



COMMUNITY PLANNING, DEVELOPMENT & INNOVATION

Development Services Division

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June 8th, 2022

Joe Dehnert
IMEG Corp.
1817 South Avenue W
Missoula, MT 59801

Re: West End Homes Annexation, Zoning, and Subdivision 1st Sufficiency Review

Dear Joe Dehnert,

Development Services received your application packet for the above subdivision for 1st Sufficiency review on May 17th, 2022. The sufficiency review deadline is June 8th, 2022. **Development Services cannot certify your application packet as sufficient for governing body review.**

Below is a summary of the deficiencies. Please address the items listed below, then submit only the updated sections of the application packet with a new cover page clearly titled as 2nd Sufficiency Review, and include the date submitted. Please submit the amended sections as PDFs and provide a replacement paper copy of only sections that are amended. The amended materials will only need to be provided to the agencies indicated in the attached agency mailing list.

SUFFICIENCY ITEMS

General

- In order to deem the packet sufficient, the BLR must be filed and all legal descriptions throughout the packet updated (including Title page).
- Article 5, Section 5-010.4.D and Article 5, Section 5-020.10.D requires the plat and street and road plans to include proposed street names. Add proposed street names for roads A-E and the named alley to the preliminary plat and street and road plans. The proposed road names must be updated throughout the packet. All sections requiring updated road names have not been identified in these notes. Go through the packet to ensure consistency.
- Multiple documents will need to be updated as a result of lot changes per the meeting about townhouse and utility placement on Ph VI. Additionally, a Fire Code issue may result in lot layout changes. See "Preliminary Plat/Master Site Plans" section below for more information.

Section A

Project Summary

- The Project summary says 261 lots at the top of the document but all other docs and the plat show 260 lots.
- The variance requested is to Section 3-080.8.B(3). The project summary currently states a variance requested is to B(5) which is not accurate. Correct the project summary to accurately describe the variance requested per Article 5, Section 5-020.8 of the subdivision regulations.
- See required dead end alley variance in "Variance Request" section below. A variance is required to Article 3, Section 3-020.10.F. Include this variance request in the project summary.
- Update the legal description and associated information in Project Summary section following filing of the BLR.

- The packet states there are 6 streets not including Flynn and England Boulevard. I count seven (A through E, Camden, and Dougherty). Correct or clarify this description and update with proposed road names.

Subdivision Application

- Page 2, legal description. Provide an updated legal description upon filing the BLR.
- Page 2, geocode. Request an update geocode upon filing the BLR. Ensure geocodes for all tracts in the subdivision are included.
- Page 2 says net acreage of lots is 29.22 but master plan and plat say 24.89. Correct this inconsistency.
- Page 22/23 Private Road Access 3.A: this question asks if access to the property crosses any properties not owned by the subdivider/property owner. The application packet says “no”. However, the northernmost alley does cross the parcel to the north. Change this answer to acknowledge the portion of alley in the easement. Revise 3.A.1 to describe where the easement document has been included in the packet, or state that the easement will be obtained prior to filing Ph 1 (will be a condition if not included).

Variance

- Page 3 under description: update the legal description (COS #) upon filing the BLR.
- The rear lane adjacent to lots 202-204 dead ends due to the phasing plan (temporarily between Ph 1 and Ph VI). Article 3-020.10.F states “alleys must not dead end”. For this variance request, I recommend focusing on mitigation. Engineering stated to support the variance, a temporary easement through the lots connecting to England Blvd or a temporary turn around will be required. Include this variance in the request document. There will be a condition requiring the easement or turnaround, which will be eliminated once Ph VI is filed. Alternatively, you could choose to alter the phasing plan to avoid a variance.

