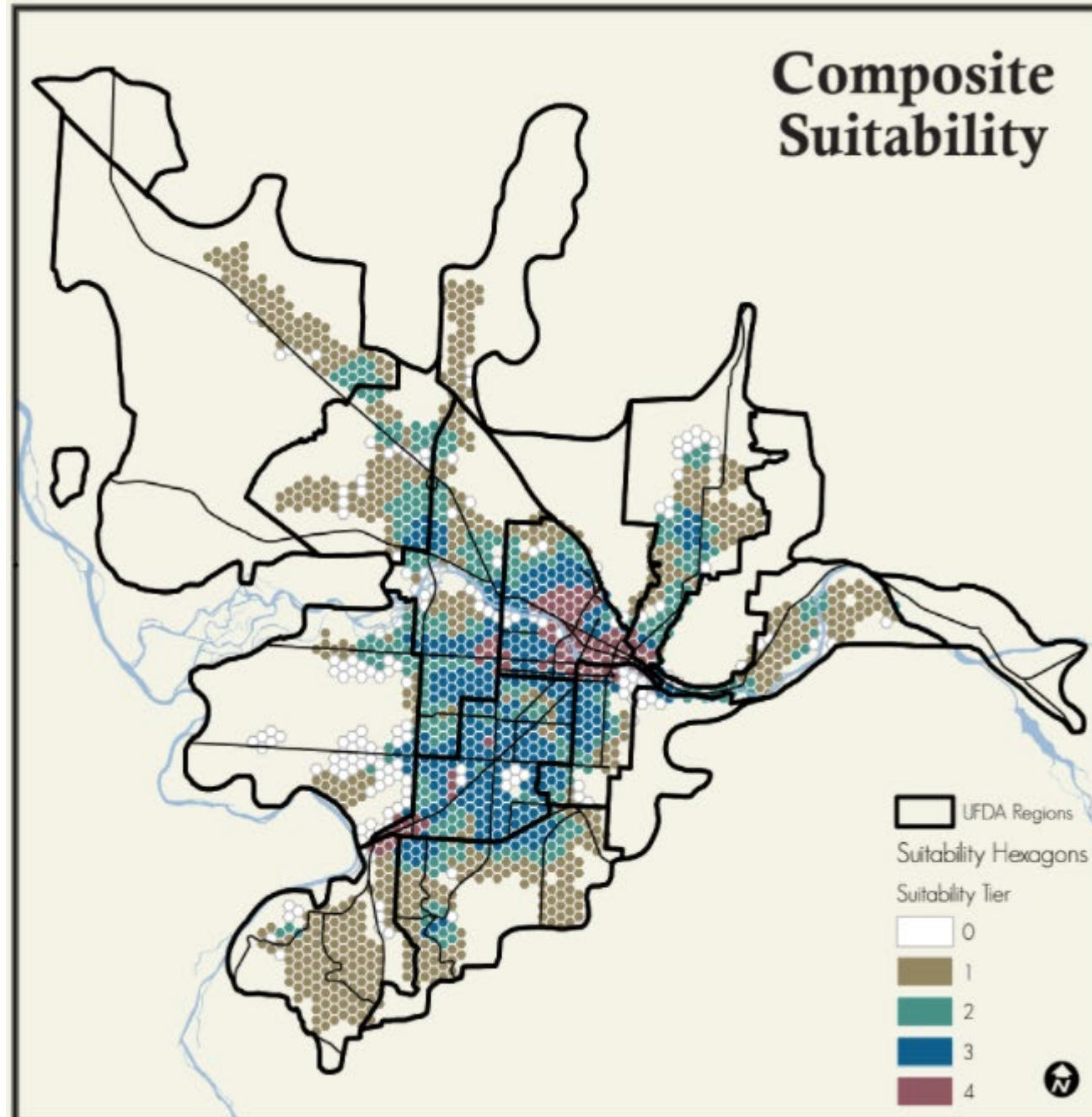
Tier 3: "Suitable" hexagons have a similar criteria to Tier 2, but require that three or more features are within a quarter mile.

Tier 4: "Very Suitable" hexagons are within walking distance of a commercial service area, a grocery store, a commuter trail, and a transit stop. This strict criteria shows the top tier of suitability inside the core.

