From: Allen and Charlotte Hay
To: Lauren Stevens
Subject: Re: Comment on Rebecca Donnelly Proposed Subdivision, Missoula
Date: Monday, December 12, 2022 9:35:49 AM

Hello Lauren,

I'm sorry for the late reply; your email ended up in my spam folder and I didn't read it immediately.

I'm writing now to say how much I appreciate your taking the time to respond to my comments. Sometimes it feels that comments sent by email just float off into the ether, never to be seen again. I appreciate knowing that the Parks and Engineering departments are involved in this process.

I do fully understand that the property is zoned for residential development. Beyond my practical concerns, as a child of the sixties my idealistic side harbors a minuscule notion that Ms. Donnelly might re-think her plan and consider donating the land in question as an addition to the High Park Conservation Area. Hence my comments about open space. What a legacy that would be for her.

Thanks again.

Char Hay

> On Dec 8, 2022, at 4:57 PM, Lauren Stevens <StevensL@ci.missoula.mt.us> wrote:
>
> Hi Charlotte and Allen,
>
> My name is Lauren Stevens, and I am a planner with the Community Planning, Development and Innovation Department at the City of Missoula. The Parks Department forwarded your comments regarding the proposed subdivision on Landon's Way to me. I will include your comments in the file for this project, which will all be submitted to City Council for review prior to the public hearing and vote.
>
> I wanted to address your concern regarding street access through the parcel from Simon's Drive. While Article 3 of the City of Missoula Subdivision Regulations does require more than 1 road access to a proposed subdivision within the Wildland Urban Interface (WUI) and prohibits cul-de-sacs, it also gives a developer the right to request a variance from this standard based on conditions unique to the property. A variance request through the subdivision process will be evaluated as stated in Article 6 of the Subdivision Regulations. The decision to approve or deny a variance request is made by City Council.
>
> As for the Woodbine/Hillview intersection, part of the agency review of a subdivision application will include City engineering staff in Public Works & Mobility. I will forward

your questions to Engineering/Public Works & Mobility staff. They will review the proposal once it is submitted and can address your concerns at that time.

At this time, we have only seen a preliminary plan for this project and do not know exactly what the developer is proposing in terms of access locations, road widths, grades, and related matters. Once the applicant submits a formal application and it is deemed to have all the necessary elements and be sufficient for review, we will mail a notice to adjoining property owners, post a notice of public hearings on the property, publish notices of public hearings in the Missoulian, provide information to the public on the application and receive comments via engagemissoula.com, and post all application documents on the Private Development Projects page of the CPDI website. Both the Planning Board and the City Council will hold public hearings on the project.

Parks also compiled a response to your third concern:

3. Access to the High Park Conservation Area

Currently, people who want to access the city owned and maintained trailhead to the High Park Conservation area are able to park in the cul-de-sac at the end of Landons Way. Under the current proposal the only parking would be on the street in front of the houses heading down Landons Way further leading to traffic congestion issues. (screenshots #1 and #3) The current proposal does not address adequate or appropriate trailhead access.

High Park is classified as a Neighborhood Park in the Parks Master Plan. These parks are located to serve residential areas within walking distance (0.5 miles), and street parking is generally adequate for this type of park. We haven't received updated plans from IMEG yet, but in the initial round of review, we were adamant that pedestrian access to the park needs to be maintained as much as possible and additional access points added using a combination of parkland dedication and public access easements.

As you can see, there are specific problems about the proposed development as listed above. But beyond practical matters - which we hope are analyzed closely as this proposal is evaluated - we also grieve the loss of the beautiful meadow that the entire extended neighborhood treasures. We regret seeing another bit of within-city-limit open space lost to development. We believe what Tracy Stone-Manning said in her tribute to John Engen: "He understood that the open space surrounding our town … is not only critical to Missoula's economy but a fundamental part of who we are as Missoulians."

We completely agree with you about the importance of our open space! However, the land being developed is privately owned and is not zoned as open space. The subject property is zoned R5.4 Residential and permits residential development. City staff will review the proposal for compliance with the applicable requirements in the subdivision regulations and our Parks Master Plan to achieve our goals. These documents give us authority to require pedestrian access to High Park and preserve tree-dense habitat on the east side of the property. We will work with IMEG to improve the plans to meet

these goals during the next round of review.

Please let us know if you have any additional questions or comments as this project moves forward.

Best,
Lauren

Lauren Stevens | She/Her/Hers | Senior Planner
Community Planning, Development & Innovation
Development Services Division
(406) 552-6054 | StevensL@ci.missoula.mt.us

<image002.jpg>

Promoting equitable growth and a resilient, sustainable community.

From: Allen and Charlotte Hay <achay23@msn.com>
Sent: Thursday, November 24, 2022 2:34 PM
To: Jason.S.Rice@imegcorp.com
Cc: Mike Nugent <NugentM@ci.missoula.mt.us>; Mary McCrea <McCreaM@ci.missoula.mt.us>; Amber Sherrill <SherrillA@ci.missoula.mt.us>; Donna Gaukler <GauklerD@ci.missoula.mt.us>
Subject: Comment on Rebecca Donnelly Proposed Subdivision, Missoula

November 24, 2022

To: IMEG Corporation (Jason.S.Rice@imegcorp.com)
Mary McCrea, Permits & Land Use Manager (mccream@ci.missoula.mt.us)
Mike Nugent (NugentM@ci.missoula.mt.us)
Amber Sherrill (SherrillA@ci.missoula.mt.us)
Donna Gaukler (dgaukler@ci.missoula.mt.us)
Neighborhood Group (29 concerned neighbors)

Re: Rebecca Donnelly Proposed Subdivision, East End of Landons Way (Parcel ID 04209305123050000)

This proposed subdivision is quite unique in that its property line is the border of the High Park Conservation Area, making it an extension of the sloping terrain of the Conservation Area. In fact, the backyards of the proposed houses would butt directly up to the Conservation Area. This gem of combined open space can be seen from across the valley floor. It is a tree-filled wildlife corridor housing deer, raccoon, fox, a great horned owl, and is yearlong habitat for birds and small animals.