Preliminary Plat / Master Site Plans

- Article 5, Section 5-010.4.D requires the plat to show all streets, alleys... with... approval for new street names. Provide proposed names for roads A – E and the one alley requiring a name. Update the Master Site Plan with road names for consistency.
- Show updated lot layout discussed in meeting regarding townhouse placement and utilities (lots 229-236 swapped with lots 246-248). Note all sheets showing the plat/lot layout in the packet will need to be updated. Work with Engineering if the Fire/Townhouse Issue leads to alternative layouts from this request.
- **POTENTIAL FIRE/TOWNHOUSE ISSUE:** Reach out to Fire Department and Engineering if additional explanation is needed. All portions (exterior walls) of non-fire sprinkled structures need to be located within 150' of a fire apparatus access road to meet hose stream requirements. This is often an issue with 6+ attached townhouse units which are generally not sprinkled. This code section means that from the point at which the Fire Truck will fight the fire on the road, all building walls (backside included) need to be within 150'. Given the number of attached townhouses in parts of the subdivision, this code may not be met.

Analyze the proposal, work with Fire and Engineering, and determine if breaking up some of the townhouse lots is necessary. If it is necessary, the lot layout will likely need to shift some lots accommodating non-townhouse building types in-between clusters of townhouses lots to break them up (e.g. less units are attached). Alternatively, we could condition that the townhouses which do not meet this code be sprinkled.

Note that depending on the height of the structure, fire apparatus access roads need to have 20 to 26' minimum paved widths (i.e. narrower roads limit building height). This means there is more of an issue for lots which only abut an alley and lots that use a rear lane which is not

considered a fire apparatus road. In cases of lots with rear lanes, the only fire apparatus road is the street. If you come up with solutions related to road design, ensure road plans are updated.

Determine the desired path toward compliance for next sufficiency, especially if sprinklers are undesirable and you choose to change the plat/master site plan. See Conditions Section of these notes as well.

- Phasing Plan: Article 5, Section 5-020.14.A.2 requires “a map legend that lists each phase and the specific final plat filing deadline for each phase”. Per MCA, you 20 years to file all of the phases but there is nothing prohibiting you from filing phases early. I recommend setting the deadlines so that you have ample extra time in case unpredictable circumstances arise.
- The table on sheet 1 of 3 “Street Atlas” shows the road width of the neighborhood collector as 27’. Per the typical section, this should be 32’. Correct this inconsistency.
- On sheet 1 of 3 “Street Atlas”, the thoroughfare type for Road D is not called out like all other streets. Add the thoroughfare type for Road D.
- Update Neighborhood Street cross section to reflect typical boulevard. See Grading, Drainage, and Road Plans Section of these notes for more information.

Scale and Character Illustration Exhibit

- Page 1 states there is 28.25 acres of open space proposed. Other documents state 28.45 acres of open space is proposed. Correct this inconsistency.
- Page 6 of the PDF (marked 12 on the page) states there are 116 high density homes and 130 standard density homes. Additional lots/homes have been added. Update the document to reflect the current proposal.

Annexation Petition

- Update the legal description once the BLR is filed.

Section C

COS and Prior Subdivision History

- Article 5, Section 5-020.9.C requires C.O.S history for the property. Once the BLR is filed, swap out the draft BLR for the filed C.O.S.

Covenants HOA

- Once the BLR has been filed, update the legal description.
- The weed management plan attached to the covenants is outdated (old introduction). An updated plan was included as a separate document. Update the weed management plan attached to the covenants.

Draft Development Agreement – BLR

- Update the legal description once the BLR is filed.
- The document states there are 261 lots. Other documents state there are 260 lots. Correct this inconsistency.
- **Please see additional notes about the agreement in the “Recommendations” section.

Section D

Water and Sanitation Report

- Update the legal description following filing of the BLR.

Road Atlas Worksheet

- The road widths for neighborhood streets are incorrect. The atlas should state the width is 29.5' instead of 31'. See comment in Grading, Drainage, and Road Plans per Engineering.

Geotech Report

- The executive summary at the beginning does not describe the accurate number of lots, open spaces, and roads. Correct this inconsistency.