Tier 0: "Future Potential" hexagons have future suitability in either Tier 2 or 3 once they receive sewer, water, or both. A large area of Tier 0 can be found near the Fort Missoula regional park where added sewer and services would increase to Tier 3.

Any land outside of these five tiers is currently considered Unsuitable for residential development. However, suitability is dynamic. Land that is currently considered Unsuitable could soon be at Tier 2 with infrastructure improvements and expanded transit coverage for example. This makes "Focus Inward" a flexible and adaptive concept that opens opportunities for place-making along the fringe.

The Suitability concept is intended to reflect the ideals that guided the Our Missoula 2035 City Growth Policy and recommended land uses: to radiate density from the core, and to organize around pedestrian-friendly community services, gathering places, and transportation systems. Unsurprisingly, the Suitability Hexagons generally radiate outward in decreasing tiers as they move from the highly suitable downtown/core toward the fringe.



Rezone Review Criteria - 1.b. Safety from Fire/Danger

⊘ *“Whether the zoning is designed to secure safety from fire and other dangers”*

Single Ingress/Egress

- Road lacks shoulder

Wildland-Urban-Interface

- Major wildfire – not “if” but “when”

Our Missoula Growth Policy 2035 pp. 37, 44, 46, 83



Rezone Review Criteria - 1.f. Transportation Effects

- ⊗ *“Whether the zoning considers the effect on motorized and non-motorized transportation systems”*
 - ⊗ Traffic Congestion north and south of I-90 interchange
 - ⊗ Emergency services – exceeding minimum times
 - ⊗ Residents – work/school commuting, errands
 - ⊗ Seasonal traffic flows – hotels, Snowbowl, RMEF
 - ⊗ No public transportation
 - ⊗ Non-motorized transportation
 - ⊗ No trail connection south of RMEF to city center
 - ⊗ N. Reserve bike lane
 - ⊗ N. Reserve St.
 - ⊗ Currently **busiest** roadway in Montana (MDT 2019)
 - ⊗ Contains 5 of top 10 **most dangerous** intersections in Montana (2014-2016 MDT)

G. Review Criteria

In reviewing and making decisions on zoning amendments, the zoning officer, Planning Board and City Council must consider at least the following criteria:

1. whether the proposed zoning amendment is consistent with §76-2-304, MCA;
 - a. whether the zoning is made in accordance with a growth policy;
 - b. whether the zoning is designed to secure safety from fire and other dangers;
 - c. whether the zoning is designed to promote public health, public safety, and the general welfare;
 - d. whether the zoning is designed to facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements;
 - e. whether the zoning considers the reasonable provision of adequate light and air;
 - f. whether the zoning considers the effect on motorized and nonmotorized transportation systems;
 - g. whether the zoning considers the promotion of compatible urban growth;
 - h. whether the zoning considers the character of the district and its peculiar suitability for particular uses; and
 - i. whether the zoning conserves the value of buildings and encourages the most appropriate use of land throughout the jurisdictional area
2. whether the proposed zoning amendment corrects an error or inconsistency in the zoning ordinance or meets the challenge of a changing condition;
3. whether the proposed zoning amendment is in the best interests of the city as a whole.

Rezone Review Criteria - 1.g. Compatible Urban Growth

⊗ “Whether the zoning considers the promotion of compatible urban growth”

- Surrounding Densities
 - Old Quarry Rd. Neighborhood
 - 8 units/acre
 - Rocky Mountain Elk Foundation
 - 20.4 acres – 2 buildings
 - Cottonwoods
 - 6.12 acres - 17 units/acre
 - Current Zoning
 - 28 acres - 18 units/acre
 - **Proposed Zoning**
 - **28 acres – 43+ units/acre**

Our Missoula City Growth Policy 2035 pp. 30-32, 71-72



Approved/Zoned But Undeveloped Lots in Grant Creek & Approved Parking Lot Capacity - Full Build Out

<u>Subdivision Area</u>	<u>Lots</u>	<u>Vehicles @ 2/per lot</u>
Prospect Meadows	1	2
Pinehill	1	2
Grant Creek Hills	3 (one lot under construction)	6
Keegan Trail	5	10
Lime Springs	7	14
Grantland-Glen Eagle PUD	92*	184
Glen Eagle 5 acre minimum	8 (2 lots under construction)	16
Glen Eagle proper	<u>1</u> (house recently completed)	<u>2</u>
TOTAL VACANT LOTS:	118	TOTAL VEHICLES: 236 (multiple trips/day)

Grantland- Glen Eagle – a Legacy PUD acquired by Missoula County (as a result of the settlement of a lawsuit) with infrastructure in place.

