

Grant Creek Center Phase II, Lots 22A & 22B

PROJECT SUMMARY AND PRIMARY REVIEW CRITERIA REPORT

320 Expressway, Missoula, MT 59802

Summary

The owners of this subdivision are Edgell Family Limited Partnership, represented by Ken E. Jenkins, Professional Land Surveyor and Montana Northwest Company. The subdivision is named Grant Creek Center Phase II, Lots 22A & 22B.

The subject property, Lot 22 (1.16 acres), Plat of Grant Creek Center Phase II, was created March 4, 1981. Located in the Northeast 1/4 of Section 7, Township 13 North, Range 19 West, Principal Meridian, Missoula, Montana.

The property is within Missoula City M1-2 Zoning and under the 2019 Missoula Area Land Use Element. The subject property is in the 2005 Wye-Mullan West Plan Area. There are two existing commercial offices with a shared parking lot on said property. Based on Insured Title file number MT-1029294-IT, there are easements recorded in Missoula County, as indicated on the Preliminary Plat.

The timeline below outlines the development of subject property:

1981:

Original Plat of Grant Creek Center, Phase II: 1.16 acres (Lot 22) for Dennis R. Washington, Recorded March 4, 1981. Book 13, Page 72.

1998:

Original Purchase of Lot 22, by P. David Edgell & Sylvia A. Edgell with Warranty Deed Recorded December 15, 1998, Book 566 Page 156.

2007:

P. David Edgell & Sylvia A. Edgell by Warranty Deed Recorded December 12, 2007 granted real property onto the Edgell Family Limited Partnership.

ZONING AND COMPREHENSIVE PLAN:

The subject property is currently zoned M1-2, limited industrial. The 2005 Wye-Mullan West Plan Area suggests Mixed Use & Light Industrial Use, recommending high density residential and commercial services. This proposal creates two lots. Lot 22 contains two existing commercial buildings with no new development proposed. Said Lot already meets the density requirements for this proposed subdivision with 2 dwelling units per 5000 square feet. Lot 22A is proposed at 0.58 acres with one existing commercial building. Lot 22B is proposed at 0.58 acres with one existing commercial building and paved parking lot. This proposed subdivision well meets the zoning and comprehensive plan use and is compatible with the surrounding properties.

The Missoula 2035 City Growth Policy Future Land Use Map recommends a land use designation of light industrial (IND-L) and associated zoning designation of M1-2, the current zoning designation as recommended by the growth policy. The proposal complies with the M1-2 in parcel area, and use. Limited Industrial-Commercial, 2 buildings per 5000 square feet. See Section 4 for the detailed Map.

IMPACT ON AGRICULTURE

The subject property contains two areas of distinct soil classification. Approximately 18.6% of the property is identified as moist gravelly loam, 0 to 2% slopes. This land is classified as farmland of local importance. The other soil classification on said property is 81.4% pits, gravel. There is little potential agricultural value, as this land is fully developed and with two buildings, paved parking, curb, sidewalks, gutters and a small amount of mature landscaping. There is no dedicated irrigation water available to this property and no past, historic or anticipated significant agricultural use. Both commercial buildings are served with municipal facilities with no future plans for additional development or change. No negative impact is anticipated for the farmland of local importance soils therefore, no mitigations are proposed.

IMPACT ON AGRICULTURAL WATER USER FACILITIES

This subdivision is not located on land with agricultural water user facilities and is not adjoining an agricultural water user facility. There are no impacts to ditches or water rights and no impacts are anticipated in the future, thus no mitigations are required and none are proposed.

IMPACT ON NATURAL ENVIRONMENT

The subject proposed subdivision is located in the westerly side of Reserve Street and on the north edge of Expressway. The Northern boundary of said property joins a mobile home park and is naturally separated by a non-buildable slope, see the slope category in Section 4 map for details. In the immediate West and East and North of the proposed subdivision are commercial industrial existing structures. The proposed subdivision and surrounding properties are already developed with existing structures, sidewalks, curb, gutters and landscaping. There are no significant natural features, native plant life, wildlife, wildlife habitat, riparian habitat or natural resources remaining on this property.