Grading, Drainage, and Road Plans

- Article 5, Section 5-020.10.D requires street and road plans to include street names. Provide proposed street names for roads A – E and the alley that must be names for Fire access.
- D1 – Update the typical sections to reflect geotechnical report.
 - Section 8.2.3 of the Geotech report requires 6" of crushed base course under concrete flatwork in lieu of typical 4" shown on STD-752. Additionally, Geotech report also indicates use of separation geotextile under concrete flatwork (Mirafi 280i).
 - Show sidewalk base course extending 1' beyond both sides of sidewalks (STD-752).
 - Section A
 - Table 8.1 of the Geotech report requires 4/10/8/geotextile pavement section for collectors (Dougherty Drive).
 - Section B
 - Table 8.1 of the Geotech report requires 3/8/8/geotextile pavement section for locals (Camden, Roads A-E)
 - Street elements do not add up to total road width. Form-based code thoroughfare sections do not account for the 1.5' of parking width that is on the gutter pan. Total road width for neighborhood street is 29.5', not 31'.
 - The boulevard bulbouts contain the bioswales on Neighborhood Street. These areas are wide enough to do so (10' boulevard is required when bioswale is conveying water). The 8' boulevards are acceptable for areas where the bioswale is not conveying water (regular boulevard w/ trees). Because the bioswales and 10' boulevards are only at the bulbouts, the standard cross section for the Neighborhood Street should show a typical 8' wide, flat, boulevard. There appears to be bioswale grading through some of the 8' wide boulevard in the plans, but it is unclear. Please clarify with Engineering and Parks and Rec if there are bioswales in the 8' wide boulevards.
- D2 – Update the typical sections to reflect geotechnical report.
 - Section D – Asphalt patch thickness either 3" or 4" per MCPWSS Table 7-2 for local road based on CBR from geotechnical report.
- Sheets 21, 22, 26, 27 – Show improvements in 12' wide pedestrian access block break between England and Rear Lane A / B.

Utility Construction Plans

- Update plans to reflect lot and utility changes for lots 229-236 swapped with lots 246-248 (See Preliminary Plat Section).
- Sheet 4 - Provide water main looping along Flynn Lane for Water Mains I, J, K. This looping could be from Camden to Road A and from Road B to Road C but would be verified during water modeling at Stage 3 per Engineering.
- Sheet 4 – Extend Water Main H to the western property boundary on Camden for future extension per Engineering.

- Sheet 4 – Show domestic and irrigation water service for park (incomplete utility plan per Engineering and Parks). Parks and Rec stated they will need utilities connected to the park. Please see the exhibit provided with this letter showing approximate locations of desired water and sewer connections.
- Parks and Rec stated they will need electrical service to the park (3 phase for splash pad) and internet service is desirable in the park.

Preliminary Grading and Drainage Engineering Design Report

- Revised Report, 1.0 General and 3.1 Existing Basin provides the wrong property acreage. Correct inconsistency to state the property is 71.39 acres.
- Table 1 - Sub-basin areas sum to 64.84 acres. Engineering assumes this is due to the footprint of England Blvd being excluded from the stormwater analysis. Please confirm that total basin areas are correct and include explanation of the discrepancy between total project site area and stormwater sub-basin area.

Traffic Impact Analysis

- The introduction, 2.0 Proposed Development, and 5.0 Conclusions and Recommendations states there are 254 units. This has changed since the report was written. Correct this inconsistency.
- The Project Vicinity Section, 1.1.1 shows and states the land use designation from the Growth Policy which is not applicable to this area. Replace with information about the Crossroads Center designation of the Sxwtpqyen Master Plan. Correct on page 3 under land uses as well to show the applicable regional plan.
- Section 2.0 Proposed Development states there is no phasing plan and includes an outdated master site plan. Update to be consistent with the rest of the packet.
- Section 1.2.2 Transit and Non-Motorized Facilities – The report should include additional discussion and evaluation related to this topic. While there may not be infrastructure in place today, plans are in place for bike facilities on England/Flynn Ln – this report should include consideration of those facilities regarding related accessibility, safety, and transportation demand management. Also, Mountain Line has a long term planned route (15B) on the adjacent section of England Blvd – considerations for this should be included as well.
- Section 3.1.2 Future Background Traffic Estimates – 1% annual traffic growth in this area seems very low given the pace of adjacent development, especially considering how the England/George Elmer connection will soon provide the option for a lot of traffic generated by development to the west to redirect from using Mullan Rd. Provide data and associated discussion in the report to justify the background growth rate.
- Section 4.2 Trip Distribution and Assignment – Various assumptions need justifications or simply to be corrected, many of these items will ripple into updates throughout the report:
 - Mary Jane Blvd will be connected to W Broadway prior to 2026. How will this connection change trip distribution?
 - England Blvd will be connected to George Elmer Dr prior to 2026. This connection will likely result in a substantial increase in England Blvd traffic contributed by adjacent development to the west (e.g. from McNett Flats, Remington Flats, 44 Ranch, etc.).
 - Provide info to justify how site generated trips are distributed to/from the subdivision. Currently a large proportion of traffic volume on Flynn Lane chooses to go north rather than travel east on England Blvd; why will the large majority of site generated traffic distribute differently?
- Section 4.3 Future Conditions with the Project – England/Flynn will have TWSC (stopping N-S legs) after this year. Adjust the proposed operations accordingly.