<u>Commercial/Recreational Parking</u>	<u>Total Vehicle Capacity</u>
Snowbowl@Ski Area*	1040 (2 trips/day)
Snowbowl@ Lower GC**	38 (multiple trips/day)
Bluebird Trailhead (designated parking)	<u>12</u> (multiple trips/day)***
SUBTOTAL	1090
 Three (3) Vacant Commercial Lots on Expo Parkway	 <u>484</u> (minimum 2 trips/day)****
 TOTAL VEHICLE PARKING LOT CAPACITY	 1574 vehicles

***Parking Lot Capacity AT Snowbowl Ski Area** (from Forest Service Record of Decision): **Total onsite parking** (2525 Skiers At One Time (SAOT) /2.5 skiers per vehicle) = **1010 vehicles**. **New parking** (75 SAOT/2.5 skiers per vehicle) = **30 vehicles**. **Total** (1010+30) = **1040 vehicles**

****Parking Lot Capacity AT Lower Grant Creek** (revised from Forest Service Record of Decision based on smaller parking lot as a result of SB owners selling part of south end of lot to Town Pump for gas pump expansion) = **50 vehicle capacity at one time for all uses** (includes parking approved by the SB owners for Bluebird Trailhead). I have counted 25-30 cars at one time in the lot this winter with plenty of room for more vehicles. Once the 12 designated spaces are full for the trailhead, people will use the remainder of the parking lot (current use pattern).

- ***Subtracted from Snowbowl Lower Grant Creek Parking Lot maximum capacity of 50
- ****Conservative estimate of what might be built there based on primary existing uses (2 hotels/1 restaurant) – see below

Three (3) vacant commercial lots on Expo Parkway

Primary Existing Commercial Uses in Lower Grant Creek North of I-90: 4 hotels, 3 restaurants, 1 gas station/convenience store

Hotel room capacity north of I-90 accessed by Grant Creek Rd: (2 trips per day minimum) – does not include 25 guest rooms at Gelande Lodge at Snowbowl Ski Area

- 1) Best Western Hotel (circa **1997**) - 126 guest rooms + Conference Rooms
- 2) Motel 6 (circa **1997**) – 65 guest rooms
- 3) C'mon Inn Hotel and Suites (circa **1999**) – 118 guest rooms + Conference Rooms
- 4) My Place Hotel (circa **2015**) - 64 guest rooms

Total Guest Rooms 373 guest rooms/4 hotels = 93 rooms average per hotels = 93 vehicles + 7 vehicles for staff/workers = 100 vehicles per day/hotel X 2 new hotels = 200 new vehicles per day
X 3 new hotels = 300 new vehicles per day

Existing Restaurants North of I-90 on Grant Creek Road (multiple trips per day)

- 1) Starbucks (circa **2004**) – 17 drive-thru vehicles at one time + 17 parking spaces = 34 vehicles
- 2) McKenzie River Pizza (circa **2005**) – parking spaces = 51 vehicles
- 3) Cracker Barrel Restaurant (circa **2007**) – parking spaces = 90 vehicles (west and south side parking only)