We have lived at 1204 Landons Way for 15 years. We walk our dogs regularly throughout the area of the proposed subdivision and the conservation area. Please don't discount our comments by characterizing us as NIMBYs. We are not driven by self-interest nor are we opposed to development. That said, we will be significantly affected by the rerouting of our quiet street and the construction of 16 new homes. As presented to us by IMEG, this proposal has consequential problems that need to be addressed.

1. Intersection of Woodbine and Hillview

Screenshot #2 below shows the intersections of Hillview / Black Pine and Hillview / Woodbine. Note the dramatic difference in the curb radius and corner clearance. The curb radius at Woodbine and Hillview is not large enough to accommodate two cars entering and exiting at the same time. With the dramatic increase in traffic anticipated by major development above us on Hillview, this intersection, already dicey, is going to get worse. Numerous times in the past, cars have missed this curve and collided with street and stop signs at Hillview and Woodbine, sometimes ending up high centered on private property on the corner.

Because of the steep slope, the car traveling downhill on Woodbine has to stop well away from the intersection in order to allow the car making a left turn onto Woodbine from Hillview to enter. In winter the incoming car has to hope that it can avoid both people speeding down Hillview and accumulated snow and ice as they make the left turn onto Woodbine. (Ironically, just this morning as I was driving down Woodbine I had to drive up on the sidewalk to accommodate a car turning left from Hillview because of snow and ice.) This is a daily issue in good weather that the neighbors have learned to accommodate for by being conscientious, but snow and ice exacerbate the problem significantly because of the corner clearance and the steep grade of the street. As you can see from the photos below, the intersection turns into a steep one-lane street when exiting Hillview.

2. Traffic Conditions on Landons Way / Woodbine

Our neighborhood does not have access to public transportation. Everyone travels by car. As proposed, Landons Way is the only entrance/exit to the new subdivision. IMEG estimates that on average each household generates 8 one-way trips per day (TPD), defined as the total number of trips, both inbound and outbound in a 24 hour period. Going to the store = 1 TPD. Returning = 1 TPD.

That very conservative estimate doesn't include multi-vehicle households, trips per day made by visitors, deliveries, trash pickup, snow removal, people accessing the conservation area, etc. Since we're two houses away from the entrance to the subdivision, daily traffic past our house would increase by a factor of 8 from 16 TPD to 144 TPD. The houses at the Woodbine/Hillview intersection would experience over

125 trips per day more than they do now.

Additionally, because of inadequate width Woodbine narrows into a one-lane street from Hillview to the Landon's way intersection because no-parking signs are not enforced, neighbors' cars are parked the street and snow berms fill up both sides of the street in winter.

Combine these facts and it's clear that there are significant safety issues that would only be compounded by increased traffic.

The obvious solution to these Landons Way / Woodbine / Hillview issues is to continue Landons Way through to Simons Drive, thus providing an alternative ingress/egress to the subdivision. IMEG told us that the grade of the property is too steep to allow access to Simons. That seems very hard to believe. In fact, the developer of the subdivision property also owns the lot at 503 Simons (directly adjacent to the proposed development) which *already* accesses Simons via a driveway. (screenshot #3) The developer may not want to pay for making Landons Way a through street, but the South Hills are composed of streets that have been built to accommodate varying elevations and grades of land. The proposed development itself lies on steep terrain which, per IMEG, would mean "a lot of earth is going to have be moved" and trees removed to terrace the proposed houses.

3. Access to the High Park Conservation Area

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As you can see, there are specific problems about the proposed development as listed above. But beyond practical matters - which we hope are analyzed closely as this proposal is evaluated - we also grieve the loss of the beautiful meadow that the entire extended neighborhood treasures. We regret seeing another bit of within-city-limit open space lost to development. We believe what Tracy Stone-Manning said in her tribute to John Engen: "He understood that the open space surrounding our town … is not only critical to Missoula's economy but a fundamental part of who we are as Missoulians."

Fair or not, it appears to us and our neighbors and friends that a private property owner can do essentially what they want when proposing a new subdivision in Missoula. Normally, by the time a proposal comes to the City Council it is approved. The perception is that those affected are helpless to have any influence once the

wheels of development start rolling. But the developer also has responsibilities when it comes to the impact of their plans on the neighborhood. Please do not "rubber stamp" this proposal because of, to quote senior county planner Tim Worley, "this super-heated housing situation that we find ourselves in." This proposal, as presented to us by IMEG, has significant flaws.

Thank you for considering our comments.

Char and Allen Hay
1204 Landons Way
Missoula, MT. 59803
406-251-3265
achay23@msn.com

Attachments: Screenshots 1, 2, 3 Street Photos 1, 2

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