CONDITIONS IF NOT CORRECTED

The following items will result in conditions if they are not corrected during sufficiency. In an effort to reduce the overall number of conditions, staff strongly recommend addressing the items below for the next submittal. The notes below do not reflect the final condition language and does not include all conditions that will be required of the subdivision.

General

- Article 5, Section 5-020.5 requires information pertaining to access to the property, including when applicable, copies of easements, agreements, and access permits... sufficient to demonstrate the existence of perpetual, legal access. Proof of the utility/access easement for the alley on the parcel to the north was not included in the packet. If the easement document is not added to the packet during sufficiency, proof of the easement will be a condition of final plat approval for Ph 1.
- 3-060.4.C "If the removal of water rights has not been completed at the time the final plat is filed, the subdivider must provide written notification to prospective buyers of the subdivider's intention to remove the water right and must document that intent, when applicable, in agreements and legal documents for related sales transactions." A condition of approval will require removal of water rights prior to final plat, or notification of intention.
- A condition of approval will require the subdivider to petition into the Missoula Urban Transportation District per Dan Stone's comment, prior to final plat approval.
- A condition of approval will require an avigation easement, per the Airport Authority's comment, prior to final plat approval.

Preliminary Plat / Master Site Plans

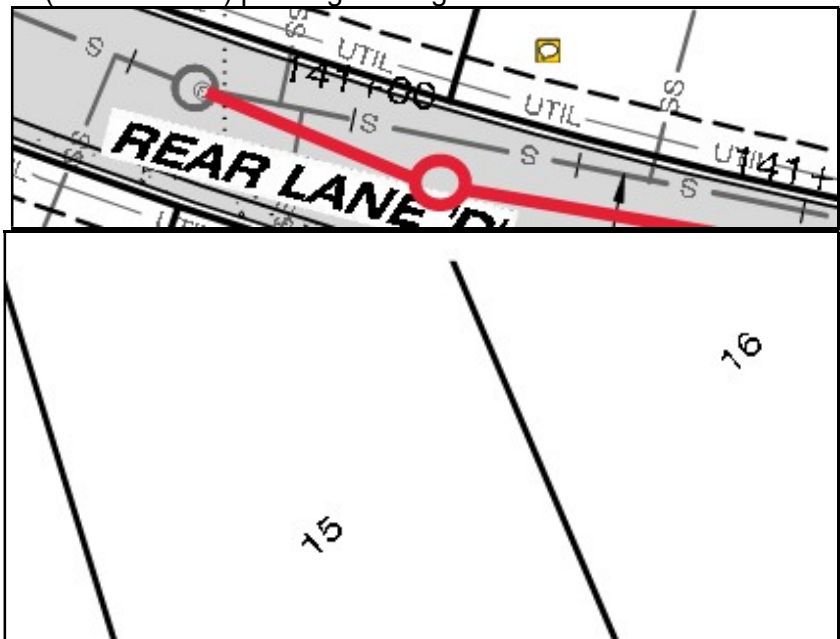
- Engineering: A condition of approval will require OP2 and OP3 to be private utility easements because there are services running through the parks. Sheet 4 of the Utility Construction Plans – Services for lots not fronting utility mains need service line easements, including through common areas (Article 3, Section 3-060.1).
- 3-020.15.C.1 "Active transportation facilities must be placed within public rights-of-ways or public access easements". A condition of approval will require common area trails through blocks to be placed in non-motorized public access easements because they will contain active transportation facilities.
- Engineering may require conditions related to the phasing plan in order to provide connectivity.
 - Improvements to Flynn Lane (curb/gutter, patch, shared-use path) installed with Phase I to ensure connectivity with proposed facilities to the south and north.
 - Bike facilities (both sides) on England installed with Phase I to ensure connectivity and complete facilities (these are one-way facilities on each side of the road, only installing one side will not provide complete facilities).
- A condition of approval will require 1' No Access Strip along the front of all alley loaded lots (all streets) per Article 3, Section 3-020.10.D "motor vehicle access to the lots and off-street parking must be from the rear yard when an alley exists or is planned".
- Engineering stated "Possible Condition or show on preliminary plat – Provide 8' PAE on north parcels prior to final plat of Phase I. Verify the dimension and leaders on the plat provided." Reach out to Steve Reichert for more context/explanation.