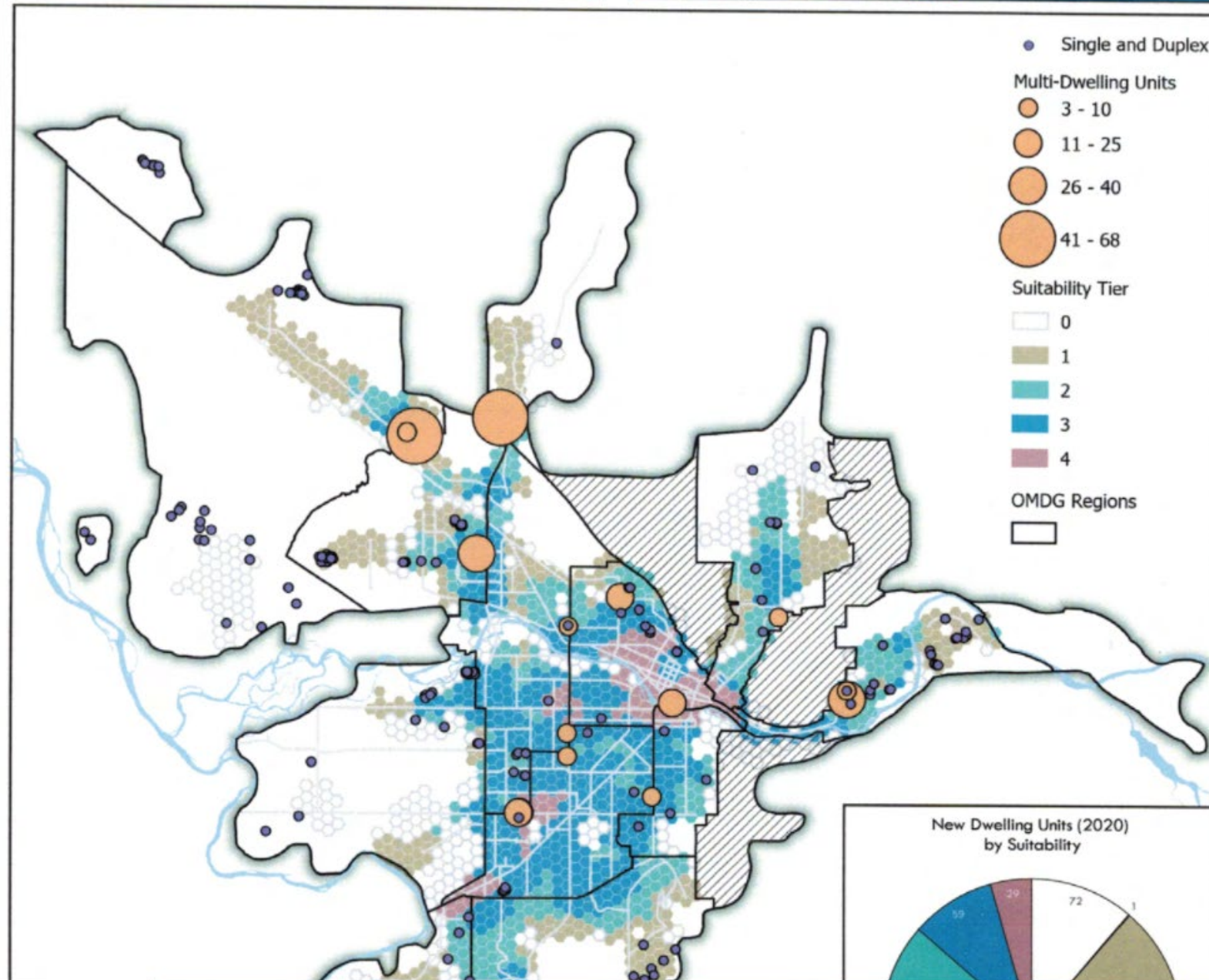
Total restaurant parking/drive thru capacity = 175/3 restaurants = 58 vehicles average per restaurant
 Conservative estimate (w/o Cracker Barrel) = 85/2 restaurants = 42 vehicles average per restaurant

Conservative estimate of potential commercial development on Expo Parkway: 2 hotels, 1 restaurant
 2 hotels = 200 vehicles per day + 1 restaurant = 42 vehicles (multiple trips/day) = **242 vehicles x 2 trips per day = 484 vehicles minimum**

- **GLENEAGLE BIG UNKNOWN**

Residential Building Permits

2020



City Council decision is for approval or denial of the rezone to RMI-45 Residential

- The rezoning to RMI-45 can't be conditioned.
- State Law and Title 20, City Zoning Ordinance require zoning district standards to apply uniformly in all locations throughout the City
- City Council can't approve a rezone to different zoning district.
- The public notification was based on the applicant's request for RMI-45 zoning.
- If the applicant or City Council requested/preferred a different zoning designation, a new application would be required for the new zoning designation, restarting the rezoning review process.

An aerial photograph showing a residential neighborhood with houses and trees. In the foreground, there is a large, flat, sandy area, possibly a construction site or a dry riverbed, with some construction equipment visible. To the right of this area, there is a large building with a brown roof and a parking lot filled with cars. The background shows rolling green hills and more trees.

Questions?