No Riparian or Wetland areas exist on this property. The area is dry and well drained. Plant life is minimal with small maintained landscaping. The subject property has little remaining value for agriculture or critical wildlife habitat.

Weeds are controlled by typical methods of pulling and/or spray. No additional development is proposed, thus additional weed introduction is not anticipated. The standard Missoula County Weed Regulations and Noxious Weed Plan can be found in section 8 in preparation if future development occurs.

IMPACTS ON WILDLIFE AND WILDLIFE HABITAT

There are no known adverse impacts to wildlife or wildlife habitat that will result from approval of this subdivision. The surrounding neighborhood is developed as well. Continued commercial use of the proposed two lot subdivision has the potential for sightings of deer, bears or other wildlife that may occasion the area. Subject to FWP review and comment, the Living with Wildlife covenants could be incorporated as a condition of approval. Per FWP data, no species of concern are located on the subject property. No species are anticipated to be affected by this subdivision beyond current level of impact. The majority of the property is developed and entertains little or no attractant to wildlife. Nearby species that could occasion the subject property include Whitetail Deer, Black Bear, birds, snakes and small rodents. Because there will be no wildlife habitat impacted beyond the current level of impact, no habitat mitigation is needed or proposed.

IMPACTS ON PUBLIC HEALTH & SAFETY

This proposed two lot subdivision already has two commercial dwellings and is not proposing future development at this time. As a result of this subdivision, no impacts are anticipated to adversely impact public health and safety of the occupant or surrounding neighbors and public. Adequate infrastructure is in place for residential use of the property.

Expressway is not a city standard developed street of 80 feet back-of-curb to back-of-curb, MDT built this portion of the street at 70 feet. The easement for Expressway is some 10' wider than the actual road surface, and pedestrian access is currently accommodated along the shoulder. Expressway's infrastructure is in very good condition and has been well maintained by MDT. This portion of Expressway sees frequent pedestrian use, and connects several existing public roads and trail systems. That being the case, full width paving would be of little benefit and cause great financial hardship to the property owner. The expansion of 10' to Expressway fronting to said property would provide little benefit to the public for traffic or pedestrian safety. The isolated disturbance of the existing road, sidewalks, curb and gutters would create a great expense, with great waste of materials. The costs would way out way any benefit in this fully developed area.

The subject property has all the necessary utilities already available and currently servicing the two existing commercial dwellings. Utilities such as Mountain Water, Northwest Energy, Republic Services, and multiple phone services are available. The proposed lots will continue to utilize City Water and Sewer Services.

The subject property contains slopes exceeding 15%. Engineered Grading and Drainage plan may be required as part of the building permit process. The subject property contains slopes exceeding 25%. The areas exceeding 25% will continue to be protected by no build zones. See Sections 4, 5 & 9.

Utilities onsite are protected by existing easements. In addition, see Preliminary Plat for building restrictions by no build zones to provide separation from utilities and slopes.

The subject property is not located near any existing known hazards such as, superfund or hazardous waste sites, abandoned landfills, mines, open well, waste sites, sewage treatment plants, high seismic hazard, equestrian meat packing plants or other health, safety or nuisance concerns.

COMMUNITY IMPACT REPORT & IMPACT ON LOCAL SERVICES

The proposed subdivision does not create any significant additional impact to local services. The fully developed property is located in an already developed area, adequately served by public roads and services. The existing paved driveway and parking lot that meets the subdivision regulations and with no planned future development, requires no mitigation. All approaches and permits are subject to approval by Public Works, air stagnation zone and paving standards would apply. There are existing walkways on Expressway with curb and gutter. Expressway has a large volume of vehicle traffic use. Pedestrian use of Expressway is frequent, as it provides connection to existing residential, commercial and public trails.

Expressway is functionally classified as an Urban Collector without parking, table .2A of Section 3-020. of the City Subdivision regulations. Presently this portion of Expressway is paved to 70' with curb, gutter and sidewalks on both sides of the street. This is a fully developed, highly used street. The minimum right-of-way is 80' by regulation. The applicant requests a variance to the road standards in Table .2A of Section 3-020.