Covenants HOA

- Article 5, Section 5-020.14.K.3. requires the covenants to state the open space restrictions are perpetual. Article 3, Section 3-080.3 states “Open space lands set aside as common area rather than dedicated to public use may not experience a change of use without the approval of the City Council.” Inclusion of language in the covenants stating the open space restrictions are perpetual will be a condition of final plat approval.
- Article 5, Section 5-020.14.K.4 requires the covenants to state; “The association is responsible for liability insurance, local taxes, and the maintenance of recreational and other facilities.” Inclusion of this language in the covenants will be a condition of final plat approval.
- Article 5, Section 5-020.14.K.5 requires the covenants to state; “Property owners must pay their pro-rata share of association costs and that the assessment charged by the association can become a lien on the property”. Inclusion of this language will be a condition of final plat approval.
- Article 5, Section 5-020.14.K.10 requires a regular maintenance program for... other mutually controlled facilities.” The covenants only mention maintenance of OS 1-3. The common areas used as mid-block crossings/trails are not referenced in regards to maintenance. Inclusion of maintenance provisions for all common areas will be a condition of final plat approval.
- The Fire Department has stated that in order to mitigate safety concerns for lots 153-165 and 133-139, the units will need to be identifiable from the alley ways (e.g. name the alley and ensure addresses are posted in a location visible from the alley). A condition of final plat approval will require the covenants section regarding addressing to state these units must display address numbers so that they are visible from the alley.
- How is maintenance of attached units handled (e.g. mansion apt/townhouse)?
- From Engineering: Who will maintain the boulevard swale along Flynn Lane? The HOA or adjacent property owners?
- A condition of approval will require fencing restrictions for lots with no access from a street in order to meet Fire Code.

Utility Construction Plans

- Sheet 10 – Adjust Sewer Main C alignment and manholes to keep main centered and structures away from cove gutter (shown below) per Engineering.



Geotech Report

Request additional information from Steve Reichert. Some of the items in this section may not be conditions. Please address questions asked to assist Engineering with their review.

- Section 8.1.3 – MPWSS specification for utility trench backfill is to compact to 95% (Type A). Why is Geotech recommending 98%?
- Section 8.3.5 – Subbase course gradation is different than MPWSS 6th Edition

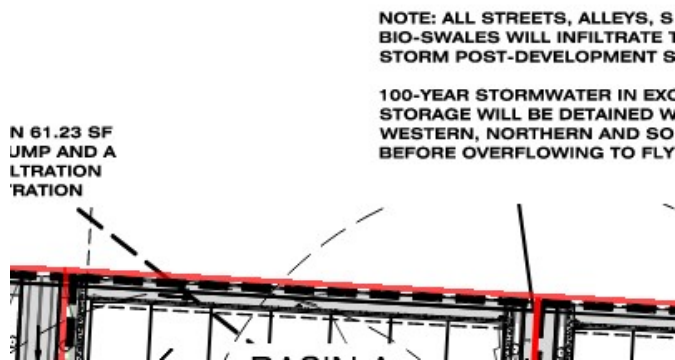
Sieve or Screen size	% Passing (Geotech)	% Passing (MPWSS)
3-Inch	100	100
No. 4	25 – 50	25 – 60
No. 40		10 – 30
No. 200	0 – 8	2 – 10
- Table 8.1 – Recommended Pavement Section Thicknesses
 - Collector – 4/10/8/geo
 - Main Subdivision Streets – 3/8/8/geo
 - Alleys-Rear Lanes – 3/6/8/geo

Preliminary Grading and Drainage Engineering Design Report

Please address all questions asked to facilitate review.

- 3rd Element Review Revised Resubmittal Narrative - Discharge rate into park will need to be documented for incorporation into park stormwater plan (5-020.11).
- Section 3.2 - Modifications to the Flynn Lane are part of this development, Flynn Lane needs to be included and analyzed as a sub-basin (5-020.11.A).
- Section 4.0 - It appears that stormwater originating in Flynn Lane to the North of this development flows southward in the stormwater ditch on the west side of Flynn Lane. If this is true, this stormwater report needs to account for that stormwater.
- Section 4.2F - In the final stormwater report, include a figure showing the cover type/CN assignments used to calculate basin composite CNs.
- Section 4.3C - In the final report, include a figure showing the flow paths used to calculate the time of concentration. Provide debris and sediment pretreatment prior to the pipes crossing England Blvd to prevent plugging of the overflow pipe & manhole. Provide calculations showing that adequate head is available to convey 100-yr flow beneath England Blvd and out of the overflow dry well without excessive ponding on the upstream side. A non-standard lid may be required on the overflow manhole provide adequate discharge capability.
- Table 3 - Include pre-development 100-yr discharge rate. Include a comparison of pre- and post-development runoff volumes and rates at discharge points for all 3 areas (5-020.11 A & C).
- Section 4.4 - Culverts are not being installed under England at the Flynn-Lowney Ditch crossing. The portion of Flynn-Lowney Ditch South of England Blvd will not have any overland drainage path. If the ditch South of England Blvd is used as a stormwater discharge point, the ditch will need to infiltrate stormwater within 48-hours. The ditch North of England Blvd will continue to have open channel connection to Grant Creek.
- Drainage Basin Map - How is the composite curve number being calculated for individual lots? The curve number in lots should be based on proposed impervious/impervious area. This could be done with a standard lot layout, pervious/impervious area required by zoning, ect...

- The stormwater report will need to include calculations for how stormwater is routed between subbasins to the ultimate off-site discharge point. Inter-basin routing is required for sub-basins that discharge water from one sub-basin into another. The calculations should include any intermediate flow channels, detention basins or culverts. These calcs are required to support post-development 100-yr discharge rates crossing the site boundary. The attached figure has an illustration of where Engineering anticipates inter-basin flow calculations will be required.



Grading, Drainage, and Road Plans / Fire Conditions

- Sheet 4 – Show correct curb alignment tie-in at intersection of Dougherty and England per BUILD re-designed plans.
- Sheet 4 (typical all road sheets) – Do not project cove gutter in alleys/rear lanes through sidewalk, bike lanes, and approaches. End at back of sidewalk with a drainage structure nearby.
- Sheet 4 (typical all intersections with bike paths) – All landings/ramps will be concrete including asphalt bike paths behind TBC.
- Sheet 5 (typical all sewer sheets) – Call out manhole numbers in plan view
- Sheet 8 – Show correct curb alignment tie-in at intersection of Road A and England per BUILD re-designed plans.
- Sheet 13 – 20' asphalt pavement width required in throat of curb extensions (18' shown on Road C at intersection with Road D).
- A condition of approval will require no parking signs where alleys are needed for Fire apparatus access. This should apply to the alley behind lots 153-165, 133-139. (3-020.4.J)
- A condition of approval will require street signs with street names when the alley is the only apparatus access to homes (the alley service the homes fronting OS lots). (3-020.4.J)
- A condition of approval will require the homes on lots fronting open space to provide one legal egress door leading to a public way (the alley). The plans seem to be providing a legal door leading to the park as opposed to the alley which isn't going to be acceptable for fire. Fire will need the legal means of egress to connect to the alley/address (fire access) side. The planned occupancies can provide the means of egress (emergency access) on the exterior of the residence (not garage) where they choose, but emergency personnel need access to it from where they are going to access the building (alley). The contractor/developer can accomplish

the above by providing a 3' sidewalk from the alley to the legal (IRC, R311.2) residential egress making it easily identifiable.

- A condition of approval will likely restrict the height limit (measured to where the wall meets the eave) of structures not abutting a street in order to meet Fire Code.

Additional Parks and Recreation Items

- Water and sewer is needed for the park (see sufficiency item in the Utility Construction Plan Section).
- Parks and Rec stated they will need electrical service and internet service in the park.
- For final plat approval, a separate development agreement in regards to the developer installing park improvements will be required. A condition of approval will require a final parks plan.
- Note that Parks was made aware of the sewer easement through the park which will alter their plans to place a hill in this area.
- The southern portion of England Blvd does not show boulevard trees. A compliant boulevard landscaping plan will be a condition of final plat approval.

RECOMMENDATIONS

This section contains additional recommendations for improving the quality of the packet. It also includes important notes about process and staff requests. These are not sufficiency items – though they are still recommended.

Project Summary

- Describe proposed OS lots.

Variance Requests

Below are recommendations for making a stronger case for variances to City Council.

- Page 2 under Criteria 1, I recommend including some language about Fire safety since this has historically been a sticking point for this type of variance. You could add information like; the alley is wide enough for fire truck access, a street name will be assigned and a sign will be posted for identification, units will have rear entry for fire access, etc.
- Page 2, criteria 6: you could improve this description by mentioning the FBC promotes having the fronts of buildings and lots facing green spaces (Division 5.1). For clarification, the FBC does not directly conflict with the subdivision regulations. Rather, the FBC promotes inclusion of small green spaces, fronted by lots and buildings, with pedestrian oriented design. The lots fronting the green spaces meet multiple intents of the code, though the code itself does not create a requirement for this variance.
- Page 4, criteria 2 or 3: In either of these criteria, you could mention the EADA zone and how there is a desire to keep this area low density through creation of parks. The EADA zone is a specific constraint of this land, and the variance helps to facilitate creation of a large park which meets the FBC goal of reducing housing in the EADA zone.

Draft Development Agreement – BLR

- Considering the development agreement is necessary for the property owner, but not necessarily tied to the subdivision, staff would like to continue actively working on the agreement outside of sufficiency review. Please provide a word document copy of the agreement. Ryan Sudbury of the City Attorney's Office would like to propose edits and add

comments to the agreement for your review. Additionally, can you specify which lawyer has been hired to draft the agreement?

- Provide Exhibits 1 and 2. Engineering would like to review the road placement of the southern parcel. Though we can likely condition adding the exhibits, the road referenced in the agreement acts as mitigation to one of the variances. Including the exhibit for governing body review will help support the variance.
- Parks and Recreation Nathan McLeod: "We have concerns with the development agreement. Specifically, Section 3 "restrictions and grants related to the granted parkland". My understanding is that this should not hold up sufficiency but we will not be able to agree to the terms as they are written. Naming of the park requires a donation of the majority of the park improvements. Parkland dedication to meet subdivision requirements is not considered a donation in this case. Park board and City Council will have to approve naming of the park. A memorial to Eleanor Dougherty is possible, we will need to see specifics related to this and it will also need to be approved by Park Board."

Grading, Drainage, and Road Plans

- Steve Reichert has requested a circulation plan to assist with his review. I recommend providing the circulation plan to facilitate more comprehensive, quicker review of the plans.

When you are ready to submit your updated materials, please direct them to the attention of Cassie Tripard. If you have any additional questions, you may reach me at (406) 552-6673 or email me at TripardC@ci.missoula.mt.us.

Sincerely,

Cassie Tripard

Cassie Tripard, Planning Supervisor
Development Services
Community Planning, Development, & Innovation

cc: Dave DeGrandpre, CPDI
Mary McCrea, CPDI
Eran Pehan, CPDI
Walter Banziger, CPDI
Troy Monroe, PW&M
Steve Reichert, PW&M
Nathan McLeod, Parks & Rec